



MIAMI COUNTY COMPREHENSIVE PLAN

AMBOY • BUNKER HILL • CONVERSE • DENVER • MACY • MIAMI COUNTY • PERU

June 9, 2015

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Bunker Hill

Converse

Miami County

Peru



PART ONE: INTRODUCTION

PLAN OVERVIEW, COMMUNITY PROFILE, PLANNING PROCESS

Purpose of the Comprehensive Plan

The Miami County Comprehensive Plan is a long-term strategic guide to help the communities of Miami County manage and facilitate stable and desired economic growth over the next 10 to 15 years. The plan is designed to provide the necessary guidance to assist in policy, land use, and infrastructure decisions by the County, Cities, and Towns officials in the reasonable future. In addition to guiding local government officials, the plan also serves to guide other non-government community organizations, leaders, and all citizens in designing the future of their community. The plan is intended to be a living document that is utilized by public and private entities as they make decisions about the future. To remain applicable and effective, the plan document should be reevaluated, updated, and adjusted annually or as major changes occur in the economy, demographics, land use, infrastructure, or major developments. As growth or changes occur, this plan will provide a framework to further the welfare of the people of Miami County by creating convenient, equitable, healthful, efficient, and attractive environments for present and future generations.

What is the Miami County Comprehensive Plan?

It is a strategic guide containing policy statements for effective decision making in both private development projects and community expenditures for the public good. A comprehensive plan is an adopted, legislative document containing official policy statements for effective decision-making in both private development projects and community expenditures for the public good. The purpose of the plan is to guide the community into the future. A comprehensive plan is the vehicle with which a community's decision makers are able to control the quality, quantity, and location of their growth. It provides both a snapshot of the current point in time and a vision for the future, guiding long-term investment, growth, and development.

A comprehensive plan assists policy, land use and infrastructure decisions, and helps gather input from a variety of sources to build consensus around the plan. In its most effective form, it is a living document that will be updated as change occurs among land use, transportation, infrastructure, resources, demographics, and priorities within the community.

Communities may adopt comprehensive plans as described by Indiana Code "for the promotion of public health, safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development". Indiana Code 36-7-4-500 series sets forth the standards for developing and evaluating a comprehensive plan. Required elements include the following:

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

What the Miami County Comprehensive Plan is NOT?

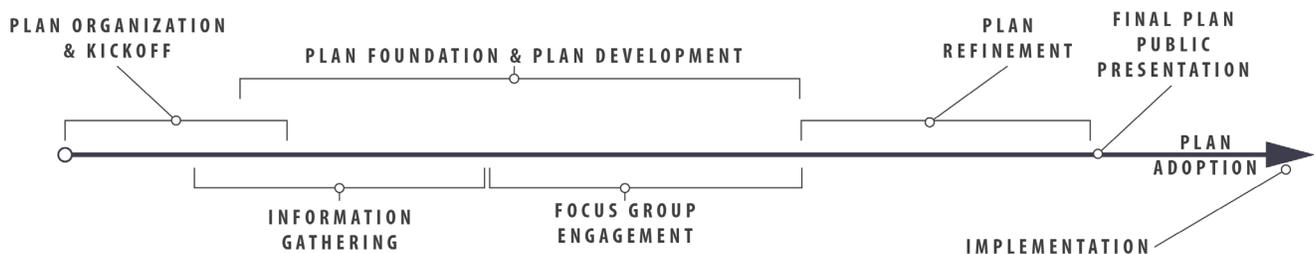
A comprehensive plan is not a rezoning document, and the zoning classifications within the county and its communities do not change because of the recommendations set forth. Any future zoning changes within the county, whether initiated by Peru, any of the incorporated towns, the county, or by a private land owner must follow standard Indiana law and the County or local entity process for zoning and ordinance changes. It is not the only piece of the decision making process and is not the solution for all the community’s challenges. Recommendations within the comprehensive plan may require further, in-depth studies in order to provide the best possible solutions to certain issues.

Why Complete a Comprehensive Plan?

This comprehensive plan is necessary for the community to establish a clear vision, provide a set of strategies to help manage and facilitate stable and desired economic growth to realize that vision, and prepare for the future in the best possible manner.

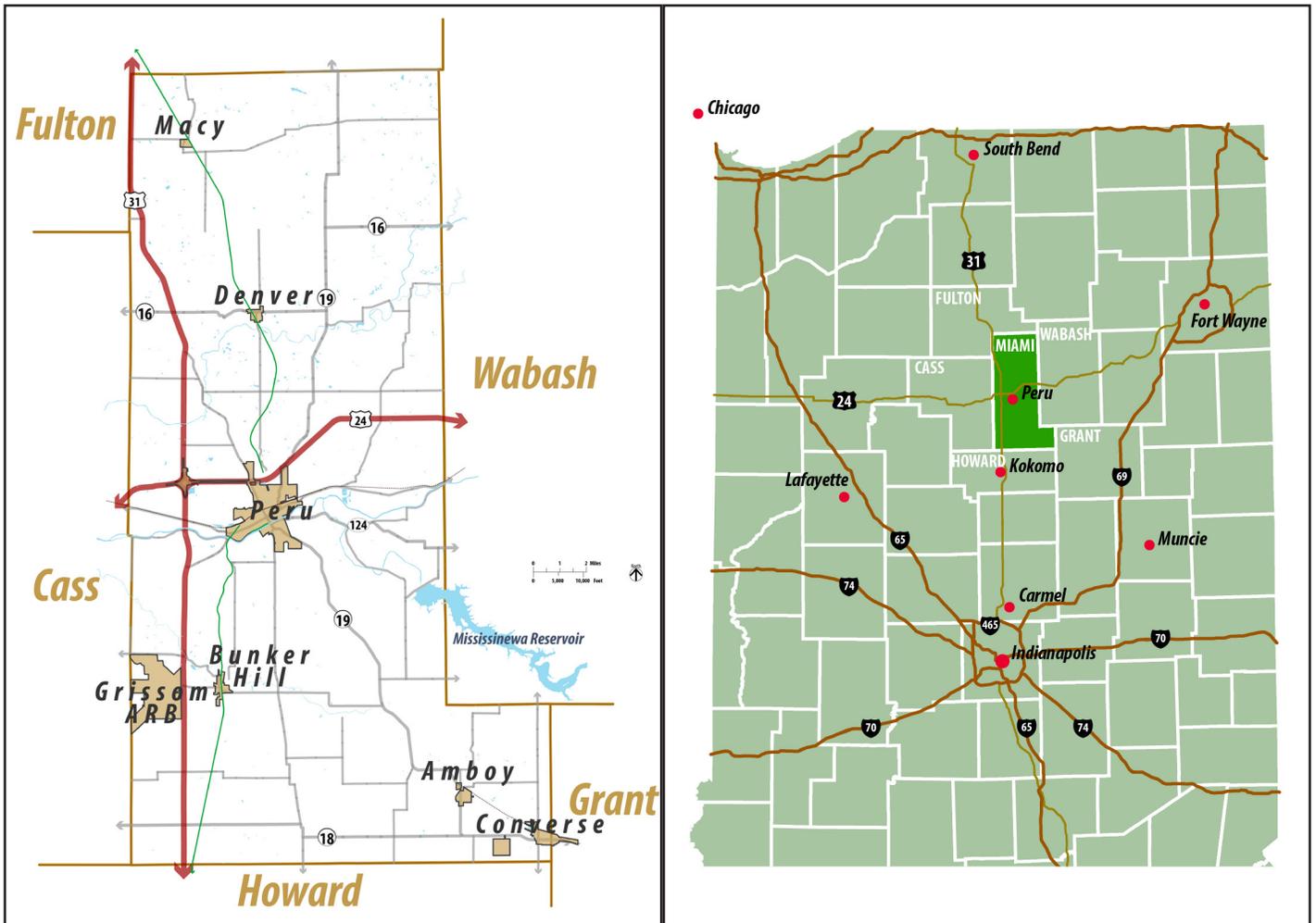
The Planning Process

The process to develop the Miami County Comprehensive Plan began with in-depth research to understand the current state of the county, including land use, transportation, demographics, the economy, and the environment to make an educated projection as to what the future holds. By understanding the starting point and the current strengths, weaknesses, and a vision, the community can then start to organize goals and strategies to achieve the vision. The process engaged local residents and businesses as part of the visioning process; without their input the vision for the future of Miami County would be unclear and potentially misguided. Bringing all these individuals together had benefits beyond the creation of this planning document. It also resulted in an open line of communication between agencies and organizations that are related and should be communicating more frequently to work together more closely to achieve their common goals. Engaging these various groups allows the plan to be relevant and meaningful to many people. It also creates some accountability between the general community and the leadership. Additional information regarding the planning process is in Part One: Introduction: Planning Process.



Plan Jurisdiction

The Miami County Comprehensive Plan is designed to guide future development not just at the county level but also for all the communities within Miami County. This plan is a joint effort among Miami County, Town of Amboy, Town of Bunker Hill, Town of Converse, Town of Denver, Town of Macy and City of Peru. The Miami County Comprehensive Plan includes recommendations and policies for all areas of the county including inside the jurisdictions of local municipalities including Amboy, Bunker Hill, Converse, Denver, Peru, and Macy. The City of Peru, along with the town of Bunker Hill and the town of Converse are the only jurisdictions that are allowed a 2-mile municipal planning jurisdiction beyond municipal limits. The City of Peru is the only one to exercise this planning jurisdiction, allowing it to control any development within that area. The City of Peru, Town of Bunker Hill and Town of Converse each exercise planning and zoning through individual municipal zoning ordinances, Boards of Zoning Appeals and Planning Commissions. Miami County Board of Zoning Appeals and Planning Commission exercises and maintains zoning and planning authority for unincorporated areas of Miami County as well as for the towns of Amboy, Denver, and Macy.



Plan Organization

The Comprehensive Plan is organized into FOUR parts:

PART ONE: Plan Overview, Community Profile, and Planning Process

Plan Overview

Community Profile (history, demographics, existing conditions)

Planning Process (public engagement process, stakeholder groups)

PART TWO: Plan Foundation

Vision and Goals

PART THREE: Recommendations

Land Use & Development

Transportation and Circulation

Environmental Features and Open Space

Community Facilities and Infrastructure

Economic Development

Government Processes and Policies

Marketing, Communication & Programming

PART FOUR: Plan Implementation / Action Plan

Strategy Matrix

PART FIVE: Supplemental Materials

Appendix A: Larger Maps

Appendix B: Public Meeting Materials



PART ONE: INTRODUCTION

PLAN OVERVIEW, COMMUNITY PROFILE, PLANNING PROCESS

An assessment of the current conditions of the study area is critical for a successful planning process. All communities must recognize “what they are”, “where they are”, and “how they got there” in order to make the best decisions about “where they want to be at some future time” and “how they will get there”. The community profile presents an overview of the population, the housing, the economy, the natural environment, man-made improvements to the land to support development, and existing land uses and transportation features.

In order to gain a clear understanding of the composition of Miami County, a thorough examination of demographic trends and forecasts for the study area and a thorough inventory of existing physical conditions and characteristics of the study area are necessary. Plans and policies must be based on and reflect realistic estimates of future residential and nonresidential growth based on the demand generated for these land use types by the study area’s demographics and the physical “carrying capacity” of the land. This section evaluates existing conditions of Miami County and their implications for the future.

Miami County is situated north and east of the center of the state, located along US 31 roughly 56 miles north of Indianapolis. It is centrally located between Lafayette to the west and Fort Wayne to the east along the Hoosier Heartland US 24. It is bounded on the north by Fulton County; on the east by Wabash and Grant counties; on the south by Howard, and on the west by Cass and Fulton counties. The county is twelve miles from east to west, and thirty miles from north to south. The county has a total area of 384 square miles, and according to the 2010 Census, was home to 37,000 people. There are about 98 people per square mile dispersed throughout the county. Situated five miles to the north of Indiana’s 12th largest city, Kokomo, the county includes six incorporated areas: Amboy, Bunker Hill, Converse, Denver, Macy, and the county seat, the City of Peru. There are also numerous unincorporated areas including Bennetts Switch, Chili, Deedsville, Gilead, Grissom Air Reserve Base, Mexico, Miami, New Santa Fe, Peoria, Perrysburg, Santa Fe, and Wawpecong. The county has 14 townships, and is divided into 4 school districts.

Flowing westward through the center of the county, and through Peru, is the Wabash river, into which drains the Mississinewa River. In the northern half of the county, the Eel River flows from east to west, as does the Pipe Creek in the southern half of the county. Due to its rich and productive farmland, the County is used primarily for agriculture, on both the family farm scale and the industrial production scale.

History

History of Miami County

Miami County was formed in 1832 from a combination of land from Cass County and unorganized land. It was named after the Miami Tribe of Native Americans. Miami County has been its present shape since 1844.

Original settlers of the county were attracted by its vast coverage of forested land. Planing mills were built, and shipping areas along with a network of rail lines were built to export the large supply of timber. As the forests were slowly cleared, land gave way for farming, and planing mills were replaced with flour mills. Outside the City of Peru there are or have been but few manufacturing establishments. A planing mill and stave factory was built in Converse in 1869,



but burned down in 1874. Other mills came and left the Town of Converse, and when gas was discovered in 1887 a number of new factories were located there, including a canning company, a steel works, a glass works, a carriage company, a large pressed brick works, a vise factory, and a factory for the manufacture of gas fixtures. All were discontinued or moved elsewhere when the supply of gas was depleted. Mexico had a manufacturing company, but didn't succeed due to lack of adequate shipping facilities. In 1910, a small dam was built across the Eel River to furnish water power to a roller mill in Mexico, and other enterprises, such as the light and power plant. This dam withstood the great flood of 1913 and was said to be one of the best dams in the state. Power from the dam helped bring in new industries to the area, including a hydraulic cider mill and jelly factory, as well as a large sorghum mill. The principal manufacturing industries in the towns of Amboy, Bunker Hill, and Macy have been saw and flour mills, and brick and tile factories. A brewery was built in South Peru before the Civil War, with a quality of beer that was unparalleled. It was later closed after the passage of the local option law, when many counties in Indiana went dry.

To control flooding, provide irrigation water for agriculture, and to provide recreation in the form of boating, fishing, camping, and picnicking, the 12,000 acre Mississinewa Reservoir had been created in 1967 along the Mississinewa River, changing the landscape in Miami County. Recreation and preservation areas had been created around the reservoir, including the Frances Slocum State Forest, and the Miami State, the Frances Slocum, and the Red Bridge State Recreation Areas.

History of Peru

The county seat and only incorporated city of Miami County is situated on the north bank of the Wabash River, a little southwest of the geographical center of the county. It is located along the Hoosier Heartland US 24, which travels east/west connecting to Fort Wayne and Lafayette. It is also located near US 31, traveling north/south connecting Indianapolis, Kokomo, and South Bend. The city now covers 5.1 square miles (3,264 acres), and is the county's most populous area, and only city. The population of Peru in 2013 was 11,155, a change of -14.2% since 2000. Peru had its highest population of 14,453 in 1960, which has been declining ever since. The Circus City Festival (first held in 1957 with 15,000 visitors), is the biggest draw for outsiders, with growing numbers of tourists each year. There are many other festivals in Peru during the summer months that attract visitors from as far as San Francisco.

The city's history begins with the treaty negotiated with the Miami Indians on October 23, 1826. In 1829, the town of Miamisport was laid out. At the time, there was already talk of a canal to connect the waters of the Great Lakes with the Ohio River, following the course of the Wabash, and it was hoped to establish a town that would at once become the county seat of a new county and a commercial center on the line of the canal. Not long after Miamisport was established, a rival in hopes to attract the county seat platted out and established Peru. He was able to secure a deal with Miami County in 1834, provided the county seat should be located at Peru, to donate the public square and erect upon it a brick court-house and log jail. Miamisport was abandoned for lots in Peru, but later growth of Peru now included the original location of the small town.



Fire protection in Peru was originally established as the "red ladders" in 1843, with the first paid department being established in 1889. The proposition to establish a municipal water works system for the City of Peru first came before the council in 1871, and after many years of inaction, a completed network was

built in 1879. The city now has over twenty miles of mains and the majority of the people living along these mains use the city water. A gas plant began construction in 1874, with intention to be operated in connection with the woolen mills. Three and a half miles of mains were laid that same year, which have since grown to include the entire city. These mains were merged in the early 1900's with natural gas coming from Grant and Howard counties. The first electric lights in Peru made their appearance in the fall of 1885. Many contracts were later established for lighting stores and other buildings, helping electricity to largely take place of gas lighting. Broadway was paved with brick north of the Wabash River in 1901. The first sewer in the city was built on Cass Street and the second on Tippecanoe, with a full system planned and built in 1913. The Improvement and Park Association opened Peru's City Park in 1908.

Now nicknamed the Circus Capital of the World, one of Peru's entrepreneurs gave the town its first performance in 1884, and hooked local residents ever since. Even though it was a traveling circus, its winter base remained in Peru, which encouraged other local industrial and business enterprises to relocate to the area. The Circus grew in size over the years, and in 1907 merged with another to become known as the Hagenbeck-Wallace Circus, and at the time was one of the top two or three circuses in the world.

In 1913, Peru suffered a massive flood, which destroyed most of the bustling town, and killed many of the circus animals. Further demise to many circuses came with the Great Depression, and in the early 1940's, most of the land used for the circus, and much of the equipment had been sold. Today, only a few of the original buildings still stand.

History of Converse

The town of Converse is Miami County's largest incorporated town, located in the lower southeast corner, and covers 576 acres. It is located along SR 19, the main route from Marion to Peru. It partially falls within Grant County, and in 2013 had a population of 1,246 people (a 9.6% increase since 2000). It is Miami County's only growing town, along with minor outfall growth in Amboy. The highest population was recorded in 1900 of 1,415 residents, and the lowest in 1930 of 931 people. The town's population has been growing ever since. There are currently around 65 different businesses in Converse. The Converse Fair is the largest attraction for outsiders, typically held in June.

This town was laid out in 1849 with the name Xenia, and just a year later, the thirty-two lots had been sold. The town experienced a boom soon after the close of the Civil War, when the Pan Handle Railroad was built through the town. A number of saw mills were established in the immediate vicinity and large quantities of lumber were shipped from Converse. A planing mill and stave factory was established in 1869. The official plat of Converse was laid out in 1873 and a second boom came to the town upon the discovery of natural gas. The first hotel was opened in 1868, but destroyed by fire in 1884. The Xenia Gazette was started in 1868. The first school house was erected in 1866, and later rebuilt to accommodate more children in 1872. A fire department was organized in 1885, and has a well-equipped system of water works, using both the direct pressure and stand pipe methods, affording an abundance of pure limestone water for domestic use and fire protection. A small church was erected in 1851, with others being built in 1856, 1868, and 1870.





History of Bunker Hill

The town of Bunker Hill is Miami County's second largest incorporated town, and the smallest of which that has its own planning commission and utilities services. It is located in the south eastern part of the county, east of US 31 and covers 269 acres. The town had a population of 863 in 2013, a 12.6% decrease in people since the census year 2000. Its highest recorded population was 1,049 people in 1960, which remained somewhat steady into the 90's, but has been declining since. One of Bunker Hill's largest events is the Bunker Hill Days event. Bunker Hill also has a drag strip less than a mile to the south, which is a regional draw. It is connected directly to the town via the Nickel Plate Trail.

Platted in 1851, Bunker Hill is part of the Maconaquah School District. The town is just south of Pipe Creek, in the southeast corner of Pipe Creek township. With slow growth, a post office was established in 1859, as well as the first store. In 1868, the Pan Handle Railroad was completed, adding growth and prosperity to the town. The first hotel was opened in 1868, and a saw mill and a two-story brick schoolhouse were also built in the same year. A newspaper called the Village News was started in 1879, and in 1871 the first hardware store opened. The town was voted to be incorporated in 1882. Bunker Hill had a bank, a canning factory, a number of well stocked stores, the usual quota of hotels and restaurants found in towns of its size, lodges of several of the leading secret orders, and in 1910 reported a population of 668.

History of Denver



This is Miami County's 4th largest incorporated area in terms of population, and located on the Eel River in the northern half of the county. Its population was 471 in 2013, a decline of 12.9% since census year 2000. It is smaller in area than Amboy, only covering 128 acres of land. The highest recorded population was in 1910 with a population of 850 people, and since then has fluctuated up and down, steadily remaining around 500 people. The town has a number of retail stores, including a hardware store and a grocery store where many local residents in the northern half of the county do their weekly shopping. The Nickel Plate Trail runs through the middle of town.

Laid out in 1872, around the time the Eel River Railroad was being built through Miami County, the town originally included sixty-five lots. It is located just over seven miles north of Peru. The first industrial establishment was a blacksmith shop, and later a steam sawmill was created. Not long after the town was surveyed a general store was opened, and in 1876, a planing mill equipped with machinery for the manufacture of barrel hoops and various articles of wooden ware was established. A flour mill was built in 1880. Denver College was founded in 1876, but with a lack of success, was soon turned over to the public school authorities. The newspaper the Denver Sun was first issued in 1883. Denver had a bank, a cooperative telephone company, a large basket factory, several good mercantile establishments, a money order post office with two rural delivery routes, a good public school building, and shipped large quantities of grain and other farm products. Several attempts had been made to incorporate the town before 1914, but had failed of realization until a later date.

History of Amboy

This is Miami County's 5th largest incorporated area and is located northwest of the town of Converse. Originally it was located along a rail line connecting Marion

and Logansport, but the rail has since been abandoned. Future plans to convert this rail right of way to a multi-use path are in the works, which would eventually connect Converse to the Grissom Air Reserve Base, also connecting Amboy, North Grove, McGrawsville, Loree, and Bunker Hill. Amboy is located in near proximity to Converse, and similar trends in population growth are seen here as well. It covers 225 acres, and in 2013, the population of Amboy rose by 4.4% to 376 people in comparison with census year 2000. Its highest population was recorded in 1910 with 521 people, which was on the decline until the year 2000, after which, has been steadily rising. Amboy is one of the locations for the Kokomo Grain Company, which has a large facility, including storage and distribution of grain.



With the completion of the Pan Handle Railroad, the town of Amboy was laid out just four miles west of Converse as a station on the new railroad. A large steam sawmill was established shortly thereafter, along with a second sawmill shortly later. Both mills did good business while the timber lasted and large quantities of lumber were shipped from Amboy during the early years of its existence. With their success, a village soon grew up and other lines of business were introduced. Rapid growth led to more additions being laid out, and upon being settled and improved, the town of Amboy became incorporated in 1881. The first schoolhouse, erected in 1872 by public donations, was a two-story building with two large school rooms. Amboy had two banks, a local telephone company, a large canning factory, a creamer, a flour mill, a lumber yard, and a score or more of well stocked mercantile establishments. The town had a population of 521 in 1910. It was the principal trading center and shipping point for a large and rich agricultural district in the western part of Jackson and the eastern part of Harrison townships.

History of Macy

This is Miami County's smallest incorporated town with a 2013 population of 207 and a land area of 84 acres. It is located in the northwestern corner of Miami County along the Nickel Plate Trail. It has seen a decline in population since 2000 by 16.5 percent (the worst of the incorporated areas). The small Renfro Park captures outlying residents, mostly those with children, but the most activity from outsiders is seen along the Nickel Plate Trail.

Laid out in 1860 as Lincoln, it is Miami County's northwestern most town. The first lots purchased brought blacksmithing and carpentry to the area. The town had such rapid growth that in 1869, a large addition of eighty lots was made to the original plat of twenty. Soon, mercantile stores, drug stores, and clothing stores opened, along with a steam sawmill, which was later converted into a flour mill. The town had a resident physician and a hotel, and a newspaper first established in 1885 called the Macy Monitor. The first schoolhouse was built in the 1870's. After confusion with Lincoln Township, the town of Lincoln became known as Macy in 1875. It was incorporated in 1884. In 1910, the population was 320. The town had a bank, a local telephone company, several general stores, three hardware and implement stores, a hotel, a weekly newspaper, a grain elevator, a money order post office with three rural routes, telegraph and express offices, lodges of several of the leading secret and benevolent organizations, and was the trading center and shipping point for a large and rich agricultural district in Allen and Perry townships.



History of Grissom

The Grissom Aeroplex is a civil redevelopment of the former Grissom Air Force Base, which was realigned as part of the 1991 Base Realignment and Closure Commission process. Grissom is now a combination of the US Air Reserve Base, civilian residential neighborhoods, and businesses supported by the general aviation airport under control of the Miami County Economic Development Authority. The aeroplex is located 12 miles north of the City of Kokomo and roughly eight miles southwest of the City of Peru. It is adjacent to Bunker Hill. Grissom covers a land area of over 850 acres.

Originally established as Naval Air Station Bunker Hill in 1942, it closed in 1946 after World War 2 ended, and was used primarily for farming. It reopened in 1954 as the Bunker Hill Air Force Base, and later was renamed to Grissom Air Force Base in honor of Lieutenant Colonel Gus Grissom in 1968. After being realigned in 1994, it is now an Air Reserve Base (ARB), and is home to the 434th Air Refueling Wing of Air Force Reserve Command, as well as units from the US Army Reserve and US Marine Corps Reserve. In 1970, the population was 4,963 and dropped to 1,652 in 2000.

In 2008, Grissom ARB opened its runway to civilian operations through a joint-use agreement, resulting in the Grissom Aeroplex. The combined workforce of both military personnel and civilians ranks the Grissom Air Reserve Base (ARB) as the largest employer in Miami County, and the third largest employer in north-central Indiana. The area had a population of 2,299 in 2013, and an industry majority in Manufacturing, Health Care, and Transportation and Warehousing. "Today, the Grissom Aeroplex is a Federal Aviation Administration (FAA) and Transportation Security Administration certified air carrier facility where Montgomery Aviation and Dean Baldwin Painting are located." Grissom AICUZ 2014

Current Miami County

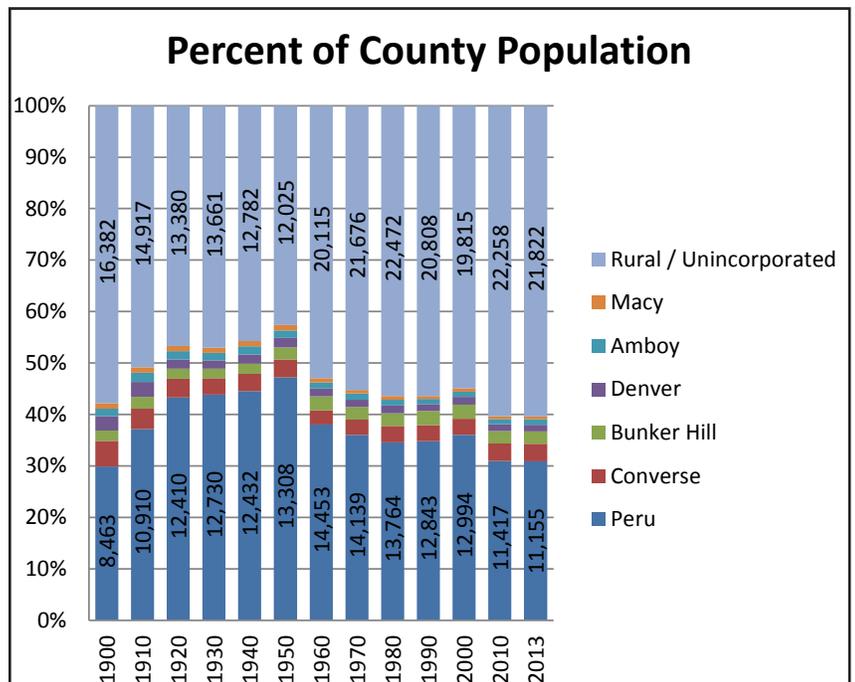
Today, Miami County is home to 36,903 people according to the 2010 U.S. Census. The population is comprised of more rural/unincorporated (22,285) than incorporated (14,645). The incorporated population includes the populations of Peru (11,417), Converse (1,265), Bunker Hill (888), Denver (482), Amboy (384), and Macy (209). In Miami County, the main industries are manufacturing and Wholesale Trade, similar to nearby counties and the state of Indiana. Industry sectors that are a priority to the county and a source for much of the employment in Miami County include advanced manufacturing, agriculture, aviation, energy, warehousing/logistics, and tourism. Miami County Economic Development Authority and local economic development leaders continue to promote and support the industry priorities of Miami County.

Sources: "History of Miami County, Indiana: a narrative account of its historical progress, its people and its principal interests" published in 1914, Circus Hall of Fame website, the Miami County Tourism Office website, American Fact Finder, and Stats Indiana, Census.gov, Grissom AICUZ 2014.

Demographics Overview

A demographic overview establishes a firm understanding of Miami County's existing demographic and economic profile. The overview includes an analysis of recent trends in population, households, income, age and gender characteristics, and labor force and employment. Historical data indicates that the county population has remained fairly stable with only minimal increases or decreases except for two points in time, the first a significant increase in the 1950s and the second a noticeable decline during the 1980s and early 90s. Both of these shifts in population can be explained by exploring the history of Grissom AFB. Grissom, originally named Bunker Hill AFB, was established in the 1950s so the increase in active duty population, their families, and support services is reflected in the nearly 35% increase in population from 1950 to 1960. The realignment of Grissom in the late 80s and early 90s significantly reduced the number of active duty men on site, thus causing a reduction in county population of over 7%. In a rural county such as Miami County, a significant employment center like Grissom can have a noticeable impact on the population and economy and should not be overlooked as an economic development resource. More recently, in the last 15 years, the total population of Miami County has remained somewhat stable, in fact recording a slight increase in 2010 when compared to the 2000 Census. Long term trends show, however, that this growth in population is anticipated to reverse, decrease through the year 2020, and even have a higher percent decrease by 2030. This is not a trend that is unique to Miami County and is often reflected in similar Midwest rural counties that are struggling to attract college graduates and young families. This demographic is looking for a quality of life and job opportunities that are often scarce in rural areas except for those jurisdictions that are proximate to a major metropolitan area and/or are taking deliberate actions to create an environment that appeals to younger people. This is supported by data from the 2010 Census and future trends in the population age breakdown that indicate an increasing median age, growth in the population over 65 years old, and decreases in school age children and young adults. The baby boomer population that supported Miami County for the last several decades is aging and their children and grandchildren are choosing, more often than not, to live elsewhere. Another critical trend to note is the change in median household income over the last decade. The downturn in the economy that everyone experienced starting in 2008 did not miss Miami County. The number of jobs in manufacturing and construction, typically well paid professions, has noticeably decreased between 2000 and 2012. In turn, household income was also impacted, decreasing by well over 10% during the same time period. In addition, education attainment levels in Miami County are lagging those of the state and, in many instances, of surrounding counties. As high tech jobs left the county, so did the skilled worker. These trends will need to be addressed in order for the county to realize success in their future economic development initiatives.

In comparison with its neighbor to the east, Wabash County is very similar to Miami County in terms of population and land area, and has a similar structure and network of municipalities.



County Population

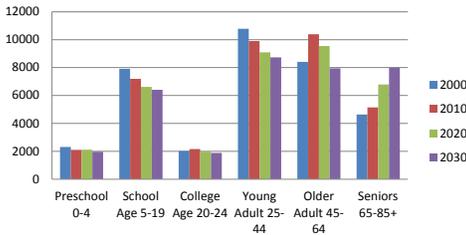


It is also situated along US 24 and the Wabash River, making it a great example. A larger comparison is made to the state of Indiana in order to comprehend what the demographic trends are in the entire state. In comparison, the total population in neighboring Wabash County has decreased since the 2000 Census, but has increased for the total state population. In contrast, household income in Wabash County has grown on average, as well as in the entire state. The proportion of younger and middle-aged households has also decreased in Wabash County, as well as in Indiana, which have both witnessed increases in the older population. The median age in Wabash County has increased, as did that of the state. Both regions are anticipated to have an increase in median age into the year 2020, and beyond into 2030.

Population Summary

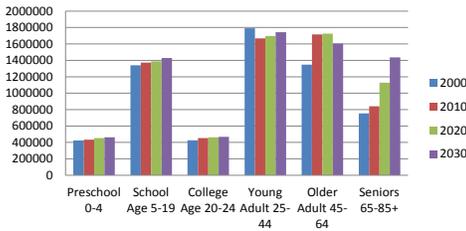
While the population in Miami County has increased slightly between 2000 and 2010 by a 2.3% change, it is anticipated that by 2020, the population will return to near 2000 levels, and continue to decrease by 3.3% by the year 2030. The population is already decreasing from its 2010 level, and is currently estimated to be around 36,140 people.

Age Profile Miami County



Miami County experienced a gain of 821 people (2.3%) between 2000 and 2010, but is projected to lose 768 people (-2.1%) by 2020. That trend will continue by a loss of 1192 people (-3.3%) by 2030.

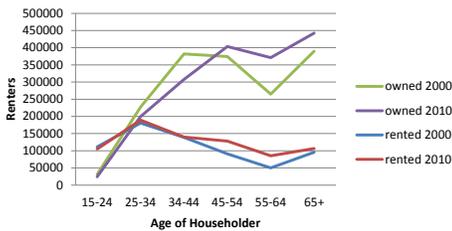
Age Profile State



The drop in number of households of 260, or -1.9%, along with the increase in population can be attributed to the performance of the economy from 2000 to 2010.

In neighboring Wabash County, the population decreased by nearly 6%, and is projected to continue a steady decrease into the year 2030. In Indiana, it increased by just over 6%, and is projected to continue a steady increase into the year 2030.

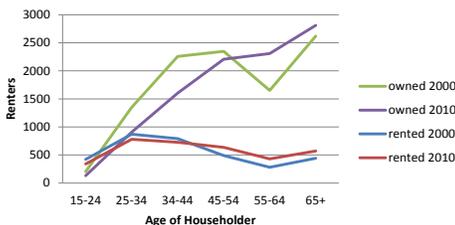
Indiana Homeownership



Peru saw a decrease in population by 12% between 2000 and 2010, which has continued to decrease into 2013. Bunker Hill saw a decrease as well, by 10%, and is in contrast to a growth in population in Converse by 11%, which has seen growth ever since the 1930's.

The city of Wabash in neighboring Wabash County has seen similar trends to Peru, with a decrease in population by nearly 11% between 2000 and 2010, and has continued to decrease into 2013.

Miami County Homeownership



Age Profile

According to Census 2010 compared to statistics from 2000, the age profile in Miami County shows a decrease in children under the age of 20, a very minor increase in college aged youths, a slight decrease in young adults, but a larger percentage increase in older adults and seniors (aged 45 to 64 and 65 to 85 and up) have increased by a very slow rate, whereas the population of adults above the age of 45 has increased by 7.5%. The median age in Miami County increased significantly from 2000 to 2010 from 36.6 to 39.5 by almost 8%. It is projected to continue increasing into the year 2020.

Household Income

Household income levels have decreased significantly from 2000 to the most recent statistics from 2012. The median household income has decreased from \$45,816 to \$39,816, a \$6,000 decrease over 12 years (13.1% change). This is even more significant when compared with a cumulative rate of inflation of 33.3%, which increases the 2000 median income to \$61,086, and a percent change of -34.8%.

The number of households earning less than \$75k has decreased between the years 2000 and 2012 by 1,212 households, or a -8.8% change. In contrast, the number of households earning more than 75k has increased by 6.2%, or 853 different households.

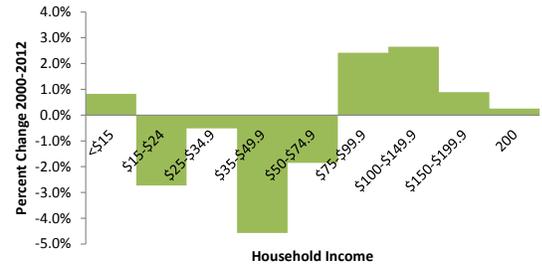
The age of householder has also changed significantly, and a shift can be seen with a decrease of total households owned from 2000 to 2010, but an increase of households rented. Households owned by individuals younger than 55 has decreased by 12.6%, but increased for householders aged 55 and above by 8.2%. In contrast, households rented by individuals younger than 45 have decreased by 7.1%, but increased for householders aged 45 and above by 13.1%.

In contrast to the decrease in median income in Miami County, Wabash County has seen an increase by nearly \$4,000 over 12 years, and the state has seen nearly a \$7,000 increase. The number of households earning less than \$75k has decreased between the years 2000 and 2012 by -10.2% in Wabash County and -5.3% in Indiana. In contrast, the number of households earning more than 75k has increased by 6.8%, and 11.4% in Wabash county and Indiana respectively.

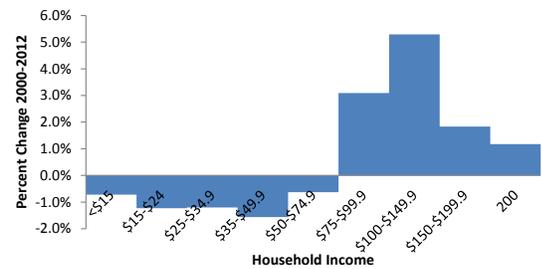
Education

It is estimated that as of 2010, nearly 83% of all Miami County residents aged 25 or older had received at least their High School diploma or equivalent. This is slightly below the education attainment level of neighboring Wabash County at 86%, and even lower than that of the State of Indiana, which is closer to 87%. Miami County also has fewer residents that have received some college education or an associate's degree when compared to the Wabash County and the state. The number of only attaining High School Diplomas is significantly higher than that of the state in both Miami County and Wabash County, whereas the Bachelor's degree is somewhat lower than that of the state.

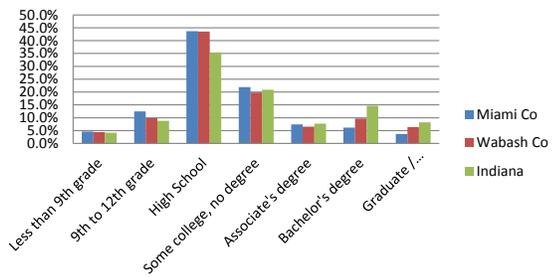
Miami County Household Income



State Household Income



Educational Attainment



Labor Force and Employment

Total Employment

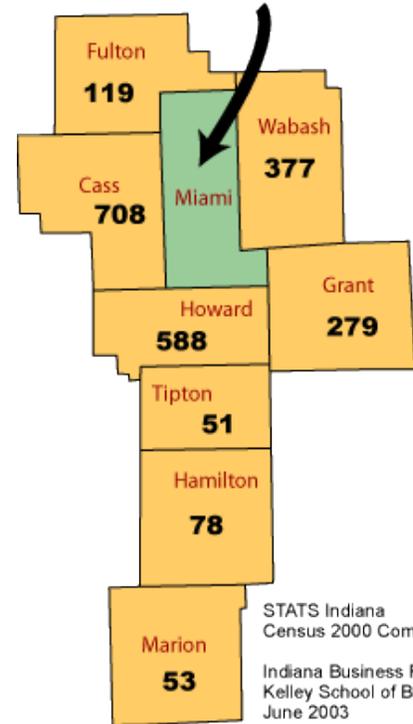
Historic employment estimates for 2000 through 2012 indicate that the number of jobs offered by Miami County Employers have steadily declined over the last decade. Miami County witnessed several successive years of decreasing employment, with the exception of 2011, losing a total of 3,330 jobs, a negative change of 19.5%. Even though job numbers increased slightly in 2011, they have started to fall again, and are projected to continue to fall. The overall change for all industries between 2000 and 2012 has been a loss of 11% of the jobs. Loss of jobs in Wabash County was 16%, whereas the state had a small gain in employment by half a percent.

Employment by Industry

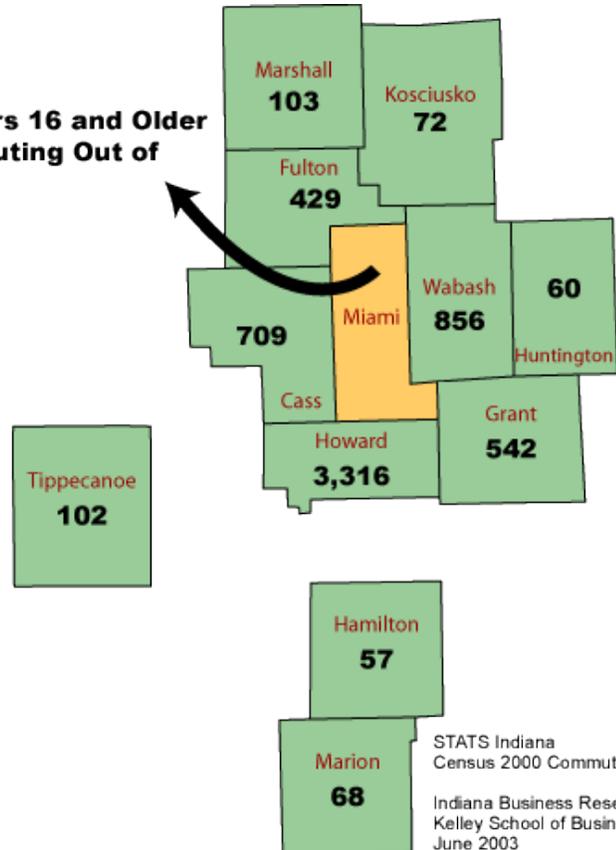
Employment estimates for 2012 show that Miami County's economy is concentrated in a few industries, specifically Manufacturing, Educational Services and Health Care, and Retail Trade. All industries bring the total employment numbers to 14,787 people working in Miami County, in comparison to 14,345 in Wabash County, and 2.98 million in the state. In 2012, manufacturing jobs took the lead with 22.6% of the total jobs. Health Care and Retail Trade claimed the second and third largest number of jobs within the county, employing 1,845 and 1,478 individuals respectively. Percentages of total employment by industry are very similar in comparison to Wabash County, as well as the state. No other industries within the county provided for more than 7.6% of total employment in 2012.

In comparison with statistics of employment from 2000, it can be noted that the employment sector of other services had the largest gain in new jobs at 20.6%, closely followed by educational services and health care at 13.3%.

**Workers 16 and Older
Commuting Into Miami**



**Workers 16 and Older
Commuting Out of
Miami**



Employment by Industry

- Public Admin
- Other services, except public admin
- Arts, Entertainment, recreation, and accommodation and food services
- Educational services, and health care and social assistance
- Professional, scientific, and management, and administrative and waste management services
- Finance and Insurance, and real estate and rental and leasing
- Information
- Transportation and warehousing, and utilities
- Retail Trade
- Wholesale Trade
- Manufacturing
- Construction
- Agriculture, forestry, fishing, hunting, mining



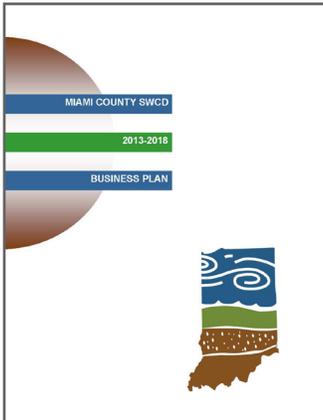
**Miami County
Capital
Improvement Plan
(2014)**

Past Plans

The planning process starts with understanding what is being planned, has been planned, and what has worked or not worked for Miami County and its communities. There is an ongoing desire from the county and its individual communities to prepare for the future and plan for improving the economic outlook of the region, which can be seen within the past 10 to 15 years with various planning efforts. Many in-depth studies offer value in understanding the natural environment, the economic environment, and policy environment.

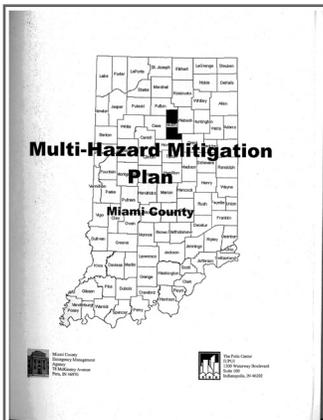
Miami County Capital Improvement Plan (2014)

- Provides brief descriptions for 13 established projects
- Provides cost and source of funds for each project
- Projects include infrastructure improvements, public library support, and planning and economic development support



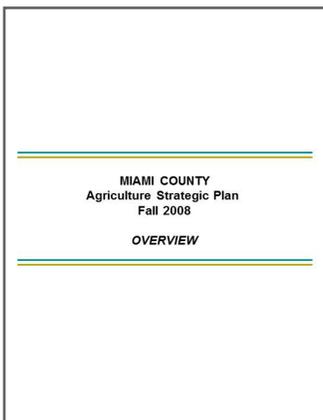
Miami County Soil and Water Conservation District (SWCD) Business Plan (2013)

- Provides public with information, education, and technical assistance on soil, water, and related natural resource conservation
- Informs county residents on technical service, leadership, education, proper land use, and watershed management
- Statistics are listed with list of natural resource critical issues
- Plan of action includes list of items for agricultural land, developing land, and other land use layers
- Key strategies are listed for each issue



Miami County Multi-Hazard Mitigation Plan (2009)

- Provides a risk assessment for Miami County based on various hazard profiles and damages from previous occurrences
- Provides mitigation strategies and goals for future occurrences
- Goals and actions include prevention, property protection, public education and awareness, natural resource protection, emergency services, and structural projects



Agriculture Strategic Plan (2008)

- Provides a detailed analysis on agriculture in the county and the discovery and planning initiatives to be completed
- Provides comparison to top ten agriculture producing counties for each sector
- Provides key focus areas for economic development as employment and investment
- Strategies and action items include expanding livestock focus beyond swine; heightened focus on food processing and other agriculture and food related manufacturing; recognize bioenergy as potential growth opportunity; develop ongoing agricultural awareness within the county; determine if and where excess acreage is available; maintain and broaden agricultural curriculum at high school and technical colleges; develop direct contact solicitation and marketing to agricultural and food processing equipment industry; utilize web as primary marketing tool

Miami County Economic Development Strategy (2006)

- Provides an assessment on the economic base in Miami County including industrial sectors, employment, and education and skill base
- Provides assessment of community assets, economic opportunities, and development opportunities
- Provides a vision and set of recommendations for future development
- Provides direction and framework for action to guide the economic betterment of the entire county into the future

Comprehensive Emergency Management Plan and Hazard Analysis for Miami County (2004)

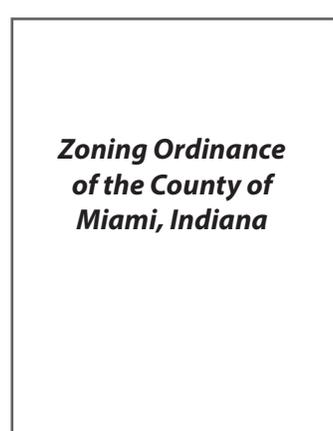
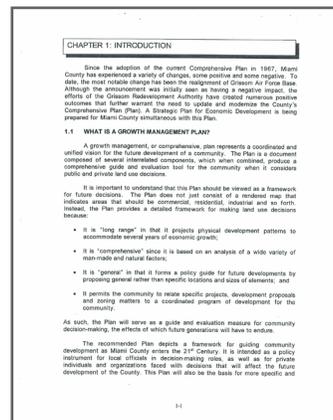
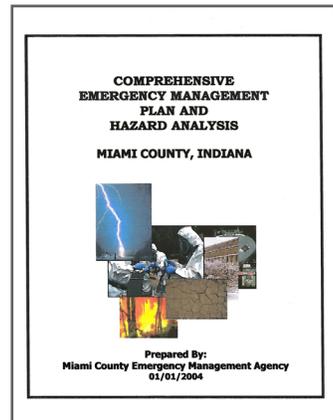
- Combination of two complementary reports
- Provides awareness and better understanding of the various hazards
- Ensures public safety officials are better prepared to handle the various hazards
- Provides recommendations on how to increase response times to emergencies using existing resources, organizations, and systems
- Includes a basic plan detailing policies, organization, concept of operations, and assignment of responsibilities necessary for response and recovery operations

Growth Management Plan (2003)

- Provides a comprehensive outlook as a guide for the entire county
- Provides an evaluation measure for community decision making
- Provides the basis for more specific and detailed planning efforts in a unified document for referral to visions and ideas of the county
- Attempts to manage change through the encouragement of diversification in housing, transportation, employment centers, and implementation methods

Zoning Ordinance of the County of Miami, Indiana

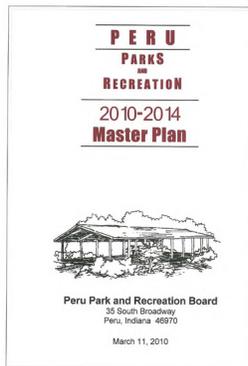
- Provides a set of rules for the administration, enforcement, and amendment of zoning in accordance with the provisions of State Laws
- Provides district classifications and regulations so that adequate light, air, convenience of access, and safety from floods, fire, and other danger may be secured; that congestion in the public streets may be lessened or avoided; that property values may be preserved; that the public health, safety, comfort, convenience, and general welfare may be promoted
- Promotes the orderly development of the county's governmental units and environs to improve health, safety, convenience, and welfare of Miami County



**NIPSCO
Environmental
Report (2012)**

NIPSCO Environmental Report (2012)

- Provides an environmental report on the former Canal Street Manufactured Gas Plant site
- Provides a report on geology and hydrology including surface soil, subsurface soil, saturated media, groundwater, river sediments, and surface water



Peru Parks & Recreation Master Plan 2010 – 2014 (2010)

- Provides a 5-year plan for the Peru Parks & Recreation system through 2014
- Provides a tool and guideline for implementation of established action steps
- Highlights key issues, suggestions for the park board/department, a list of existing parks and facilities, actions for the future of Miller Swimming Pool, trails, the Peru Municipal Golf Course, neighborhood park development, Wabash River development, staffing, and budget and finance

**Main Street Magic
(2007)**

Main Street Magic (2007)

- Provides a general description of a Main Street program and how to create a Main Street Organization
- Provides a list of activities to help activate a downtown area
- Provides an approach to how the famed circus can re-infuse Main Street
- Provides a list of steps required for implementing a Main Street program
- Provides a small business marketing strategy and a list of helpful websites

**PERU
PARKS & RECREATION DEPARTMENT**

**1994 - 1998
Parks and Recreation
Master Plan**



Fire Station Feasibility Study (2000)

- Provides a feasibility report of constructing a new fire station on Canal Street along the Wabash River to replace Peru’s main fire station location
- Provides recommendations for the floor plan and site layouts as well as elevations for the proposed facility
- This project has been built

Peru Parks & Recreation Master Plan 1994 – 1998 (1993)

- Provides a 5-year plan for the Peru Parks & Recreation system through 1998
- Provides a tool and guideline for implementation of the established action steps
- Provides a series of objectives to help the community with preservation of its natural resources determine its recreational needs
- Addresses key issues, existing facilities, neighborhood park development, Wabash River development, staffing, and budget and finance

Zoning Ordinance of the City of Peru

- Provides a written set of regulations and laws that define how property in specific geographic zones can be used
- Helps regulate lot size, placement, density, and height for buildings
- Requirements help establish city zoning districts, interpret the district boundaries, set primary uses, explain improvement location permits, occupancy, special exceptions, variances, and non-conforming uses

Grissom Regional Airport Authority Feasibility Study (2012)

- Provides a feasibility study of the formation of a Regional Airport Authority consisting of municipal airports in Peru, Kokomo, and Marion, including the Grissom Aeroplex
- Provides explanations of the benefits that come with a controlling authority
- Other findings from the study include:
 1. Creating a regional authority may result in a positive economic impact to the region
 2. The formation of the regional authority carries specific challenges per the context of existing Indiana Code
 3. The formation of an authority has no impact on the availability of grant funding
 4. There are few opportunities for cost savings under a regional airport authority
 5. Startup costs associated with forming and transitioning to a regional airport authority are substantial
- Virtually all identified advantages to formation of a regional airport authority may be realized either within the existing environment or by forming individual authorities

Grissom Aeroplex Conceptual Development Plan (1999)

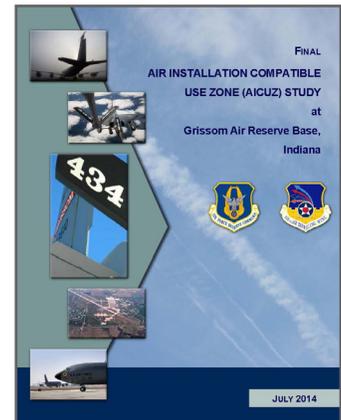
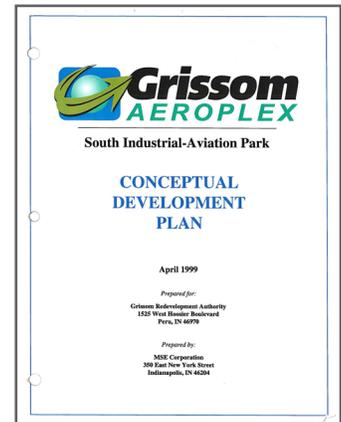
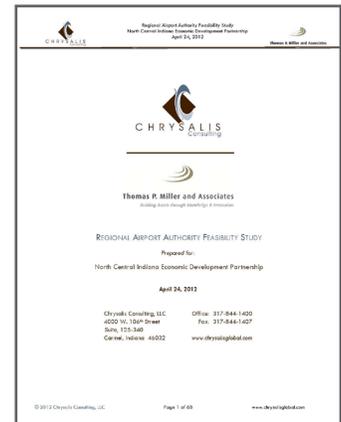
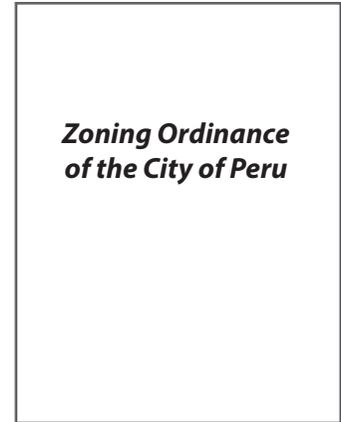
- Provides full site analysis of the Grissom Aeroplex with strategies for site development for the South Industrial-Aviation Park
- Overall strategy is job creation and economic recovery for the area through a mixture of aviation, industrial, commercial, and residential development
- Provides future land use maps and multiple alternatives proposing various intensities of industrial use

Grissom Redevelopment Authority Reuse Plan update (1999)

- Provides an update to multiple plans including the Base Reuse Plan and Strategy (1993), the Reuse Strategy Update I (1996), the Reuse Strategy Update II (1997), the Reuse Strategy Updates III and IV (1998)
- Identifies changes in strategy and events to present day

Air Installation Compatible Use Zone (AICUZ) Study at Grissom Air Reserve Base, Indiana (2014)

- Provides an update to the AICUZ study completed in 1995.
- Presents a description of current noise environment around Grissom ARB
- Identifies changes in flight operations that have occurred since 1995 study, provides current noise zones and compatible use guidelines for land areas adjacent to the installation



A Redevelopment Study for the Grissom Redevelopment Authority (1995)

A Redevelopment Study for the Grissom Redevelopment Authority (1995)

- Focused on the realignment of the Grissom Air Force Base
- Provides information on existing infrastructure facilities, and evaluates their current and potential uses for the land and building being conveyed to the Redevelopment Authority
- Identifies future needs and their associated costs, in terms of infrastructure improvements
- Addresses potential job creation by conveyance parcels, and reviews potential financial strategies for funding the projects identified

Grissom Air Force Base Feasibility Study (1995)

Grissom Air Force Base Feasibility Study (1995)

- Provides a study to determine the feasibility of the joint military/civil use of Grissom Air Force Base
- Provides in depth look into the market, operational, financial, and economic feasibility of attracting civil aviation to the facility, and provides recommendations for doing so

**GROWTH MANAGEMENT PLAN
THE TOWN OF BUNKER HILL, INDIANA**



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Submitted: June, 1997
File: 0003

PRELIMINARY

Bunker Hill Growth Management Plan (1997)

- Originally based on a 1997 plan, it was voted to stay the course, and continue to tackle items in the plan
- Provides a comprehensive plan that represents a coordinated and unified vision for the future development of Bunker Hill
- Composed of several interrelated components to provide a guide and evaluation tool for the town when considering public and private land use decisions
- Study limits correspond to the corporate limits of the town, and recognizes that future annexations are likely, including areas within the two-mile jurisdiction limits
- Plan Commission intends to exercise territorial jurisdiction of the two-mile fringe area.

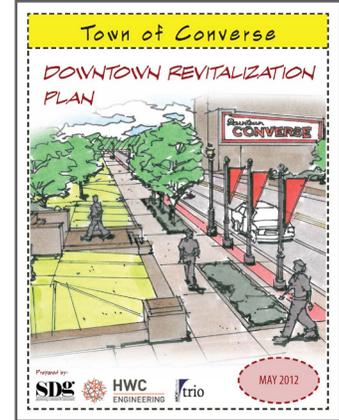
Bunker Hill Zoning Ordinance (2007)

Bunker Hill Zoning Ordinance (2007)

- This ordinance is part of the Growth Management Plan for the Town of Bunker Hill, and corresponds with the land use plan set by the Growth Management Plan
- Provides a written set of regulations and laws that define how property in specific geographic zones can be used.
- Helps regulate lot size, placement, density, and height for buildings
- Helps establish town zoning districts, interpret the district boundaries, set primary uses, explain improvement location permits, occupancy, special exceptions, variances, and non-conforming uses
- Ensures adequate light, air, convenience of access and safety from floods, fire, and other danger are secured
- Ensures congestion in the public streets may be lessened or avoided and that property values may be preserved
- Ensures that the public health, safety, comfort, convenience and general welfare may be promoted
- Provides reasonable consideration to the character of the districts and their peculiar suitability for particular uses, with a view to preserving the value of buildings and encouraging the most appropriate use of land throughout the town

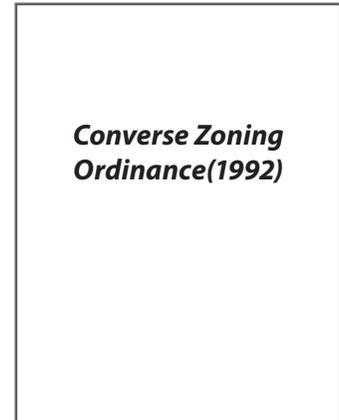
Town of Converse Downtown Revitalization Plan (2012)

- An effort to help the Town of Converse revitalize and reactivate its downtown core area, and helping fulfill its potential
- Provides focus on three distinct areas: building restoration and historic preservation, streetscape and urban design, and market analysis
- Provides an overview of the existing conditions related to the downtown trade area
- Provides a summary of recommendations related to downtown streetscape, incorporation of public spaces, and other physical improvements
- Provides an architectural analysis and review of proposed façade improvements
- Provides an implementation plan with catalyst projects and initiatives



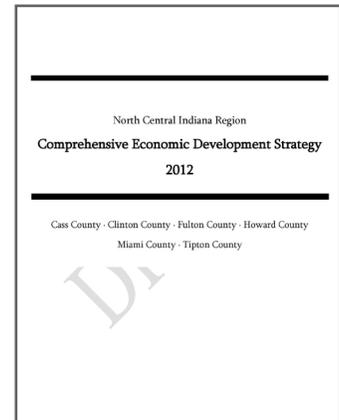
Converse Zoning Ordinance (1992)

- A set of regulations that provide for the development through zoning of the area within the jurisdiction of the Town of Converse Plan Commission
- Provides descriptions of the various districts with provision of providing adequate light, air, convenience of access and safety from floods, fire, and other danger
- Ensures adequate light, air, convenience of access and safety from floods, fire, and other danger are secured
- Ensures congestion in the public streets may be lessened or avoided and that property values may be preserved
- Ensures that the public health, safety, comfort, convenience and general welfare may be promoted
- Provides reasonable consideration to the character of the districts and their peculiar suitability for particular uses, with a view to preserving the value of buildings and encouraging the most appropriate use of land throughout the town



North Central Indiana Region Comprehensive Economic Development Strategy (2012)

- Covers a six-county region including Cass, Clinton, Fulton, Howard, Miami, and Tipton counties
- Intended to help build stronger local and regional economies and enhance the quality of life throughout the region
- Four goals are listed:
 1. Prepare and develop workforce for the jobs of today and the jobs of tomorrow, while intentionally attracting and retaining talent
 2. Improve and further develop downtown space and demand capacity
 3. Maximize the potential of the air and highway transportation infrastructure
 4. Ensure quality infrastructure to meet the needs of residents and businesses throughout the region



Existing Zoning and Land Use

An inventory and analysis of zoning and land use is essential to understanding the existing conditions of the county and its communities. First, zoning is regulated and managed by four agencies throughout the county. Miami County Plan Commission and Miami County Planning Staff manage areas within unincorporated Miami County, incorporated Macy, Denver, and Amboy. Peru, Converse, and Bunker Hill manage their own zoning by Peru Plan Commission, Converse Plan Commission, and Bunker Hill Plan Commission respectively, adding three additional sets of zoning ordinances. Zoning plays a key role in the implementation of local and regional policies, establishing the types of uses allowed and prescribing the overall character and intensity of permitted development. The regulations in place and the processes associated with them can also contribute to the interest or lack of interest in development or promoting the type of development desired. See Appendix C: Zoning Ordinance for the definitions of each zoning district within each municipality.

Existing Zoning - Miami County

The existing Miami County zoning ordinance defines the following zoning districts and is managed by Miami County Planning Department and Miami County Plan Commission.

Agricultural (A-1, A-2, A-3)

Residential (R-1, R-3)

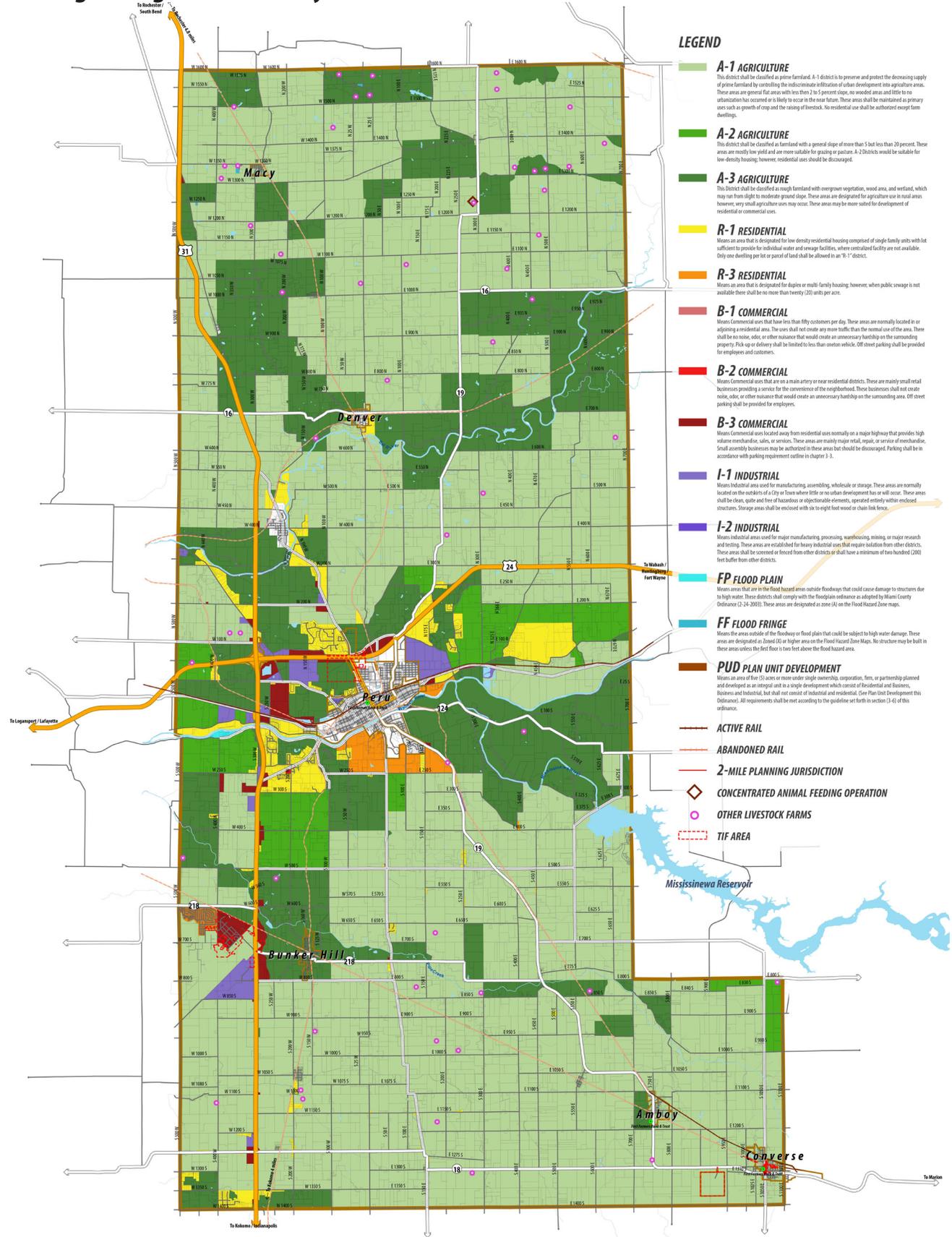
Commercial (B-1, B-2, B-3)

Industrial (I-1, I-2)

Flood Plain (FP), Flood Fringe (FF)

Plan Unit Development (PUD)

Existing Zoning - Miami County



LEGEND

- A-1 AGRICULTURE**
This district shall be classified as prime farmland. A-1 district is to preserve and protect the decreasing supply of prime farmland by controlling the indiscriminate infiltration of urban development into agriculture areas. These areas are general flat areas with less than 1% percent slope, no wooded areas and little or no urbanization has occurred or is likely to occur in the near future. These areas shall be maintained as primary users such as growth of crop and the raising of livestock. No residential use shall be authorized except farm dwellings.
- A-2 AGRICULTURE**
This district shall be classified as farmland with a general slope of more than 5 but less than 20 percent. These areas are mostly low yield and are more suitable for grazing or pasture. A-2 districts would be suitable for low-density housing, however, residential uses should be discouraged.
- A-3 AGRICULTURE**
This district shall be classified as rough farmland with overgrown vegetation, wood area, and wetland, which may not have right to moderate ground slope. These areas are designated for agriculture use in rural areas; however, very small agriculture users may occur. These areas may be more suited for development of residential or commercial uses.
- R-1 RESIDENTIAL**
Means an area that is designated for low density residential housing comprised of single family units with lot sufficient to provide for individual water and sewage facilities, where centralized facility are not available. Only one dwelling per lot or parcel of land shall be allowed in an "R-1" district.
- R-3 RESIDENTIAL**
Means an area that is designated for duplex or multi family housing; however, when public sewage is not available there shall be no more than twenty (20) units per acre.
- B-1 COMMERCIAL**
Means Commercial uses that have less than fifty customers per day. These areas are normally located in or adjoining a residential area. The uses shall not create any more traffic than the normal use of the area. There shall be no noise, odor, or other nuisance that would create an unnecessary hardship on the surrounding property. Pick up or delivery shall be limited to less than seven vehicles. Off street parking shall be provided for employees and customers.
- B-2 COMMERCIAL**
Means Commercial uses that are on a main artery or near residential districts. These are mainly small retail businesses providing a service for the convenience of the neighborhood. These businesses shall not create noise, odor, or other nuisance that would create an unnecessary hardship on the surrounding area. Off street parking shall be provided for employees.
- B-3 COMMERCIAL**
Means Commercial uses located away from residential uses normally on a major highway that provides high volume merchandise, sales, or services. These areas are mainly major retail, repair, or service of merchandise. Small assembly businesses may be authorized in these areas but should be discouraged. Parking shall be in accordance with parking requirement outline in chapter 3.3.
- I-1 INDUSTRIAL**
Means industrial areas used for manufacturing, assembling, wholesale or storage. These areas are normally located on the outskirts of a city or town where little or no urban development has or will occur. These areas shall be clean, quiet and free of hazardous or objectionable elements, operated entirely within enclosed structures. Storage areas shall be enclosed with six to eight foot wood or chain link fence.
- I-2 INDUSTRIAL**
Means industrial areas used for major manufacturing, processing, warehousing, mining, or major research and testing. These areas are established for heavy industrial uses that require isolation from other districts. These areas shall be screened or fenced from other districts or shall have a minimum of two hundred (200) feet buffer from other districts.
- FP FLOOD PLAIN**
Means areas that are in the flood hazard areas outside floodways that could cause damage to structures due to high water. These districts shall comply with the floodplain ordinance as adopted by Miami County Ordinance (2-24-2003). These areas are designated as zone (A) on the Flood Hazard Zone maps.
- FF FLOOD FRINGE**
Means the areas outside of the floodway or flood plain that could be subject to high water damage. These areas are designated as Zone (X) or higher area on the Flood Hazard Zone Maps. No structure may be built in these areas unless the first floor is two feet above the flood hazard area.
- PUD PLAN UNIT DEVELOPMENT**
Means an area of five (5) acres or more under single ownership, corporation, firm, or partnership planned and developed as an integral unit in a single development which consist of Residential and Business, Business and Industrial, but that not consist of industrial and residential. One Plan Unit Development this Ordinance. All requirements shall be met according to the guidelines set forth in section 3.4 of this ordinance.
- ACTIVE RAIL**
- ABANDONED RAIL**
- 2-MILE PLANNING JURISDICTION**
- CONCENTRATED ANIMAL FEEDING OPERATION**
- OTHER LIVESTOCK FARMS**
- TIF AREA**

Existing Zoning - Amboy, Denver, Macy (Town Zoning)

These districts and jurisdictions are regulated by a separate zoning ordinance and are managed by Miami County Planning Department and Miami County Plan Commission. There are no digital versions of these zoning maps which causes difficulty in making edits, reproductions, and communicating with property owners and prospective owners.

Agriculture (A-1, A-2, A-3)

Residence (R-1, R-2, R-3)

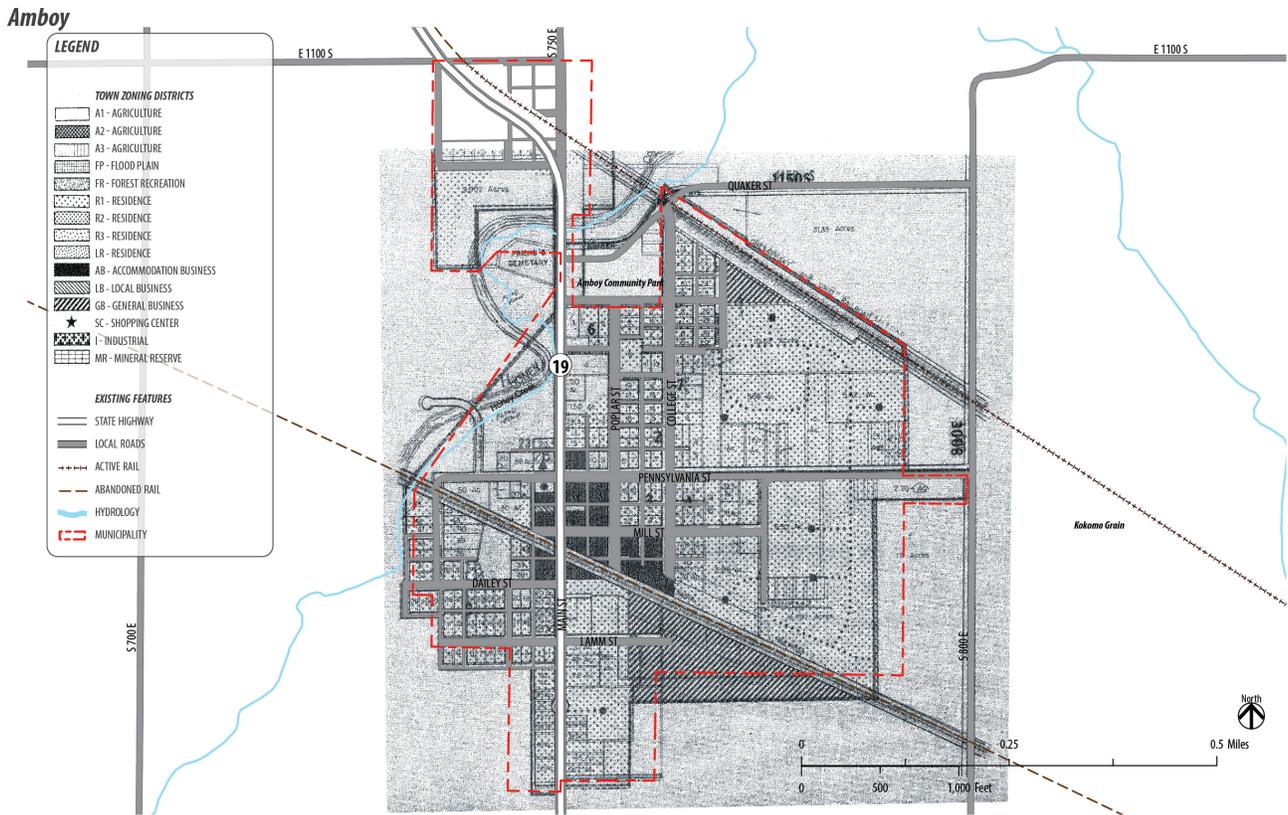
Lake Residence (LR)

Accommodation Business (AB), Local Business (LB), General Business (GB), Shopping Center (SC)

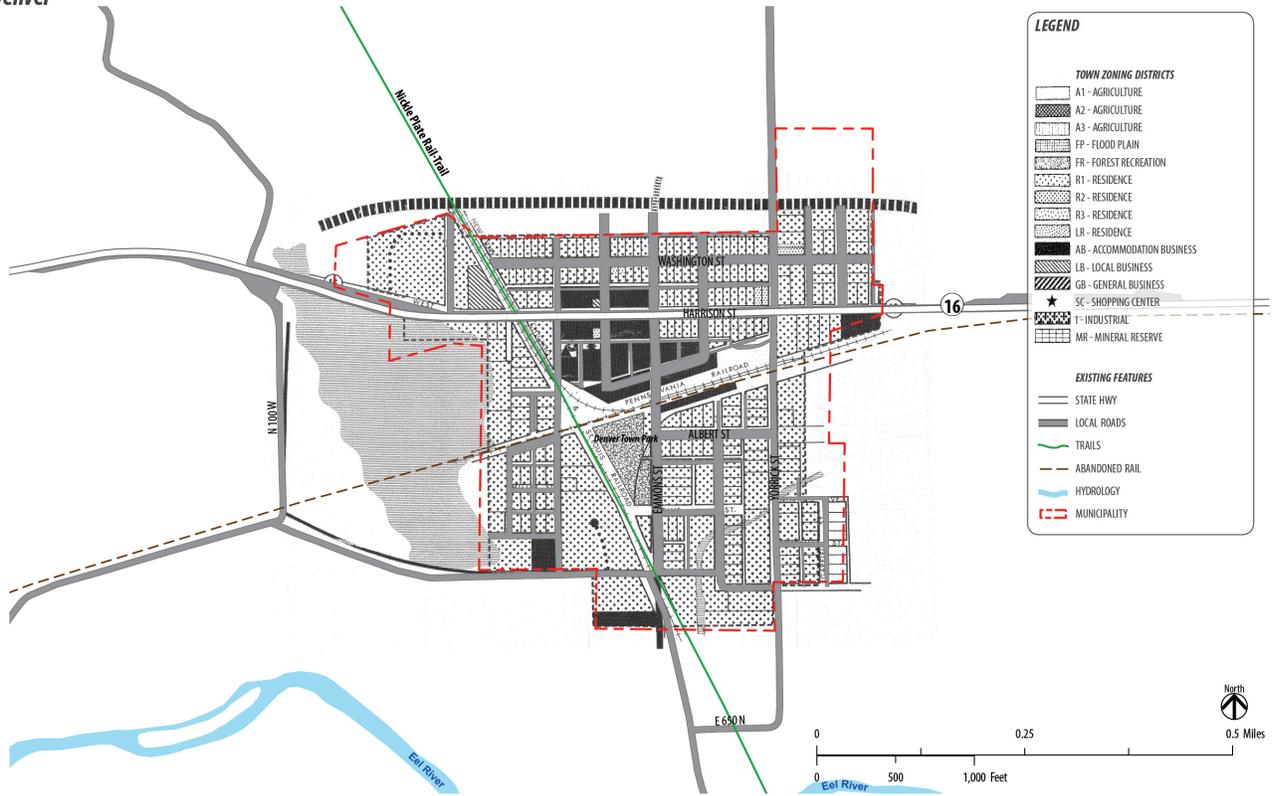
Industrial (I)

Mineral Reserve (MR)

Existing Zoning - Town of Amboy



Existing Zoning - Town of Denver
Denver



Existing Zoning - Town of Macy
Macy



Existing Zoning - City of Peru

These districts are regulated by the Peru Zoning Ordinance and are managed by City of Peru and Peru Plan Commission. The zones are similar to Miami County. There is no digital version of this zoning map which causes difficulty in making edits, reproductions, and communicating with property owners and prospective owners.

Agricultural (A-1, A-2, A-3)

Residential (R-1, R-3)

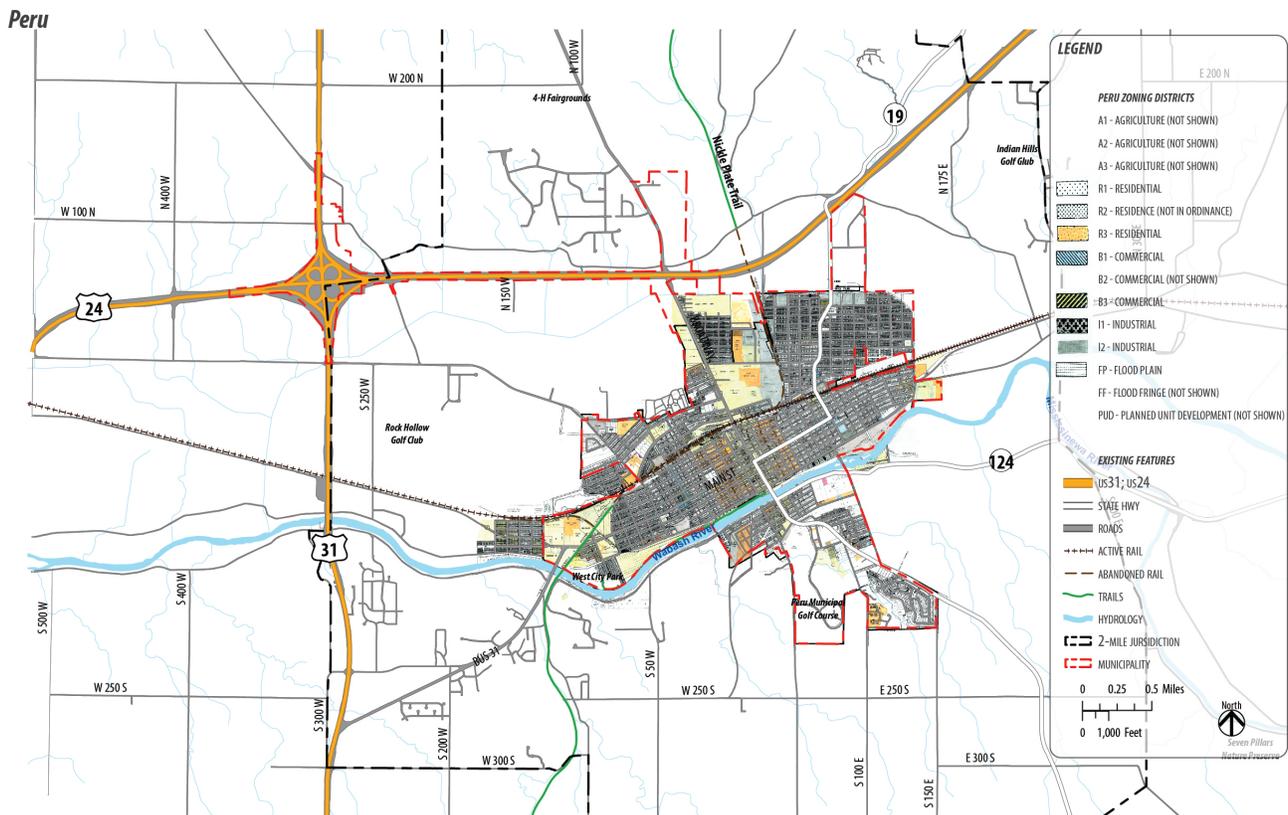
Commercial (B-1, B-2, B-3)

Industrial (I-1, I-2)

Flood Plain (FP), Flood Fringe (FF)

Plan Unit Development (PUD)

Existing Zoning - City of Peru



Existing Zoning - Town of Converse

These districts are regulated by the Peru Zoning Ordinance. The zones are similar to Miami County. There is no digital version of this zoning map which causes difficulty in making edits, reproductions, and communicating with property owners and prospective owners.

Suburban (S-1)

Agricultural (A-1)

Residential (R-1, R-2, R-3)

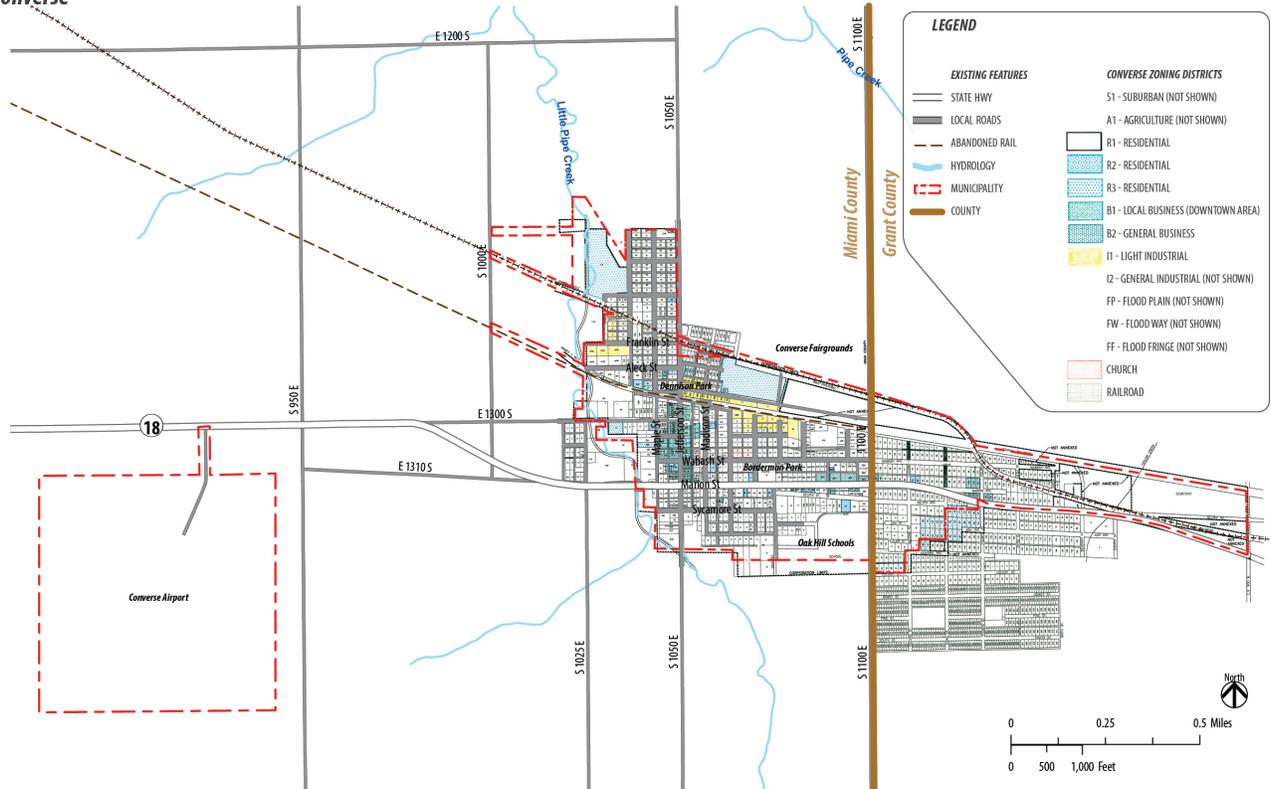
Local Business (B-1), General Business (B-2)

Light Industrial (I-1), General Industrial (I-2)

Flood Plain (FP), Flood Fringe (FF), Flood Way (FW)

Existing Zoning - Town of Converse

Converse



Existing Land Use - Miami County (all communities)

A complete inventory of land use is essential in creating a picture of how the county functions on a day to day basis. This snapshot of development is complemented by an understanding of the county's land use regulations and the types and intensity of activities they permit. This section contains an overview of existing land uses in the county. Parcels within Miami County have all been assigned certain property classes, which specify how each parcel is used. In terms of studying the general categories of land use throughout the county, the property classes have been grouped into corresponding land use categories, and are defined as follows.

Existing Land Use Pattern

The existing land use pattern, as depicted on the existing land use maps, reveals concentrations of commercial, office, and industrial uses within or near towns and existing community centers. Rural areas are found throughout the county with many related industrial-type uses related to the agriculture industry. Rural areas are primarily located outside of city and town's municipal limits. The agricultural areas also have single family residential throughout the rural areas, mainly as single home developments and agricultural residential. Larger, more contiguous residential development outside of municipal limits predominantly occurs around the City of Peru and the center of the county with concentrations northeast and southeast of Peru. Commercial and industrial areas are generally located within city and town municipal boundaries or near US 31 or US 24. Key areas for suitable for additional commercial and industrial areas include Grissom Aeroplex, Peru Industrial Park, and Broadway Landing (Broadway Avenue and US 24. Additional agricultural related industry developments may be suitable for areas near other major agricultural uses like rail access, grain elevators and large operations.

Agricultural Land Use

This designation includes areas where agriculture is the predominant land use. This designation depicts rural, sometimes remote areas where urban development does not exist. Any residential areas surrounded by agriculture are typically houses that support the farming community, and are typically not connected to city or town infrastructure services. These residential properties tie into wells for water supply, and discharge any waste into septic tanks. Any areas designated as industrial among the agricultural land use are typically supporting industrial operations, such as grain mills, meat processing plants, and other agriculture related processing facilities, and may include Confined Feeding Operations (CFOs) and the larger Concentrated Animal Feeding Operations (CAFOs).

Property classes included in this designation are as follows:

- Vacant – Unplatted (0-30 acres); Vacant – Platted Lot
- Farm – Fruit & Nut Farm; Livestock other than dairy and poultry; Cash Grain/General Farm; Dairy Farm; Hog Farm; Poultry Farm; Agricultural land with mobile home; Agricultural land with PP mobile home; Vegetable farm; Beef farm
- Other – Other agricultural use; greenhouses

Residential Land Use

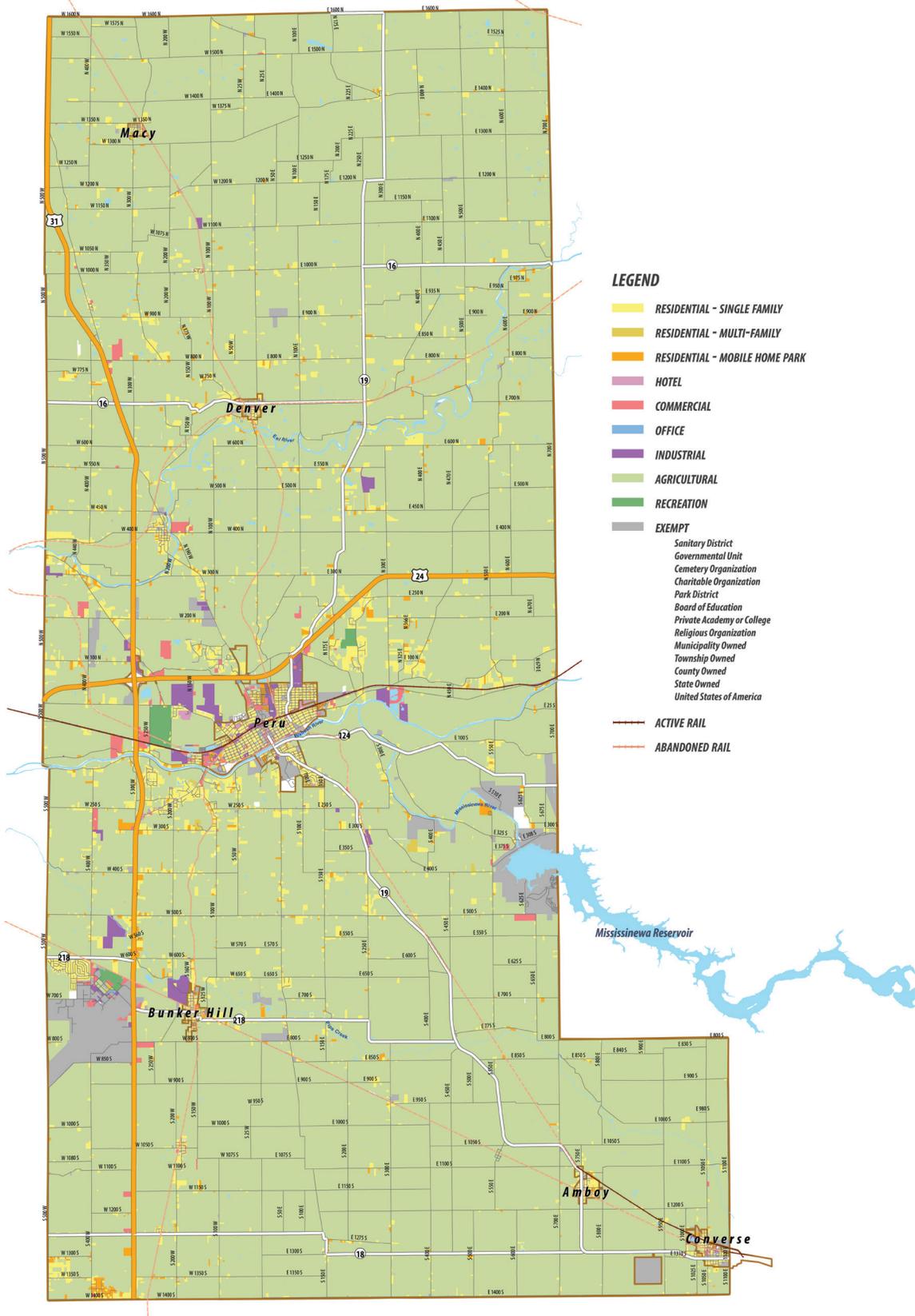
The residential designation consists primarily of single family homes, but also includes multi-family structures and mobile home parks.

Property classes included in this designation are as follows:

- Single Family Dwellings - 1 Family Dwell - Platted Lot;
- 1 Family Dwell - Unplatted (0 to 40 Acres)



Existing Land Use - Miami County



- Multi Family Dwellings - 2 Family Dwell - Platted Lot; 2 Family Dwell - Unplatted; 3 Family Dwell - Platted Lot; 3 Family Dwell - Unplatted; 4 to 40 or more Family Apartments
- Other Residential - Mobile Home Park; Mobile or Manufactured Home - Platted Lot; Mobile or Manufactured Home - Unplatted; Other Residential Structures; Residential on leased land; Residential parcel classified as vacant but is part of the support land for another parcel

Commercial Land Use

Commercial uses are located throughout the county in order to take advantage of major transportation corridors, while serving the local residents. The primary focus of the commercial land areas is the provision of essential services to the county marketplace.

Property classes included in this designation are as follows:

- Retail –Other Food Service; Community Shopping Center; Convenience Market With Gasoline Sales; Convenience Market; Other Retail Structures; Neighborhood Shopping Center; Other Commercial Housing; Discount and Junior Department Store; Drive-in Restaurant; Restaurant, Cafeteria or Bar; Franchise-type Restaurant; Small Detached Retail of Less Than 10,000 Square Feet; Commercial parcel classified as vacant but is part of the support land for another parcel; Small Shop; Supermarket; Other Commercial Structures
- Services – Commercial Garage; Commercial Truck Terminal; Saving & Loans; Funeral Home; Service Station; Full Service Bank; Car Wash; Parking Lot or Structure; Auto Sales & Service
- Entertainment - Motel & Tourist Cabins; Bowling Alley; Theater; Hotel



Office Land Use

Property classes included in this designation are as follows:

- Industrial office; medical clinic or offices; office building (1 or 2 story)



Industrial Land Use

Industrial areas are designed to work off of the industries in the area, supporting local businesses, and providing additional employment options. These areas are typically located to take advantage of the existing transportation opportunities, and are ideally located away from residential areas. Existing industrial areas are typically located near agricultural land, which can serve as a buffer between residential areas throughout the county. These uses typically put a high demand on local resources, have the greatest impact on the surrounding environment, and characteristically have less flexibility in locational choice than other types of land use activities.

Property classes included in this designation are as follows

- Warehouses – Commercial Mini-Warehouse; Industrial Warehouse; Commercial Warehouse
- Manufacturing – Medium Manufacturing & Assembly; Light Manufacturing & Assembly; Food & Drink Processing Facility; Mine or Quarry
- Services - Dry Cleaning Plant or Laundry; Utility; Landfill;
- Other – Railroad State Assessed; Other Industrial Structure; Grain Elevator; Railroad Company, Comm locally assessed;



Recreation Land Use

Property classes included in this designation are as follows

- Parks – exempt, park district; commercial camp ground; golf course or country club





Natural Areas Land Use

Property classes included in this designation are as follows

- Timber

Special Land Use

This land use designation typically includes uses provided by and maintained by city or state governments including but not limited to school facilities, healthcare treatment facilities, museums, airports and other recreational facilities that may have not been categorized in another designation. This land use designation is located throughout the county surrounding major existing assets to make better use of those areas, and prevent undesirable uses from detracting from the community aspect.

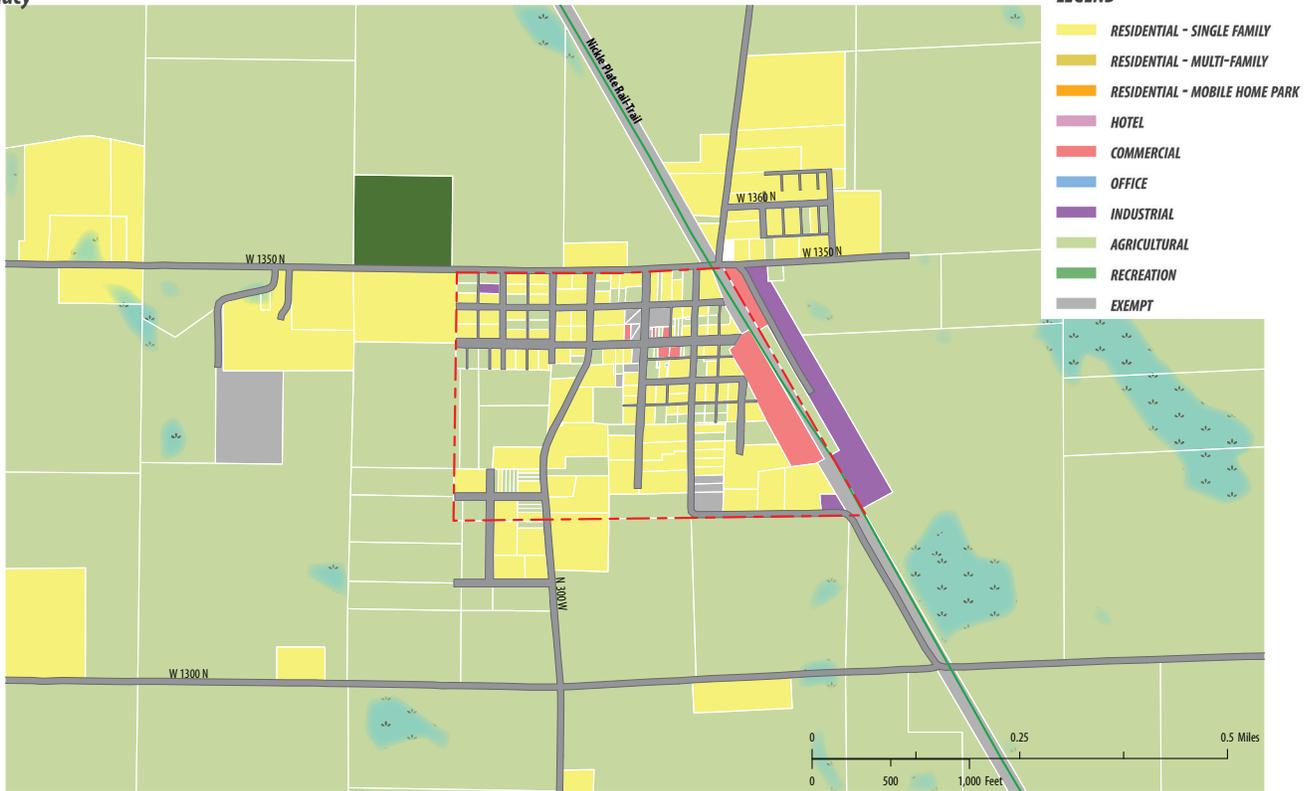
Property classes included in this designation are as follows

- These land uses are typically designated as “exempt” and are not legally required to pay taxes
- Health and Public Safety - Nursing Home & Private Hospital
- Education – Board of Education; private academy or college
- Government – Other exempt property owned by a governmental unit; municipality; State of Indiana; United States of America; township; county; property owned by a sanitary district
- Religious – cemetery organization; religious organization; church, chapel, mosque, synagogue, tabernacle, or temple
- Other – charitable organization; exempt, other



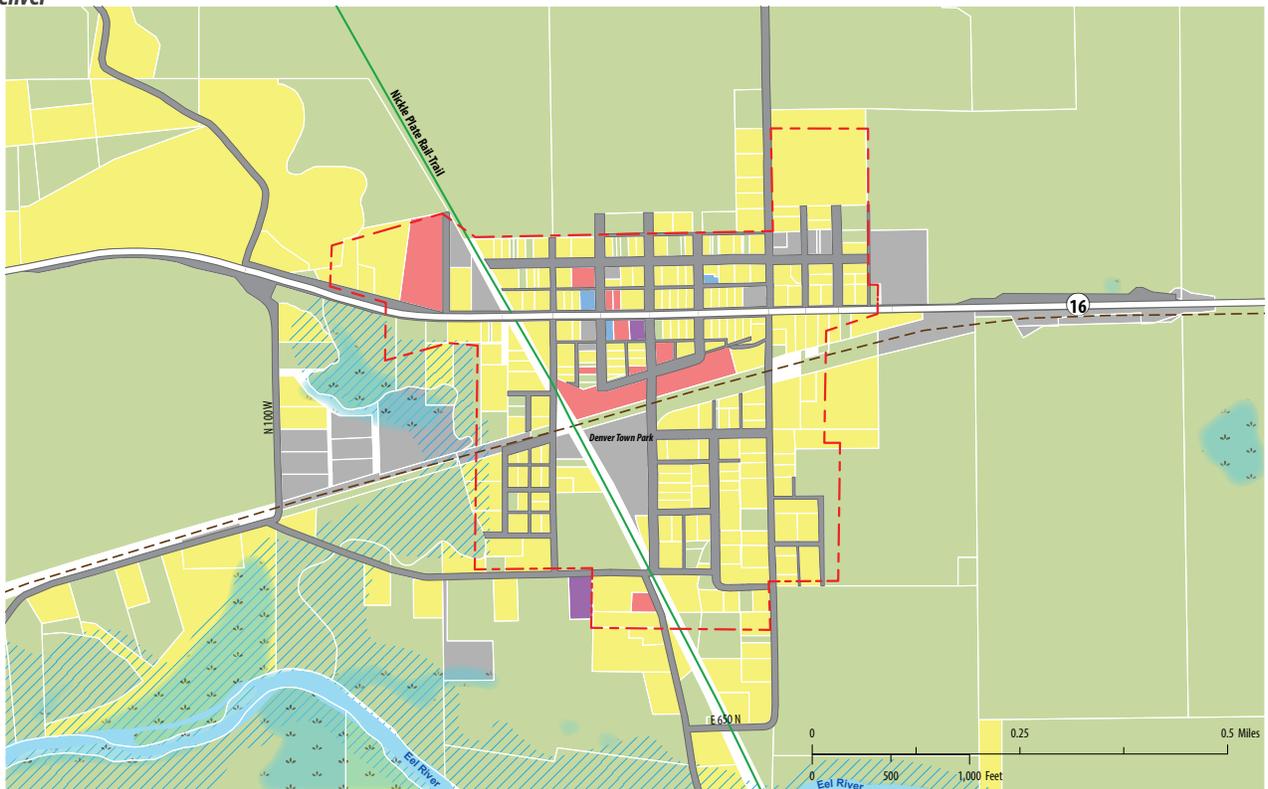
Existing Land Use - Town of Macy

Macy

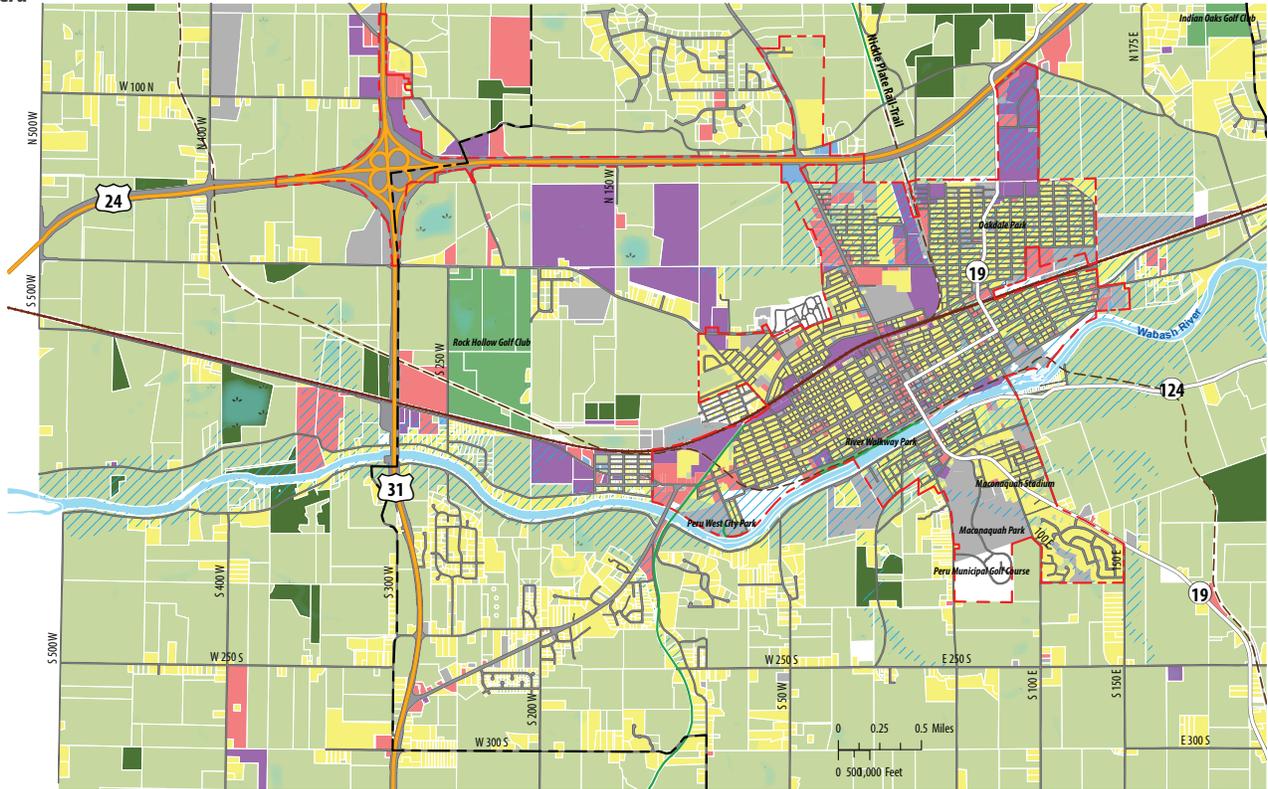


Existing Land Use - Town of Denver

Denver



Existing Land Use - City of Peru

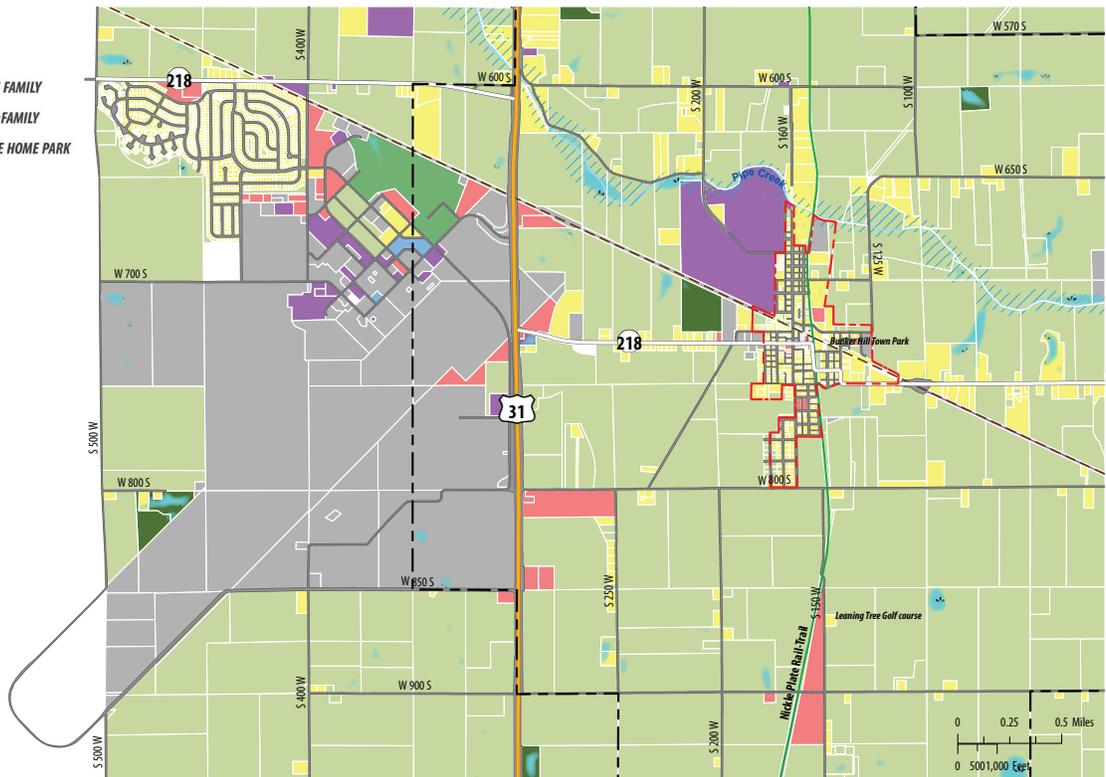


Existing Land Use - Town of Bunker Hill

Bunker Hill

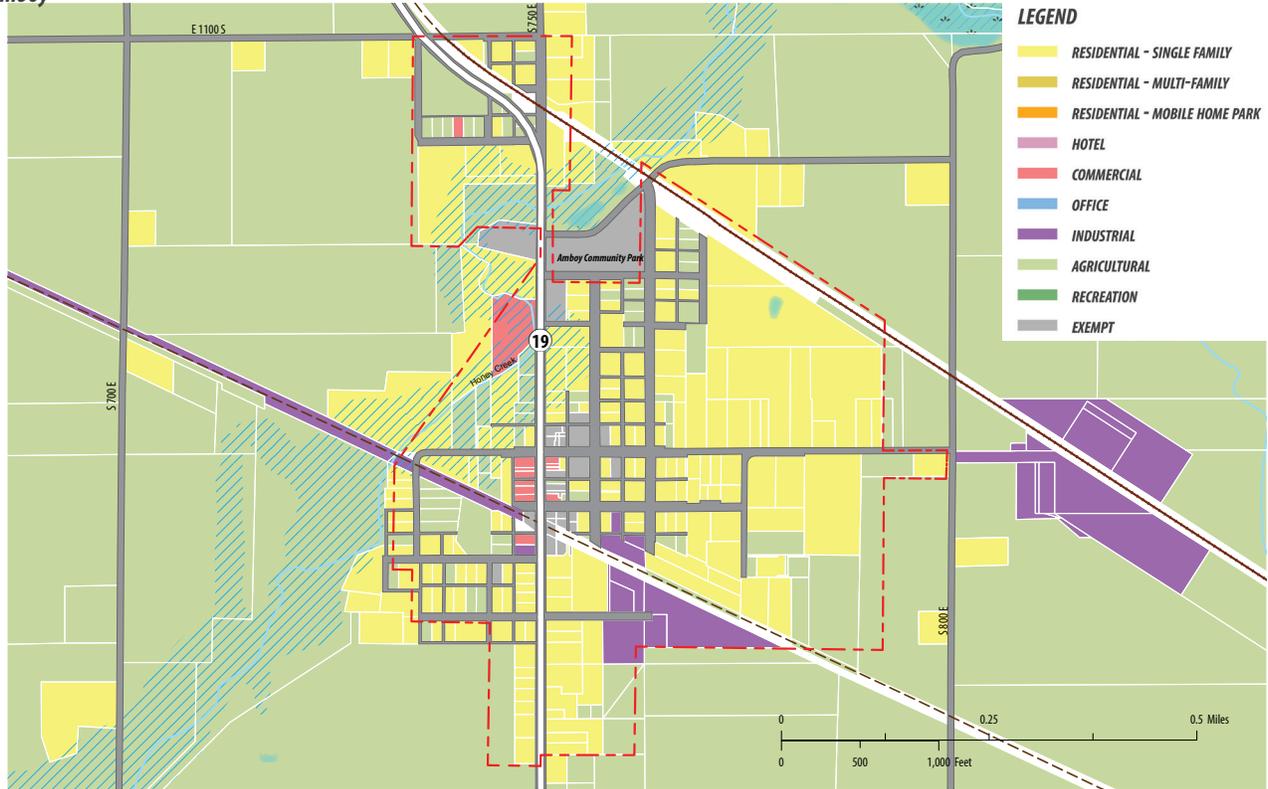
LEGEND

- RESIDENTIAL - SINGLE FAMILY
- RESIDENTIAL - MULTI-FAMILY
- RESIDENTIAL - MOBILE HOME PARK
- HOTEL
- COMMERCIAL
- OFFICE
- INDUSTRIAL
- AGRICULTURAL
- RECREATION
- EKEMPT



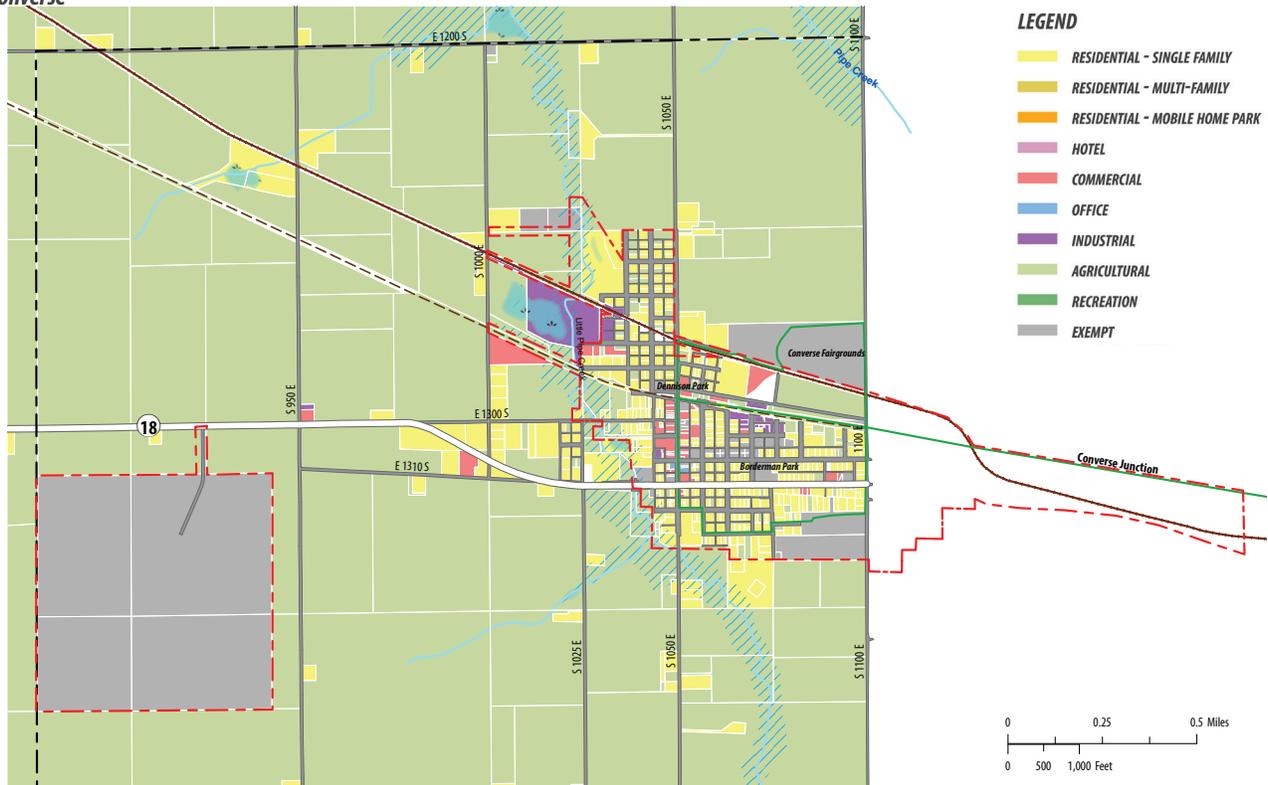
Existing Land Use - Town of Amboy

Amboy

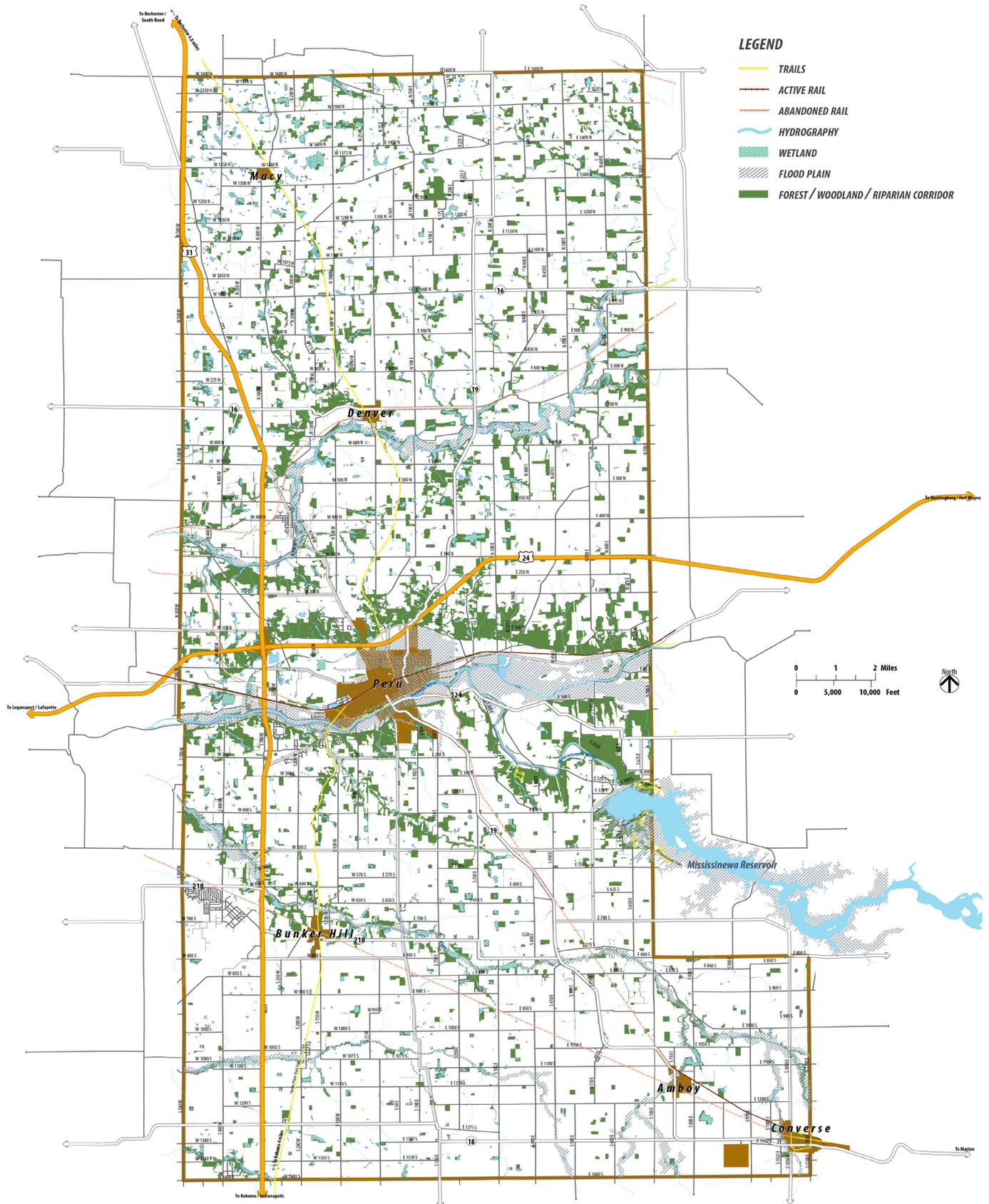


Existing Land Use - Town of Converse

Converse



Existing Environmental Features



Existing Environmental Features

Geographic Location

Located in north central Indiana, Miami County has an area of approximately 380 square miles, extending about 30 miles from north to south and about 12 miles from west to east. The southern half of the County is relatively flat and includes several creeks and considerably more topographic relief and is dissected by the Eel and Wabash Rivers, numerous creeks and drainage ways and a large area of glacial deposits.

Physiographic Subdivisions

Miami County has four physiographic subdivisions. These physiographic subdivisions describe the surface features of the land in general terms. The historical development of these areas has influenced where and how the landscape has been developed.

1. The most extensive of these areas, the Upland Till Plain, is in the southern half of the county and is characterized by uniform surface features. This area is nearly level except along major stream valleys where slopes can become very steep. There are very few natural drainage ways in this area, so excess water is removed from most soils by an elaborate system of subsurface tile drainage and open drainage ditches.
2. The Packerton Moraine extends over much of the northern third of the county and is characterized by frequent and abrupt changes in slope and surface texture. This area includes slopes of inconsistent degrees and shape that range from nearly level to moderately steep within short distances. Many irregularly shaped areas of muck are present, the sides of hills are commonly eroded and clayey and small seepage areas are common. There are few natural drainage ways in the irregularly shaped deep depressions, and an elaborate system of open ditches, tile, and pump drainage individually or in combination is often necessary to adequately drain the soil. Many of these areas that were once used for crops are reverting back to marsh.
3. The third area, the Outwash Terraces, is most extensive along the Eel, Wabash and Mississinewa Rivers, with small, isolated areas of terraces along creek valleys. There are few natural drainage ways on the outwash terraces; however, random tile lines and a few open drainage ditches are adequate to drain these areas.
4. The final physiographic subdivision, the Bottom Lands, is nearly level and occurs along the rivers and creeks. These areas are typically used for crop production, woodlands or pasture. Open drainage ditches are common on the bottom lands and carry mainly surface runoff from higher lying uplands to the rivers or creeks.

Wetlands and Wooded Areas

Wetlands and wooded areas in the county generally overlap. Both of these areas, whether they occur together or separately, occur throughout the county and provide pockets of diversity among predominantly farmed land. Many residential parcels are also frequently wooded even though they are not labeled as natural areas. In addition to enhancing the aesthetic appeal of an area, if properly preserved and restored, wetlands and wooded areas within floodplains can provide natural flood control measures that limit property damage and prevent the water logging of crops. Wetlands and wooded areas are some of the most productive habitats on the planet. They often provide the highest concentrations of animals (mammals, birds, fish, etc.). Wetlands and wooded areas provide many benefits from water quality to biodiversity and are difficult to replace and some destruction or alterations are irreversible.

Floodplain

Understanding the floodplain and its role in the environment is a very important aspect of community development. Floodplain, as identified by the Federal Emergency Management Agency (FEMA), is generally limited to the major waterways in the County and can specifically be found in the following locations:

- Eel River and its tributary - Paw Paw Creek
- Wabash River and its tributaries - Asher Branch, Lake Ditch, Parkview Heights Ditch, Prairie Ditch, Schoolman Ditch
- Mississinewa River and some backwater areas at the Mississinewa Reservoir
- Deer Creek
- Pipe Creek and its tributaries - Honey Creek, Little Pipe Creek, Sugar Creek, Dolin Young Ditch, Potter Ditch

Floodplain lands should not be considered for intensive land use development and are typically more suited for agricultural, natural open space and some recreational land uses.

FEMA administers an insurance program that targets already developed floodplain land in order to provide insurance coverage to existing development. Communities that participate in the program must establish and enforce regulations for floodplain development that limit potential loss in the event of a flood. A participating community may have an insurance program revoked if floodplain regulations are not enforced and development of the floodplain is permitted to proceed. If FEMA revokes its flood insurance program from a community, then individual landowners who participated in the program would be left without insurance coverage in the event of flood damage. This can be devastating on a personal and community-wide level.

Drainage

It is important to understand, generally, the role of drainage patterns in the development of a community. While many drainage ways are natural, some are man-made. In Miami County, natural and man-made drainage ways function as a unified system to allow excess surface water to drain in an orderly manner.

Miami County's topography is relatively flat, except near the rivers and major streams where defined drainage patterns have evolved. It is away from the rivers and major streams where drainage problems have arisen. In these areas, the flat horizon, coupled with a relatively high water table, produces drainage problems significant enough to have warranted the construction of an elaborate system of ditches and field tiles to collect excess water and convey it to the rivers and streams. The construction of this water conveyance system has enabled local farmers/land owners to productively use land that otherwise might have been unusable due to excess moisture.

Miami County has established a system of legal drains over which it has some jurisdiction for the overall safety of County residents. In Miami County, the Board of County Commissioners also holds the responsibility for being the County Drainage Board. As such, it must oversee the construction and reconstruction or maintenance of the legal drains.

Cooperation between the County and its municipalities is imperative to ensure that the legal drain system and other waterways remain free from obstruction and sedimentation. This will maintain the design flow capacity of the drainage system and stem the destruction of

property from flooding. This is an area of considerable concern that was discovered during the initial phases of this planning program.

The Wabash River, the largest river in Indiana, runs across the center of Miami County, through the City of Peru. Some say it is the most significant and important river to Indiana, draining surface water from two-thirds of the state's 92 counties (Wabash River Heritage Corridor Management Plan, 2004). Its shape and form varies throughout the state and also throughout Miami County. The only Public access point, according to the Wabash River Heritage Corridor is at the Miami and Wabash County line. The Eel River in northern Miami County is a quiet and scenic river. It is a commonly canoed river with interesting banks, good fishing and wildlife viewing. In Miami County, it traverses through farmland, wooded lots and through Denver and Mexico. Public access points for the Eel River are in Stockdale and one mile south of Denver.

Mississinewa Lake is one of three Upper Wabash flood-control reservoirs; the only one in Miami County. It was created by the US Army Corps of Engineers in 1967. The reservoir is 3,210 acres and it currently provides a variety of outdoor recreation activities managed by Indiana Department of Natural Resources and private businesses.

Soils and Prime Farmland

In Miami County, there are seven distinct soils map units (or associations), each with its own unique natural landscape. Each map unit typically consists of one or more major soils, for which it is named, and some minor soils. The soils in the various map units vary widely in their potential for supporting major land uses. The characteristics of the individual soils map units are presented here. (Source: Soil Survey)

- *Fincastle - Treaty*: These soils are somewhat poorly and poorly drained and, due to the wetness, pose limitations for most land uses. The exception to this is farming if the soils have been adequately drained. They occupy about eight percent of the County, in the southwest corner.
- *Blount - Pewamo*: These soils are somewhat poorly drained and very poorly drained, indicative of a seasonal high water table. Wetness poses limitations for all land uses, except farming if the land has been adequately drained. This map unit covers 31 percent of the County, primarily in the southern half of the County, but including an area north of the Wabash River.
- *Morley - Hennepin*: These soils are deep and moderately well to well drained. Used mainly for crops in rotation, some large tracts are used for pasture, woodland, urban development and recreation. This unit occupies about 14 percent of the County, largely adjacent to floodplains.
- *Gessie - Shoals*: This soil map unit includes soils that are deep and well drained to somewhat poorly drained on floodplains adjacent to the Wabash and Mississinewa Rivers and major creeks. Due to the flooding potential, these soils are better suited for agriculture, open space or recreational land uses and less suited for urban development. This map unit occupies approximately eight percent of the County.
- *Fox - Oshtemo*: These soils are well drained and moderately deep or deep over sand and gravel, on outwash terraces. These soils are found primarily along the Eel River, but with lesser areas along both the Mississinewa and Wabash Rivers. This unit is used mainly for cultivated crops, with a few areas of woodland or pasture. However, the potential for sanitary facilities and building sites is also good.

- This unit occupies approximately eight percent of the County.
- *Morley - Blount - Pewamo*: These soils are deep, moderately well drained to somewhat poorly and very poorly drained, and are found on the Packerton moraine in the northern half of the County. This unit is used mainly for agriculture and woodland. Wetness limits all land uses, especially urban development, but can be overcome for agriculture if adequately drained. These soils occupy about 17 percent of the County.
- *Wawasee - Crosier - Brookston*: This map unit consists of deep, well drained to somewhat poorly and very poorly drained soils found on the till plains and moraines. Wetness limits all land uses, especially urban development, but can be overcome for agriculture if adequately drained. These soils occupy about 14 percent of the County in the northern half generally, with the largest concentration in the northwest corner.

Large, undeveloped tracts of land exist throughout the rural areas of Miami County. All of Miami County with the exception of the Mississinewa Lake is considered Prime Farmland (State Soil Geographic database (STATSGO)). The county is either 61-80% prime farmland or 81-100% prime farmland. Much of this prime farmland is based on the natural properties of the soil type and the drainage created or also a property of the soil type. The abundance of prime farmland in Miami County is considered a strength and is an industry priority for local and regional economic development agencies.

Agribusiness

In Miami County, the agricultural industry is a key part of the local, regional and state economy. Various pieces of the agricultural industry are present in Miami County and are integral to local and regional producers and consumers. Agribusinesses locations including local food sources and livestock farms are mapped. Two special meetings directed at the agricultural community were held to here specific interests, concerns, issues, and opportunities. Agribusiness in Miami County is diversifying to meet market demands and producing for local needs.

Existing Community Facilities

Government Services - City of Peru

The city of Peru is a third class city and has a Mayor- Council form of government. City Council has eight elected members (the Mayor and seven council members). Peru also utilized an Aviation Board, Board of Public Works, Building Appeals, Cable Board, Civic Center Board, Housing Authority, Parks Board, Public Library Board, Utilities Board, Planning Commission and Zoning Appeals. The Planning Commission has nine members. One member is appointed by the council. One member is appointed by the Board of Works. Five members are citizen members appointed by the Mayor of whom, no more than three may be of the same political party. All five of these citizen members must live within the incorporated area of Peru. Two members are appointed by County Commissioners that must live outside the incorporated area and must be of two different political parties. The Planning Commission shall have the powers and duties outlined in the Indiana Code. Members of the Planning Commission are subject to a four year term. The Board of Works consists of the Mayor and two members appointed by the Mayor. The Clerk-Treasurer is the clerk of the board. Authority includes control of Street and Sanitation Department as well as Traffic Department Their function also includes control of law enforcement and fire safety, although the Mayor appoints the Police Chief, Fire Chief and City Engineer to handle day to

day responsibilities for their respective departments. Appointed members of the Board of Works serve a four year term. The city of Peru manages day to day of its citizens through six departments: Building Department, Parks Department, Fire Department, Police Department, Streets and Sanitation Department and Traffic Department. Most departments are housed outside of City Hall with the exception of Building, Police and administration. www.cityofperu.org/

Government Services - Town of Bunker Hill

The town of Bunker Hill is a town government with a five-person town council. The town also manages four departments: Utilities, Marshall, Maintenance, and Building and Planning Commission. Department offices are currently located at two main buildings (Town Hall and Community Center). Park and Marshall activities are located at other locations relative to services. www.townofbunkerhillin.com

Government Services - Town of Converse

The town of Converse is a town government with a five-person town council. The town also manages an Airport Authority (Board) and Planning Commission (commission appointed by Town Council). Departments of Town of Converse include Administration, Economic Development Corporation, Planning and Zoning, Zoning Appeals Board, and Street and Utilities. Most departments are housed in Town Hall. www.townofconverse.com

Government Services - Miami County

Miami County is a county government structure. It is made up of a County Council and County Commissioners. Miami County is comprised of 70 elected officials and 6 appointed officials. Elected officials comprise the county council, county commissioners, township positions and trustees, court positions, recorder, surveyor, treasurer, auditor, and assessor. Departments of Miami County include Animal Shelter, Assessor, Auditor, Board of Commissioners, Building Commission, Court Appointed Special Advocates (CASA), Cemetery Board, Central Dispatch (911), Circuit Court, Clerk of Courts, Community Corrections, County Nurse, Drainage Board, Emergency Management, Environmental Health, Extension Office, Health, Highway, Information Technology, Planning, Probation, Prosecutor, Public Defender, Public Health Preparedness, Recorder, Registrar, Sheriff, Solid Waste, Superior Court I and II, Surveyor, Township Trustees, Treasurer, Veteran's Services, Victim's Advocate, and Weights and Measures. Economic Development and Soil and Water Conservation District are separate agencies with separate boards that operate in partnership with Miami County and for the benefit of Miami County. Miami County services are predominantly provided at the County Courthouse and Miami County Annex Building with other services in nearby buildings downtown and throughout the townships of Miami County. In addition to the administration of Miami County, Miami County Planning and Building Commission manages the planning and building for Town of Amboy, Town of Denver, and Town of Macy. www.miamicountyin.gov/Index.html

Infrastructure

Infrastructure may be defined as the facilities and services needed to sustain industrial, residential, commercial and all other land use activities. In this sense, infrastructure may include water treatment and distribution systems, sewer collection and treatment systems, other utilities such as natural gas and information/communication facilities, streets and roads, and public facilities including firehouses, parks, and schools, for example. Community development

occurs most efficiently when located where infrastructure to support it is available or can be provided in a reasonable and fiscally responsible manner.

The rural majority of the County is not serviced by public water or sewer systems; therefore, residents and some businesses must rely on individual water wells and sanitary septic systems for water and wastewater needs. However, the incorporated areas have some public systems serving the needs for potable water and sanitary sewage treatment for the individual incorporated areas and their immediate surroundings.

Water

There are three State-regulated water systems operating in Miami County. City of Peru Water Department is the largest supplier with over 5,000 customers. The other two systems are Bunker Hill Municipal water system and the Converse Utilities.

As of October 1997, at peak demand periods, Peru Water Department was supplying just over one-half of its treatment capacity of four million gallons per day. There is sufficient excess capacity within this system for the near future. However, this situation should be continuously monitored as development occurs. The sources of raw water for this system are four wells connected to a deep bedrock aquifer, known as the Teays aquifer, also known as the Teays River or Teays Valley aquifer.

Bunker Hill's water system sources from two wells connected to a deep bedrock aquifer that can provide up to one-half million gallons per day. Chemical treatment occurs directly at the wellheads. The system includes one sixty-thousand-gallon elevated storage tank, and water lines extend throughout the community, as well as into the immediate vicinity.

Much of the domestic water supply for the County's population consists of individual wells. Given the relatively high water table in this general area, the supply is readily available at relatively moderate depths.

Sewer

The city of Peru is provided with sanitary sewer treatment through a four-million-gallon-per-day treatment plant located along the Wabash River. During dry weather, this plant has excess capacity. However, during wet weather, there is considerable concern over the amount of inflow and infiltration experienced throughout the system due in part to the aging system and that it collects sanitary and storm water by design. . The current system serves the city of Peru and approximately 3.5 miles of the surrounding area. System lines currently extend to an industrial park near the northern edge of Peru, and further north just beyond CR 200 N along Mexico Road, and south to approximately CR 400 S. In 2009, the city of Peru was granted \$3.8 million in capitalization grants for clean water to upgrade its wastewater treatment facilities and associated infrastructure.

HB 1686, signed into law in 1997, paved the way for Peru utilities to assume the operation of the utilities at Grissom Air Reserve Base (GARB). While transferring property from the federal government to a local government is unusual, this action was vital to keeping the redevelopment of the base on track, capitalizing on the momentum necessary to address the challenges faced by the realignment.

The town of Converse is served by a public system of sewage collection. The treatment plant is located in the northwest area of town along Little Pipe Creek. This system also has service lines extending to an industrial area near the Converse Airport, which is within a couple of miles of the town of Amboy. Consideration should be given to the feasibility of extending service lines to Amboy in order to address some of the septic problems that are occurring there.

The town of Bunker Hill has its own sewage treatment plant, which is situated on the north side of town along Little Pipe Creek. The system covers the town of Bunker Hill and is presently allowing the Town of Miami to connect its new system to the processing plant. The town of Denver also has its own sewage treatment plant situated along the Eel River. Macy is served by the Nyona South Mud Lakes Waste treatment plant located just west of US 31 in Cass County. The rest of the unincorporated towns throughout the county are generally served by septic systems.

Bunker Hill's sanitary sewage treatment needs are met through a public system that disposes of the waste sludge through land application measures. The system has a design capacity of approximately 240,000 gallons per day and experiences a current average daily demand of approximately 149,000 gallons per day. This system also experiences considerable inflow and infiltration problems as evidenced by increased glows during heavy rains. It should also be noted that this system does not have capacity to treat industrial wastewater.

The Mexico Regional Sewer District recently in 2010 received a grant and separate loan totaling nearly \$6 million from the Water and Waste Disposal Systems for Rural Communities. The purpose of this award is to construct a wastewater collection and treatment system in the town of Mexico. This system will improve the quality of groundwater by eliminating old and malfunctioning septic systems in use by the residents of Mexico. The town of Macy recently received a similar award in the amount of \$1.5 million.

Grissom Air Reserve Base, and the town of Denver both have their own sewage treatment facilities. The town of Macy currently sends its waste water into Cass County to the Nyona and South Mud Lakes treatment facility.

Storm Water Management

Currently, storm water management in those municipalities with sanitary sewage treatment is accomplished largely through the system established for the collection and treatment of sanitary sewage. Other communities rely on an over-the-ground collection system of man-made ditches and natural surface water corridors. In order to protect the integrity of the sanitary wastewater collection and treatment systems, it is necessary for the communities to begin the process of separating the sanitary from the storm water collection systems. The Bunker Hill processing plant is fairly new, and much larger. It no longer has capacity issues causing overflow to drain directly into Pipe creek when heavy rains saturate the sewer lines

In the County, a system of man-made ditches (legal drains) has been constructed over the years in order to manage the surface collection of storm water and, in some cases, to help drain some of the lands that are now in agriculture production. The location of these ditches in the rural, active agriculture areas of the County requires considerable maintenance efforts by the responsible governmental agencies. Given that agriculture crop production soil is, by nature

of the industry, continuously disturbed through tilling and plowing, the deposition of sediment into these ditches occurs over time and reduces the capacity of the system to collect and channel storm water. This results in increasing flooding potential in the vicinity of the ditches, endangering the safety of developed areas, such as the town of Amboy. The communities must collectively address the challenges faced in maintaining this “legal” drainage system.

Gas

There are a number of Natural Gas Service companies in Indiana, and service is available to the majority of Miami County. It is mostly served by Northern Indiana Public Service Company (NIPSCO), a distributor that has a regional office in Peru. NIPSCO’s supply comes from five major pipeline suppliers. A small portion south of the Mississinewa Reservoir is not serviced by any Indiana Energy Association providers, and Converse is serviced by Vectren Energy. Propane gas is also serviced locally through Thermogas Company.

Electricity

In Miami County, electric service is provided by five sources. These include Miami-Cass Rural Electric Membership Corporation (REMC), Fulton County Rural Electric Membership Corporation (REMC), Wabash County Rural Electric Membership Corporation (REMC), City of Peru Utilities and Duke Energy. City of Peru Utilities is a municipally-owned facility, Duke Energy is investor owned and the REMCs are rural cooperatives that serve rural and some urban areas with service areas that commonly extend across county boundaries.

Public Safety

The Miami County Sheriff’s department handles general public safety for all of the unincorporated portions of the County including the portion of Grissom that has been released by the Air Force. The Towns of Amboy, Bunker Hill, Converse and Denver have marshals who patrol their individual jurisdictions. The City of Peru is in charge of its own security measures through a police department that includes a K-9 unit. Grissom ARB provides its own security and public safety.

Fire Protection

The City of Peru has an insurance rating of 5 on a scale of 1 to 10 (with 1 being the best rating available). Firefighting is handled through a total staff of more than 30 operating out of 2 fire stations that are strategically located in order to minimize emergency response times. The rural portions of the County have insurance ratings from 7 to 10. A volunteer staff of more than 70 in six rural volunteer fire departments responds to emergencies from 10 station houses located at equal distances from each other throughout the County. Firefighters are certified through the Indiana State Fire Marshal and operate more than 25 pieces of equipment. All fire departments in Miami County operate under mutual aid agreements.

Solid Waste

State legislation requires that all areas within the state be organized as part of a solid waste management district. Miami County organized into a single solid waste management district in 1991 and prepared a 20-year management plan. The City of Peru’s Sanitation Department provides solid waste collection for residences, while commercial and industrial establishments contract with private haulers for collection service. Those in the remainder of the County who desire solid waste collection services must subscribe for the service with

private haulers. Collected waste is currently transported out of Miami County. Landfills in Cass, Wabash and Fulton Counties receive solid waste materials from Miami County.

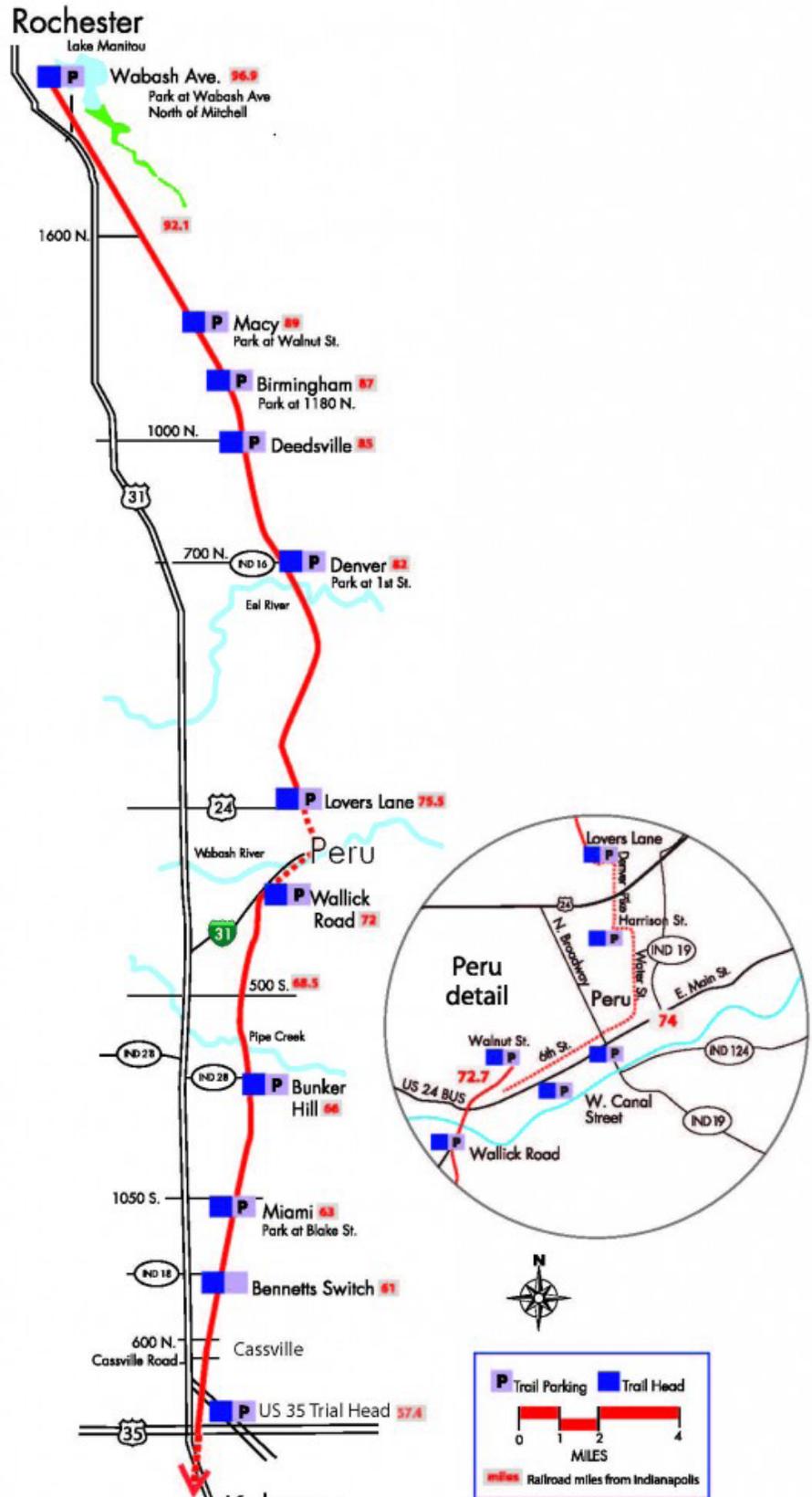
Hospital / Medical Services

Residents of Peru and Miami County have access locally to Dukes Memorial Hospital (DMH), a 25-bed, critical access, full service facility that is committed to providing the highest standard of quality healthcare in our area. With a 400+ team of healthcare professionals they offer inpatient and outpatient care, medical imaging, surgical care, emergency services, diagnostics, cardiology and much more. Emergency Medical Services (EMS) provides 24/7 coverage for all of Miami County with full-time Emergency Medical Technicians (EMT). The medical staff of Miami County provides quality, convenient care in specialties ranging from Cardiology, Endocrinology, General Surgery, Obstetrics & Gynecology, Primary Care, Pediatrics, Dentistry and Optometry. There are also approximately 5 long term care facilities that offer rehabilitation, units for dementia and Alzheimer’s patients, and care for seniors that need round the clock assistance.

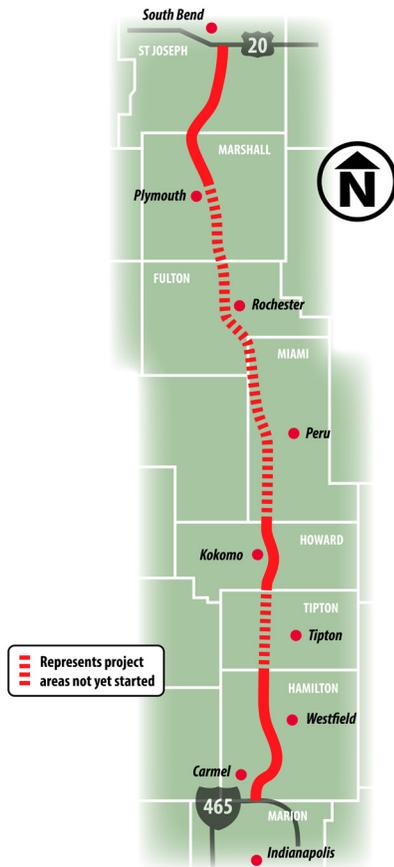
Additional medical facilities are available regionally in Kokomo, and major medical facilities are available in Fort Wayne and Indianapolis.

Education / Training

Four public school districts and one private/parochial school meet Miami County’s primary education needs. Operating entirely in Miami County are Peru Community Schools, Maconaquah School Corporation and the North Miami Consolidated School District. Students in the southeast part of the County are covered by the Oak Hill United School Corporation that operates out of Grant County. The Department of Education and Office of Elementary and Secondary Education in 2009



Source: Nickel Plate Trail , www.nickelplatetrail.org



awarded the four public school districts in Miami County a total just above \$6 million from the Education State Grants – Recovery Act Education fund for the support of public elementary, secondary, and post-secondary education and, as applicable, early childhood education programs and services. Two libraries serve the Miami County area, the Converse-Jackson Township Public Library, in Converse, and the Peru Public Library in downtown Peru.

Vocational training and higher education opportunities are available through a number of colleges and universities within a 75-mile radius, including locations in Marion, Kokomo, Muncie, Indianapolis, North Manchester, South Bend and West Lafayette. Local opportunities for workforce development will be addressed in the Economic Development Strategic Plan. The Heartland Career Center (HCC) is a vocational and applied technology school that is jointly administered by the Miami and Wabash Counties’ school corporations and offers its trade, industry and business programs to high school students and adults. Ivy Tech Community College Kokomo Region also has an instructional site located in Peru offering both degree and non-degree training opportunities. Through this effort, some on-the-job training and Co-op placement opportunities are presented to the students. Bona Vista/Gateway provides work adjustment training programs for those individuals who face developmental challenges.

Parks

Parks and recreational opportunities, along with local cultural outlets, offer the residents of Peru and Miami County a wide array of options for leisure time activities. Currently, only Peru has an established Parks and Recreation Board that oversees and manages the City’s parks and recreational programs. Miami County does not have a Park Board but does have privately managed, open to the public park facilities available to the residents. A listing of existing recreational areas includes:

Peru Parks and Recreation Department: Peru’s Parks Department is responsible for four (4) park sites and an 18-hole golf course. These sites total 220 acres of land for parks and recreational opportunities. Of this total, Maconaquah Park represents 186 acres and is the location of the City’s public golf course. National standards indicate that an appropriate ratio of park land to population should be 10 acres of park land for each 1,000 residents. Peru’s ratio is considerably higher at approximately 18 acres of park land for each 1,000 residents. Peru’s parks include:

- Maconaquah Park
- Noel Davis Memorial Park
- West City Park
- Shilling Park

Other Recreational Sites/Facilities

Recreational opportunities are also available and provided by “non-governmental” agencies and include:

- Peru/Miami County YMCA
- Eck Park
- Thrush Courts (10 tennis courts)
- Peru Dog Pound and Dog Park at Old Miller Pool

Area Recreational Facilities

Surrounding Peru are several recreation opportunities available to the residents of Miami County, including 14 municipal recreation areas in Miami

County and two of Indiana's 19 State Parks, within 15 minutes of Peru.

- Mississinewa Lake
- Miami State Recreation Area
- Frances Slocum State Forest
- Seven Pillars
- Tah-Ko-Nong Camp (YMCA)
- Indian Oaks Golf Course
- Denver Community Center
- Converse Playing Fields
- Bunker Hill Community Park
- Rock Hollow Golf Course
- Grissom Aeroplex
- CSX Railroad land

Trails

Many abandoned rail lines traverse the county, one of which has been converted into the Nickel Plate Trail. This corridor was purchased from Norfolk and Southern via the Federal Railbanking program. This railtrail extends 40 plus miles (length of the county and beyond) connecting Kokomo to the south and Rochester to the north. Peru has the Riverwalk Trail extending .95 miles along the Wabash River in Downtown Peru. It connects to the new Peru Skate Park in Peru Riverwalk Park. Other opportunities are being considered to convert a section of abandoned rail between Grissom and Converse and the Sweetser Switch Trail connecting Bunker Hill, Nickel Plate Trail, and Maconaquah schools with a similar type of trail. Peru is working to extend the Riverwalk Trail and connect to the Nickel Plate Trail and improve the connection through downtown.

Existing Transportation

Primary transportation facilities in Miami County include thoroughfares (local streets and roads, State and Federal highways), railroads and airports. Miami County and Peru do not have any public transportation services. The one exception to this is the limited transportation services provided to the rural elderly population by the Area 5 Agency on Aging. Located in Logansport, Area 5 provides such services in order to assist the rural elderly maintain some degree of independent living. One bus line, Trailways, provides daily service to points north and south.

Thoroughfares

Thoroughfares are the streets, roads and highways that enable people traveling in vehicles to get from their place of origin to their places of destination. Responsibility for maintaining the thoroughfare system typically lies with the various levels of government but in some cases can remain with private interests. Following is a brief discussion of the thoroughfares in Miami County.

Local Routes

Complementing the State and Federal routes discussed below is a system of local streets and highways that perform important functions in moving vehicular traffic within and through Miami County. Major collector routes in Miami County include Strawtown Pike, Old (Business) US 31, Old US 24, CR 500 S, CR 800 S, CR 1000 E and a system of roads that lead to and cross the Mississinewa Dam. Minor Collector routes in Miami County are more extensive, as indicated on the MAP/page. These routes are supplemented

by the remaining Miami County highway network of local roads.

The major highways in Peru, Old US 24, Old (Business) US 31 and SR 19, are designated as primary streets. These are supplemented by secondary streets that function to collect traffic from the various neighborhoods and direct it to the primary street system. The remaining city streets are local streets.

State Routes (SR)

There are five state routes that traverse the County numbered 16, 18, 19, 124 and 218. SR 16 extends through the north half of county from the west to the east, through the communities of Denver and Stockdale, passing near Chili about midway between the two. Near Chili, this route extends for about three miles in a north-south direction along the same alignment as SR 19 before continuing to the east.

SR 18 traverses the County from the west to the east, north of and parallel to the southern county line, through the communities of Bennetts Switch and Waupecong and the Town of Converse.

SR 19 traverses the heart of the County, extending from the County line on the north to SR 18 on the south and through the communities of Gilead and Chili, the City of Peru, the communities of Santa Fe and North Grove and the Town of Amboy. This route plays a major role in Miami County, being one of the few north-south routes to span both the Eel and Wabash Rivers.

The westerly terminus of SR 124 is near the center of the County in south Peru. This route extends to the east from Peru to the County line and beyond, passing north of Frances Slocum State Forest and Mississinewa Reservoir.

SR 218 extends from the west to the east in the southern half of the County, passing along the north side of the Grissom Aeroplex area. This route continues to the east of US 31, extending through Bunker Hill to SR 19 at Santa Fe. The route of SR 218 as it passes through Bunker Hill becomes somewhat constricted by existing development, including a couple of old community cemeteries. CR 800 S has an established intersection with US 31 and carries significant school traffic to Maconaquah High School. Federal Routes: Two federal routes cross the County, intersecting to the northwest of Peru. Both of these facilities are four-lane, divided median structures that, by the virtue of the volume of current and anticipated traffic, will play major economic development roles for the community for the foreseeable future.

US 24 generally extends from Detroit, Michigan, to Vail, Colorado. The portion in Indiana is known as the Hoosier Heartland Corridor, and effectively connects Fort Wayne and Lafayette. This corridor through Indiana was recently upgraded to near freeway standards and is a major economic development corridor for north central Indiana. US 31 generally extends from Mackinaw City, Michigan, to near Mobile, Alabama. From near Columbus, Indiana, and extending north into Michigan, US 31 is a divided, four-lane facility. The Indiana Department of Transportation (INDOT) is currently reconstructing portions of US 31 to freeway standards north from Indianapolis. The Indiana Department of Transportation (INDOT) currently has no plan for upgrades or reconstruction within Miami County.

Rail

Two railroad companies currently run lines into or across the County: CSX and Norfolk and Southern. Another private line run by Kokomo Grain (Central Railroad of Indianapolis) extends into the southeast corner of the County, through Converse to an elevator facility at Amboy. Many of the original rail lines have been abandoned and can be found to be in some state of disassembly. Much of the industrial hauling that was once accomplished by the railroad industry is now done by trucking companies.

Many abandoned rail lines traverse the county, one of which has been converted into the Nickel Plate Trail. This trail extends the length of the county and effectively connects Kokomo to the south and Rochester to the north. Other opportunities are being considered to convert a section of abandoned rail between Grissom and Converse and the Sweetser Switch Trail connecting Bunker Hill, Nickel Plate Trail, and Maconaquah schools with a similar type of trail.

Air

There are three airport facilities located in Miami County. Two of these are available to meet local aviation needs, while the third, a considerably larger facility, has some restrictions for its use.

The Peru Municipal Airport is located on the east side of CR 400 W and south of CR 200 N. This location is northwest of the intersection of US 24 and US 31. This facility's runway is 75 feet wide and 4,000 feet long.

The Converse airstrip is located on the south side of SR 18 west of CR 950 E. This facility is a multi-directional airstrip, the landing surface of which is octagonal in shape. At its longest point, the landing area is approximately 1,800 feet in length.

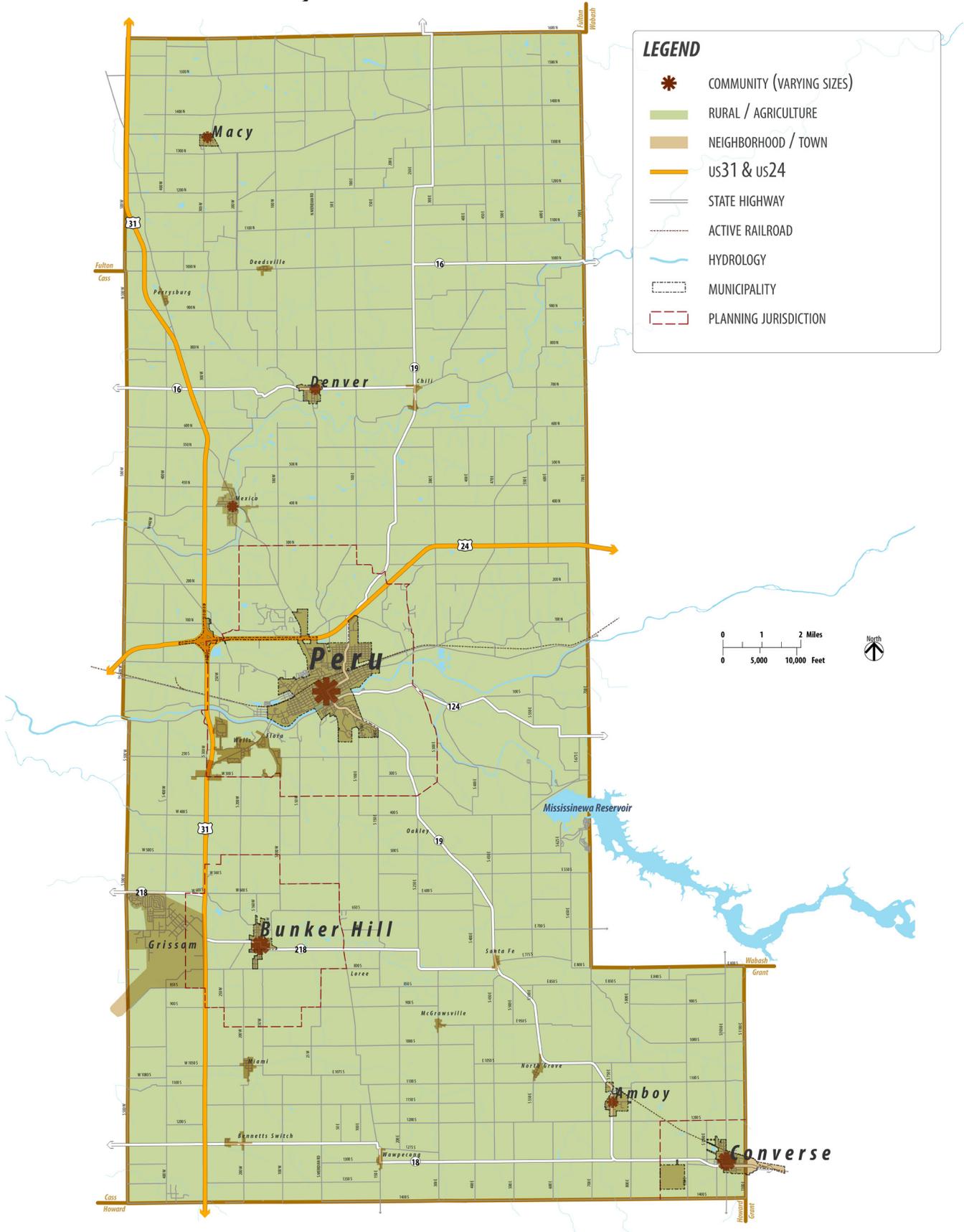
Indiana's longest airport runway is located at the Grissom Aeroplex in Miami County. This 12,500-foot facility, equipped with an Air Traffic Control Tower, was originally in service for the Grissom Air Force Base. It is now used primarily by the Grissom Air Reserve Base (GARB). However, a Joint Use Agreement between the Grissom Redevelopment Authority (GRA) and the United States Air Force (USAF), signed on April 15, 1998, presents opportunities to use this facility for some economic development purposes. Further expansion occurred in 2008 when a contract was signed with Montgomery Aviation to become the fixed-base operator, permitting general aviation use for the first time without prior approval from the Air Force. Their civilian operations include maintenance, de-icing, fueling, and concierge services. The USAF continues to own and operate the runways and associated flight facilities, while the GRA has acquired and will develop surplus USAF property that is contiguous to GARB for aviation related uses.

Commercial cargo and passenger air services are available at the Indianapolis International Airport located on the west side of Indianapolis, approximately 75 miles south of Miami County via US 31 and I-465. Commercial service is also available at the Fort Wayne's Baer Field.

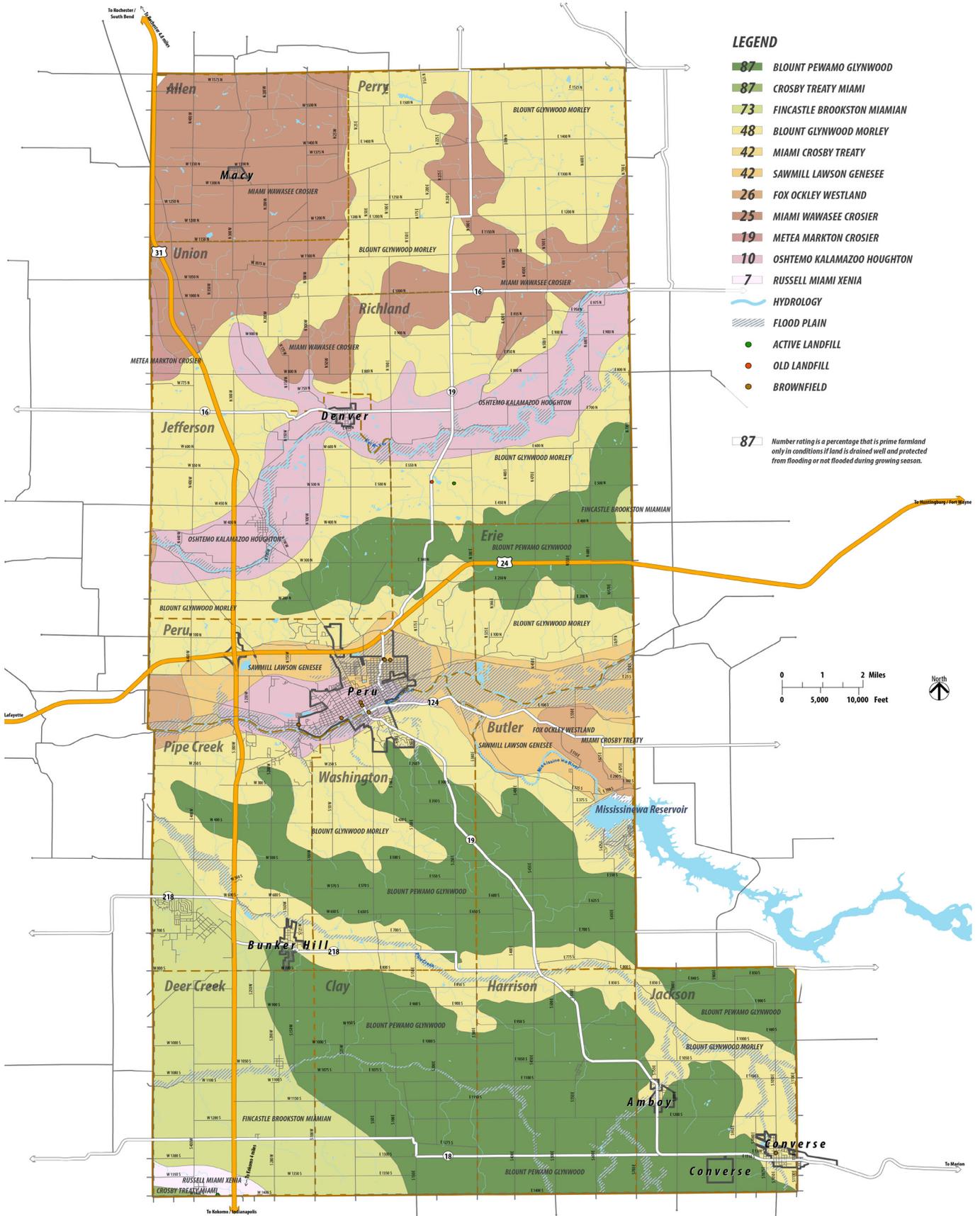
Other local air landing strips are located throughout the county, but are not paved. These are designated areas in fields where crop dusters are able to land.

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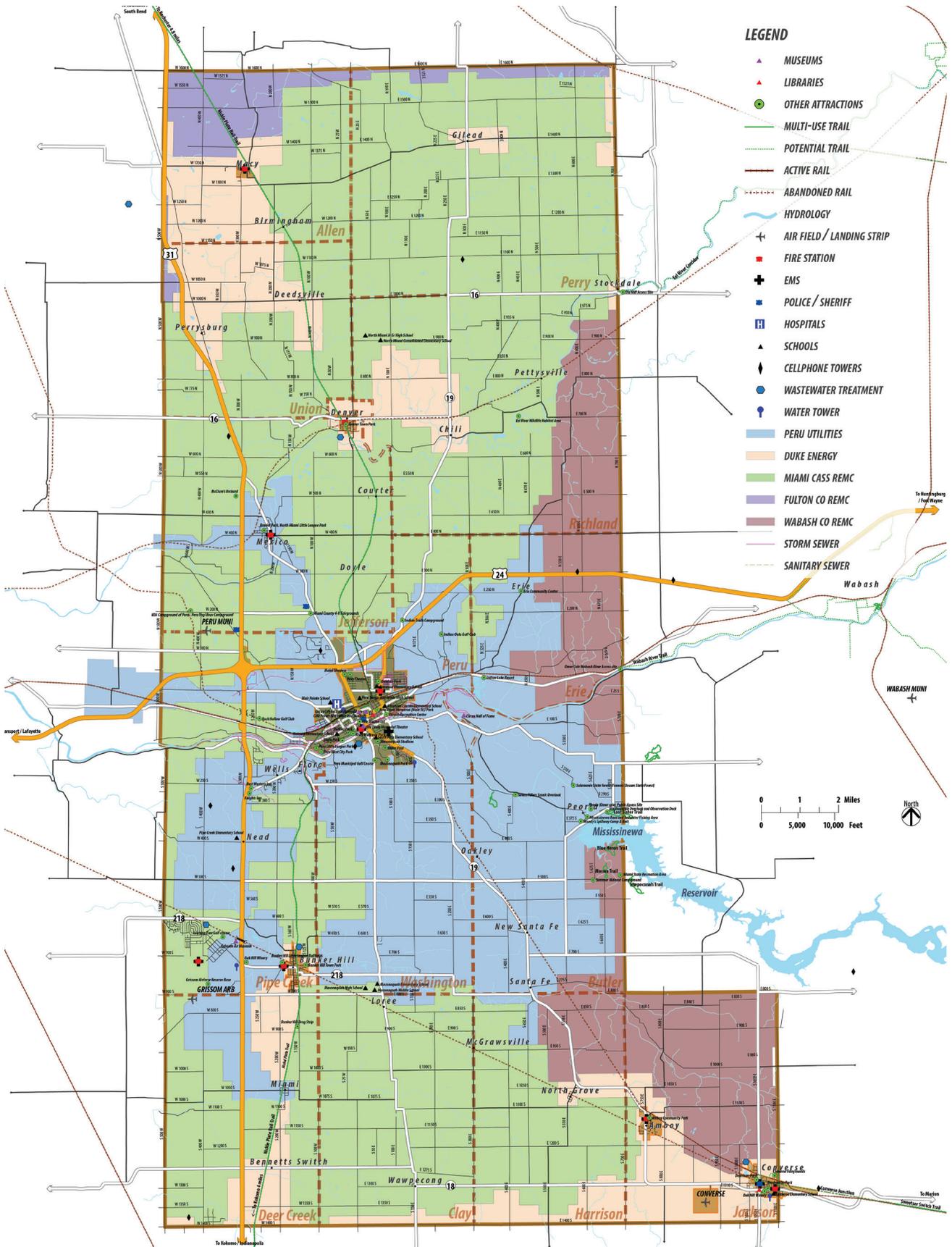
Communities of Miami County



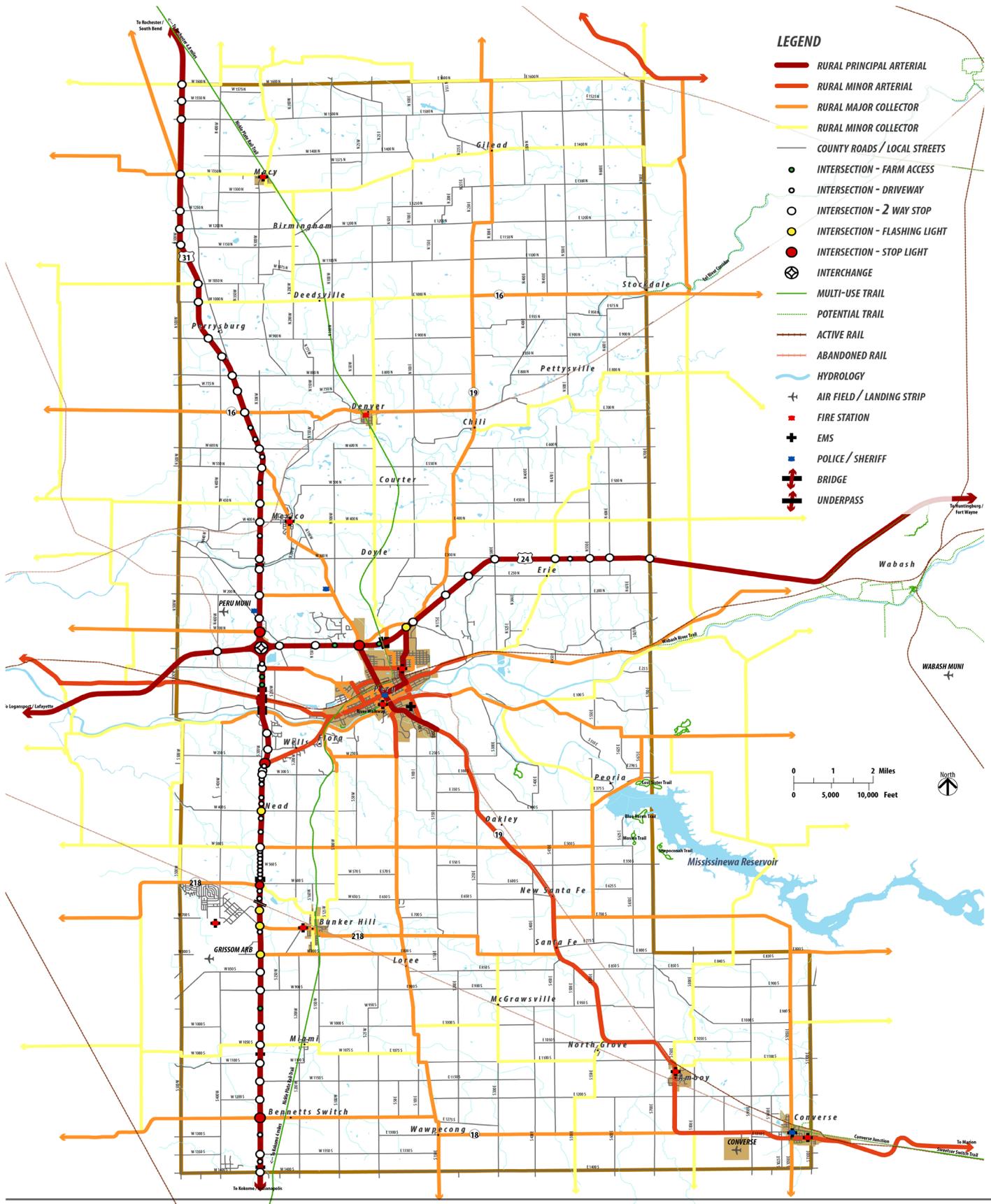
Existing Natural Resources



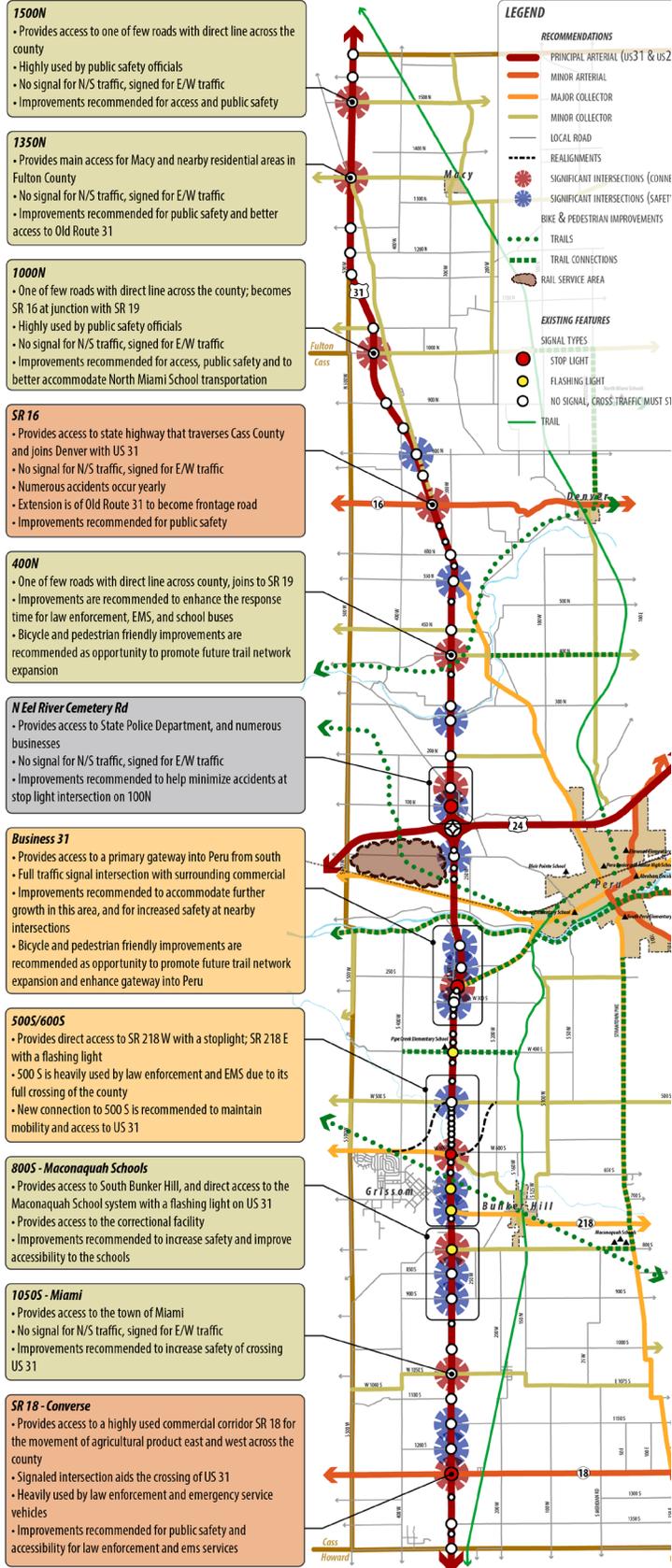
Existing Community Facilities and Infrastructure



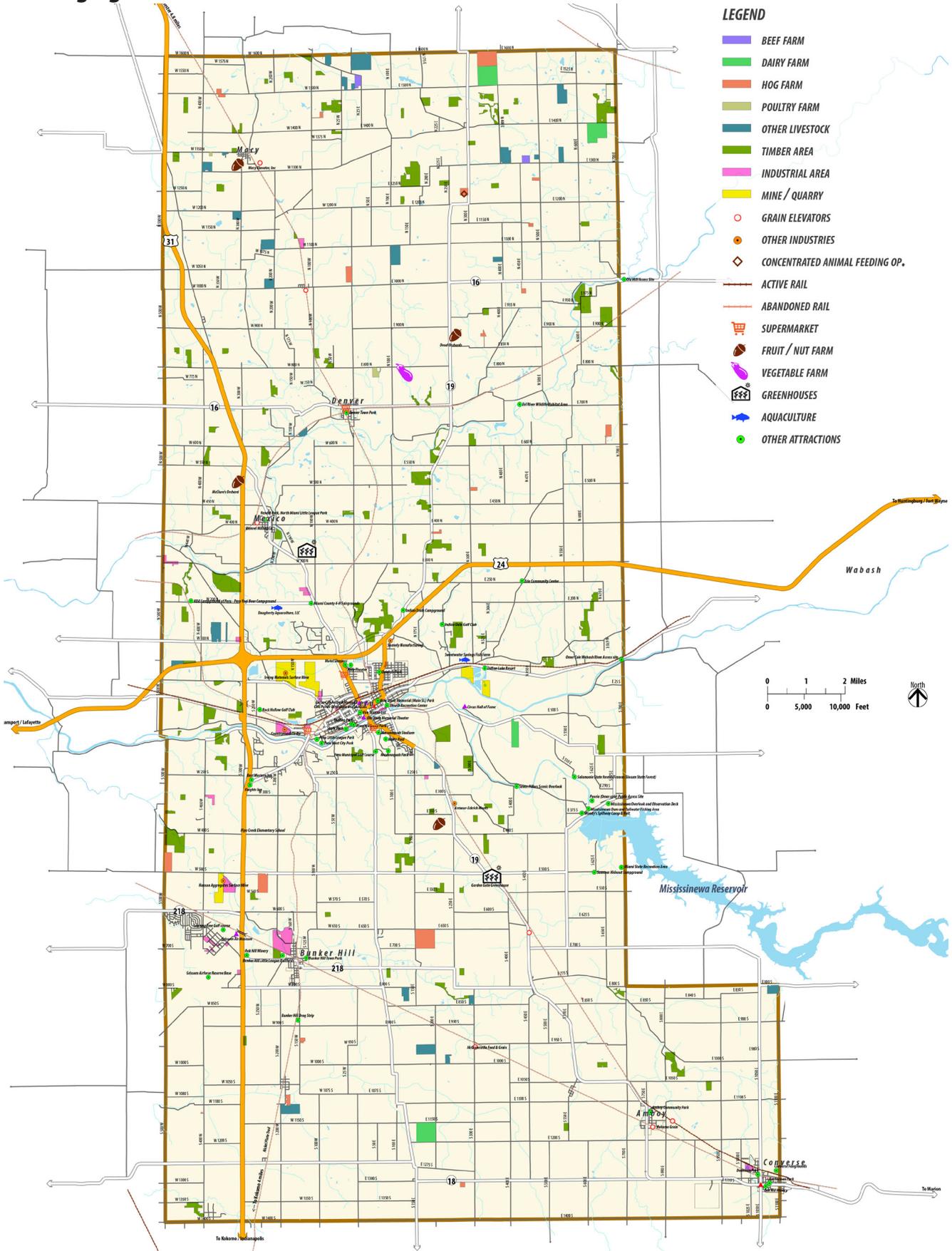
Existing Transportation and Circulation



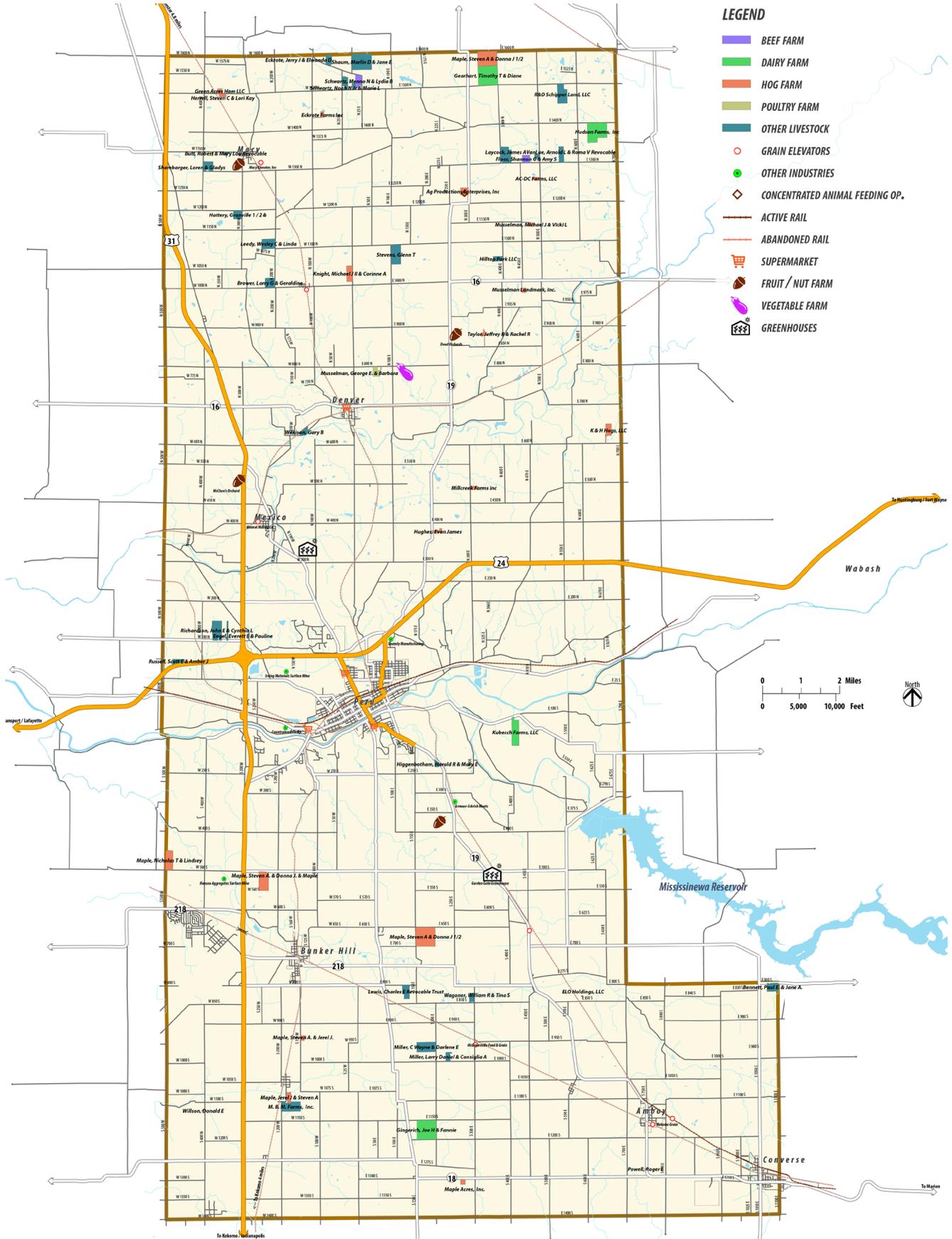
Existing Transportation and Circulation



Existing Agribusiness



Existing Local Food



Existing Livestock Farms





PART ONE: INTRODUCTION

PLAN OVERVIEW, COMMUNITY PROFILE, PLANNING PROCESS

The Planning Process

The process for developing the Miami County Comprehensive Plan was an integrated, open, dynamic process. A committee was formed, called the Steering Committee, with representation from many boards, commissions, and jurisdictions within Miami County. In addition to the core steering committee group, additional groups and individuals were engaged through focus groups and public workshops and meetings. Representatives from education, business, industry, recreation, tourism, planning, zoning, agricultural, governmental, economic development, infrastructure, utility, and environmental groups were engaged.

Steering Committee Meeting Dates

- Meeting #1: April 2, 2014
- Meeting #2: July 16, 2014
- Meeting #3: September 3, 2014
- Meeting #4: October 15, 2014

Focus Group Meetings, Public Presentations & Special Meetings

- May 29, 2014 (Public Workshop/Project Kickoff)
- July 16, 2014, July 17, 2014, September 25, 2014 (Focus Group Meetings)
- July 30, 2014 (Agricultural Focus Group/Special Meeting)
- August 5, 2014 (Agricultural Focus Group/Special Meeting)
- September 17, 2014 (Draft Plan Public Presentation)

Digital Engagement & Social Media

The Miami County Comprehensive Plan also engaged the community via a project website (www.miamicomplan.com). Numerous people signed up for updates and notifications via the website sign up. The Miami County Comprehensive Plan Steering Committee also promoted event flyers and event information via local and partner facebook and Twitter pages.

Direct Contact

The Miami County Comprehensive Plan also contacted individuals via email communication that participated at any point in the process to inform them of additional opportunities for their input and comment.

Regular Media & Signage

The Miami County Comprehensive Plan Steering Committee also did a great job promoting the event through traditional public notices and on government websites. They also printed flyers the project team created and posted them in local businesses, recreation places, libraries, etc.

For detailed summaries of meetings see *Appendix B: Meeting Materials*.



MIAMI COUNTY COMPREHENSIVE PLAN
AMBOY • BUNKER HILL • CONVERSE • DENVER • MACY • MIAMI COUNTY • PERU



You Are Invited

What:

Where:

When:

Join us for a **public presentation** and an **interactive workshop** regarding the **Miami County Comprehensive Plan - Draft Plan**. Draft components have been developed for the Miami County Comprehensive Plan and your input is needed.

First Christian Church
Old Firehouse
12 N Miami Street
Peru, IN 46970

September 17, 2014, 5:00pm to 7:00pm
Presentation at 5:15pm.
Workshop Stations 6:00pm-7:00pm

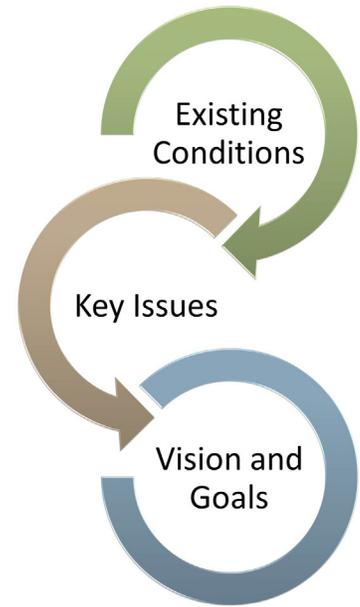
For more information about the Comprehensive Plan, please contact
Rachel Ulbr, 317-547-5580 or visit <http://miamicomplan.com>

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PART TWO: PLAN FOUNDATION
VISION AND GOALS

All good planning processes start by picking a point on the horizon as the ultimate destination once the plan is implemented. To define the direction, it is important to conduct a thorough analysis of existing conditions, identify key issues and complete a SWOT analysis and visioning exercises. The following key issues were identified through various steering committee meetings, focus group meetings, special meeting, and public workshop meetings. These issues began to shape up during the SWOT discussions and the review of existing conditions. They form the basis for the vision and the goals of the plan.

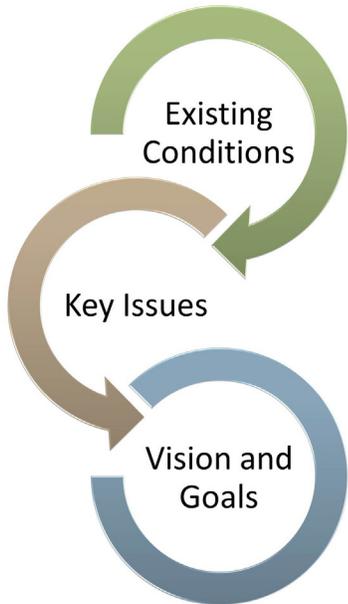


Key Issues

Agriculture, farming, farm equipment, local food systems, emerging trends	Residential, Neighborhoods, Housing Stock	Commercial, Retail, Shopping, Downtown Peru, Small Town Shopping, Grocery Stores
Industrial, Businesses, Workforce, Skilled Labor, Attitude/Work Ethic	Regional Entertainment, Cultural, Art, Sports, Attractions	Local Identify, Small-town, Rural Character
Transportation, Highways, US 31, County Highways, Bridges	Trails, Bikeways, Sidewalks, Parks, Recreation	Water Quality, Water Supply, Infrastructure, Sanitary Sewer Infrastructure
Stormwater Management, Floodways, Wetlands, Woodlands, Soil and Habitats	Community Services, School system, Public safety (police and fire)	Economic Development, Tax Base, Revenue/Budget/Service, Strong Industry, Job Opportunities
Governmental Communication to Community, Coordination between cities, towns, and county	Policies, Programs, Regulations, Zoning Ordinances, Design Guidelines	

Vision

The vision statement for the Miami County Comprehensive Plan defines the plan's direction, serves as a foundation for decision-making, and creates the first level of accountability in implementation of the plan itself. This vision is an overarching summary of what the community is striving to be, in terms of community development, economic development, and quality of life. It is based on a solid foundation and identity of who Miami County is today. It serves as a guide for action and decisions and is the foundation for all recommendations of this plan.



The vision for the Miami County Comprehensive Plan outlines the direction of Miami County. As stated previously, the development of this vision was crafted by many representatives of the community. This vision was crafted to be bold and set a high level of standard for the community and potential future members of the community. The reality for all communities is that growth, in some form, is a necessity if communities are to be sustainable in the long term. As costs of service increases, communities must continue to grow their tax base in order to maintain services, let alone expand or enhance services beyond current levels. The way the community grows, however, may differ greatly from community to community. The key is establishing an expectation of growth that is in line with the desires of the community that is managed and shaped to best suit the community and that is designed to accomplish the goals and the vision of the community. This plan is one component of that growth management. Beneficial growth and community development occurs when there are symbiotic relationships between the market demand and conditions, property owner's desires, and community desires and policies. Special care and attention should be given to implement the vision and achieve positive community changes for all members of the community and to align efforts to realize the power of the momentum, leadership, and energy of the community.

Miami County and its communities will be a place for residents, businesses, and visitors. Miami County and its communities will have:

elevated quality of life, sense of community	quality community services	orderly growth and development	focused development at key nodes and areas with existing or availability of infrastructure	
infill development, completed developments, and redevelopment	committed, solid industries, diversified economy	supportive community education organizations (schools, colleges, trade, certifications)	sense of identity, successful brand and marketing approach	able, enthusiastic, skilled workforce
variety of safe and welcoming neighborhoods	regional location for aviation industries and supporting businesses	appreciation and conservation of natural resources and amenities	variety of art, entertainment, park and recreation amenities	

Goals

This process involves the establishment and agreement on a common set of goals for the Plan. These goal statements describe the positive elements that the Plan seeks to achieve over the planning period while also solving the county’s pressing land use challenges. The following goals have resulted from an assessment of past studies and previous plans, since they continue to define the positive aspirations of the people of the county. In addition, contemporary issues confronted the community have required new goal statements as well as to respond to the key issues that were identified throughout the process. With the vision as the base, specific statements of desired conditions and actions for Miami County were created. The goals set the tone for community decisions and actions that will help the community achieve the vision, and more importantly, they focus and direct specific strategies and action items that must be accomplished to achieve implementation of the plan’s vision. The following goals are not listed by priority; this is not a ranked list.



Agriculture

Preserve productive farmland as a source for viable agricultural activities that will enhance the county’s economy and contribute to its rural character.



Residential

Promote quality neighborhoods with variety in product and price point



Commercial & Industrial

Encourage the stabilization of existing commercial areas and redevelopment of underutilized properties at appropriate locations



Regional and Local Identity

Promote area attractions as regional attractions, local amenities for regional and local significance, price and economic development.



Transportation and Circulation

Promote increased connectivity between and within communities regarding safety, function, and efficiency of various modes of transportation within the county especially for the purpose of agriculture, public safety, and economic development.



Environmental Features

Promote preservation of sensitive natural areas and systems and increase conservation of air, water, land resources to support biodiversity and protect natural systems and resources.



Community Facilities

Ensure high-quality public facilities, including educational, recreational, governmental and medical facilities are accessible to all residents and at all stages of life.



Infrastructure

Promote the provision of high-quality, environmentally friendly, and efficient infrastructure systems and networks to support current and future vision of county and communities.



Economic Development

Support and encourage the success and growth of the existing business base and the attraction of new, high-quality businesses and development opportunities to Miami County with a special focus on workforce development through the collaboration with education.



Governmental Processes and Policies

Promote the orderly growth and development of Miami County by providing a structure and regulatory environment to support the needs and desires of residents and to support successful economic development efforts.



Marketing and Communication

Promote the communication and dialogue between governmental and non-governmental groups internally and externally to support successful community development, marketing communications, and collaboration towards common goals

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LAND USE AND DEVELOPMENT



PART THREE: RECOMMENDATIONS

PLAN COMPONENTS

The following recommendations (objectives and strategies) provide the policy statements and action items essential to implementing the overall vision for Miami County. The recommendations related to land use and development are generally grouped within the description of the conceptual land use districts and the type and location of growth areas.

Land Use and Development Objectives

- Organize communities with appropriate land uses to meet low and high density uses and low and high intensity uses while providing quality places to live, work, and play.
- Establish a land use pattern that supports the stability of existing residential neighborhoods
- Support commercial, office, industrial land use mix to provide a diversified tax base
- Support existing land uses and mitigate conflicting land use patterns
- Promote revitalization and infill within current boundaries of infrastructure and urbanized areas, especially in town centers and downtowns
- Focus new growth at strategic locations that are currently part of economic development strategy or initiatives
- Support and promote the agricultural economy by minimizing reduction of farm land for non-agricultural uses
- Coordinate future land uses with changes in transportation, community facilities and utilities and infrastructure
- Enhance the character and identity of the physical environment through the creation of district specific and/or community specific site and design guidelines related to scale, form, massing and connectivity

Land Use and Development Strategies - Conceptual Land Use

All Districts

Each land use district is intended to identify desired areas for desired uses. It is recognized that all current users are heavily invested in their property and their community. Nothing in this plan is designed to impair the ability of existing lawful uses to continue to operate as they are currently allowed and to be altered or expanded as allowed by the applicable laws and regulations at the time of such activities. As development occurs around any existing use, great sensitivity should be given to how new uses relate to the existing ones, and how the impact of the new development can be mitigated as best as possible. If at some time there is to be a change in land use or zoning, it should be only to that of an adjacent district once the property owner, community, City/Town/County approval all fully align. Specific efforts should be made to create buffers and screens surrounding less desirable land uses. All districts shall have an emphasis on high quality architecture, proportion, and detail.

Agricultural District

This district focuses on agricultural use as the predominant land use. Extensive residential development is discouraged due to the potential incompatibility with the continuation of agricultural operations and the disproportionate costs associated with providing urban-type services including water, sewer, paved roads, security, and fire protection. Conservation of the rural character of the area is one of the main goals of this Plan. Residential development associated with single family homes supporting agriculture is encouraged to be clustered and mindful of environmental features like natural areas, drainage, and existing uses. Agribusiness development like research and development uses related to agriculture and other value added businesses are supported in this district but are encouraged to be mindful of environmental features like natural areas, drainage, and existing uses.



Residential District

This district focuses on single and multi-family housing including single family detached homes, single family attached homes, and small scale multi-family buildings. It is encouraged that within incorporated boundaries these uses may consist of medium to high-density multi-family residential dwelling units depending on the access, infrastructure, existing character of the neighborhood and adjacent uses. The residential district is encouraged to expand the diversity of housing products and price points to meet the needs of current and future residents.



Mixed Use District

This district focuses on a mix of retail, office, community assets, and residential with an emphasis on urban and pedestrian scale and proportion consistent with the character and form of the existing area or the desired character and form established by a master plan or special study. Mixed use areas include two or more physically integrated uses on one site or within one structure or two or more uses adjacent to one another. This can mean some combination of residential, retail, office, community asset, park, or other complementary land uses. Mixed use areas support an increased density of an area, as well as increasing the level of users and activity happening in those areas. It takes full advantage of existing infrastructure, and available infill lots within urbanized areas, effectively limiting the impacts on adjacent agricultural areas.



Commercial District

This district focuses on providing space for retail and office uses that are automobile oriented rather than pedestrian oriented like those found in the mixed use district. Retail should be neighborhood or regional uses. This district encourages that the form and design reflect the character of their surroundings to minimize impacts on adjacent agricultural and residential areas. Larger uses may be located farther away from the primary thoroughfare with parking visibly in front. Smaller out lots are encouraged to be located near the street. Where multiple buildings are proposed within a single development, a consistent design theme is encouraged to be applied throughout the entire development.



Industrial District

This district focuses on a mix of light industrial uses such as distribution centers, manufacturing, assembly, and wholesale establishments that are clean, quiet, and free of hazardous or objectionable elements, operates entirely within enclosed structures, and generate little to moderate amount of industrial traffic. This district supports technology-based, higher wage industrial uses and supporting office space especially in support of the primary industry sectors including advanced manufacturing, agriculture, aviation, energy, warehousing/logistics, and tourism.



Light Industrial / Commercial Mixed Use District

This district focuses on a combination of light industrial, office, research and technology uses. This district may serve as a buffer between higher intensity industrial and commercial areas and multi-family residential uses with appropriate buffering, architecture, proportion, and detail. This mix of uses increases land use efficiency and reduces energy consumption and transportation costs. This district supports uses that support economic development, education, workforce, and quality of life goals of this Plan.



Natural Area District

This district focuses on preserving natural areas that are not suitable for development for reasons being or containing a floodplain/floodway, nature preserve, wetland, water body, and/or a wooded lot. This district encourages the conservation of existing and the connection of areas to create a network of natural areas to support the environmental goals of this Plan related to air quality, water quality, habitat creation, and passive recreation.



Open Space/Park District

This district focuses on passive and active recreation. This district supports city, town, and state parks, trails, bikeways, boat launch areas, nature preserves, and golf courses.



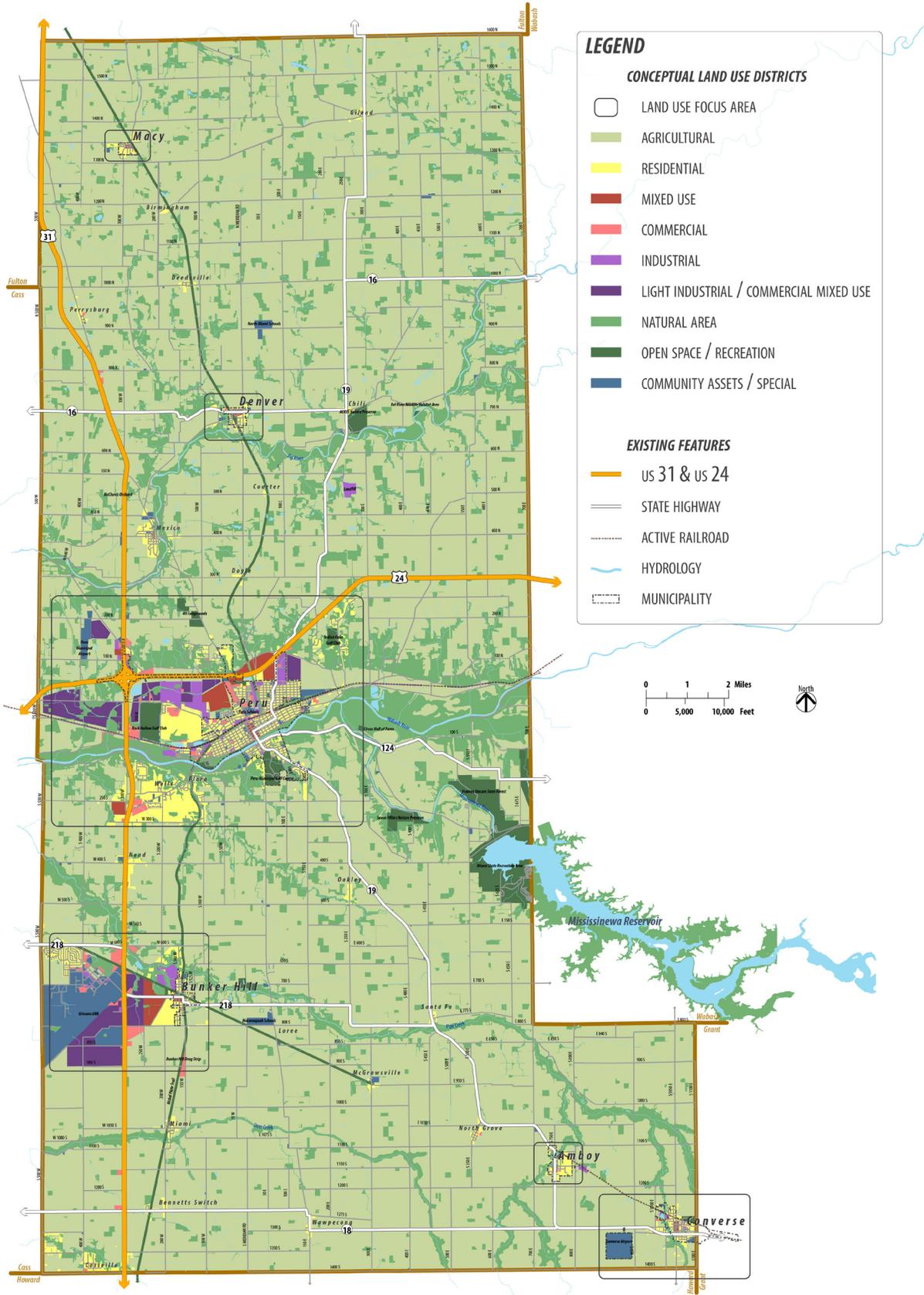
Community Asset / Special District

This district focuses on school facilities, water and sewer treatment facilities, hospitals, museums, public safety facilities, churches, cemeteries, government buildings, the Grissom ARB, and other community assets. These uses relate to providing a social service to the community and are thus scattered throughout the county. Additional community assets/special uses are supported in this district and all other districts with approval but are encouraged to be mindful of environmental features like natural areas, drainage, existing uses, and utilize appropriate buffering and transitions.



PART THREE: PLAN COMPONENTS - RECOMMENDATIONS

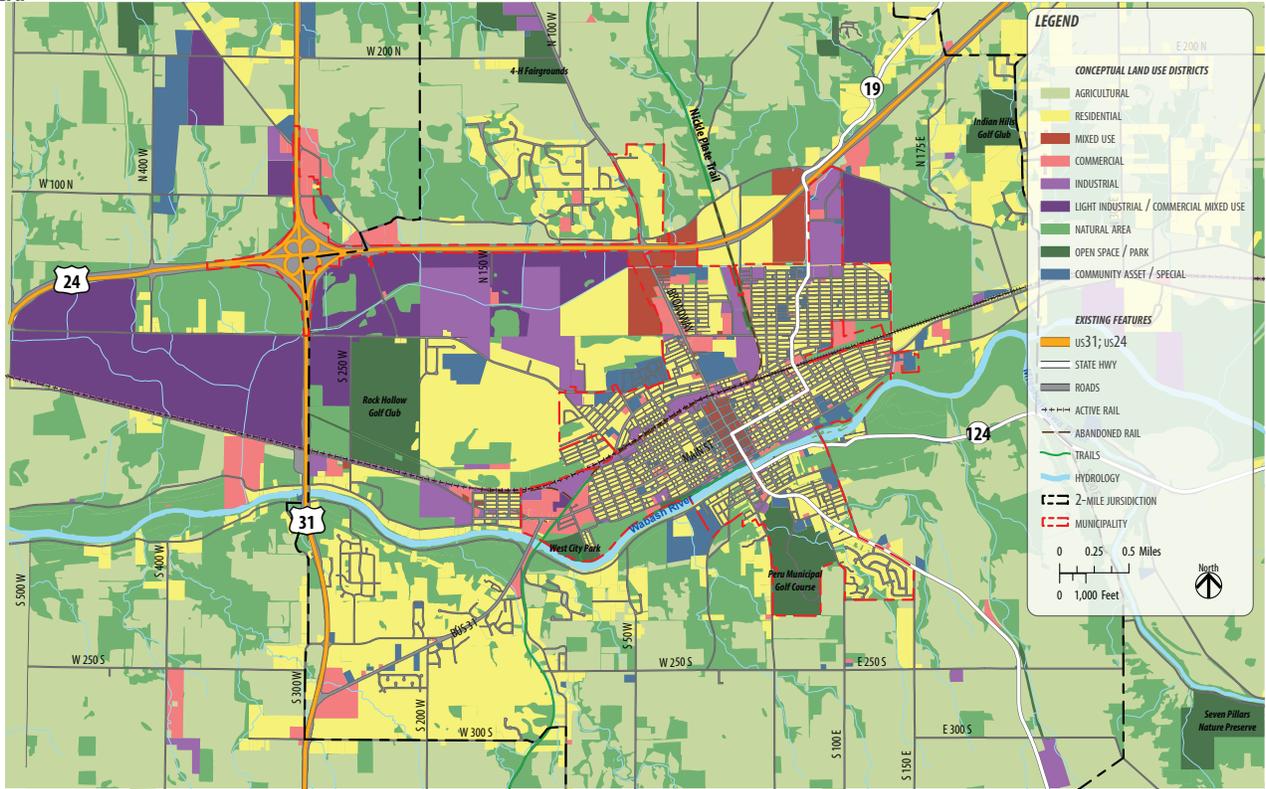
Conceptual Land Use - Miami County



*The information displayed on this map is purely conceptual, and is intended to serve as a visual representation of the strategies described in this section.

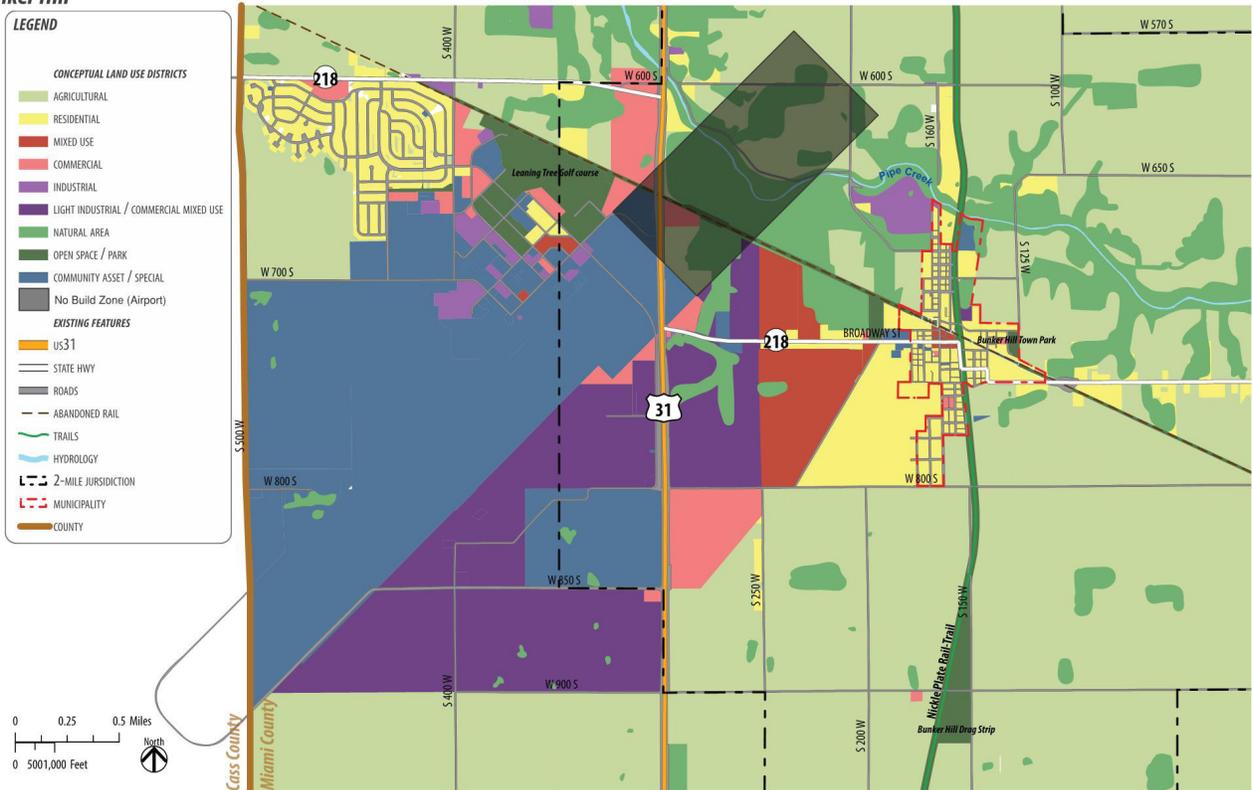
Conceptual Land Use - City of Peru

Peru



Conceptual Land Use - Town of Bunker Hill

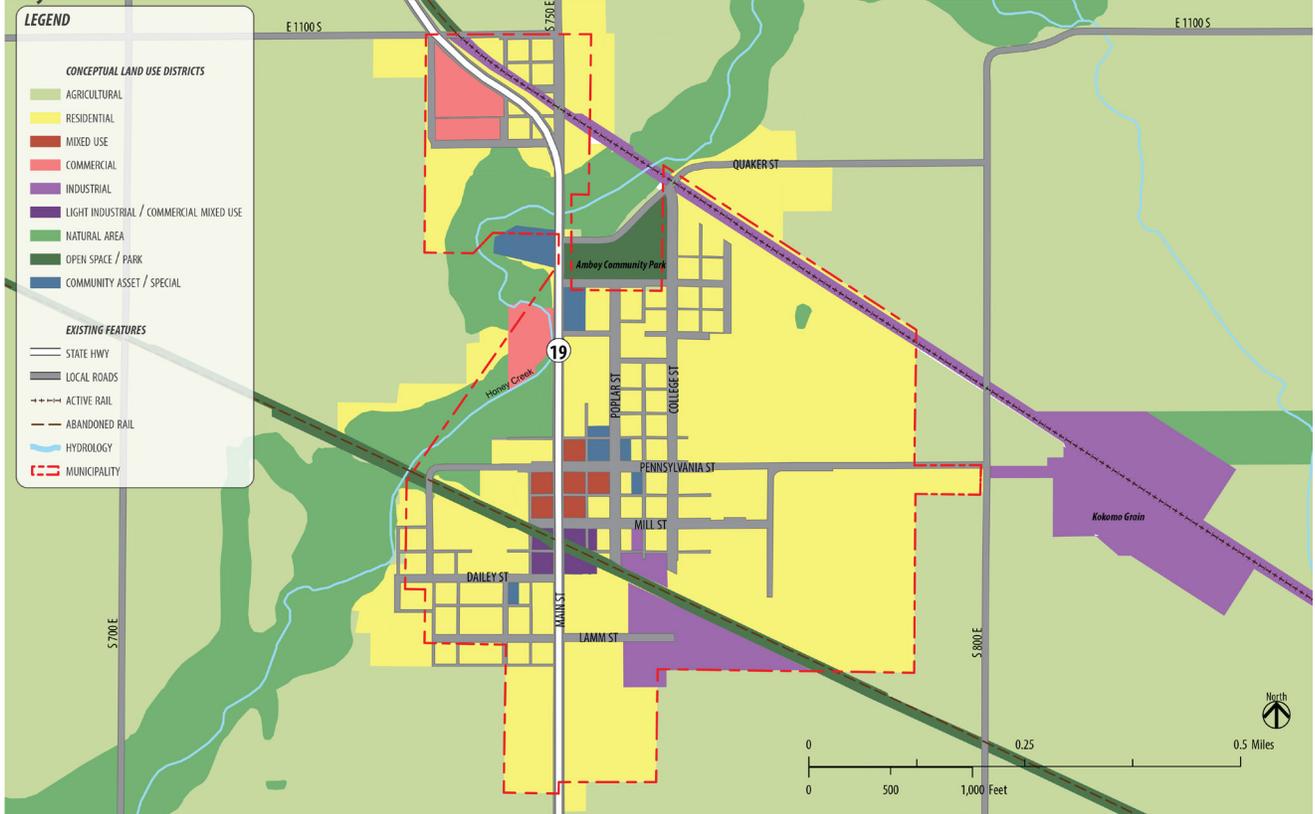
Bunker Hill



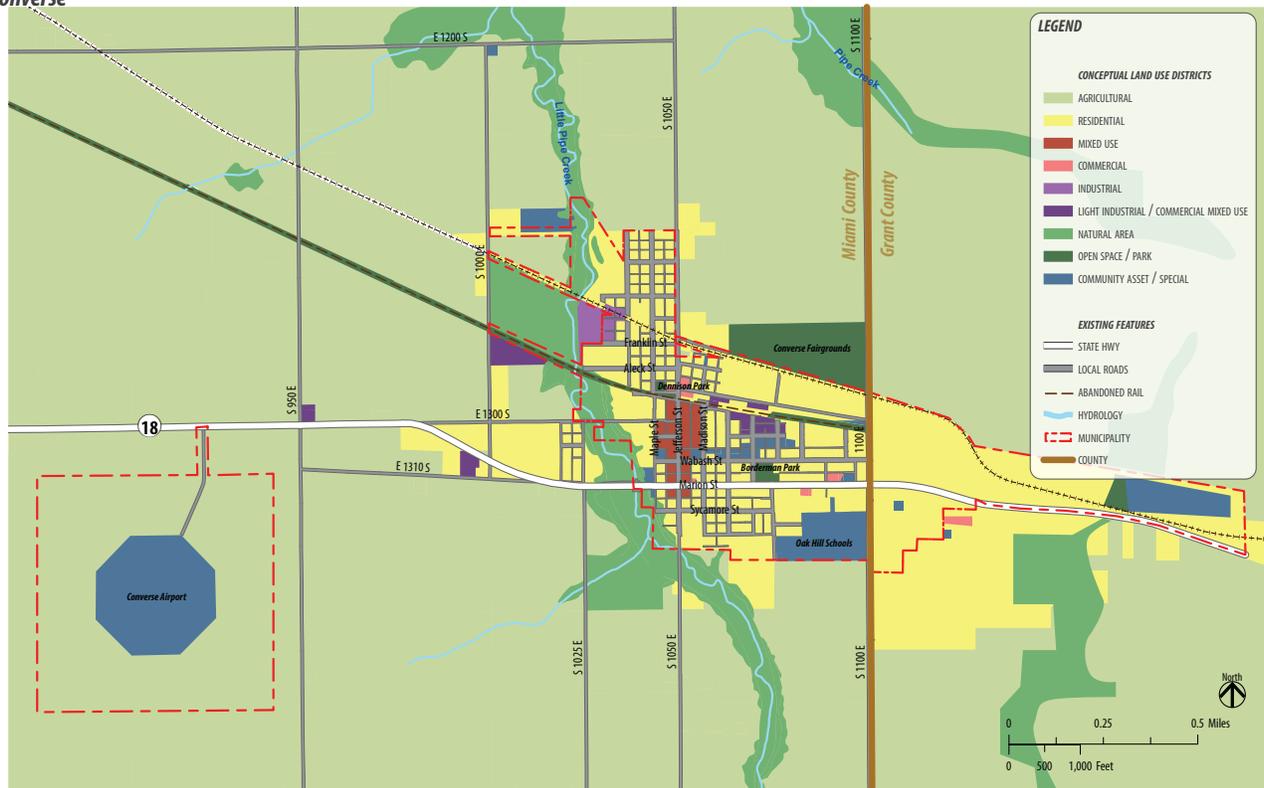
*The information displayed on this map is purely conceptual, and is intended to serve as a visual representation of the strategies described in this section.

PART THREE: PLAN COMPONENTS - RECOMMENDATIONS

Conceptual Land Use - Town of Amboy



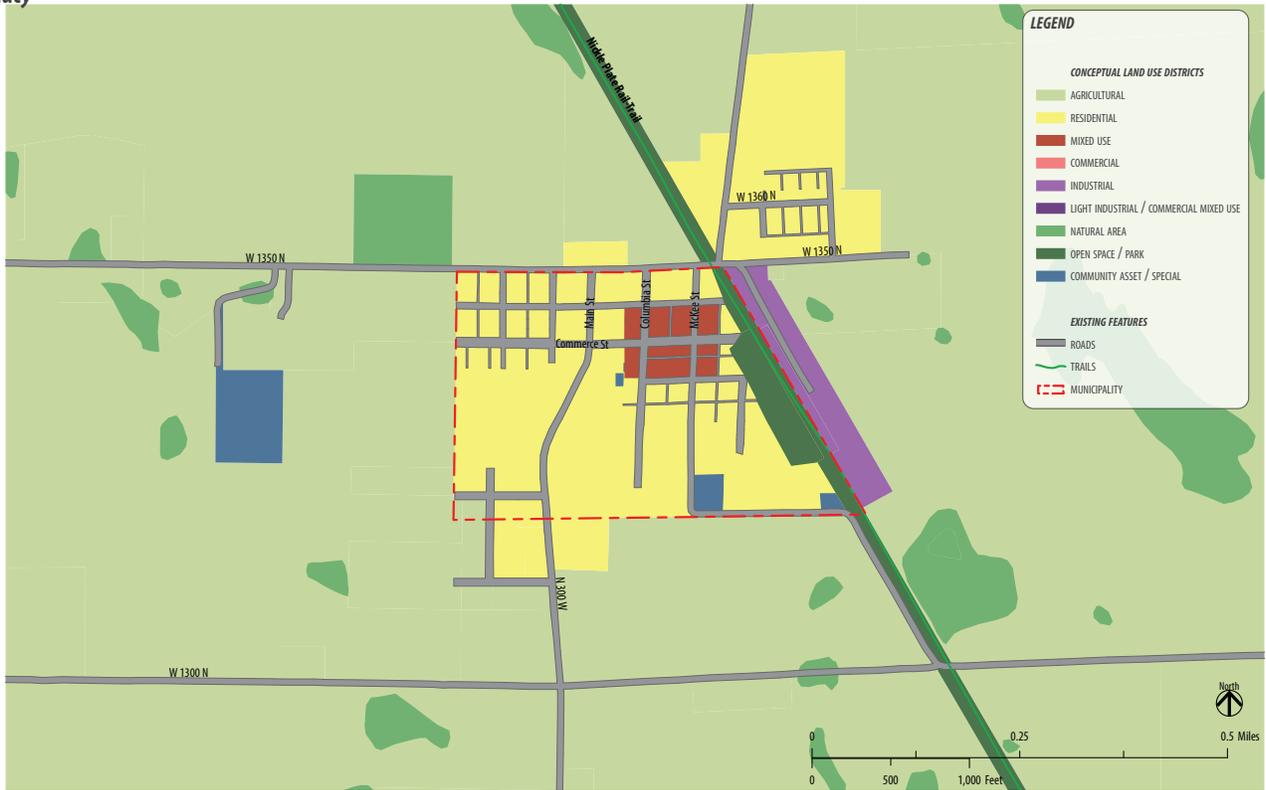
Conceptual Land Use - Town of Converse



*The information displayed on this map is purely conceptual, and is intended to serve as a visual representation of the strategies described in this section.

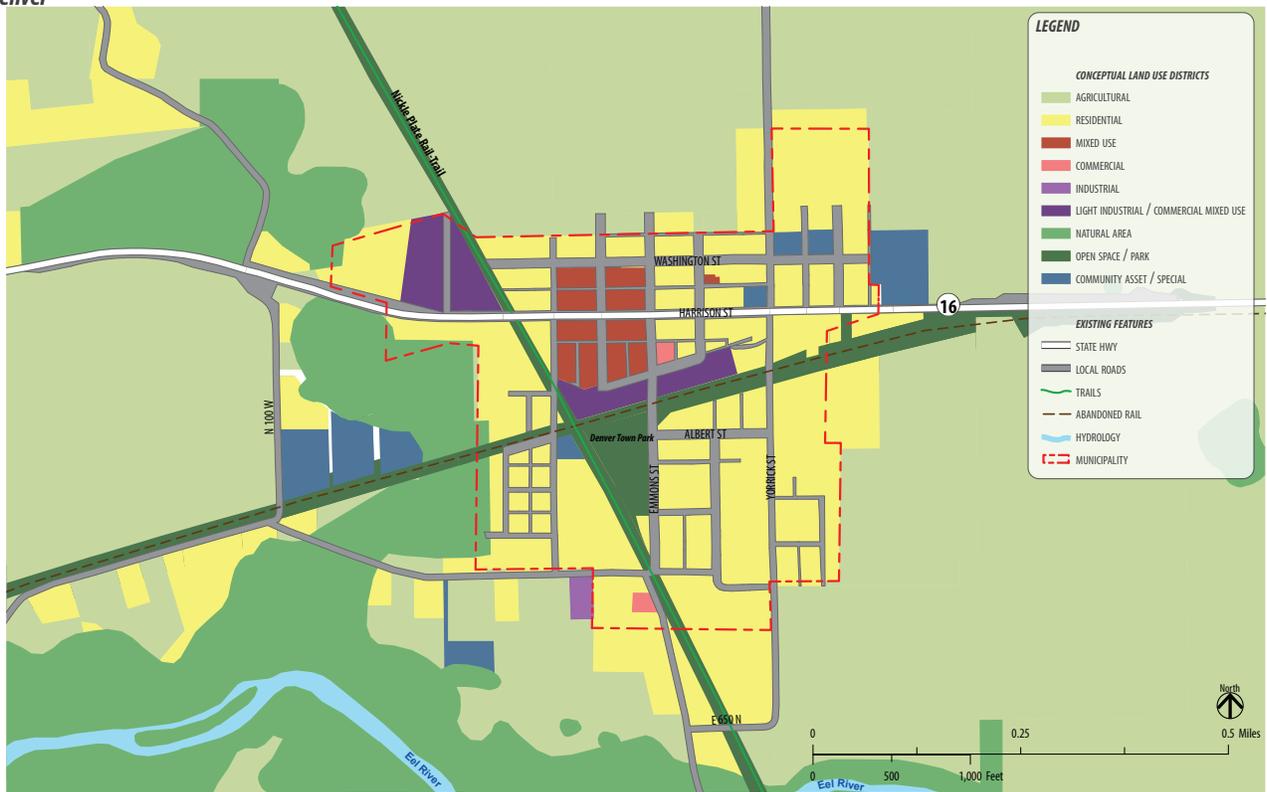
Conceptual Land Use - Town of Macy

Macy



Conceptual Land Use - Town of Denver

Denver



*The information displayed on this map is purely conceptual, and is intended to serve as a visual representation of the strategies described in this section.

Growth & Infill Strategies

This framework provides guidance as to when and how development should occur, acting as a complementary framework to the future land use plan. Four different growth area types have been identified, each carrying with it a unique set of considerations for when different land use and development patterns should be encouraged. This map was derived by taking into consideration the existing utilities infrastructure. Other than Peru, other communities throughout the county are not considered to have a growth area expanding outside of current town boundaries, and should encourage infill development to occur. Growth areas surrounding the future interchanges are highlighted, and represent growth that may occur due to existing commercial or industrial areas that already exist and improved access. These growth areas do not depict an exact boundary, but merely show a rough area where growth may occur. Major corridors such as Business 31 leading into Peru are anticipated for future growth.

Agricultural Priority

As the majority of the county is agricultural, any area outside of a community or predicted growth area along the major corridors should maintain its existing agricultural use. Aside from other rural land uses, and uses that support agriculture, only large scale developments of regional significance with community-wide benefits should be considered in these areas and with support of foundation elements and coordination with local and regional partners. Agricultural preservation should take priority over any new development, which should focus on existing areas with built infrastructure.

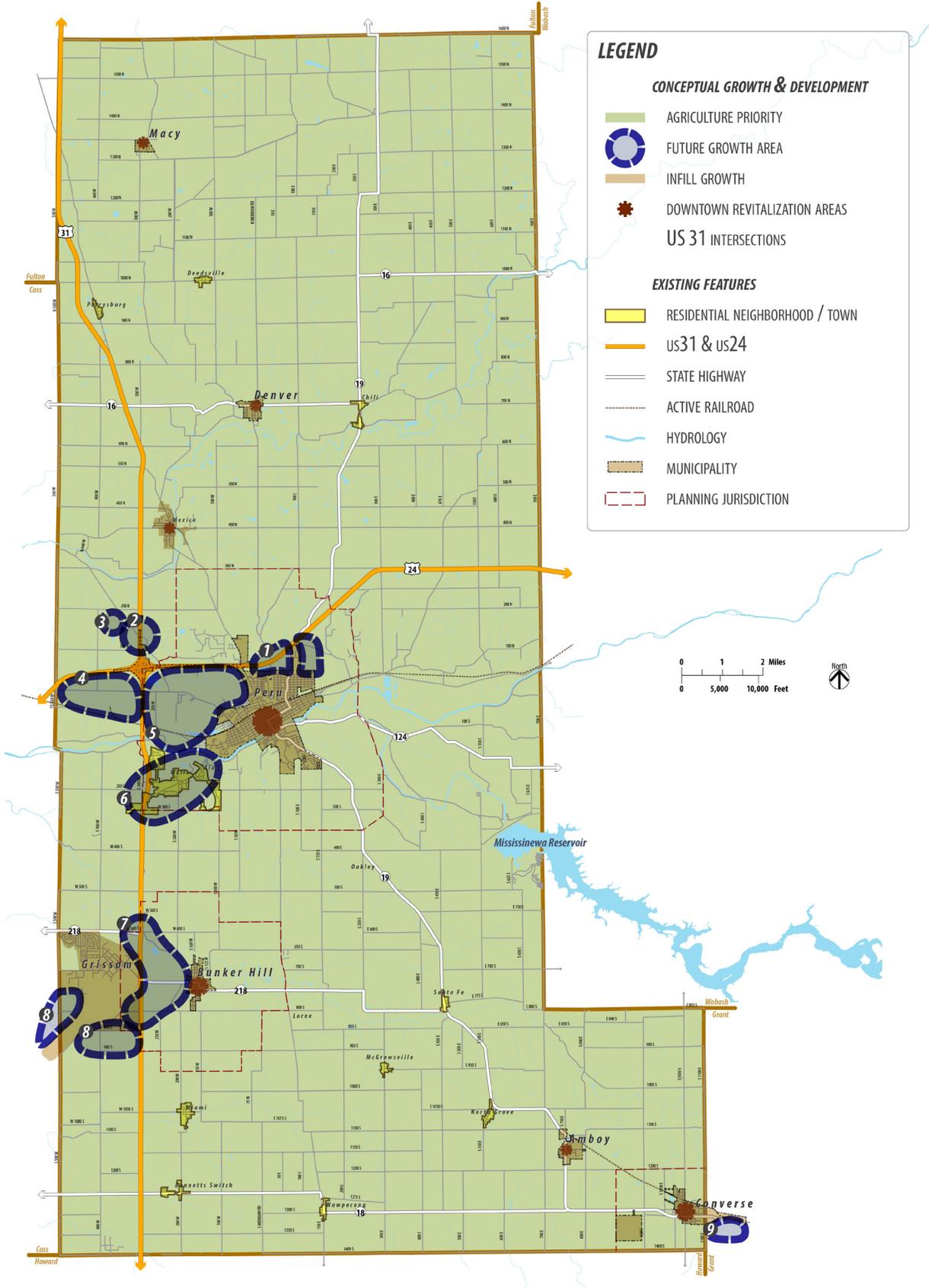
- Any area outside of a community or predicted growth area along the major corridors should maintain its existing agricultural use.
- Agricultural preservation should take priority over any new development, which should focus on existing areas with built infrastructure.

Future Growth Area

Even though municipalities in Indiana have the option of exercising a 2-mile extraterritorial jurisdiction, it is unlikely that Peru will grow into that area in the near future. The future growth areas indicate a more likely scenario, representing areas in which future development should be concentrated to make the most efficient use of existing infrastructure and enhance the vitality of existing neighborhoods and commercial districts without negatively affecting prime agricultural areas. Areas include:

- Any area outside of a major community which is already part of the local infrastructure service network.
- Any area outside of a major community in which further development is anticipated to enhance and promote the overall economic development of the area.
- Areas that are anticipated for future growth include the following: (See Conceptual Growth & Development map):
 1. Industrial areas – growth areas in northeastern Peru are supported by an existing industrial park, as well as direct access to US 24
 2. State Police, Travel Plaza – growth area is supported by travelers on US 31, and the traffic that Gallahan’s Travel Plaza generates
 3. Peru Municipal Airport – growth area is supported by the Peru Municipal Airport
 4. Industrial / Rail Service Areas – growth area supported by access to Norfolk Southern Rail, east-west corridor US 24, and north-south corridor US 31

Conceptual Growth and Development - Miami County



5. Peru Growth Area – growth area supported by access to existing infrastructure networks, including water, sewer, and transportation; Supported by planned expansion of revenue generating TIF areas
6. Peru Gateway / Business 31 – growth area supported by travelers to Peru and nearby residential neighborhoods, as well as on US 31; supported by access to existing infrastructure networks connected to the City of Peru
7. Grissom / Bunker Hill – growth areas supported by commuters to and from Grissom and Bunker Hill, as well as surrounding residential neighborhoods; supported by access to existing infrastructure networks; growth area supported by Grissom Aeroplex workforce, and proximity to US 31
8. Grissom Aeroplex – growth area supported by airport, and planned commercial business expansion
9. Converse – growth area supported by access to SR 18 and access to existing infrastructure network in Converse

Infill Growth Areas

Any growth within the municipalities should consider infill development first in order to limit sprawl outside of the legal boundaries, and prevent growth outside of the designated growth areas. This will help build up the existing network of uses throughout the municipalities, and take advantage of the existing infrastructure networks. Over the years, the towns have experienced a decline in population, and many properties within the town boundaries are now vacant. These areas should be explored first, before any new development occurs outside the town boundaries, utilizing previously urbanized areas, infrastructure and utilities, concentrating populations and minimizing reduction of productive farmland and open space.

- Non-agricultural land use should be strongly encouraged to locate adjacent to or within existing municipalities and make efficient use of established infrastructure. Many areas within the communities throughout the county have become vacant over time and are falling into disrepair. Other areas at some point had been planned for development, and have necessary infrastructure to accommodate new development. These vacant areas with established infrastructure are encouraged to take priority when new development is taking place.
- Undeveloped land within each incorporated jurisdiction should generally adhere to the agricultural land use designation unless a proposed development, such as a large employer or institution, will have a significant and measurable positive impact on the local community and other factors are weighed and contribute positively to the community.
- Any area within the communities that is considered vacant land, and is currently serviced by the local infrastructure network
- Any area of potential development that will fill in missing pieces along the urban network of continuous buildings
- Includes areas with a central core of higher density and multiple existing uses, including commercial and office, especially in Amboy, Bunker Hill, Converse, Denver, Macy, and Peru, and also include the Grissom ARB area as well as the town of Mexico
- Infill growth helps deter development that may otherwise affect prime agricultural areas, and utilizes available infrastructure networks.

Downtown Revitalization Areas

- Any area within the communities that is considered the central area of the community, with a denser fabric of buildings providing commercial services for the community
- These are prime areas for infill growth

Infill Growth Descriptions

- Macy – Infill development is encouraged in Macy; recommended land uses include mixed use for the downtown core, and residential for other infill opportunities
- Denver – Infill development is encouraged in Denver; recommended land uses include mixed use for the downtown core, and residential for other infill opportunities; the character of new development is recommended to be complementary to surrounding uses.
- Peru – Infill development is encouraged in Peru complementary to surrounding existing uses; recommended land uses include mixed use for the downtown core, and residential for other infill opportunities; industrial areas, including Light Industrial and Commercial Mixed Use are recommended to be located near existing Industrial uses, in areas with good access to major thoroughfares and with potential access to rail; Mixed Use is recommended for areas closer to Peru, providing expanded options of residential, commercial, and office space around the area, and creating buffer type uses between industrial areas and residential areas.
- Grissom & Bunker Hill – Infill development is encouraged in Bunker Hill complementary to surrounding existing uses; Recommended land uses include mixed use for the downtown core, and residential for other infill opportunities; It is recommended that growth development near Grissom include Light Industrial / Commercial Mixed Use supported by the air field; Additional growth is recommended near major intersections with US 31 in support of the Grissom Air Reserve Base and users of the State Highway; Additional growth near Bunker Hill is recommended to be in support to industrial and commercial activity near Grissom, including, Mixed Use Districts and additional residential in and around Bunker Hill.
- Amboy – Infill development is encouraged in Amboy; Recommended land uses include mixed use for the downtown core, and residential for other infill opportunities; Character of new development is recommended to be complementary to surrounding uses.
- Converse – Infill development is encouraged in Converse; Recommended land uses include mixed use for the downtown core, and residential for other infill opportunities; Character of new development is recommended to be complementary to surrounding uses; Additional growth is encouraged to remain within platted areas of the town

US 31 Intersections

If and when upgrades to US 31 occur, access along the corridor and intersections will change. Some areas may have increased access while others may have decreased access. Once these locations are determined, it is important to undergo planning for the corridor and interchange areas to determine if development is desired at interchange locations and what type of development is desired.

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PART THREE: RECOMMENDATIONS

PLAN COMPONENTS

Transportation & Circulation Network

The following recommendations (objectives and strategies) provide the policy statements and action items essential to implementing the overall vision for Miami County. Miami County's Transportation and Circulation plan is intended as a guide to assist the county in developing and maintaining a comprehensive transportation system that enhances mobility, connectivity, and safety for the efficient movement of people and goods. Using combined observations from existing conditions and discussions from focus groups involving transportation and mobility throughout the county, recommendations are provided that include corridor improvements and realignments of heavily used roads, key intersection improvements, existing bridge improvements to maintain mobility across the three main tributaries through the county, including the Eel River, the Wabash River, and Pipe Creek.

Objectives

- Enhance and maintain an efficient transportation system using a hierarchy of vehicular facilities and intersections
- Enhance and maintain an efficient alternative transportation system utilizing a hierarchy of pedestrian and bicycle facilities and networks
- Coordinate an integrated system of vehicular, pedestrian, and bicycle networks
- Provide improved mobility north-south through Miami County
- Provide improved mobility east-west through Miami County along key corridors
- Utilize context-sensitive design principles to create roadways that are compatible with their physical environment, adjacent land uses, and adjacent communities (especially corridors that pass through communities)
- Coordinate transportation network with appropriate land use development strategies
- Coordinate with federal, state, and local governments regarding regional transportation projects like US 31 Corridor Improvements, airport improvements, or rail road improvements or abandonments
- Engage all communities in Capital Improvement Planning to identify specific projects, funding sources, and timeliness
- Enhance utilization of rail network to support local economy and economic development efforts
- Assure accessibility for police, emergency, fire, and school vehicles to all properties within districts or jurisdictions.

East/West Corridor Improvements

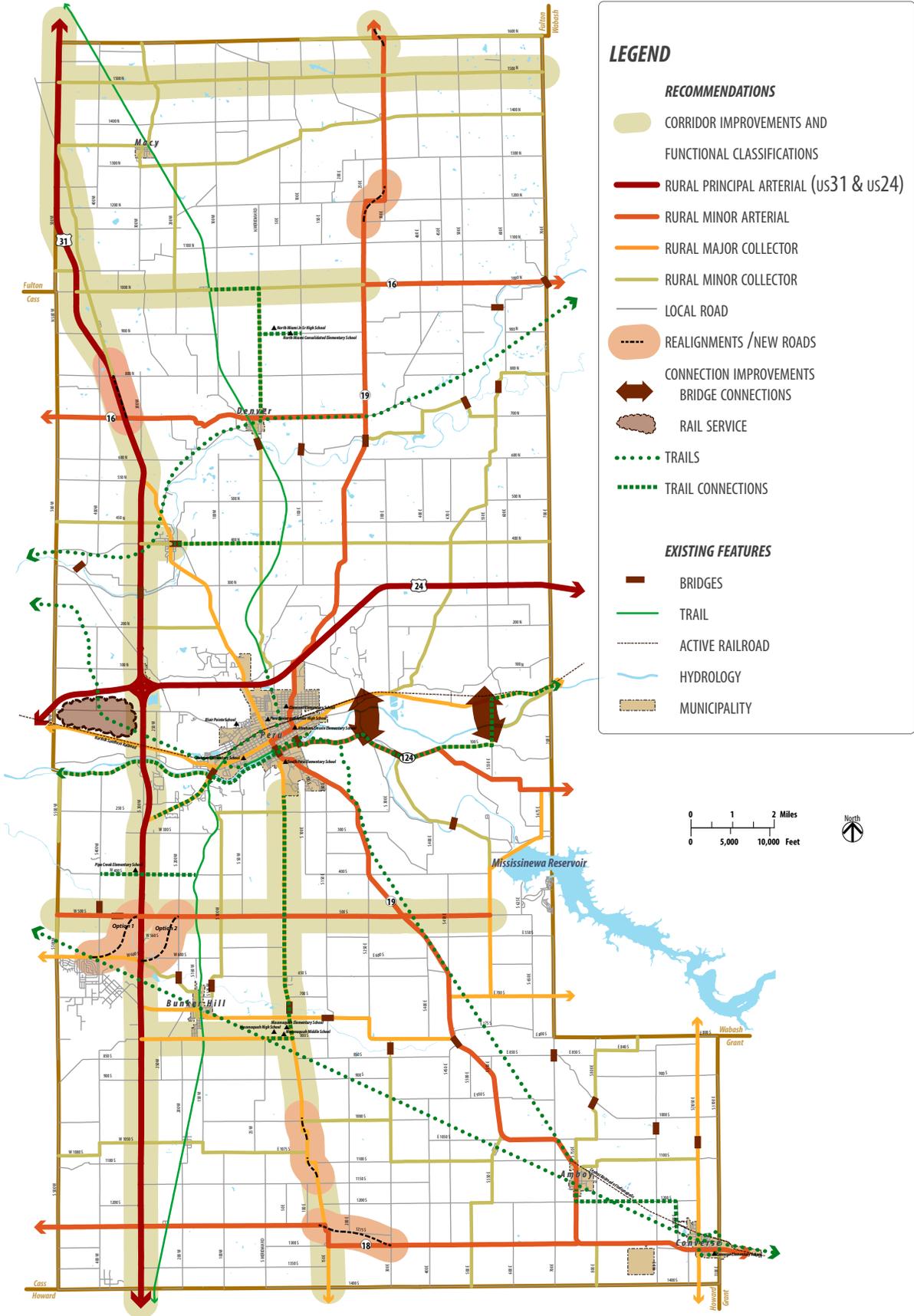
It is recommended that primary corridors across the county be improved to ensure safe and efficient travel throughout the county for public safety officials and the ease of transportation of goods and services

East/West Corridor Improvements: Functional Classifications

Corridor enhancements are recommended on 1500N all the way across the county. This will serve the residents and farmers in the northernmost portion of the county, and will help with access for emergency responders. 1000N also traverses the entire county, and connects with SR 16. Enhancements will serve the residents and farmers in this portion of the county, and will help with access for emergency responders and school buses for the North Miami Community

PART THREE: RECOMMENDATIONS

Transportation and Circulation- Miami County



Schools. 500 S provides the most direct access across the county in the southern half, is heavily used by law enforcement and emergency responders, and will help with access for school buses for the Maconaquah School Corporations. This corridor is recommended for improvements, and as the state is seeking to transfer SR 218 back to the county, it would vastly improve connections across the county from east to west, providing better access between US 31 and SR 19. Other areas for corridor enhancements are recommended in order to ease travel to US 31.

East/West Corridor Improvements: Corridor and Intersection Improvements

Road improvements are recommended for arterials and collectors that provide direct connections across the entire county

Other intersections along the highway that are critical for east/west movement, are highlighted to become potential overpasses or underpasses across US 31, with no access to the highway. These routes will have the ability to serve as safe routes for pedestrians or bicyclists, and are intended to maintain the mobility of residents, workers, and farmers in the county.

- 1500N – One of few roads with direct line across the county; highly used by public safety officials; improve quality and status to Minor Collector to enhance mobility
- 400N – Highly used by public safety officials; Improve quality and status to Minor Collector to enhance mobility between Mexico and US 31; Enhance the response time for law enforcement, EMS, and school buses; Improve 400N east of Mexico to include bike and pedestrian safe connections to bike route to connect Nickel Plate Trail
- 500S – Heavily used by law enforcement and EMS due to its full crossing of the county; improve status and conditions of 500S to minor collector to enhance accessibility across the county
- 800S – Heavily used by Maconaquah School transportation services and access to Bunker Hill; Improve status and conditions of 800S to Minor Collector to enhance accessibility to the schools

East/West Corridor Improvements: Realignments for Sharp Corner Alignments

Road realignments are recommended for heavily traveled roads with right-angle connections

Connectivity throughout the county can be cumbersome as many of the primary arterials were based on county roads, and still retain many right angle turns. Potential improvements and realignments are highlighted that would vastly improve the connectivity throughout the county, as well as enhance public safety and emergency response times for law enforcement and ems services.

- SR 218, 600S and 500S – Currently SR 218 traverses north of Grissom on 600S, and then on 750S through Bunker Hill; Realignments are recommended to Improve mobility across the county
- SR 18 – Improve alignment of SR 18 to enhance accessibility for movement of agricultural product east and west across the county, and for public safety for mobility of law enforcement and emergency service vehicles; Improve residential area of Wawpecong by reducing commercial truck traffic through the town

North/South Corridor Improvements

It is recommended that primary corridors across the county be improved to ensure safe and efficient travel throughout the county for public safety officials and the ease of transportation of goods and services

North/South Corridor Improvements: Corridor and Intersection Improvements

Road improvements are recommended for arterials and collectors that provide direct connections across the entire county

The potential improvements to US 31 will create a reduced set of connections to the improved highway, as well as across from east to west. While each intersection, access point, or driveway are all used on a daily basis, several of the intersections handle the majority of traffic, and are in need of improvements for public safety

- Principal Arterials are the main thoroughfares through the county, and provide a high degree of mobility, as well as providing easy access on a regional level. These corridors are recommended for further analysis on intersection improvements to enhance safety.
- Local roads serve the majority of the county, providing connections to the higher classification network, but not intended for distance travel. Local roads that span the entire county are recommended to become minor collectors, providing a better, and a more seamless network of mobility.
- Old 31 – Provide alternate, safer connections for residents and others traveling within the county and reduce local reliance on US31

North/South Corridor Improvements: Realignments for Sharp Corner Alignments

Road realignments are recommended for heavily traveled roads with right-angle connections

Connectivity throughout the county can be cumbersome as many of the primary arterials were based on county roads, and still retain many right angle turns. Potential improvements and realignments are highlighted that would vastly improve the connectivity throughout the county, as well as enhance public safety and emergency response times for law enforcement and ems services.

- SR 19 – Improve alignment of SR 19 to enhance mobility of north-south traffic; provide improved alternative, safer north-south connections to reduce local reliance on US 31; Provide better connections for residents in the northern part of the school district for North Miami Schools
- Strawtown Pike – Improve alignment of Strawtown Pike to enhance mobility of north-south traffic; Provide improved alternative north-south connections to reduce reliance on US 31; Provide better connections for residents in the southern part of the school district for Maconaquah Schools

North/South Corridor Improvements: New Connections for North / South Access

New road connections are recommended in areas to ease traffic flow and provide safer alternate routes of travel

It is recommended that bridges throughout the county undergo regular inspection and maintenance

- The Wabash River poses the greatest connectivity issues. Access

across the Wabash River is the most cumbersome, and aside from the bridge used by US 31, all access leads into the City of Peru. With upgrades to US 31 to become a limited access highway, additional access across the Wabash River are taken into consideration.

- New connections are recommended to increase the accessibility across the Wabash River and to provide access across outside the City of Peru
- Old 31 – Provide alternate, safer connections for residents and others traveling within the county, and reduce local reliance on US 31; Extend Old 31 to become frontage road
- New Bridge – Improve connectivity between south and north Miami County; Provide alternative crossing not within the City of Peru; Provide crossing for Wabash River Heritage Corridor Route; Further study is recommended for feasibility and location of new bridge connection

Bicycle and Pedestrian Connections

Bicycling and walking are viable methods of transportation among shorter distances. It is essential not only for recreation opportunities, but also for public health benefits that these methods of transportation and recreation are promoted throughout the county. A national program known as Safe Routes to Schools (SRTS) helps establish a healthy, active lifestyle from an early age. Generally, increased physical activity among school-aged children contributes to their improved personal health. Towns with established SRTS programs also report a stronger sense of community identity and increased social skills among the children.

It is recommended that enhancements be made to road corridors that link attractions and education centers throughout the county to accommodate a safe bike and pedestrian network that connects into existing or planned bicycle trails. Additional trails are recommended within any abandoned rail corridor to create and promote safer connections between destinations within the county

Trails and Greenways

Abandoned rail corridors are potential areas for expansion of the trail network, connecting into proposed trails in the surrounding counties. Many abandoned rail corridors traverse the county, and should be considered for use as expanding the regional trail and open space network. These corridors are highlighted on the map, and greatly enhance the non-vehicular access across the county and into the surrounding regions. Many areas of abandoned rail corridors have been converted back to private ownership, and it will be with the cooperation of those owners that a true network of trails and pathways will be possible to enhance the county's recreation opportunities and non-vehicular transportation mobility.

The Nickel Plate Greenway currently provides opportunity for residents and visitors to traverse the entire length of the county from north to south, providing connections to Rochester in the north and Kokomo to the south. Acquisitions have been made to convert an abandoned railway from the Grissom Air Reserve Base through Bunker Hill to the Maconaquah Schools, and beyond to McGrawsville. Additional trails will greatly enhance the access children have to the county's school system.

Complete Streets

Improvement of streets and sidewalks to make walking and bicycling more convenient; provide increased access to jobs, retail and schools; and improve

choice through healthier and less expensive transportation options. A complete streets program would help those tasked with design and implementation of improving transportation needs in the community. It would ensure that all aspects of transportation needs are reviewed before final street designs are approved, and that safety will be improved for residents who choose non-motorized modes of transportation. City of Peru currently has a Complete Streets ordinance. Other communities within Miami County do not have a plan or an adopted policy or commitment to Complete Streets.

Bicycle and Pedestrian Improvements

The Trail system in the county provides many opportunities to tie into with east to west connections, providing a seamless network of bike paths and trails, and providing a safe-routes-to-schools option for children. Safe routes to schools – as a way to enhance the non-vehicular mobility throughout the county, a series of bike routes have been highlighted on the map, and should be taken into consideration as part of a safe-routes-to-schools (SRTS) program. These routes build off the existing or proposed network of dedicated multi-use trails, and provide safer access for bicyclists to many of the county's assets.

- 1000N between the Nickel Plate Trail and N Meridian Road could be enhanced to include dedicated bike lanes, or even a separated bicycle path alongside the road. It would then continue south to 900N, and connect to the North Miami Schools. The route could continue south along N Meridian Road to Denver, effectively connecting residents in the northwestern part of the school district to the North Miami Schools with a safe alternative.
- Upgrades to 400N through Mexico with bike lanes or paths could connect the town of Mexico and its residents to the Nickel Plate Trail.
- River Road on the south side of the Wabash River is being sought by the Wabash River Heritage Corridor Commission (WRHCC) to become part of the WRHCC River Road Network, providing signs that warn drivers of a shared road with bicyclists. This route would connect the Nickel Plate Trail and Peru to a planned Wabash River Trail in Wabash County.
- Stemming off of the River Road route, a bike route connection could be made to access the Mississinewa Reservoir area, along with Seven Pillars Nature Preserve and the Frances Slocum State Forest.
- A route along Business 31 is also designated as a bicycle route, connecting residents along that corridor into the Nickel Plate Trail, as well as Peru and the rest of the trail network.
- 400S would be upgraded to include bike paths, and would connect the town of Nead and the Pipe Creek Elementary School to the Nickel Plate Trail.
- Strawtown Pike would be upgraded to include bike paths or dedicated bike lanes to connect South Peru with the Maconaquah Schools. Further access would be provided into Bunker Hill and the Grissom Air Reserve Base along an abandoned rail corridor.
- Safe routes would be created between Amboy and Converse along county roads. A majority of the abandoned rail corridor in this area has already been converted back to private ownership, and is not feasible for conversion to a rail trail. This route would connect the residents of Amboy safely to Converse and the Oak Hill United Schools.
- Sidewalks within the City of Peru, and within the incorporated towns should be upgraded to accommodate bicyclists, especially along major corridors.

Rail

New Rail Spurs for Additional Rail Served Sites

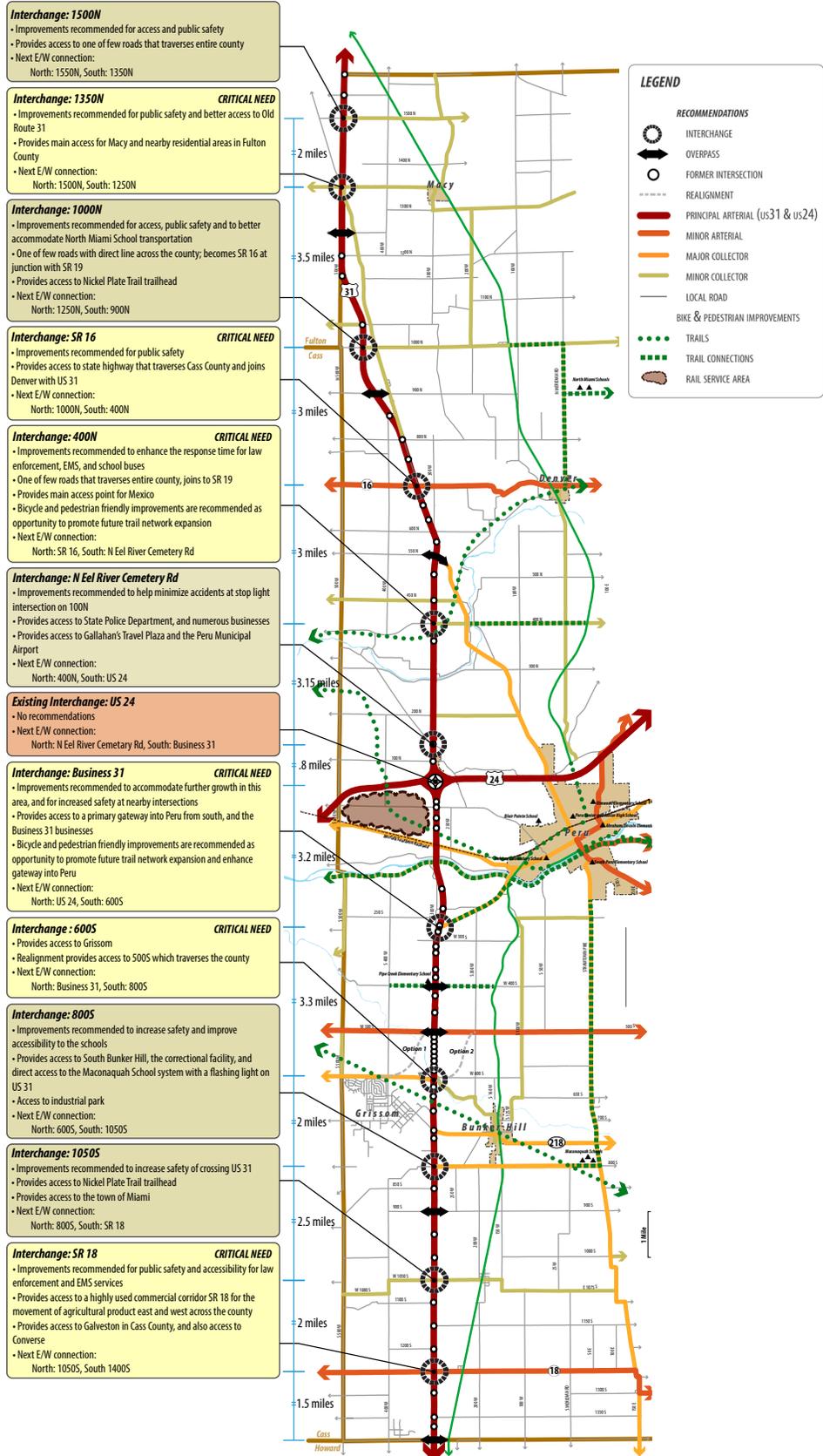
- It is recommended that additional rail service sites be identified and provided to aid with the County's goals for economic development and help attract mixes of light industrial such as distribution centers, manufacturing assembly, and wholesale establishments that require direct access to transportation networks.
- Active - There are two active railroads in Miami County, one traversing through Peru, and another through Converse, serving Amboy and Kokomo Grain. Areas along these active railroads should be considered as economic development opportunities for providing industrial businesses with direct rail access.
- New Rail – Provide new access to rail for improving opportunities for economic development near City of Peru infrastructure near southwest quadrant of US 31 and US 24; Enhance road connections to this area for better accessibility and opportunity for development

US 31 Corridor Recommendations

Interchanges are identified along the corridor at locations that are significant to accessing US 31 and maintaining north/south circulation, maintaining east/west circulation throughout the system, and at locations that have significant safety and accident issues. Certain interchanges throughout the county have been labeled as 'critical need'. These interchanges represent intersections throughout the county that require attention due to safety and connectivity significance and overall corridor improvement. See map on page 102.

PART THREE: RECOMMENDATIONS

US 31 Corridor Recommendations - Miami County



ENVIRONMENTAL FEATURES & OPEN SPACE



PART THREE: RECOMMENDATIONS

PLAN COMPONENTS

Introduction

This section addresses the environmental features throughout Miami County that have a significant impact on the overall quality of life and recreation opportunities in the county. It takes those features into consideration to develop the initial basis of a county-wide open space plan. Features including existing multi-use trails, planned trails, and potential future trails are taken into consideration upon developing a set of objectives and strategies for the natural environment and built open space network.

Canoe launches are also addressed, showing where points of access to the waterways would be beneficial for recreation opportunities.

Along with the network of rail corridors that are no longer in use and the river greenways, on street bike routes are addressed, as well as the locations of the schools, creating a network of safe routes to schools.

Regional assets, including natural preservation areas, recreation areas, and community attractions within the county are addressed to show the key points of destination. These areas are anticipated to garner additional visitors with a system of interconnected trails, and should be expanded on to create more friendly user experiences.

The three main tributaries traversing the county are noted, which provide natural amenities and development barriers. These natural corridors are where the greenways are located, and act as potential areas for a network of greenway trails and natural preserves. Wetlands and wooded areas are also other areas of potential preservation areas.

Objectives

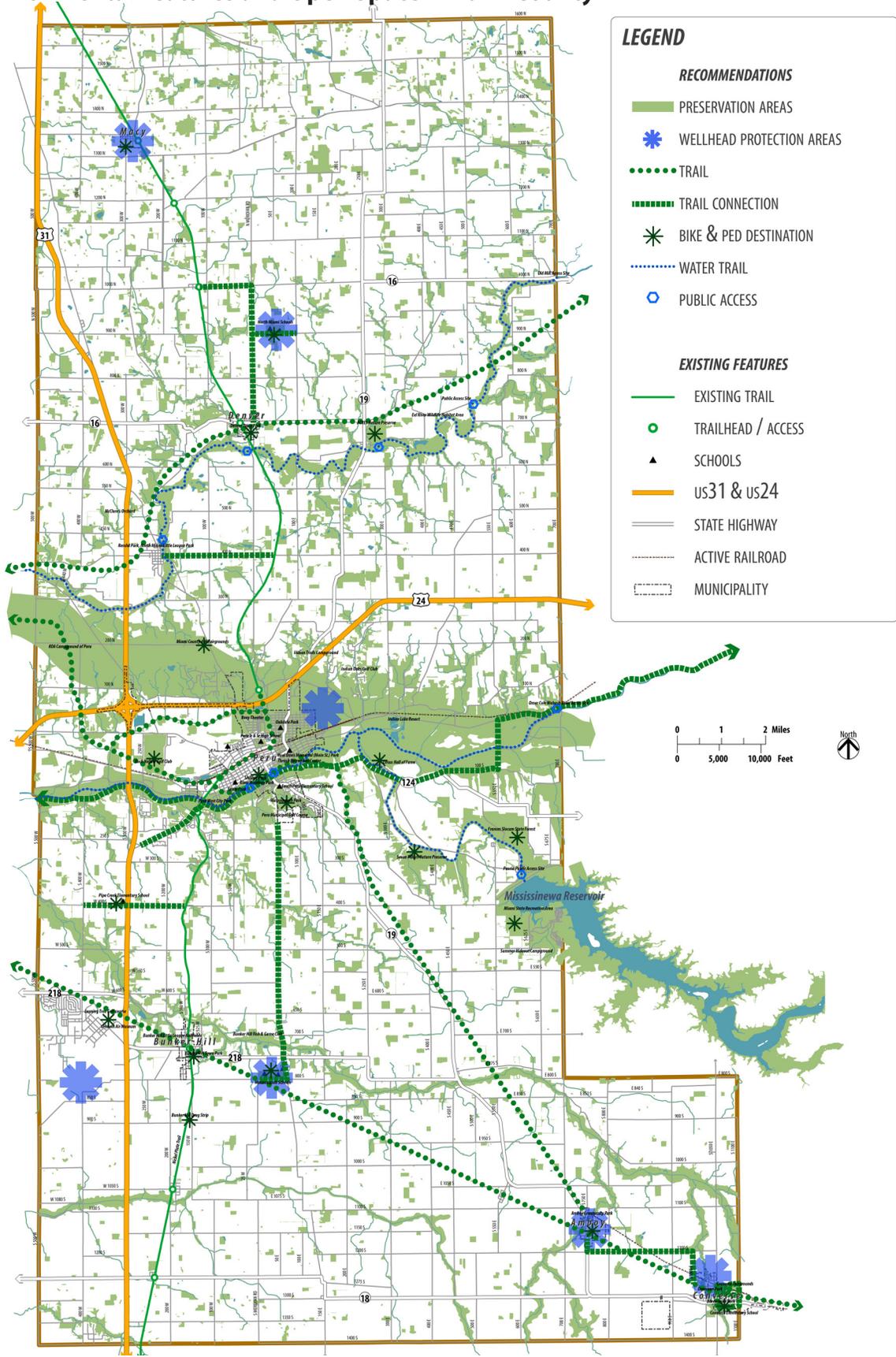
- Protect the groundwater supply, streams and rivers
- Improve the water quality in all waterways
- Protect, connect, and restore natural areas, including wood lots, wetlands, floodplains and other ecologically sensitive areas
- Minimize conflicts between development and the natural environment
- Protect and preserve floodplain and natural drainage areas
- Develop a system of trails that connect education, recreation, cultural amenities, regional destinations and regional trails
- Utilize and enhance access to and use of water corridors for water trails
- Protect scenic viewsheds and rural character
- Reserve open space for future development of parks and recreation amenities and for habitat for flora and fauna
- Improve and maintain air quality

Preservation Areas

- It is recommended existing parks, wood lots, wetlands, streams, rivers, lakes, floodplains, and other hydrological and natural features are established as areas to be preserved for environmental, recreational, and educational benefits, ensuring the health and well-being of current and future residents.
- New growth areas are recommended to grow around the fabric of natural features, without destroying them, and fully take advantage of any benefits these preservation areas can bring to the community.

PART THREE: RECOMMENDATIONS

Environmental Features and Open Space - Miami County



Wellhead Protection Areas

- Create a well-head protection program to identify the 1-, 5-, and 10-year time-of-travel radii around each of the public water supply wells to ensure a high level of water quality, helping to mitigate any pollutants from entering the public water supply.
- Areas with thin clay content also need consideration for well-head protection areas to ensure other wells throughout the county are not pulling contaminated water.

Trails and Greenways

Trails

- Additional trails are recommended using abandoned rail corridors to create better and safer connections between destinations within the county. These trails are anticipated to extend beyond the county, and connect with other planned trails in the neighboring counties.
- Many abandoned rail corridors traverse the county, and should be considered for use as expanding the regional trail and open space network. These corridors are highlighted on the map, and greatly enhance the non-vehicular access across the county and into the surrounding regions.
- It is recommended abandoned rail corridors be explored for further expansion of the trail network to enhance open space by creating safer connections locally and regionally.
- Many of the abandoned rail corridors have reverted back to original private ownership, prohibiting an easy conversion to rail trails.
- A portion extending from McGrawsville northwest to Grissom, connecting the Maconaquah Schools, Bunker Hill, and traversing US 31 over an existing bridge to Grissom has already been acquired by the Nickel Plate Trail group. Completion of this trail is recommended and will enhance, promote, and be a catalyst in the county for the Safe Routes to Schools program.
- Prairie Ditch runs directly across the North Broadway development area on the north side of Peru. Constructing a trail at this location could serve the new developments and surrounding residential neighborhoods in the area.

Floodplains / Greenway Corridors

The three main tributaries traversing the county are highlighted, which provide natural amenities and development barriers. These natural corridors are highlighted to show where the greenways are located, and to highlight potential areas for a network of greenway trails and parks. These trails would potentially connect to trail networks in surrounding counties (for example, the Wabash River Trail currently being built by the City of Wabash), creating a true regional network of greenways and bikeways. Wetlands and wooded areas are also highlighted to show other areas of potential county park/open space. Canoe launches are also highlighted, showing where points of access to the waterways would be beneficial for recreation opportunities.

Mississinewa Connection

The Mississinewa Reservoir area is such a regional asset, but is disconnected from existing trails or bike routes in the county. It is recommended a greenway trail be included following the scenic Mississinewa River, connecting Peru to the reservoir, the Seven Pillars Nature Preserve, and the Frances Slocum State Forest.

Rail Corridors

- Many abandoned rail corridors traverse the county, and should be considered

for use as expanding the regional trail and open space network. These corridors are highlighted on the map, and greatly enhance the non-vehicular access across the county and into the surrounding regions.

- Many of the abandoned rail corridors have reverted back to original private ownership, prohibiting an easy conversion to rail trails.
- A portion extending from McGrawsville northwest to Grissom, connecting the Maconaquah Schools, Bunker Hill, and traversing US 31 over an existing bridge to Grissom has already been acquired by the Nickel Plate Trail group. Completion of this trail is recommended and will enhance, promote, and be a catalyst in the county for the Safe Routes to Schools program.

Bike & Pedestrian Destinations

It is recommended additional provisions are included during transportation and circulation upgrades to include bike lanes or bike paths within street corridors that lead to major destinations, including schools and centers of employment. These connections will bridge the gap between those destinations and the Nickel Plate Trail. Public safety will be vastly improved with additional paths and shared routes

Connections to Pedestrian and Bicycle Destinations (schools, employment, recreation, neighborhoods)

The Trail system in the county provides many opportunities to tie into with east to west connections, providing a seamless network of bike paths and trails, and providing a safe-routes-to-schools option for children.

- 1000N between the Nickel Plate Trail and N Meridian Road could be enhanced to include dedicated bike lanes, or even a separated bicycle path alongside the road. It would then continue south to 900N, and connect to the North Miami Schools. The route could continue south along N Meridian Road to Denver, effectively connecting residents in the northwestern part of the school district to the North Miami Schools with a safe alternative.
- Upgrades to 400N through Mexico with bike lanes or paths could connect the town of Mexico and its residents to the Nickel Plate Trail.
- River Road on the south side of the Wabash River is being sought by the Wabash River Heritage Corridor Commission to become part of the WRHCC River Road Network, providing signs that warn drivers of a shared road with bicyclists. This route would connect the Nickel Plate Trail and Peru to a planned Wabash River Trail in Wabash County.
- A route along Business 31 is also designated as a bicycle route, connecting residents along that corridor into the Nickel Plate Trail, as well as Peru and the rest of the trail network.
- 400S would be upgraded to include bike paths, and would connect the town of Nead and the Pipe Creek Elementary School to the Nickel Plate Trail.
- Strawtown Pike would be upgraded to include bike paths or dedicated bike lanes to connect South Peru with the Maconaquah Schools. Further access would be provided into Bunker Hill and the Grissom Air Reserve Base along an abandoned rail corridor.
- Safe routes would be created between Amboy and Converse along county roads. A majority of the abandoned rail corridor in this area has already been converted back to private ownership, and is not feasible for conversion to a rail trail. This route would connect the residents of Amboy safely to Converse and the Oak Hill United Schools.
- Sidewalks within the City of Peru, and within the incorporated towns should be upgraded to accommodate bicyclists, especially along major corridors.

Water Trails & Access Points

Public Access

- It is recommended additional public access points to the rivers be created and maintained to enhance public recreation amenities, enhancing the public well-being and health, and helping to build a true network of open space that can create interactive opportunities for education and awareness
- Enhanced public access to the waterways will increase public recreation opportunities, and it is recommended that additional access points are explored to provide additional access points that connect regional destinations and regional trails
- A series of boat launch areas are designated, and will provide residents and visitors access to the Wabash River, as well as the Eel River for recreation purposes, with hand carry watercraft launching points. These points of access are requested as part of the Wabash River Heritage Corridor Commission, and are designated accordingly.
- Maintain and promote access to the Eel River at the Zinn Bridge on 700N and 500E.
- Maintain and promote access to the Wabash River at the Omar Cole site near the intersection of W Wabash Road and the east Miami County line.
- Maintain and promote the two access points to Wabash River within the city of Peru, one on the northeast side of the Broadway Bridge near the intersection of Broadway and Canal Street east side of the Toll House. The other is located along the Riverwalk in Miamisfort Park.
- Coordinate with the Wabash River Heritage Corridor Commission to have access points listed on website and maps
- Coordinate with IDNR to have access points listed on IDNR website for both Wabash River and Eel River
- Coordinate with local canoe and kayak outfitters to promote and adopt access points

Expansion Around Existing Assets

The Mississinewa Reservoir area of the county has many natural assets that provide a regional draw. Further exploration should be considered to enhance the current network of open space with additional services catering to those assets.

The area around the Bunker Hill Drag strip should be considered for a future recreation area with complementary uses to the existing regional asset.

Downtown Peru is also a major existing asset with many amenities and proposed projects to complement and enhance the vision of the community. Various projects have been outlined in the Peru 5-Year Park and Recreation Plan as well as the Peru Strategic Investment Plan.

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COMMUNITY FACILITIES & INFRASTRUCTURE



PART THREE: RECOMMENDATIONS PLAN COMPONENTS

Introduction

This section highlights the key issues involved with community facilities and infrastructure around the county. Existing areas of poor cell service are addressed, and new cell and data towers are recommended to be located within these areas. Although broadband service does cover most of the county, limitations on how that service is provided exist, and the network needs to be upgraded with new data towers to cover poor service regions, or with upgraded existing towers.

Electrical service, along with water and sewer service is scattered throughout the county among five separate utility companies, and has adequate ability for future growth

The service expansion areas take into consideration the growth areas highlighted in the Future Growth and Development section, and it is recommended that those growth areas be tied into the existing service areas.

Objectives

- Maintain a high level of service for all community facilities through continuous monitoring and evaluation (education, medical, police, fire facilities)
- Establish an integrated approach to support school corporations to support various 'life after high school' paths
- Maintain a high level of service for all infrastructure through continuous monitoring and evaluation (utilities and infrastructure)
- Improve or replace failing or deficient water, sewer system, and stormwater infrastructure (municipal or individual)
- Provide access to and encourage improvement or replacement of deficient technology infrastructure (broadband and cellular)
- Coordinate utility and infrastructure extensions with land use, growth, and economic development policies
- Protect the groundwater resources to maintain the integrity of the municipal water supplies (Peru, Bunker Hill, Converse and individual wells in unincorporated areas)
- Establish opportunities for coordination and communication among all water, sewer, electric, gas, and broadband providers to ensure efficient and cost-effective expansion
- Encourage the individual use of solar and wind energy sources
- Establish policies and standards related to solar and wind energy at a commercial scale
- Encourage the individual use of stormwater management tools

Water Infrastructure Improvements

It is recommended the county continue to coordinate with local municipalities to ensure adequate and clean water supply. Areas of need are to be identified for new or expanded facilities, as well as the identification for areas of protection for maintaining groundwater quality. Buffer areas for surface water and groundwater sources across the county are recommended to be identified

- Create a well-head protection program to identify the 1-, 5-, and 10-year time-of-travel radii around each of the public water supply wells to ensure a high level of water quality
- New growth areas are recommended to tie into existing water service

Sewer Infrastructure Improvements

It is recommended the county continue to coordinate with local municipalities to ensure adequate sewer capacity. Areas of need are to be identified for new or expanded facilities, as well as the identification for areas of poor drainage to help maintain the effectiveness of septic systems across the county.

- New growth areas are recommended to tie into existing sewer services
- Existing septic systems falling within floodplain areas are recommended to tie into existing wastewater treatment facilities
- Encourage coordination among local municipalities regarding expanded services
- Utilize capacity at treatment plants for growth areas
- Minimize new septic systems especially in areas of poor drainage
- Improve failing septic systems within floodplain
- Coordinate wells with wellhead protection zones
- Coordinate with natural area/preservation area

Stormwater Infrastructure Improvements

It is recommended collection / temporary storage laterals are maintained to provide full effectiveness during heavy rainfall

- Combined sewers are recommended to be separated to prevent the wastewater treatment plants from exceeding capacity during heavy rainfall
- Encourage and maintain programs that promote individual use of rain barrels and other stormwater mitigation efforts to offset surge water entering the wastewater infrastructure
- Improve collection and temporary storage to provide full effectiveness during heavy rainfall
- Establish and implement a plan to separate combined sewers
- Encourage residents and businesses to utilize stormwater best practices
- Incentivize use of stormwater management tools

Technology Infrastructure (wireless, broadband)

It is recommended technology infrastructure be improved in these areas within the county to ensure adequate accessibility to internet and data services for education and public safety purposes

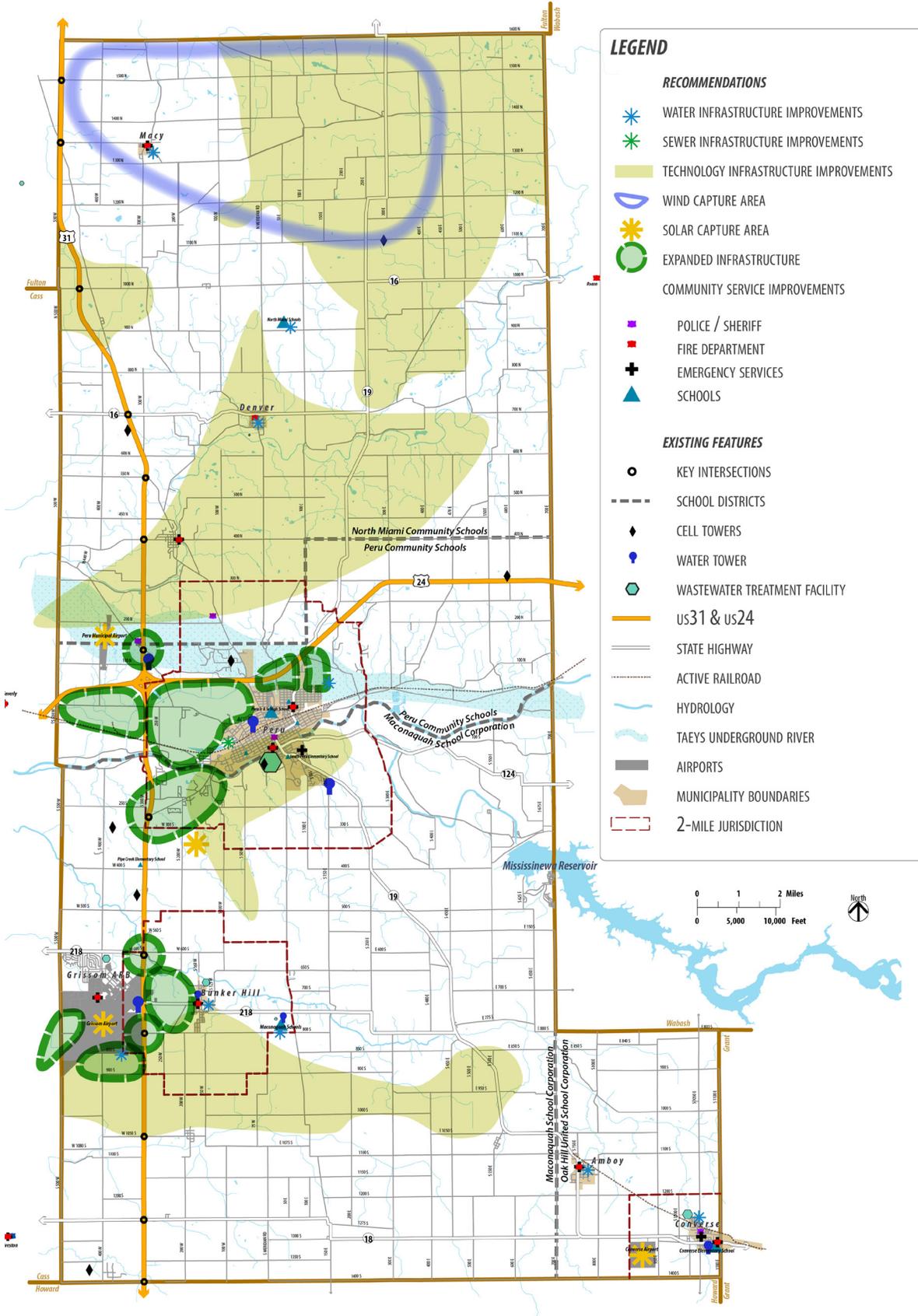
- Improve service in key parts of the county, establish and maintain an appropriate standard
- Improve areas for high technology requirements in focus areas (future growth areas)

Wind Infrastructure (large-scale and small-scale)

Wind energy is growing rapidly throughout the state, as well as the surrounding counties. Miami County has great wind areas for harnessing wind energy in the south quarter of the county and in the north quarter. Due to the location of the Grissom Air Reserve Base and its limitation, the southern portion of the county is not suitable for future wind energy development. The north quarter provides the best areas for harnessing wind energy, and regulations need to be created to guide wind farm development as a conditional use within select zoning districts, keeping in consideration animal farms, residential areas, and commercial corridors.

- Explore areas for wind power facilities in order to reduce the county's reliance on power using fossil fuels
- Provide programs and education about individual wind power opportunities and benefits
- Establish regulations and policies for incorporating wind infrastructure

Facilities and Infrastructure - Miami County



- Encourage small scale wind infrastructure to increase use of alternative energy
- Coordinate with regional energy providers

Solar Infrastructure (large-scale and small scale)

- Areas surrounding the Grissom Air Reserve Base, and other areas not capable of development or farming due to restrictions, limitations, or poor soil quality are recommended for further exploration of solar power fields to help reduce the county's reliance on power using fossil fuels
- Provide programs and education about individual solar power opportunities and benefits
- Establish regulations and policies for incorporating solar infrastructure
- Encourage small scale solar infrastructure to increase use of alternative energy
- Coordinate with regional energy providers

Expanded Infrastructure

- Growth areas surrounding existing infrastructure networks are recommended to be improved to provide direct access to those respective networks. Adequate infrastructure capacities in the existing networks will enable these areas to be expanded.
- Expanded infrastructure is to include expansion of water, wastewater, stormwater, electric, streets, and technology services into potential growth areas

Community Service Improvements

These services are recommended to retain existing or improved accessibility throughout the county in order to ensure high response times for emergency services, as well as accessibility to the school systems

- Police/Fire/EMS
 - Maintain level of services
 - Maintain and improve transportation access

School systems are to encourage post-secondary education, as well as employer based programs to educate and encourage "life after high school" programs.

- Education
 - Miami County College and Career Success Coalition
 - Life After High School Program
 - Coordinate education with workforce
 - STEM programs
 - College credit/classes
 - College savings plan



PART THREE: RECOMMENDATIONS

PLAN COMPONENTS

Objectives & Strategies

Attract new, high quality business and development opportunities and support and encourage the continued success and growth of the existing business base

- Create inventory of all currently available properties and buildings (other communities in addition to Grissom Aeroplex and Peru)
- Provide new infrastructure improvements to enhance the shovel ready status of property in priority economic development areas
 - Broadway Landing
 - SW quadrant of US 31/US 24
 - Grissom Aeroplex
- Create new 'inventory' or 'product' to market
 - Industrial shell building at Grissom Aeroplex
- Create and promote a general and small-business toolkit
- Create a network of potential angel investors and venture capital investors
- Create and promote local entrepreneurial network for small businesses
- Create and implement bi-annual round-table discussions for market sector groups
- Create and implement an annual business survey, coordinated with each chamber and/or economic development and/or redevelopment leader in each community
- Establish and implement an annual business awards program to recognize excellence
- Create targeted marketing to include direct mail campaigns, industry trade shows, and more
 - Master plan renderings with available or planned infrastructure
 - Current inventory and products

Support and collaborate with education and workforce development partners

- Establish a communication program with regularity (digital forum, special event, open house, newsletter, etc.) between education, workforce development and economic development leaders

Support and collaborate with local and regional planning and economic development organizations

- Promote core competency database among the region, continue to build and diversify competencies as well as expand to apply to the region
- Create single points of contacts with clear responsibilities and communication strategies for responding to inquiries and requests

Support and collaborate with local and regional recreation and tourism agencies

- Coordinate efforts to utilize local recreation and tourism attendance and economic impact data
- Partner with neighbors to expand audience and utilization of successful programs

Focus efforts on strategic geographic areas

- Create master plans and phased infrastructure plans
 - Grissom Aeroplex
 - US 31 / US 24
 - Broadway Landing Area
 - Peru Industrial Park
 - Downtowns / Town Centers

Establish criteria and processes for incentive policies

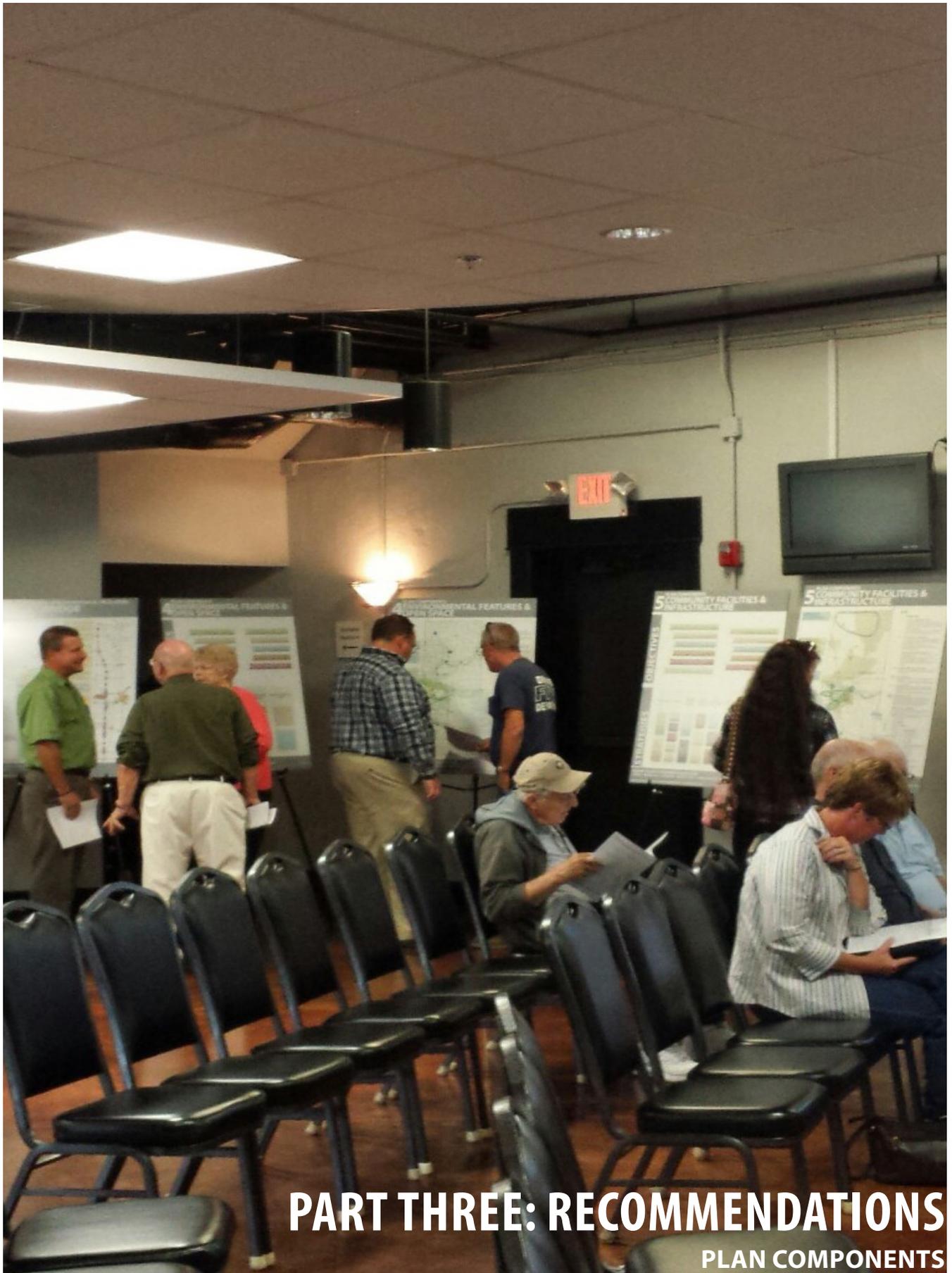
- TIF
- Tax abatement
- Revolving loan fund
- Investigate parameters for key incentive tools and potential pre-approval zone for certain incentive tools

Focus efforts on primary industry sectors

- Advanced marketing
- Agriculture
- Aviation
- Energy
- Warehousing and logistics
- Tourism

Coordinate with education and workforce organizations to ensure appropriately skilled, local workforce

GOVERNMENT PROCESSES & POLICIES



PART THREE: RECOMMENDATIONS

PLAN COMPONENTS

Government Processes and Policies Objectives and Strategies

Ensure the update and utilization of the Plan by boards, commission, bodies, etc.

- Establish a schedule and process to review the progress of this plan annually and update every five years or as substantial changes occur
- Create a training manual for government officials, board members, and public on how to use and reference the Plan or other adopted plans
- Attend regional and/or national plan commission training (American Planning Association, OKI Planning Conference)
- Attend Indiana Economic Development Course offered by Ball State University
- Provide *The Planning Commissioners Guide* to new members of plan commissions

Conduct detailed studies of critical elements, systems, and/or areas identified in the Plan

- Future growth areas
- Downtown Peru
- Town Centers
- Gateways
- US 31 Corridor

Incorporate plan graphics and maps into local systems

- Create digital maps and graphics to support all aspects of government processes and policies
 - Municipal boundaries maps
 - Planning jurisdictions maps
 - Existing land use maps
 - Future land use maps
 - Current zoning maps
 - Infrastructure maps

Review and edit current regulatory policies and tools to align with vision, goals and objectives outlined in the Plan

- Review ordinances for nuances to ensure support of the Plan vision
- Unify ordinances among Miami County, Peru, Amboy, Bunker Hill, and Converse
- Consider adjustment of zoning ordinance to incorporate form-based elements
- Review permit requirements to ensure convenience and support of the plan

Establish new regulatory policies and tools to enforce critical components to achieve the vision

- Create US 31 Corridor Overlay Zoning District
- Establish a review process that offers incentives for site planning that avoids conflicts (roadway, access, groundwater contamination, stream and drainage way obstructions, soil erosion, and unnecessary loss of productive farmland or natural habitat).
- Establish regulatory standards pertaining to wind infrastructure
- Establish regulatory standards pertaining to site and design guidelines for focus area or other geographic area

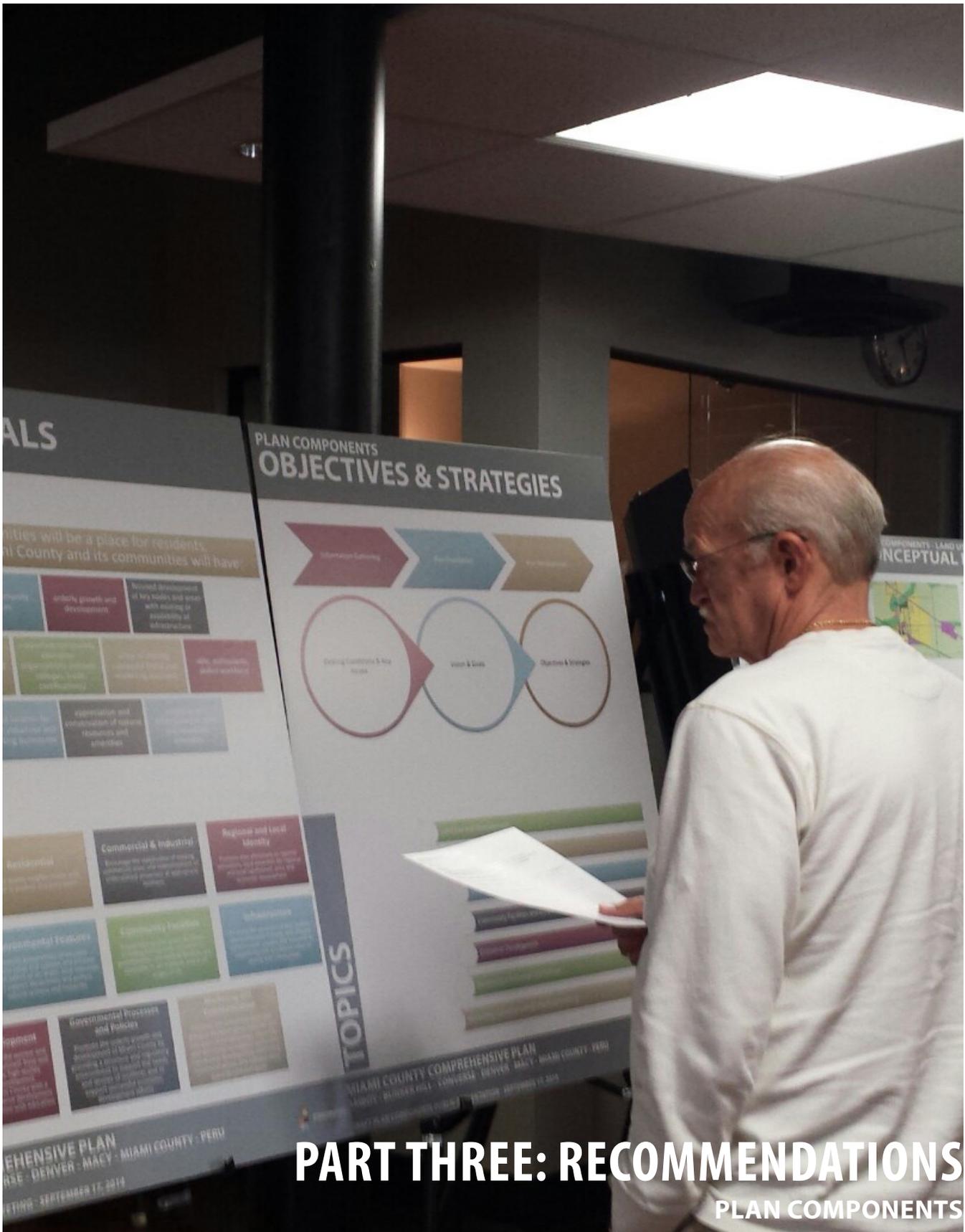
Monitor development to ensure consistency of zoning and building codes

- Establish a schedule and process for planning bodies to communicate regarding development and redevelopment

Integrate building standards and guidelines to ensure safe neighborhoods and developments in line with health and safety similar to Crime Prevention through Environmental Design (CPTED)

- Evaluate Safety By Design standards, seek out regional resources like City of Lexington's new programs and resources
- Integrate police and safety review of sites, buildings, and developments similar to fire department review to prevent built environments that are unsafe or unhealthy

MARKETING, COMMUNICATION & PROGRAMMING



PART THREE: RECOMMENDATIONS

PLAN COMPONENTS

Objectives and Strategies

Create a consolidated outreach and marketing program for quality of life components (tourism, recreation, community branding, education)

Define the brand of Miami County, Peru, Bunker Hill, Converse, etc. related to marketing and communications and architecture and environmental design

- Create logos and graphic design elements and communication plans
- Create guidelines for architecture and environmental design elements like historic preservation, gateways, signage, and lighting

Enhance transparency and information distribution

- Enhance use of digital, on-line communications for communication from government meetings and community events

Create and utilize local tourism economic impact data on the local and regional economy

- Conduct a study to understand the economic impacts of existing events and potential economic impact of desired developments (hotels, restaurants, sports facility)

Work with the local agricultural businesses to enhance local opportunities for residents to engage with local food producers and products

- Create physical opportunities (events, summits, meetings) for residents to interact with local producers (farmers' markets, local grocers, community supported agriculture, food hubs, food production diversity for local consumption)
- Create and provide a digital toolkit and digital opportunities (forums, websites, social media) for residents to interact with local producers (farmers' markets, local grocers, community supported agriculture, food hubs, food production diversity for local consumption)

Support, enhance and promote agritourism among the various agricultural businesses within the region and for tourism

- Create marketing materials and communication plan to promote agritourism regionally and beyond
- Seek additional opportunities for agritourism entrepreneurship
- Work with 4-H, schools, workforce to educate youth about local agribusiness opportunities

Support, enhance and promote key cultural events such as Circus Week, Cole Porter Festival, seasonal festivals, music and art festivals, athletic events, and local community festivals

- Create strategic plans to enhance major events including marketing, communication and physical needs such as lodging, restaurants, technology, and staff/support

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STRATEGY MATRIX



PART FOUR: ACTION PLAN

STRATEGY MATRIX

Strategy Matrix

The policy strategy matrix outlines the specific strategies that will direct Miami County in implementation of its vision. The matrix is organized by topic/theme (land use/development, transportation, etc.) Within each topic/theme there are numerous strategies with descriptions and additional action items or explanation of benefit. Each strategy lists priority, time-frame, primary responsible party, secondary responsible party, outside resource, and supporting goals. The priority is classified as needed Now, Soon, Down the Road. This priority is related to the urgency, not the ease or feasibility of the strategy. The time-frame listed as Low-Hanging, Mid-term, Long-term reflects the anticipated time-frame for completion and potential feasibility/complication to complete. The primary responsible party identifies the leader for this strategy and the main person to be held accountable. The secondary responsible party identifies support for the leader and the team will be working to complete the action item. If necessary, a new position will be named. The outside resources indicates the additional resources or professionals needed to conduct and complete each strategy. The goal symbol identifies the root goal that offers support from the policy side.

- **Land Use & Development**
- **Transportation & Circulation**
- **Environmental Features & Open Space**
- **Community Facilities & Infrastructure**
- **Economic Development**
- **Government Processes & Policies**
- **Marketing, Communication, & Programming**

Critical Path Strategies

Critical Path Strategy	Full Strategy Location (Page)
1. Evaluate/Establish ways to align current zoning with future land uses.	132
2. Develop a Redevelopment Plan for Downtown Peru.	133
3. Conduct US 31 Transportation Study to evaluate interchange locations, access points, etc.	134
4. Create a well-head protection program to identify the 1, 5, and 10 year travel time radii around each public water supply to ensure a high level of quality and to help mitigate any pollutants from entering.	137
5. Identify areas in the County with dead zones and weak service.	140
6. Explore possibilities for more sharing of resources among/across school districts.	140
7. Provide new infrastructure improvements to enhance the shovel ready status of Broadway Landing.	141
8. Investigate P3 opportunities to develop shell building space in targeted locations.	141
9. Establish a schedule and process to review the progress of this plan annually and update every five years or as substantial changes occur.	143
10. Establish and maintain an active and engaged Main Street Organization.	143
11. Create digital maps and graphics to support all aspects of government processes, policies, and planning.	143
12. Partner with local municipalities and county residents to identify a strategic branding and marketing program to illustrate life in Miami County.	145

*Further details can be found on the full strategy page location.

LAND USE AND DEVELOPMENT						
STRATEGY	PRIORITY (NOW--SOON--DOWN-THE-ROAD)	TIME FRAME (LOW-HANGING--MID-TERM--LONG-TERM)	PRIMARY RESPONSIBLE PARTY / SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)	
1. Conceptual Land Use Districts						
1A	Evaluate/establish ways to align current zoning with future land uses	SOON	MID-TERM	Plan Commissions/Planning Staff	Consultant/Software	pg. 77
A		Implement the Planning Considerations recommendations from the AICUZ Study for Grissom Air Reserve Base including revisions to the zoning map and approved uses to address incompatible uses in restricted zones.				
1B	Encourage LEED ND certification or as guidelines	NOW	LOW-HANGING	Plan Commissions/Planning Staff	Consultant/Software	pg. 77
1C	Encourage a land conservation approach to the subdivision of land. Explore the development of a cluster development ordinance or overlay for areas where conventional development would have a negative impact on the protection of natural resources	NOW	LOW-HANGING	Plan Commissions/Planning Staff	Consultant/Software	pg. 77
2. Growth and Infill						
2A	Continue to engage Farm Bureau for best practices to support agricultural uses	NOW	LOW-HANGING	Plan Commissions/Farming Community	Consultant/Software	pg. 85
2B	Reference the Conceptual Growth and Development Map for potential future growth locations	NOW	LOW-HANGING	Plan Commissions/Planning Staff	Consultant/Software	pg. 84
A		Industrial growth area in northeastern Peru which are supported by an existing industrial park and direct access to US 24				
B		Focus growth area within Peru Municipal Airport				
C		Focus growth around existing industrial and rail service areas that have potential for additional rail spurs				
D		Focus growth in Peru, supported by existing infrastructure networks, including water, sewer and transportation. Also supported by planned expansion and TIF designated areas.				
E		Focus growth at Peru Gateway/Business 31, supported by travelers and existing Peru infrastructure networks				
F		Focus growth in Grissom/Bunker Hill, supported by commuters and surrounding residential neighborhoods and existing infrastructure of Grissom Aeroplex and proximity to US 31, balanced with potential encroachment concerns identified in the AICUZ Study for Grissom Air Reserve Base.				
G		Focus growth at Grissom Aeroplex with airport and planned commercial business expansion opportunities				
H		Focus growth in Converse with access to SR 18 and existing infrastructure network				

LAND USE AND DEVELOPMENT

STRATEGY		PRIORITY (NOW--SOON-- DOWN-THE-ROAD)	TIME FRAME (LOW-HANGING- MID-TERM--LONG- TERM)	PRIMARY RESPONSIBLE PARTY / SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)
2. Growth and Infill						
2C	Focus infill growth around Downtowns and small towns	NOW	LOW-HANGING	Plan Commissions/Planning Staff	Consultant/ Software	pg. 87
	A	Develop a Redevelopment Plan/Master Plan for Downtown Amboy				
	B	Develop a Redevelopment Plan/Master Plan for Downtown Bunker Hill				
	C	Update the Downtown Master Plan for Converse				
	D	Develop a Redevelopment Plan/Master Plan for Downtown Denver				
	E	Develop a Redevelopment Plan/Master Plan for Downtown Macy				
	F	Develop a Redevelopment Plan/Master Plan for Downtown Mexico				
	G	Develop a Redevelopment Plan/Master Plan for Downtown Peru				
2D	Accommodate medium density detached, attached, multi-family, and upper floor units (above first-floor commercial uses) in appropriate areas as indicated by Future Land Use Map - Mixed Use & Growth and Infill Map (Downtown Revitalization Areas)	NOW	LOW-HANGING	Plan Commissions/Planning Staff	Consultant/ Software	pg. 87

TRANSPORTATION AND CIRCULATION

STRATEGY		PRIORITY (NOW--SOON--DOWN-THE-ROAD)	TIME FRAME (LOW-HANGING-MID-TERM--LONG-TERM)	PRIMARY RESPONSIBLE PARTY/ SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)
1. East / West Corridor Improvements						
1A	Upgrade functional classifications of key corridors for access to use of state funds	NOW	LOW-HANGING	Miami County Highway Department	Consultant	pg. 93
	A	Upgrade 1500 N to Minor Collector (see map page 95)				
	B	Upgrade 400 N to Minor Collector (see map page 95)				
	C	Upgrade 500 S to Minor Arterial (see map page 95)				
1B	East / west corridor and intersection improvements	SOON	MID-TERM	Miami County Highway Department and any involved municipality Public Works Department	Consultant	pg. 95
	A	Conduct transportation study for 1500 N for better emergency response access (see map page 95)				
	B	Conduct transportation study for 500 S for better east/west connections and access between US 31 and SR 19 (see map page 95)				
1C	East / west sharp corner realignments	SOON	MID-TERM	Miami County Highway Department and local municipality Public Works Departments	Consultant	pg. 95
	A	Study alternatives for SR 218 (see map page 95)				
	B	Study alternatives for SR 18 (see map page 95)				
2. North / South Corridor Improvements						
2A	North / south corridor and intersection improvements	SOON	LONG-TERM	Miami County Highway Department, INDOT and local municipality Public Works Departments, Miami County Economic Development Authority, US 31 Coalition	Consultant	pg. 96
	A	Conduct US 31 Transportation Study to evaluate interchange locations, access points, etc. (see map page 101)				
	B	Engage INDOT to evaluate US 31 corridor improvements (see map page 101) and prioritize phasing of improvements based on funding.				
	C	Conduct transportation study for Strawtown Pike and through Peru as key north/south corridor (see map page 95)				
2B	North / South sharp corner realignments	SOON	MID-TERM	Miami County Highway Department, INDOT and local municipality Public Works Departments	Consultant	pg. 96
	A	Study alternatives for SR 19 (see map page 95)				
	B	Study alternatives for Strawtown Pike				
2C	New connections for north / south access	SOON	LONG-TERM	Miami County Highway Department and local municipality Public Works Departments	Consultant	pg. 96
	A	Study alternatives for a connection across the Wabash River east of Peru				
	B	Study alternatives for extension of Old 31 to become Frontage Road				

TRANSPORTATION AND CIRCULATION

STRATEGY		PRIORITY (NOW--SOON--DOWN-THE-ROAD)	TIME FRAME (LOW-HANGING-MID-TERM--LONG-TERM)	PRIMARY RESPONSIBLE PARTY/ SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)
3. Bicycle and Pedestrian Connections						
3A	Develop and Adopt Complete Streets Policy/Program to guide infrastructure investment that supports all modes of transportation (all municipalities except Peru)	NOW	MID-TERM	Local Planning Staff, Public Works/ Street, Park and Recreation (All municipalities except Peru)	Consultant	pg. 97
3B	Create a Complete Street Master Plan/Alternative Transportation Plan to implement Complete Streets Policy/Program	SOON	LONG-TERM	Local Planning Staff, Public Works/ Street, Park and Recreation (All municipalities except Peru)	Consultant	pg. 97
	A	Develop connectivity goals and best practices				
	B	Engage local schools to develop Safe Routes to School Plans to improve eligibility and access to state and federal funding				
3C	Create a Complete Street Master Plan/Alternative Transportation Plan to implement Peru 2013 Complete Streets Policy	NOW	LONG-TERM	Local Planning Staff, Public Works/ Street, Park and Recreation (Peru)	Consultant	pg. 97
	A	Develop connectivity goals and best practices				
	B	Engage local schools to develop Safe Routes to School Plans to improve eligibility and access to state and federal funding				
3D	Review development standards to comply with connectivity goals and best practices	NOW	LONG-TERM	Local Planning Staff, Public Works/ Street, Park and Recreation (All municipalities)	Consultant	pg. 97
3C	Prioritize and incorporate improvements in Master Plan/Alternative Transportation Plan	NOW, SOON, DOWN-THE-ROAD	LONG-TERM	Local Planning Staff, Public Works/ Street, Park and Recreation (All municipalities)	Consultant	pg. 98
	A	Evaluate potential alternative transportation solutions on 1000N to continue south to 900N and connect to North Miami Schools, and potentially extend south along N Meridian Road to Denver.				
	B	Evaluate potential alternative transportation solutions on 400N through Mexico that could connect Mexico to the Nickel Plate Trail				
	C	Provide "Shared Lane" signs on the new bike route on River Road, south of the Wabash River				
	D	Explore the possibility of a bike route to access the Mississinewa Reservoir area, along the Seven Pillars Nature Preserve and the Frances Slocum State Forest to connect to River Road				
	E	Create a bicycle route along Business 31 to connect residents to the Nickel Plate Trail, as well as Peru				
	F	Evaluate potential alternative transportation solutions on 400S to connect the Town of Nead and the Pipe Creek Elementary School to the Nickel Plate Trail				
	G	Evaluate potential alternative transportation solutions to Strawtown Pike to connect South Peru with the Maconaquah Schools. Further access could be provided into Bunker Hill and the Grissom Air Reserve Base				

H Improve existing sidewalks within the City of Peru, especially along major corridors

TRANSPORTATION AND CIRCULATION

STRATEGY	PRIORITY (NOW--SOON--DOWN-THE-ROAD)	TIME FRAME (LOW-HANGING-MID-TERM--LONG-TERM)	PRIMARY RESPONSIBLE PARTY/ SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)	
4. Active Rail						
4A	Create rail served sites	SOON	LONG-TERM	Miami County Economic Development Authority	Consultant	pg. 99
	A	Engage Norfolk and Southern to evaluate options for a rail siding southwest of US 31 and US 24 and other development areas ased on infrastructure (water, sewer, etc.)				
	B	Develop a Master Plan for potential rail served area				

ENVIRONMENTAL FEATURES AND OPEN SPACE

STRATEGY		PRIORITY (NOW--SOON--DOWN-THE-ROAD)	TIME FRAME (LOW-HANGING-MID-TERM--LONG-TERM)	PRIMARY RESPONSIBLE PARTY/ SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)
1. Preservation Areas						
1A	Establish a Well-Head protection program	SOON	LOW-HANGING	Miami County Health Department	Consultant/ Software	pg. 107
	A	Create a well-head protection program to identify the 1, 5, and 10 year time-of-travel radii around each public water supply to ensure a high level of quality and to help mitigate any pollutants from entering				
	B	Carefully consider and protect areas within thin clay content to ensure wells are not pulling contaminated water				
1B	Preserve existing abandoned rail corridors	NOW	LONG-TERM	Plan Commissions/Planning Staff	None	pg. 107
	A	Complete remaining portion of Nickel Plate Trail that extends from McGrawsville, crosses a bridge over US 31 and extends to Grissom.				
1C	Utilize floodplains as natural amenities and development barriers	NOW	LONG-TERM	Plan Commissions/Planning Staff/Miami County Economic Development Authority	None	pg. 107
	A	Use the natural wetlands and wooded area features of floodplains as an opportunity for recreational opportunities, such as greenways, bikeways, and canoe launches				
1E	Conduct a survey of endangered flora, fauna and habitat locations, and corridors critical to habitats	NOW	MID-TERM	Plan Commissions/Planning Staff	Consultant/ Software	pg. 107
	A	Identify strategies based on findings to explore funding sources to protect natural areas of significance				
	B	Modify plan review process to encourage preservation of known habitats of important plant and animal species				
	C	Create incentives for avoiding such habitats				
1E	Explore conducting a formal survey of existing structures and properties that, locally, have historic or cultural value	NOW	MID-TERM	Plan Commissions/Planning Staff	Consultant/ Software	pg. 107
	A	Identify strategies based on findings to explore funding sources to preserve and protect places of significance				
2. Trail Connections and Access Points						
2A	Engage local trail groups to develop future trail routes	SOON	LONG-TERM	Miami County Highway Department/ Municipal Public Works Departments	Consultant	pg. 108
	A	Support trail efforts to connect Grissom, Maconaquah, Amboy and Converse to Connect to Cardinal Greenway				
3. Water Trails and Access Points						
3A	Canoe and Kayak Trails	NOW	MID-TERM	Miami County Visitors Bureau and Parks Department	None	pg. 108
	A	Engage Wabash River Corridor for potential funding for access points along Wabash River				
	B	Explore funding sources for development of access points and water trails				

ENVIRONMENTAL FEATURES AND OPEN SPACE						
STRATEGY	PRIORITY (NOW--SOON--DOWN-THE-ROAD)	TIME FRAME (LOW-HANGING-MID-TERM--LONG-TERM)	PRIMARY RESPONSIBLE PARTY/ SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)	
3. Water Trails and Access Points						
3B	Additional public access point to the rivers should be created to enhance public recreation amenities	SOON - DOWN-THE-ROAD	MID-TERM	Miami County Planning Department/ Plan Commissions/Planning Staff/ Miami County Tourism	Consultant	pg. 108
	A	Create an access point to the Eel River at the Zinn Bridge on 700 N and 500 E				
	B	Create an access point to the Wabash River at the Omar Cole site near the intersection of W Wabash Road and the East Miami County line				
	C	Create an access point within the City of Peru on the Northeast side of the Broadway Bridge near the intersection of Broadway and Canal Street east side				
	D	Create an access point within the City of Peru, along the Riverwalk in Miamisfort Park				
	E	Maintain and promote existing access points to Wabash River Heritage Corridor Commission and IDNR				
	F	Promote to and explore partnerships for maintaining access points with local canoe and kayak outfitters				
4. Existing Assets						
4A	Expand recreation network assets	NOW	MID-TERM	Miami County Planning Department/ Plan Commissions/Planning Staff	Consultant	pg. 109
	A	Develop park and recreation opportunities along and with access to the Nickel Plate Trail				
	B	Study countywide park and recreation need for additional park and recreation opportunities				
	C	Explore countywide park management system				
	D	Update Park and Recreation Master Plan every five years to maintain eligibility with IDNR				
4B	Consider more opportunities and expansion around natural assets within the county	NOW	MID-TERM	Miami County Planning Department/ Plan Commissions/Planning Staff	Consultant	pg. 109
	A	Consider further economic development and community amenities around the Mississinewa Reservoir				
	B	Consider further development and community amenities around the Bunker Hill Drag Strip				

COMMUNITY FACILITIES AND INFRASTRUCTURE

STRATEGY		PRIORITY (NOW--SOON--DOWN-THE-ROAD)	TIME FRAME (LOW-HANGING-MID-TERM--LONG-TERM)	PRIMARY RESPONSIBLE PARTY/ SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)
1. Water Infrastructure Improvements						
1A	Miami County should continue to coordinate with local municipalities to ensure adequate and clean water supply	NOW-SOON-DOWN-THE-ROAD	LONG-TERM	Indiana Department of Environmental Management/ Indiana Department of Natural Resources/ Board of Works/ Utilities	Consultant	pg. 113
	A	Identify areas of need for new facilities				
	B	Identify areas that need protection to maintain groundwater quality				
	C	Identify buffer areas for surface water and groundwater sources				
2. Sewer Infrastructure Improvements						
2B	Upgrade existing septic systems within floodplain areas to municipal sewer	NOW	MID-TERM	Indiana Health Department/ Board of Works/ Utilities	Consultant	pg. 115
2C	Upgrade septic systems in areas of poor drainage	NOW	LOW-HANGING	Indiana Health Department/ Board of Works/ Utilities/ Drainage Board	Consultant	pg. 115
	A	Identify and prioritize locations to upgrade				
	B	Establish a schedule and program for upgrades				
	C	Establish a schedule for regular inspection and review				
3.. Stormwater Infrastructure Improvements						
3A	Maintain collection/ temporary storage laterals for full effectiveness during heavy rain	NOW	LOW-HANGING	Miami County and Peru Planning Department/Plan Commissions/Board of Works/Utilities/ Drainage Board	Consultant	pg. 115
	A	Conduct a study to evaluate options for funding sources				
3B	Continue to implement MS4 Plans	NOW	MID-TERM	Miami County Planning Department/ Plan Commissions/Board of Works/ Utilities/ Drainage Board	Consultant	pg. 115
3C	Encourage and promote individual stormwater mitigation efforts	NOW	LOW-HANGING	Indiana Department of Environmental Management/ Miami County Planning Department/Plan Commissions/Board of Works/ Utilities/ Drainage Board	Consultant	pg. 115
	A	Encourage an individual rain barrel program, rain gardens, downspout connections, etc.				
	B	Incentivize use of stormwater management tools				
	C	Engage Soil and Water Conservation for tools and outreach				

COMMUNITY FACILITIES AND INFRASTRUCTURE

STRATEGY		PRIORITY (NOW--SOON--DOWN-THE-ROAD)	TIME FRAME (LOW-HANGING-MID-TERM--LONG-TERM)	PRIMARY RESPONSIBLE PARTY/ SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)
4. Technology Infrastructure						
4A	Improve areas within the county to ensure adequate Internet for education and public safety purposes	NOW	LOW-HANGING	Miami County Planning/Miami County Economic Development	None	pg. 115
	A	Identify areas in the County with dead zones and weak service				
	B	Engage Rural Broadband Working Group (Office of lieutenant Governor)				
	C	Engage communication partners to improve and expand infrastructure				
	D	Explore funding sources for broadband and cellular infrastructure				
5. Alternative Energy Infrastructure						
5A	Explore funding sources for alternative energy for municipal and private infrastructure improvements	NOW	LOW-HANGING	Miami County Planning/Miami County Economic Development	None	pg. 116
5B	Explore solar power opportunities	SOON	LOW-HANGING	Miami County Planning/Miami County Economic Development	None	pg. 116
	A	Explore areas surrounding the Grissom Air Reserve Base that is not capable of development or farming				
	B	Explore solar power opportunities at school, utility and airport properties				
7. Community Service Improvements						
7A	Encourage and expand high school post-secondary education and employer based programs.	NOW	LOW-HANGING	School Boards	School Districts	pg. 116
	A	Explore possibilities for more sharing of resources among/across school districts				
	B	Expand STEM programs (Science, Technology, Engineering, Math)				
	C	Expand dual credit programs to earn credits towards a college education				
	D	Create a college savings plan for students similar to Wabash County Promise				
	E	Work with local businesses to create internship and co-op opportunities				
	F	Create a "Life After High School" program				

ECONOMIC DEVELOPMENT						
STRATEGY	PRIORITY (NOW--SOON--DOWN-THE-ROAD)	TIME FRAME (LOW-HANGING-MID-TERM--LONG-TERM)	PRIMARY RESPONSIBLE PARTY/ SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)	
1. Attract new, high quality business and development opportunities and support and encourage the continued success and growth of the existing business base						
1A	Maintain inventory of all currently available properties and buildings on Zoomprospector and add more product types	NOW	LOW-HANGING	Miami County Economic Development Authority	Consultant	pg. 121
1B	Provide new infrastructure improvements to enhance the shovel ready status	NOW	MID-TERM	Miami County Highway Department/ Municipal Public Works Departments/ Miami County Economic Development Authority	Consultant	pg. 121
A		Broadway Landing				
B		SW quadrant of US 31/US 24				
1C	Create new "inventory" or "product" to market	NOW	LOW-HANGING	Miami County Economic Development Authority	Consultant	pg. 121
A		Investigate P3 opportunities to develop shell building space in targeted locations				
B		Create and distribute Request for Proposals (RFP) to potential private investment partners to develop new aviation industry space at Grissom				
C		Acquire re-designation of Grissom as shovel ready				
1D	Create a network of potential angel investors and venture capital investors	SOON	MID-TERM	Miami County Economic Development Authority	Local organizations	pg. 121
1E	Create and promote local entrepreneurial network	SOON	LOW-HANGING	Miami County Economic Development Authority	Schools, local organizations	pg. 121
A		Create a small business/entrepreneurship initiative that provides early stage assistance and resources to start up companies (Whitley County has good programs)				
B		Explore opportunities for entrepreneurial programs in local high schools that partner students with mentors in the business community (CEO program)				
1F	Create and implement bi-annual round table discussions for market sector groups	NOW	LOW-HANGING	Miami County Economic Development Authority	Local Organizations	pg. 121
A		Establish regular meetings to share current information and ideas				
1G	Create and implement an annual business survey	NOW	LOW-HANGING	Miami County Economic Development Authority	Software	pg. 121
A		Gather input from surveys to better understand the desires and successes of the business community to include a wage and benefit survey				
1H	Establish and implement an annual business awards program	SOON	LOW-HANGING	Miami County Economic Development Authority	None	pg. 121
A		Expand current event to honor more businesses and to a wider audience				
1I	Create targeted marketing to include trade shows and direct visits with site selectors	NOW	LOW-HANGING	Miami County Economic Development Authority	None	pg. 121

ECONOMIC DEVELOPMENT

STRATEGY	PRIORITY (NOW--SOON--DOWN- THE-ROAD)	TIME FRAME (LOW-HANGING- MID-TERM--LONG- TERM)	PRIMARY RESPONSIBLE PARTY/ SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)
2. Support and Collaborate with education and workforce development partners					
2A	NOW	LOW-HANGING	Miami County Economic Development Authority	Consultant/ Local organizations	pg. 121
<p>A Create/promote internship and apprenticeship programs</p>					
<p>B Develop a training facility specific to aviation industry</p>					
<p>C Establish regular visits between businesses and training providers to explore opportunities for customized training</p>					
<p>D Explore the possibility of business incubators or culinary incubators in partnership with Ivy Tech</p>					
3. Support and collaborate with local and regional planning and economic development organizations					
3A	NOW	LOW-HANGING	Miami County Economic Development Authority	Consultant/ Software	pg. 121
<p>A Engage regional planning commission to coordinate this effort</p>					
3B	NOW	LOW-HANGING	Miami County Economic Development Authority	None	pg. 121
4. Support and collaborate with local and regional recreation and tourism agencies					
4A	NOW	LOW-HANGING	Miami County Economic Development Authority	None	pg. 121
<p>A Partner with neighborhood organizations to expand audiences and success of programs</p>					
<p>B Consider combining Miami County Economic Development Authority, Tourism, and Chamber agencies.</p>					
5. Focus efforts on strategic geographic areas					
5A	SOON	MID-TERM	Miami County Planning Department/ Local municipal planning staff/ Miami County Economic Development Authority	Consultant	pg. 122
<p>A Grissom Aeroplex, US 31 / US 24, Broadway Landing Area, Peru Industrial Park</p>					
6. Establish additional incentive policies and programs					
6C	SOON	LOW-HANGING	Miami County Economic Development Authority	None	pg. 119
<p>A Establish a program</p>					
<p>B Seek funding sources and opportunities</p>					
<p>C Set up an application process</p>					
7. Focus efforts on primary industry sectors					
7A	SOON	LONG-TERM	Miami County Economic Development Authority	None	pg. 122
<p>A Advanced Manufacturing, Agriculture, Aviation, Energy, Warehousing and logistics, Tourism</p>					

GOVERNMENT PROCESSES & POLICIES

STRATEGY		PRIORITY (NOW--SOON--DOWN- THE-ROAD)	TIME FRAME (LOW-HANGING- MID-TERM--LONG- TERM)	PRIMARY RESPONSIBLE PARTY/ SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)
1. Ensure the update and utilization of the Plan by boards, commission, bodies, etc.						
1A	Establish a schedule and process to review the progress of this plan annually and update every five years or as substantial changes occur	NOW	LOW-HANGING	Plan Commissions/Planning Staff	Organized Committees	pg. 127
1B	Create a training manual for government officials, board members, and public on how to use and reference the Plan	NOW	LOW-HANGING	Plan Commissions/Planning Staff	Organized Committees/ Consultant	pg. 127
1C	Attend regional and/or national planning training (American Planning Association, OKI Chapter)	NOW	LOW HANGING	Planning Staff	None	pg. 127
1D	Provide <i>The Planning Commissioners Guide</i> to new members of the plan commissions	NOW	LOW-HANGING	Plan Commissions/Planning Staff	None	pg. 127
1E	Establish and maintain an active and engaged Main Street Organization	NOW	LOW-HANGING	Main Street, Miami County Economic Development Authority, Planning Staff	None	pg. 127
1F	Consider consolidation of Miami County Economic Development Authority, Tourism, and Chambers into one organization.	SOON	MID-TERM	Miami County Economic Development Authority, Miami County Tourism, Miami County Chamber of Commerce	None	pg. 127
2. Incorporate plan graphics and maps into local systems						
3A	Create digital maps and graphics to support all aspects of government processes, policies, and planning	SOON	LOW-HANGING	Plan Commissions/Planning Staff	Consultant	pg. 127
	A	Municipal boundaries maps				
	B	Planning jurisdiction maps				
	C	Existing land use maps				
	D	Future land use maps				
	E	Current zoning maps				
	F	Infrastructure maps				

GOVERNMENT PROCESSES & POLICIES

STRATEGY		PRIORITY (NOW--SOON--DOWN-THE-ROAD)	TIME FRAME (LOW-HANGING-MID-TERM--LONG-TERM)	PRIMARY RESPONSIBLE PARTY/ SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)
4. Review and edit current regulatory policies and tools to align with vision, goals and objectives outlined in the Plan						
4A	Review ordinances to ensure support of the Plan's vision	NOW	LOW-HANGING	Plan Commissions/Planning Staff	None	pg. 127
4B	Unify ordinances among Miami County, Peru, Amboy, Bunker Hill, Macy, Denver and Converse	NOW	MID-TERM	Miami County Planning Department/ Plan Commissions/ and municipal Planning staff	Consultant	pg. 127
4C	Review permit requirements to ensure convenience and support of the plan	NOW	LOW-HANGING	Plan Commissions/Planning Staff	None	pg. 127
A		Insure requirements are friendly towards certain industries that are wanted to develop in certain areas. Such as, CAFOs, wind infrastructure, solar infrastructure, etc.				
5. Establish new regulatory policies and tools to enforce critical components to achieve the vision						
5A	Create US 31 Corridor Overlay Zoning District	NOW	MID-TERM	Plan Commissions/Planning Staff	Consultant	pg. 127
A		Implement the Planning Considerations recommendations from the AICUZ Study for Grissom Air Reserve Base to ensure limited/no encroachment and incompatible uses in restricted zones.				
5B	Establish regulatory standards for site and design guidelines for key development areas	SOON	MID-TERM	Plan Commissions/Planning Staff	Consultant	pg. 127
6. Monitor development to ensure consistency of zoning and building codes						
6A	Monitor development to ensure consistency of zoning and building codes	SOON	LONG-TERM	Planning Staff	None	pg. 128
7. Integrate building standards and guidelines to ensure safe neighborhoods and developments in line with health and safety similar to Crime Prevention through Environmental Design (CPTED)						
7A	Evaluate Safety By Design standards	NOW	LOW-HANGING	Plan Commissions/Planning Staff	Consultant	pg. 128
7B	Integrate police and safety review of sites	NOW	LOW-HANGING	Plan Commissions/Planning Staff	Consultant	pg. 128

MARKETING, COMMUNICATION AND PROGRAMMING

STRATEGY	PRIORITY (NOW--SOON--DOWN-THE-ROAD)	TIME FRAME (LOW-HANGING-MID-TERM--LONG-TERM)	PRIMARY RESPONSIBLE PARTY/ SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)	
1. Create a consolidated outreach and marketing program for quality of life components (tourism, recreation, community branding, education)						
1A	Partner with local municipalities and county residents to identify a strategic branding and marketing program to illustrate life in Miami County	SOON	MID-TERM	Miami County and municipal Planning Staff	Consultant	pg. 133
2. Define the brand of Miami County, Peru, Bunker Hill, Converse, etc. related to marketing and communications and architecture and environmental design						
2A	Create a Communications Plan	NOW	MID-TERM	Miami County Tourism	Consultant	pg. 133
	A	Create logos and graphic design elements				
	B	Create guidelines for architecture and environmental design elements				
	C	Create design elements for gateways, signage, and lighting				
3. Enhance transparency and information distribution						
3A	Enhance use of digital and Online communications	NOW	LOW-HANGING	Miami County/Local Municipal Planning/Administration/Marketing Departments	Consultant	pg. 133
	A	Update and enhance all existing Miami County and municipal websites				
	B	Establish and maintain municipal social media pages to promote tourism events and distribute information				
4. Create and utilize local tourism economic impact data on the local and regional economy						
4A	Conduct local study to understand the economic impacts of existing and potential tourism developments	SOON	LONG-TERM	Miami County Tourism	Consultant	pg. 133
	A	Explore impacts of hotels and lodging developments				
	B	Explore impacts of restaurants and retail attractions				
	C	Explore impacts of seasonal events and festivals				
5. Work with the local agricultural businesses to enhance local opportunities for residents to engage with local food producers and products						
5A	Create physical opportunities for residents to interact with local producers	NOW	LOW-HANGING	Miami County Economic Development Authority, Miami County Tourism	Local Community Organizations, Businesses, Consultants	pg.133
	A	Create more local events, festivals, summits, and meetings to gather people and share local produce				
	B	Establish multiple local farmers markets throughout Miami County for tourists, residents and local producers to gather and trade.				
5B	Create a digital toolkit for residents to interact with local producers	NOW	LOW-HANGING	Miami County Economic Development Authority, Miami County Tourism	Consultant	pg.133
	A	Create Online forums, website pages, social media accounts to provide communication opportunities between residents and producers				

MARKETING, COMMUNICATION AND PROGRAMMING

STRATEGY		PRIORITY (NOW--SOON--DOWN- THE-ROAD)	TIME FRAME (LOW-HANGING- MID-TERM--LONG- TERM)	PRIMARY RESPONSIBLE PARTY/ SECONDARY SUPPORT	POTENTIAL OUTSIDE RESOURCE	PAGE NUMBER (TO REFERENCE IN TEXT)
6. Support, enhance and promote agritourism among the various agricultural businesses within the region and for tourism						
6A	Create a marketing plan specifically to promote agritourism regionally	SOON	LOW-HANGING	Miami County Tourism	Consultant	pg. 133
A		Create a branding theme, logo, website, etc. specifically designed around agritourism in Miami County				
6B	Seek additional agritourism entrepreneur opportunities	SOON	MID-TERM	Miami County Economic Development Authority, Miami County Tourism	Schools, Local Organizations	pg. 133
A		Develop a county-wide outreach program to create a agritourism entrepreneur business organization as a way to gather and connect local entrepreneurs				
6C	Work with local organizations to educate the youth	SOON	LOW-HANGING	School Districts, Miami County Economic Development Authority	Local Organizations, Businesses, and Schools	pg. 133
A		Partner with 4-H clubs, schools, and local agricultural businesses to develop educational events				
7. Support, enhance and promote key cultural events such as Circus Week, Cole Porter Festival, seasonal festivals, music and art festivals, athletic events, and local community festivals						
7A	Create strategic plans to enhance overall performance	SOON	MID-TERM	Miami County Planning Department/ Municipal Planning Staff	Local Organizations, Consultants	pg. 133
A		Enhance marketing, promoting, and communication of these community events				
B		Enhance physical needs such as lodging, restaurants, technology and staff around these events				

**APPENDIX A: LARGE FORMAT MAPS
SEE ATTACHED DIGITAL CD**



PART FOUR
SUPPLEMENTAL MATERIALS

**APPENDIX B: MEETING MATERIALS
SEE ATTACHED DIGITAL CD**



**PART FOUR
SUPPLEMENTAL MATERIALS**

**APPENDIX C: ZONING ORDINANCES
SEE ATTACHED DIGITAL CD**



**PART FOUR
SUPPLEMENTAL MATERIALS**



AMERICAN
STRUCTUREPOINT
INC.