42

SOUTH FRANKLIN STREET

SOUTH GATEWAY CORRIDOR PLAN

MICHIGAN CITY, INDIANA

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1.0 Introduction

1.1 Planning Program

A corridor plan serves many functions. Among them is to forge a collective vision of the future; prepare a plan and implementation measures to guide (re)development outcomes; to coordinate public investments with private development; to seize economic opportunities while managing natural resources and community character; to make better informed decisions about the highest and best use of an increasingly finite resource - *available land for redevelopment*. Because the decisions made today by the City of Michigan City and its Redevelopment Commission will have a significant impact on the physical character, livability, and economic attractiveness of the US Highway 421 / S. Franklin Street corridor in the coming years. For this reason, it is essential to plan and prepare in a manner that will ensure high-quality, predictable and sustainable development that is both attractive and economically viable.

The purpose of the US Highway 421 / S. Franklin Street "South Gateway" Corridor Plan (421 Corridor Study Area) is to set forth a deliberate, overarching strategy to improve the function and economic potential of the corridor, its east-west counterpart, US Highway 20 and several smaller arterials, including Cleveland Avenue, Ohio Street, and Count Road (CR) 400 N; and to enhance the 421 Corridor Study Area's appearance as a major entrance into the City. Through a robust citizen engagement program the 421 Corridor Study Area plan will establish a strategic outlook and vision with which to guide public and private reinvestment activity in a way that is coordinated, forward-looking and sustainable. The plan addresses both the visual and functional character of the public right-of-way as well as adjoining land use and likely redevelopment opportunities therein.

The 421 Corridor Study Area plan should advance key aspects that contribute to the enhancement of Michigan City's community "product," with respect to the qualities and assets that companies and residents look for when relocating to the area. The 421 Corridor Study Area plan should seek to reconcile the corridor's multiple and sometimes competing functions: to move high volumes of through-traffic as well as local traffic; provide access to property; carry important public infrastructure; connect several of the city's multi-use activity centers with key transportation corridors, such as Interstate 94 and US Highway 20; and serve as the city's main "face" to the northern Indiana region - all this, while continuing to serve as one of the city's central services corridors.

Specific Improvements to the 421 Corridor:

"Need to accommodate pedestrians and bicycle riders. Need to reduce driveway cuts. Reduce visual clutter. Develop a transition or expectation for travelers that they are going from Interstate Highway environment to business / residential to mid-town to Uptown to Washington Park to Lake Michigan. Reduce utility poles, and wires. Eliminate "sign pollution" by ordinance. Regulate electronic signs. Eliminate lighting glare and light-trespass with downward pointing full-cutoff fixtures. Blighted buildings need to be torn down - enforce or tighten building code."

1.2.1 Study Area Boundaries

As depicted in Figure 1.1, *421 Corridor Study Area*, the project boundaries include the commercial properties along US Highway 421, from the Interstate 94 northern right-of-way to Coolspring Avenue; a distance of approximately two and one-half miles; and the properties along US Highway 20, from Ohio Street east to Woodland Avenue; a distance of approximately 1.75 miles. Noteworthy intersections with the US Highway 421 thoroughfare requiring additional focus include CR 400 N/ Keiffer Road, US Highway 20 and Coolspring Avenue.

1.2.2 Composition / Jurisdiction of General Study Area

The 421 Corridor Study Area is under the jurisdiction of several public entities. Along County Road (CR) 400 N, Cleveland Avenue, and Pahs Road is the political boundary between LaPorte County and the City of Michigan City. The lands from CR 400 N, Cleveland Avenue, and Pahs Road southward toward Interstate 94 are within the jurisdiction of LaPorte County; and the lands to the north of these thoroughfares are within the City limits. The US Highway 421 thoroughfare, from US Highway 20 southward; and US Highway 20 thoroughfare are both under the jurisdiction of the Indiana Department of Transportation (INDOT). North of US Highway 20, US Highway 421 becomes S. Franklin Street and is under the jurisdiction of the City of Michigan City.

1.2.3 Location

At the northern edge of Indiana, US Highway 421 runs north-south in LaPorte County, as depicted in Figure 1.2, *Regional Context*. At the northern end, US 421 starts at S. Franklin Street and US Highway 20 in Michigan City. The highway continues south, passing through the towns of Westville, Wanatah, and La Crosse, but ultimately terminates in Fort Fisher, North Carolina. US Highway 421 is a major north-south link to and from Interstate Highways 94 (I-94) and 80/90. At the northern end of US Highway 421, the 421 Corridor Study Area is a major node for people traveling between the Chicago metro area and destinations in Michigan. It is 50 miles, about an hour drive, east of Chicago and 40 miles west of South Bend. In addition the 421 Corridor Study Area, at the crossroads of US Highway 421 and I-94 is also a gateway and major entrance to the larger city of Michigan City. The City is a familiar place to people who vacation at second homes on Lake Michigan, or visit the Lighthouse Place Premium Outlets and Blue Chip Casino; but for newcomers the US Highway 421 exit and corridor lacks landmarks, signage, and a strong identity to captures passersby and/or businesses to invest

Figure 1.2 Regional Context

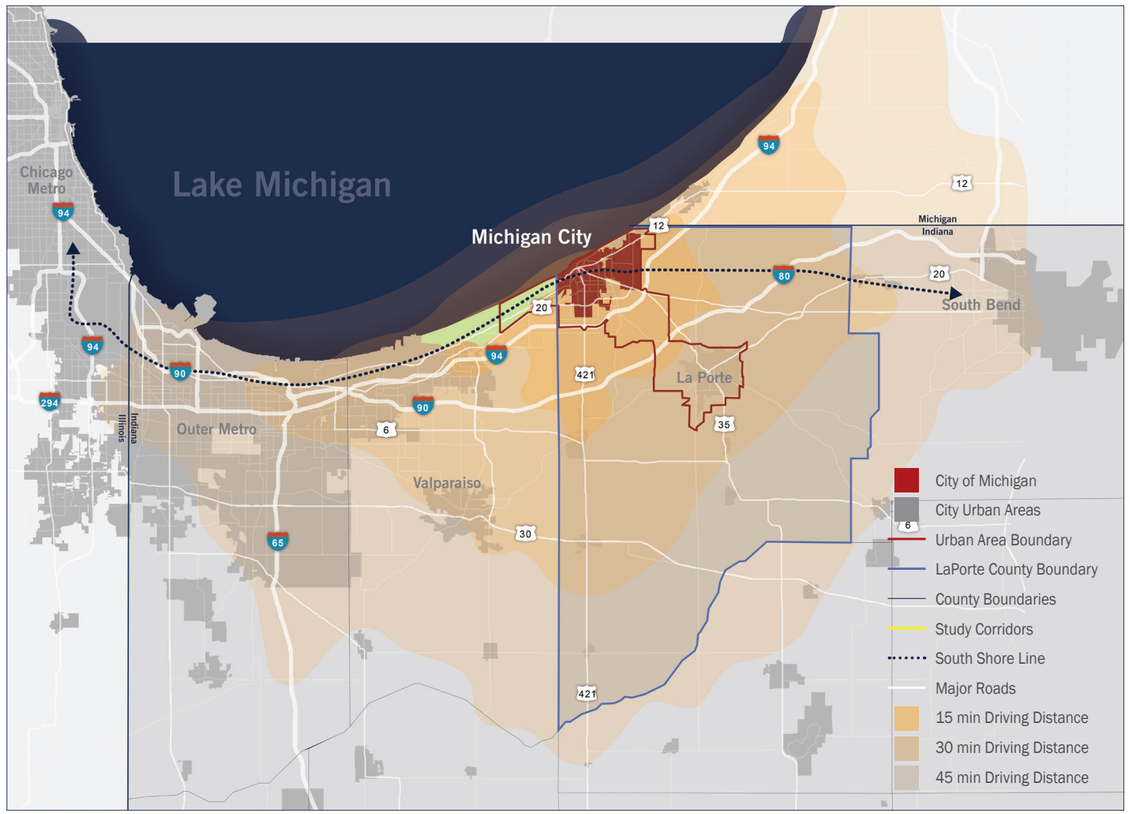
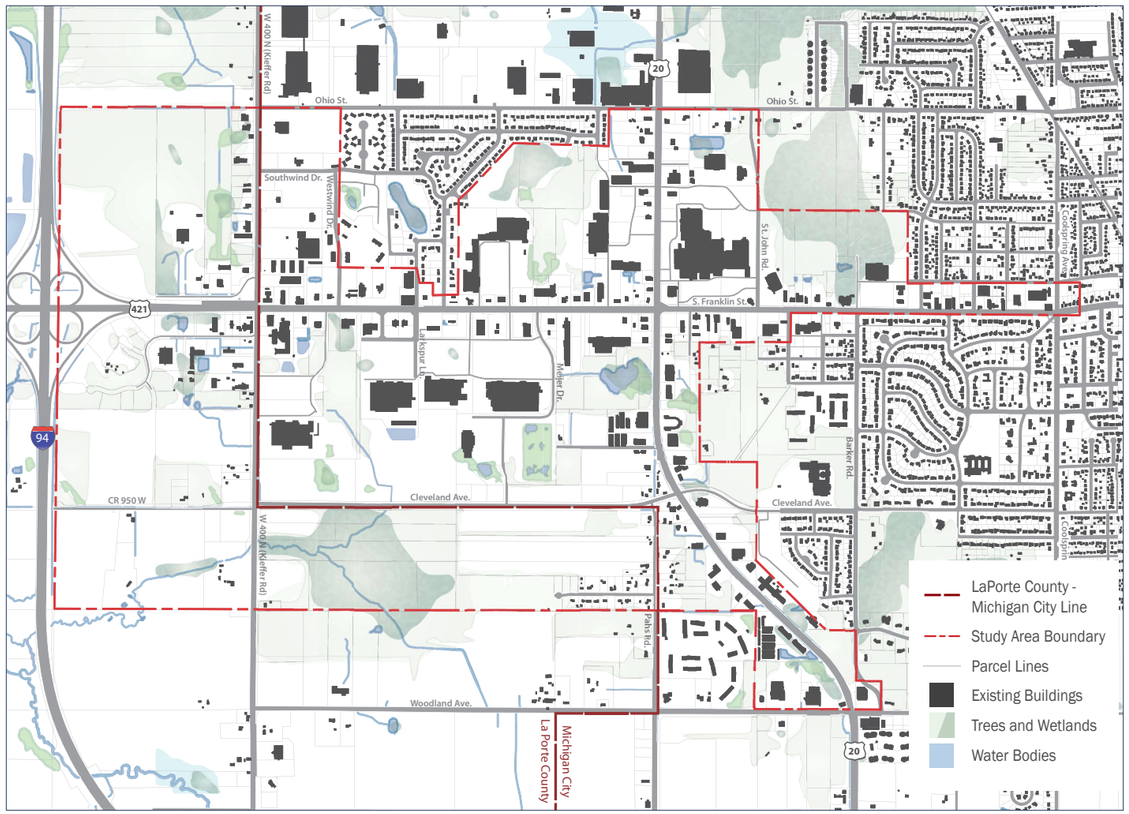


Figure 1.1 421 Corridor Study Area



Geomorphology – Lake Michigan Coast

Much of Michigan City's shoreline consists of sandy beaches and dune grasses. The dunes developed from the 'glacial lakes' that formed between the Valparaiso Moraine and the receding glacier.

In the 421 Corridor Study Area, typically sand is the predominant surficial soil north of US Highway 20 and silty clay is predominate south of US Highway 20. The groundwater table is shallow; typically within 5 feet of the surface during the wet seasons.

The Indiana section of Lake Michigan's shoreline is 45 miles in length of which 2.75 miles of shoreline is along Michigan City. In brief, from the west corporate City limits the industrial section of the shoreline is approximately 0.75 miles in length along Northern Indiana Power Service Company's (NIPSCO) Michigan City Generating Station. Moving eastward is the entrance to the Marina at Trail Creek then begins a 0.75 mile stretch along Washington Park followed by 1.25 miles of sandy beaches and referred to as the "Esplanade", which is a section of low sandy dunes covered in green beach grass and is sandwiched between the Lake front and residential homes to the south.

During the summer months, Washington Park and the beach are a major tourist attraction for the north end of the City.

Wetlands

In general, wetlands are areas where water covers the soil, or is present either at or near the surface of the soil for part or all of the year, including the growing season for plants. Wetlands are in-between places, which lie between deep water in lakes, ponds, and streams and dry upland.

Wetlands have soils which differ from soils in dry areas, exhibiting characteristics that show the soil developed in saturated conditions. Wetlands can be identified by these basic indicators: vegetation, hydrology and soils. All three characteristics must be present during some portion of the growing season for an area to be a jurisdictional wetland.

Wetland areas are protected by the Clean Water Act. The State of Indiana has adopted the Indiana Wetlands Conservation Plan (IWCP) as a guide for all wetlands conservation efforts in the state. The IWCP is designed to serve as a framework, and sets forth specific actions to be accomplished. The purpose is to achieve conservation in ways that are beneficial to all Hoosiers.

The Importance of Wetlands

Wetlands, like soils, trees, fields, rivers, hills, and other natural resources, are vital components of the Indiana landscape. Wetlands serve important functions, both in human benefits such as maintaining the quality of the water we drink and controlling flooding, and in environmental benefits such as providing habitat for endangered species of wildlife and plants. The fact that the majority of the wetland resources once present in Indiana have been lost or converted to other uses makes wetlands an especially critical resource for conservation.

Wetlands provide opportunities to filter storm drainage water before the water makes its way to tributaries, and rivers. Wetland plants and soils naturally store and filter nutrients and sediments. Calm wetland waters, with their flat surface and flow characteristics, allow these materials to settle out of the water column, where plants in the wetland take up certain nutrients from the water. As a result, our lakes, rivers and streams are cleaner and drinking water is safer. Wetlands also help to recharge our underground aquifers.

Wetlands protect homes from floods. Like sponges, wetlands soak up and slowly release floodwaters. This lowers flood heights and slows the flow of water down rivers and streams. Wetlands also help to control erosion. Shorelines along rivers, lakes, and streams are protected by wetlands, which hold soil in place, absorb the energy of waves, and buffer against strong currents.

Wetlands provide habitat for more than one-third of America's threatened and endangered species of animals and insects. Over 200 species of birds rely on wetlands for feeding, nesting, foraging, and roosting. Many of the plants and animals have adapted to life and are reliant on saturated or flooded conditions.

Wetlands Jurisdiction

There are three governmental agencies that have jurisdiction over wetlands.

1. The US Army Corps of Engineers (USACE) has jurisdiction over all navigable Waters of the United States under the Rivers and Harbors Act of 1899. The USACE also regulates the placement of dredge or fill materials into the Waters of the United States under Section 404 of the Clean Water Act.
2. The Indiana Department of Environmental Management's (IDEM) Office of Water Quality is responsible for maintaining, protecting and improving the physical, chemical and biological integrity of Indiana's waters. IDEM administers the Section 401 Water Quality Certification (WQC) Program, and draws its authority from the Federal Clean Water Act and from Indiana's Water Quality Standards.
3. The Indiana Department of Natural Recourses (IDNR) IDNR is charged by the State of Indiana to serve as stewards of Indiana's surface and ground water resources for the benefit of present and future generations. In order to work within a wetland it must be permitted by one of the preceding agencies. The permit will mandate the mitigation requirements.

For example: If a developer plans to dredge, excavate, or fill within lakes, rivers, streams, ditches, wetlands, or other regulated waters, he or she must obtain a federal permit from the USACE prior to the commencement of work. Because the USACE permit would authorize a discharge to Waters of the State, the USACE will require state authorization from IDEM as part of the permitting process.

Wetlands Conversion

Under certain circumstances, wetlands can be converted into drylands. However, IDEM will require an applicant to avoid impacting wetlands, streams, lakes, and rivers. Applicants must demonstrate to IDEM that the impacts and their applications are necessary. If impacts are unavoidable, an applicant must demonstrate how their proposed project and all unavoidable impacts to wetlands and Waters of the State have been minimized. Applicants must provide compensatory mitigation for any remaining adverse impacts to wetlands and other Waters of the State. Compensatory mitigation is the last step in a three-step approach of (1) avoidance, (2) minimization, and (3) compensation or wetland mitigation. Wetland Mitigation is the practice of compensating for the destruction or degradation of wetlands in one location by creating or restoring wetlands in another location. Mitigation is required as a condition of most permits issued under state law and federal law. The goal of wetland mitigation is to replace wetland functions which provide public benefits, such as flood storage, water quality protection, fish and wildlife habitat, and ground water recharge

The IDEM will deny a permit or certification if the application is deficient, if the activities are unnecessary, or if the proposed compensatory mitigation is determined to be insufficient to offset the effects of the destruction or degradation of wetlands.

Often the requirements mandate that compensatory mitigation take place at a rate of two to three times the area of converted wetland. In other words, for every acre of disturbed wetland the governing agency will require that two to three acres of dryland are converted into wetland habitat. There are local wetland banks that can be purchased to suffice the mitigating requirements. There is a wetland bank in northwest Indiana called the Lake Station Wetland Mitigation Bank. The Bank is a 223 acre site in the Lake Michigan watershed containing 202 acres of wet prairie habitat.

There are other opportunities to enhance existing local wetlands to promote a better quality of wetland. These compensatory actions provide some form of substitute aquatic resource such as;

- restoration of areas that were previously wetland;
- stream restoration activities;
- enhancement of existing wetlands
  - This involves removal and proper disposal of garbage that often accumulates in wetland areas through illegal dumping. This would also involve the removal of invasive species of plants and trees, as well as, planting native vegetation and trees.

Wetlands Utilization

Wetlands may provide opportunities to enhance areas for recreation, education, and aesthetics. More than 98 million Americans hunt, fish, bird watch, or photograph wildlife. Americans spend $59.5 billion annually on these activities.

Wetlands can also be utilized to filter storm drainage water, as well as, provide opportunities for recreation. For example, within Michigan City there is an area that has been enhanced along the Striebel Ditch, called Striebel Pond.

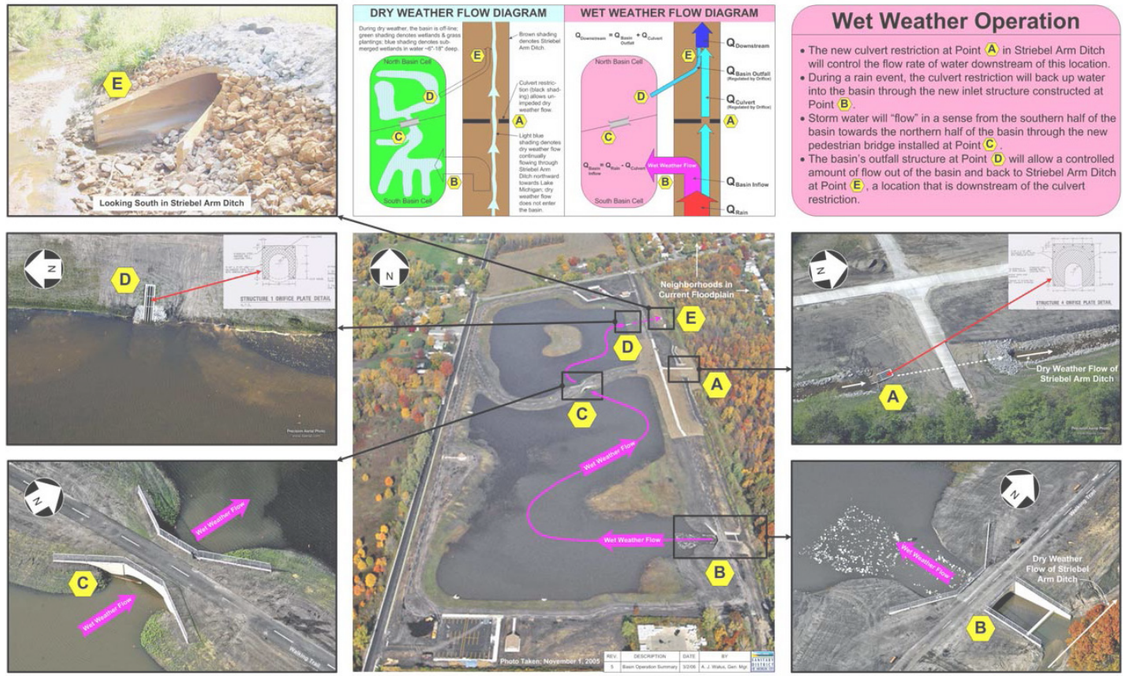
Striebel Pond is fed from Striebel Ditch; during heavy rain events water is diverted through a weir structure into Striebel

1.3 Corridor Setting: Natural Environment

Pond from Striebel Ditch where the entering waters have a chance to settle out debris and sediment before out letting back into Striebel Ditch. The Striebel Pond provides 250 acre-feet of storage which provides temporary relief from an inundated storm system during heavy rain events.

The site was also designed to serve as a multi-use nature themed park, with public amenities including more than a mile of paved multi-use pedestrian trail with park benches, picnic tables, trash cans, grills, two parking lots, a gazebo, two shelters, two pedestrian bridges (including the intake weir structure), and two restroom units to promote public use of the park. The end result is an aesthetically pleasing nature center, with recreational and educational opportunities, that also reduces flooding, improves water quality, and provides wildlife habitat.

There may be opportunities to enhance the wetland and pond area south of US Highway 20 and east of US Highway 421 (near the Advance Auto Parts store). The pond and wetland area could be converted into a scenic recreational area with a pedestrian pathway and other amenities similar to Striebel Pond. There are two proposed north-south trail systems that will be constructed near the 421 Corridor Study Area. As described within the Michigan City Greenways Master Plan (2005, the Monon Trail will be constructed west of Ohio Street along the former Monon Railroad and will cross US Highway 20. The Monon Trail will pass and tie into the Striebel Pond Recreational Park. The Michigan City / LaPorte Trail will be constructed along Woodland Avenue and will cross US Highway 20. The said pond may provide a scenic water feature destination that could connect both trail systems with a pedestrian pathway from Woodland Avenue to the former Monon RR, and as mentioned earlier it will also tie in the Striebel Pond Recreational Park. The pedestrian pathway could be a good way for pedestrians to access the US Highway 421 corridor, as well as, providing economic opportunities to the surrounding businesses.



Michigan City Earl Road Flood Control Basin (Striebel Pond): A 48-acre off-line basin with an 81.5 million gallon storage capacity

Source: "Striebel Pond - Proactive Water Quality Approach to a Flood Control Project" prepared by Christopher B. Burke Engineering, Ltd

Striebel Pond

Source: Haas Associates

Wetlands Constraints

There are several parcels containing wetlands identified within the Study Area. These parcels will require wetland mitigation in order to develop the parcel.

A report had been prepared for the Redevelopment Commission regarding a wetland located at the south end of the Study Area. The location of the parcel containing the wetland is east of US Highway 421 and north of 400 North. The report was prepared for the extension of the Towne Center Road from its current south terminus to the US Highway 421 drive entrance to Wal-Mart. The report identified wetlands, provided a wetland mitigation plan, and provided an estimated cost for construction.

This extension would allow for an internal traffic connection between the existing development and the Wal-Mart development thus reducing the need for additional access points along Franklin Street. The extension would be about 450 feet long and appear to require the acquisition of right of way from three property owners. This extension should utilize the same cross section as the existing road thus including curbs. The estimated cost not including right of way was $300, 000, in 2004.

Mitigation is proposed for impacts from the extension of Towne Center Road. The total project length is approximately 450 feet and the proposed right-of-way width is approximately 40 feet. Mitigation for the filling of approximately 34,850 square feet (0.08 acre) of a palustrine scrub shrub (PSS) wetland includes the planting of approximately 130,680 square feet (3.0 acres) of wetland vegetation adjacent to an existing palustrine emergent (PEM) wetland at Patriot Park. The Patriot Park mitigation site is located in Section 21, Township 37 North, Range 4 West, along the east side of US Highway 421 one mile south of County Road 400 North.

The size of the required wetland mitigation site is approximately 2.4 acres for the impacted PSS wetland. The development of this proposed mitigation site will use a 3:1 mitigation ratio (PSS wetlands) typically proposed by the Indiana Department of Environmental Management (IDEM) for the issuance of the Section 401 Water Quality Certification (WQC). The wetland mitigation site would be located within the same West Branch Trail Creek watershed as the impacted wetland. The mitigation site would be monitored for five (5) years to ensure the overall development and success. The site is located within Patriot Park, which is owned and managed by the Michigan City Park and Recreation Department. If required by the IDEM, a deed restriction would be placed on the mitigation site to ensure its protection in perpetuity.

1.4 Corridor Setting: Built Environment

The 421 Corridor Study Area is primarily composed of a smattering of auto-urban commercial / retail strip land uses ranging in size and intensity. Reference Figure 1.3, *Corridor Views*, to see some perspectives from the motorist. Beginning on the southern end, close to the Interstate Highway 94 interchange, and extending northward to US Highway 20, the 421 Corridor Study Area consists of several "big box" retail stores, which are set back from the US Highway 421 thoroughfare. Flanking either side of US Highways 421 and 20 are several free standing, commercial franchises, occurring with fairly regular frequency. Within the northwest quadrant of the intersection of US Highways 421 and 20 stands the Marquette Mall, a somewhat dated and largely vacant shopping mall, consisting of Carson's and Sears anchor department stores. Immediately to the west of the mall, set back from US Highway 20 is a small theater complex and an Ace hardware store.

North of US Highway 20, flanking what is now S. Franklin Street, are several auto-oriented, retail establishments, such as an older motel, an automobile dealership, a discount grocery store, fast food restaurants, commercial strip centers, a gas station, drug store, and the like. This portion of the corridor is also home to Ivy Tech Community College, a significant driver of daily activity within Michigan City. On the east side of S. Franklin Street, approximately one third of the way between US Highway 20 and Coolspring Avenue, the General Commercial zoned property (B2) gives way to a single family detached residential neighborhood (R1C).

From Ohio Street to the west, to Woodland Avenue to the east. US Highway is very similar in commercial character as US Highway 421 / S. Franklin Street, consisting of commercial franchises set back varying distances from the roadway edge. Within the southwestern quadrant of the US Highway 20 / US Highway 421 intersection is the recently renovated Dunes Plaza, which includes a Kohl's Department Store and a few other stores. To the east of the intersection, development becomes more marginal in character; there are a few closed commercial buildings, a few older motels, some furniture-related stores, auto dealerships, etc. The land uses along these two principal thoroughfares contribute to a very auto-centric, commercial character. There is little connectivity between parcels, except for automobile access. Signage, a general lack of order and maintenance, frayed edge conditions, vacant parcels, and haphazard parking configurations all contribute to a visually cluttered landscape.

Figure 1.3 Corridor Views

1.5 Corridor Setting: Thoroughfare Description

As discussed, the US Highway 421 / S. Franklin Street corridor is one of the primary roadways providing access to Michigan City. The corridor connects the city with Interstate 94 (I-94) and US Highway 20—two critical east-west transportation links in northern Indiana. In addition to carrying daily commuters to and from the city, the US Highway 421 / S. Franklin Street corridor also serves as a primary route to numerous destinations. From the northern end of the corridor, major destinations such as the lakefront, the Lighthouse Place Premium Outlets, and the Blue Chip Casino are accessible.

US Highway 421 and US Highway 20 are owned and maintained by INDOT. S. Franklin Street is an arterial owned and maintained by Michigan City. According to the INDOT Functional Classification Maps, each of these facilities is classified as Other Principal Arterials, meaning these facilities are intended to provide a high degree of mobility and access to the Michigan City-LaPorte Urban Area Boundary. This access is facilitated through a connection to I-94 that lies less than a mile south of Michigan City within LaPorte County. The I-94 connection results in the US Highway 421 / S. Franklin Street corridor being a primary route into / out of Michigan City.

US Highway 20 is designated by INDOT as a heavy haul route. This designation allows trucks carrying payloads in excess of the typical roadway weight limit to use US Highway 20. This designation extends from the Illinois state line to South Bend, Indiana.

CR W 400 N is classified as a Minor Arterial, while Cleveland Avenue and Ohio Street are classified as Major Collector, according to the INDOT Functional Classification Maps.

Typical Sections

US Highway 421 between CR 300 N and CR W 400 N is a four-lane facility with a posted speed of 45 mph. This traveled way is contained within a right-of-way that is 195 feet in width. Between CR W 400 N and US Highway 20, US Highway 421 is a five-lane curbed facility with right-turn lanes provided at various locations within a 105-foot right-of-way.

S. Franklin Street is a five lane curbed facility between US Highway 20 and Coolspring Avenue. This segment of S. Franklin Street utilizes an 80-foot right-of-way.

US Highway 20 is a five-lane curbed facility with a 100-foot right-of-way. The posted speed limit along US 20 is 45 mph.

West of US Highway 421, CR W 400 N is a four-lane rural facility with a 110-foot right-of-way width and a posted speed limit of 35 mph. East of US Highway 421, CR W 400 N is a five-lane curbed facility with a 90-foot right-of-way width and a posted speed limit of 35 mph.

Ohio Street is a two-lane facility with a posted speed limit of 30 mph. The right-of-way along Ohio Street is 60 feet in width.

Cleveland Avenue is a five-lane curbed facility with a 110-foot right-of-way width and a posted speed limit of 45 mph.

Access

Between CR 300 N and CR W 400 N, US Highway 421 lies within limited access right-of-way, meaning no driveways are permitted. The properties abutting US Highway 421 and S. Franklin Street between CR W 400 N and Coolspring Avenue each have access to US Highway 421 / S. Franklin Street through one or more driveways. Full access is permitted at each driveway except for those in the vicinity of US Highway 20, which are restricted to right-in / right-out access. Along US Highway 20 west of US Highway 421, driveways are limited to right-in / right-out access. East of US Highway 421, full access is granted to all driveways except those in the vicinity of Woodland Court. No access management principles have yet been applied to CR W 400 N, Ohio Street, or Cleveland Avenue.

Traffic Volumes

INDOT provided traffic counts on numerous segments within the study area. Average annual daily traffic (AADT) volumes obtained from these counts are summarized in Figure 1.4, *AADT Volumes*. Based on the magnitude of the volumes, the connection to I-94 results in US Highway 421 being a major route into / out of Michigan City. The volumes also indicate significant turning volumes at the US Highway 421 / US Highway 20 / S. Franklin Street intersection, as volumes vary significantly between the legs of this intersection.

No traffic volumes were available for Ohio Street, CR W 400 N, or Cleveland Avenue.

Figure 1.4 AADT Volumes

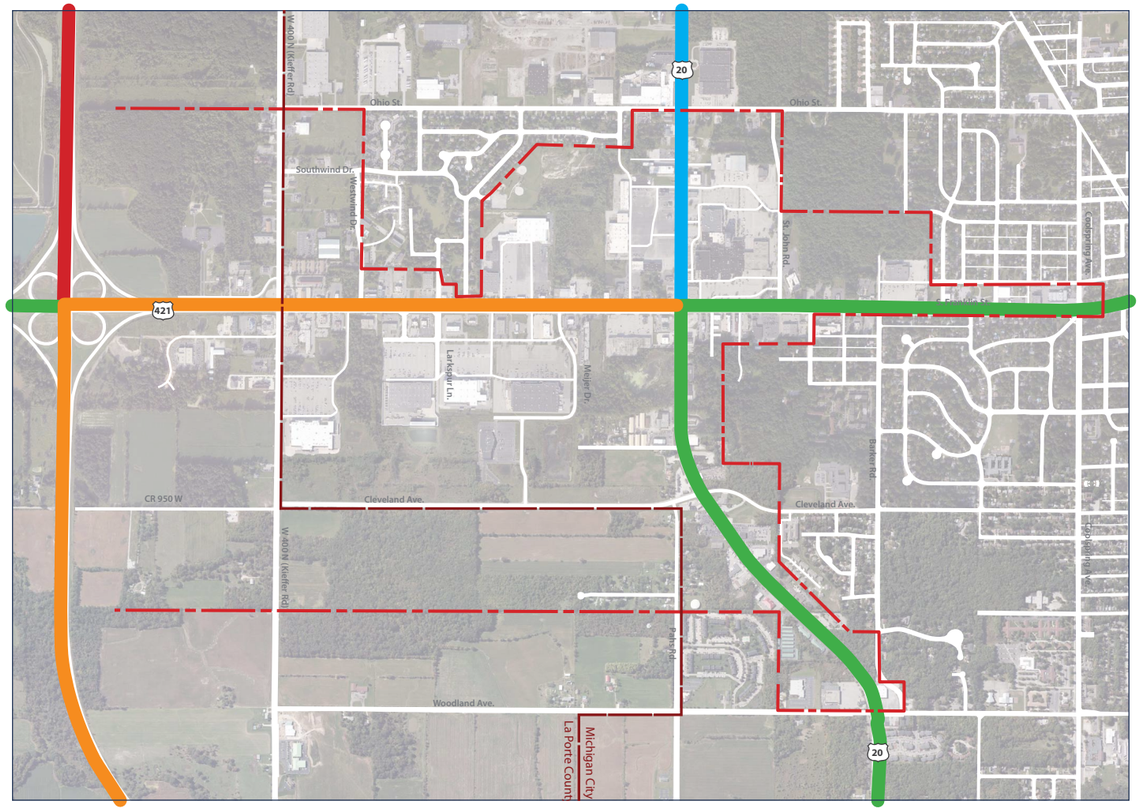
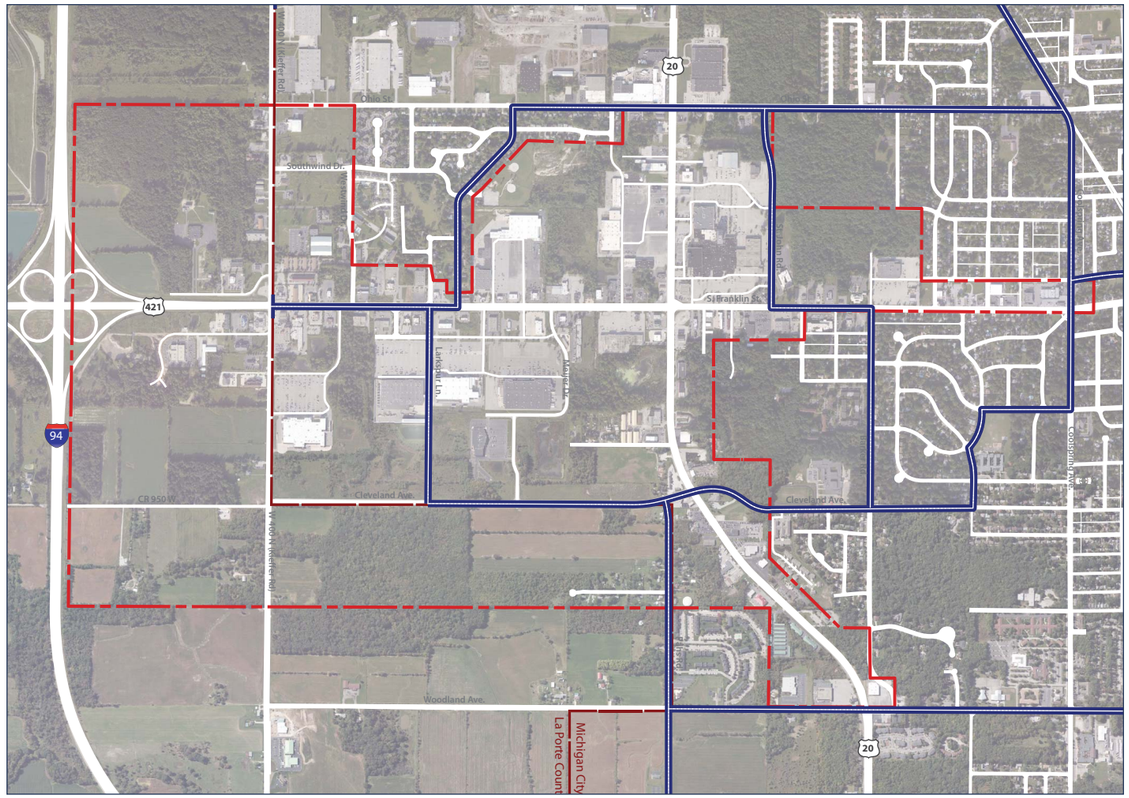


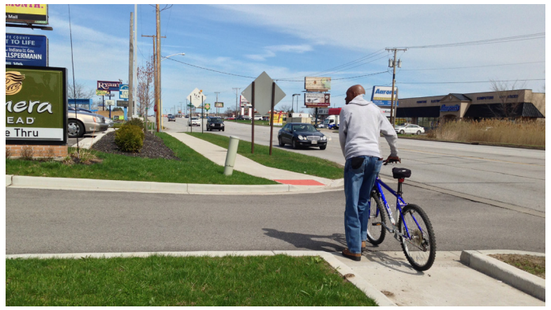
Figure 1.5 Bike Routes and Future Trails



Active Transportation Facilities

Accommodations for bicyclists are lacking within the 421 Corridor Study Area. No bike lanes are provided along any of the study roadways; however, the paved outside shoulders of US Highway 421 between CR 300 N and CR 400 N do provide a travel way for bicyclists. In the remainder of the study area, motorists and bicyclists are forced to share roadways, on which no shared lane markings are provided. Figure 1.5, *Bike Routes and Future Trails*, demonstrates existing routes and future regional trails.

Pedestrians are also not well accommodated in most of the study area. Between I-94 and US Highway 20, no sidewalks are provided along US Highway 421. Sidewalks are more prevalent near the north end of the study corridor area and are provided along portions of S. Franklin Street. Between US Highway 20 and St. John Road, a sidewalk is provided along the east side of S. Franklin Street for approximately 15 percent of the segment length. A continuous sidewalk is provided along the west side of S. Franklin Street between St John Road and Barker Road, while discontinuous segments of sidewalk are provided along only 10 percent of the east side in this same segment. Continuous sidewalks are provided along both sides of S. Franklin Street between Barker Road and Coolspring Avenue. No sidewalks are provided along CR 400 N, while a sidewalk is provided along the southbound lanes of Cleveland Avenue between US Highway 20 and CR 400 N and also along the east side only of a portion of Ohio Street.



Perceived Transportation Issues

Based on input received from the initial Corridor Stakeholder Meeting, the US Highway 421 / S. Franklin Street corridor and US Highway 20 have several traffic-related issues that should be addressed. These issues are summarized as follows:

- Traffic congestion between I-94 and US Highway 20
- Too many access points along US Highway 421 and S. Franklin Street
- Lack of frontage roads
- Vehicular speeds along the US Highway 421 / S. Franklin Street corridor frequently exceed the posted speed limits
- Pedestrian circulation is lacking along much of the corridor
- Service times for public transit in the corridor do not cover all high-demand periods
- High volume of trucks on US Highway 20, which is a heavy haul route, pose safety issues for local users of the facility

This study will evaluate the corridors to determine the severity of each of the concerns listed above and will explore various tools as potential remedies to these issues.

1.6 Planning Context (Concurrent Planning Studies)

To better inform this US Highway 421 / S. Franklin Street "South Gateway" Corridor Plan, several recent planning studies and reports were reviewed, including:

- *NIRPC 2040 Comprehensive Regional Plan* (2011);
- *Elston Grove Historic District Streetscape Design Guidelines*;
- *Michigan City Downtown Action Agenda 2013* (HyattPalma, Inc.);
- *Town Center Road Extension Report* (Beam, Longest and Neff, LLC);
- *Michigan City Greenways Master Plan* (2005);
- *Countywide Land Development Plan*, and the
- *Lake Michigan Gateway Implementation Strategy*.

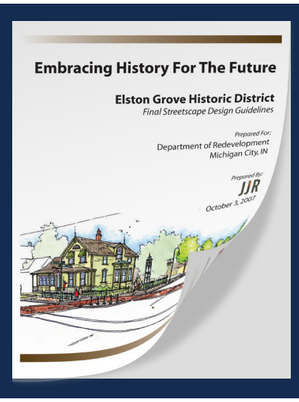
1.6.1 Concurrent Planning Studies

NIRPC 2040 Comprehensive Regional Plan

The 2040 Comprehensive Regional Plan (2040 CRP)was developed by the Northwestern Indiana Regional Planning Commission (NIRPC) in 2011 and represents the first plan with a comprehensive vision for sustainable growth and development within Lake, Porter and LaPorte counties. The Growth and Revitalization Vision for the region includes several key components that guide the Plan's principal elements, which include the following:

- Growth and Conservation Pattern;
- Transportation;
- Environment and Green Infrastructure;
- Human and Economic Resources;
- Stewardship and Governance; and
- Implementation.

The overarching Growth and Revitalization Vision of the 2040 CRP was developed through the CRP's scenario planning process and includes several key components, e.g., Community Type and Role, Focused Revitalization, Growth and Infill, and Green Infrastructure. Several of the key drivers that will influence the implementation of the 2040 CRP include the following:



Rendering of Streetscape Elements
Source: Elston Grove Historic District Streetscape Design Guidelines

- Recognize a possible increase of approximately 170,000 people within the next 30 years.
- Embrace constrained, planned growth and encourage sustainable development within existing communities whose population centers will be livable and vibrant.
- Develop a strong regional transit network.
- Protect natural, rural and agricultural assets; and
- Support local plans.

Within thew 2040 CRP Michigan City is recognized as a key metropolitan area worthy of focused revitalization efforts.

Elston Grove Historic District – Streetscape Design Guidelines

The Elston Grove Historic District (EGHD) Final Streetscape Design Guidelines was produced in 2007 for the Elston Grove neighborhood, which is east of S. Franklin Street and north of 11th Street. Key principles guiding the development of the plan include:

- Establishing a distinctive, positive image and identity; through providing neighborhood gateways and wayfinding, directional signage.
- Reinforcing a downtown, urban lifestyle; through promoting connections to commercial and recreational areas with context-sensitive, pedestrian-friendly, complete streets.
- Integrating the functional needs of the users; through physically separating pedestrian-scaled facilities from streets, and providing safe pedestrian crosswalks.

The overarching design concept is to develop streetscape guidelines will that look towards the future while recognizing Elston Grove's and Michigan City's connection to the past.

The streetscape design guidelines establish a hierarchy of street types based on functional classification and cross-section widths and recommend streetscape enhancements that are unique to each street type, but collectively represent a family of enhancements. Specific streetscape furnishings (ornamental street lights, benches, waste receptacles, bicycle racks) all bear a familial resemblance and elevate the identity of the Elston Grove neighborhood. Gateway treatments, special paving, decorative fencing and street trees help to provide spatial definition. Pocket parks provide small open space areas for neighborhood residents.

The US Highway 421 / S. Franklin Street "South Gateway" Corridor Plan will address pedestrian and vehicular circulation in a similar manner, using many of the same streetscape elements, although the scale and treatment will be distinctly different.

Town Center Road Extension Report (Beam, Longest and Neff, LLC.)

Two proposed projects are described within the Town Center Road Extension report:

1. **Extension of the North-South Frontage Road.** The development of the City's south side by extending the existing frontage road from its existing terminus behind the Gordon Food Service store south to the proposed Wal-Mart entrance on US Highway 421. This extension would allow for an internal traffic connection between the existing development and the Wal-Mart development thus reducing the need for additional access points along US Highway 421. The extension would be about 450 feet long and appear to require the acquisition of right of way from three property owners. This extension should utilize the same cross section as the existing road thus including curbs. The estimated cost not including right of way is $300,000.

2. **Widen County Road 400 North from Ohio Street to Woodland Avenue.** The widening of CR 400 N to accommodate the anticipated traffic flow in a safe manner and to provide additional growth opportunities in the area. The county is presently developing a land use plan for the area. The project would ideally widen CR 400 N to four lanes from Ohio Street to Woodland Avenue (7,975 +/- feet). The Michigan City RDC is willing to assume the duties of the lead agency such as retention of the design engineer, receive construction bids and serve as project administrator. The county should also provide a land use plan for the adjacent area north of I-94 that is not in the city limits. Should the county not participate, the project should continue forward but only between US Highway 421 and Cleveland Avenue. The preliminary estimates for the project including engineering and construction are $3 million if the open storm system is maintained. It may be in Wal-Mart's best interest to also participate in the project.

3. **Proposed Wetland Mitigation Plan.** Mitigation is proposed for impacts from the extension of Town Center Road in Michigan City, east of US Highway 421 and north of CR 400 N / Kieffer Road in LaPorte County. The total project length is approximately 450 feet and the proposed right-of-way width is approximately 40 feet. To mitigate for the filling of approximately 3,485 square feet (0.08 acre) of a palustrine scrub shrub (PSS) wetland, planting approximately 130,680 square feet (3.0 acres) of wetland vegetation adjacent to an existing palustrine emergent (PEM) wetland at Patriot Park in Michigan City, LaPorte County, Indiana is proposed as mitigation. Specifically, the proposed mitigation site is located in Section 21, Township 37 North, Range 4 West.

   The size of the required wetland mitigation site is approximately 2.4 acres for the impacted PSS wetland. The development of this proposed mitigation site will use a 3:1 mitigation ratio (PSS wetlands) typically proposed by the Indiana Department of Environmental Management (IDEM) for the issuance of the Section 401 Water Quality

Michigan City Primary Trade Area

Source: Michigan City Downtown Action Agenda 2013

Certification (WQC). The wetland mitigation site would be located within the same West Branch Trail Creek watershed as the impacted wetland. The mitigation site would be monitored for five years to ensure the overall development and success. The site is located within Patriot Park, which is owned and managed by the Michigan City Park and Recreation Department. If required by the IDEM, a deed restriction would be placed on the mitigation site to ensure its protection in perpetuity.

Wetland hydrology would be provided by the proximity of the site to Norris Ditch and the West Branch Trail Creek. The proposed mitigation site would capture overflow during the growing season and seasonal flooding.

Michigan City Downtown Action Agenda 2013 (HyettPalma, Inc.)

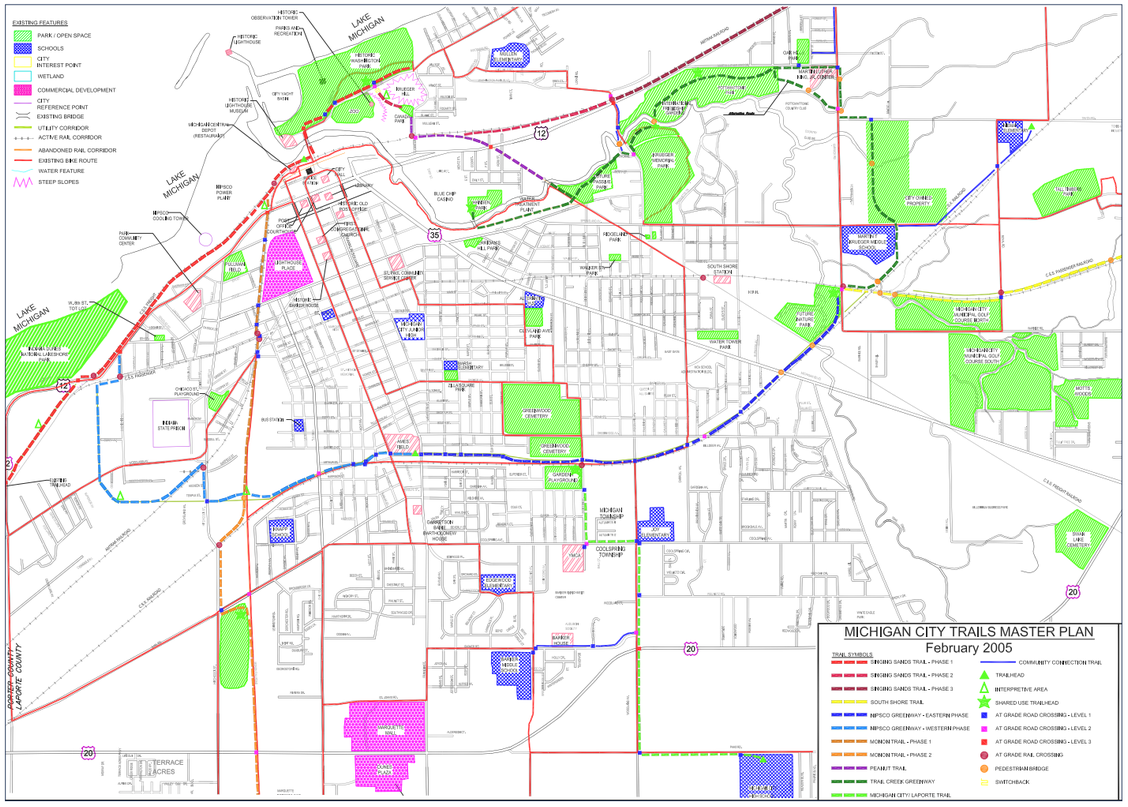
Produced by market research firm, HyettPalma, Inc., in partnership with the Indiana Association of Cities and Towns, the Downtown Action Agenda combines the desires, preferences, and concerns expressed by the people of Michigan City regarding their Downtown (from 11th Street northward to the Lake Michigan waterfront); with a realistic analysis of Downtown's market potentials. A Course of Action was defined for public and private sector implementation. The Course of Action is meant to enable Downtown Michigan City to reach the vision defined locally, to overcome the key issues it faces, and capture the identified market potentials.

While the focus of this report is Michigan City's Downtown area, there is still some very relevant market-based information for the South Gateway Corridor Plan. In addition to a well-articulated vision statement for Downtown, the report summarizes retail trade indicators, demographic and income profile and current retail businesses. By dividing Downtown's annual retail sales – $81,000,000 – by the total estimated demand for retail products within the primary trade area – $551,000,000 – it can be concluded that Downtown Michigan City may currently be capturing approximately 14.7 percent of the retail sales potential within the primary retail trade area. The report concludes with several recommendations, including the important point that if Downtown Michigan City is able to increase its market share to between 15.5 percent and 16 percent by the year 2018, it is possible that the project area may be able to increase its total capture of retail sales to between $85,000,000 and $88,000,000 by the year 2018. This increase in total retail sales could potentially support the development of between approximately 18,000 and 30,000 net square feet of additional retail space and between approximately 25,000 to 35,000 square feet of additional office space in Downtown Michigan City by 2018 – which could include expansions or sales increases by existing Downtown Michigan City retail businesses, the filling of vacant retail space, and / or the construction of some limited amount of new retail space. Clearly, additional retail development could be a likely component of redevelopment activity along the US Highway 421 / S. Franklin Street corridor.

Michigan City Greenways Master Plan (2005)

The goal of the Michigan City Greenways Master Plan, see Figure 1.6, *Michigan City Trails Master Plan*, is to provide as many non-motorized trails as possible by utilizing the right of ways from the railroad and NIPSCO properties for crossings at thoroughfares, railroads and waterways. The Greenways Master Plan will help to establish connections to local community destinations as well as existing and future regional trail systems. The entire greenway system will connect throughout the community to existing bike routes known as The LaPorte County Shared Bikeways and The Michigan City Inner City Bike Loop. The Greenways Master Plan also provides design guidelines and standards for trail widths and surfaces, signage and other site furnishings, lighting, bridges, street and railroad crossings

Figure 1.6 Michigan City Trails Master Plan



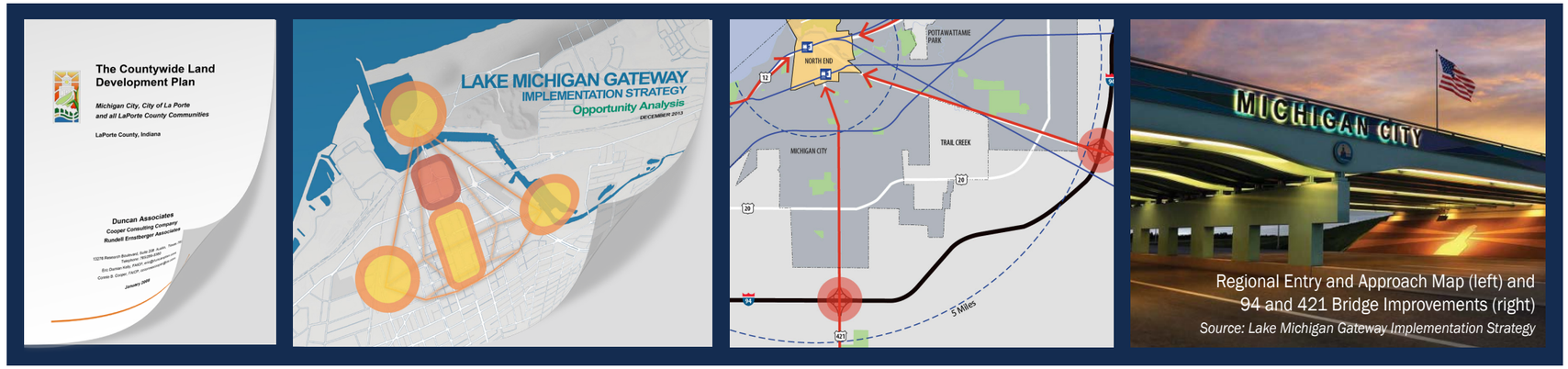
Source: Michigan City Greenways Master Plan 2005

The Greenways Master Plan builds off of the 2003 Northwestern Indiana Regional Planning Commission (NIRPC) Priority Regional Trails and Corridors for Northwestern Indiana plan. Among the NIRPC plan's priority trails, two high priority and two medium priority trails are shown to pass through the corporate city limits of Michigan City. A portion of the Michigan City / LaPorte Trail is within the 421 Corridor Study Area and runs from Gardena Park south to Coolspring, where it jogs one block to the east and continues south down Woodland Avenue to Pahs Road, where it again jogs eastward to the Michigan City High School. Another NIRPC priority trail, the Monon Trail runs just to the west of the 421 Corridor Study Area, and is aligned in part along the abandoned Monon Railroad, which is just to the west of Ohio Street. The Monon Trail terminates and CR 400 N although there are plans to extend and link the trail to a regional trail network that extends to Southern LaPorte County.

The Greenways Master Plan also acknowledges an existing on-street bike lane that passes through the 421 Corridor Study Area and runs along Barker Street, south on S. Franklin Street to St. John's Road, where it flanks the Marquette Mall site to Ohio Street, where the bike Lane is aligned along Ohio Street to Coolspring Avenue. The bike lane follows Coolspring eastward to Maple Street, where it jogs south to Edgewood Elementary School.

1.7 Policy Guidance

Two planning documents address Michigan City's policy framework include the Countywide Land Development Plan (2008) and the Lake Michigan Gateway Implementation Strategy.



Regional Entry and Approach Map (left) and 94 and 421 Bridge Improvements (right)
Source: Lake Michigan Gateway Implementation Strategy

Countywide Land Development Plan

The Countywide Land Development Plan (2008) includes the following elements:

- An analysis of existing land use, utility service areas, the transportation network, development densities, farmland suitability, forested areas, topography, sensitive environmental areas, major watersheds, development trends, population and employment trends, and land absorption rates;
- A regional analysis of seven subregions within LaPorte County;
- Recommended goals and policies addressing the required elements of a comprehensive plan under state law, plus others of local interest;
- Recommended Land Development Strategies;
- Recommended Plan Implementation Techniques.

According to the Plan, Michigan City and the 421 Corridor Study Area are located within the Lake Michigan Subregion, one of seven geographic areas delineated based on a combination of factors, including existing land use, development trends, availability of infrastructure (particularly major roads and public sewer), soil and other natural characteristics.

Key objectives for the Michigan City subregion include:

- Creating a 20-year expansion plans for Michigan City wastewater system into developing areas;
- Adopting regional stormwater management plans – could be funded as utility and / or through impact fees;
- Amending subdivision regulations to include strong connectivity policy for new subdivisions;
- Adopting interim County zoning tools to encourage more efficient use of land that does not currently have access to sewer but that can easily be served in the foreseeable future;
- Adopt cluster zoning tools to encourage developers to "design with Nature" and work around sensitive lands and natural resources

Lake Michigan Gateway Implementation Strategy

The Lake Michigan Gateway Implementation Strategy (LMGIS) Study Area focuses on a 700 acre site centered around the Uptown Arts District (or downtown) and includes Washington Park, Lighthouse Place Premium Outlets, Blue Chip Casino, the Route 12 corridor within city limits, and Franklin Street and Washington Boulevard entry points. The purpose of LMGIS is to capitalize on the extraordinary potential of the Study Area and to transform it into an impressive gateway to the Downtown and Lakefront. The project will offer a framework for investment and policy decisions as well as feasible, priority implementation projects. To maximize investment in the LMGIS Study Area, the project also includes recommendations on infrastructure, pedestrian and vehicular circulation, and land use improvements.

The overall goal of LMGIS is to "make Michigan City Indiana's great lakefront destination community". Three themes steer the project to its goal: first, market and program (why come and why stay?). Second, identity and arrival (getting here and getting around) and third, the environment (why come back and stay longer?). The project objectives to meet the project's goal are, first, support a cluster of year-round activities and destinations for the whole family. Second, easy access and navigation of the area. Third, experience an extraordinarily attractive environment. And finally, strive to increase private sector investment; produce more jobs and more tax revenue.

LMGIS also offers a number of strategies with recommendations to accomplish the project objectives. First, it is important for the city to refine and consistently communicate the brand of Michigan City and to integrate this brand across all markets. Next, the city needs to develop more magnet and secondary attractions. The city already has major regional destinations including the lakefront, Washington Park, the Lighthouse Place Premium Outlets, and Blue Chip Casino. The recommendation is to showcase these amenities, as well as add to and update their facilities so that they complement each other, creating a "Golden Diamond" of area attractions that will entice visitors to "linger-longer". In addition to these amenities, the project calls for a new visitor-oriented entertainment district or destination at the center of the diamond. Suggested updates and programming for the "Golden Diamond" include indoor and outdoor magnet attractions like festivals, a tournament sports venue, an indoor waterpark, marina, trail improvements, small amusement park with mini-golf and go-carts, destination restaurant and retail, a movie theater, and a children's attraction.

Simplifying the connections is another important strategy. LMGIS recommends improving connectivity by updating traffic patterns in the LMGIS Study Area, updating parking on streets, capitalizing on the rail and bus routes in the city, enhancing the streetscape, and making street right-of-way improvements for better pedestrian and bicycle movement. In addition, the project introduces a possible shuttle or trolley system with routes that connect all parts of the diamond to the Indiana Dunes, the outlet mall, casino, Washington Park and the lakefront. And a final strategy is to create and maintain a memorable appearance and consistent message. The project suggests some elements that will help promote this message, including, creating a prominent Identity from I-94 to draw the attention of passing motorists to Michigan City and the lakefront. Also, additions and improvements to the wayfinding and signage program already implemented in the city will help create a consistent message to visitors. And finally, gateway statements, architectural style, landmarks buildings, and sculpture will reinforce an overall appearance of the city.

1.7.1 Zoning

Based on the City of Michigan City proposed Zoning Map (dated November 09, 2010), and as depicted in Figure 1.7, *421 Corridor Study Area and Surrounding Zoning*, and summarized in Table 1.1, *Zoning Districts*, the 421 Corridor Study Area is composed of six zoning districts.

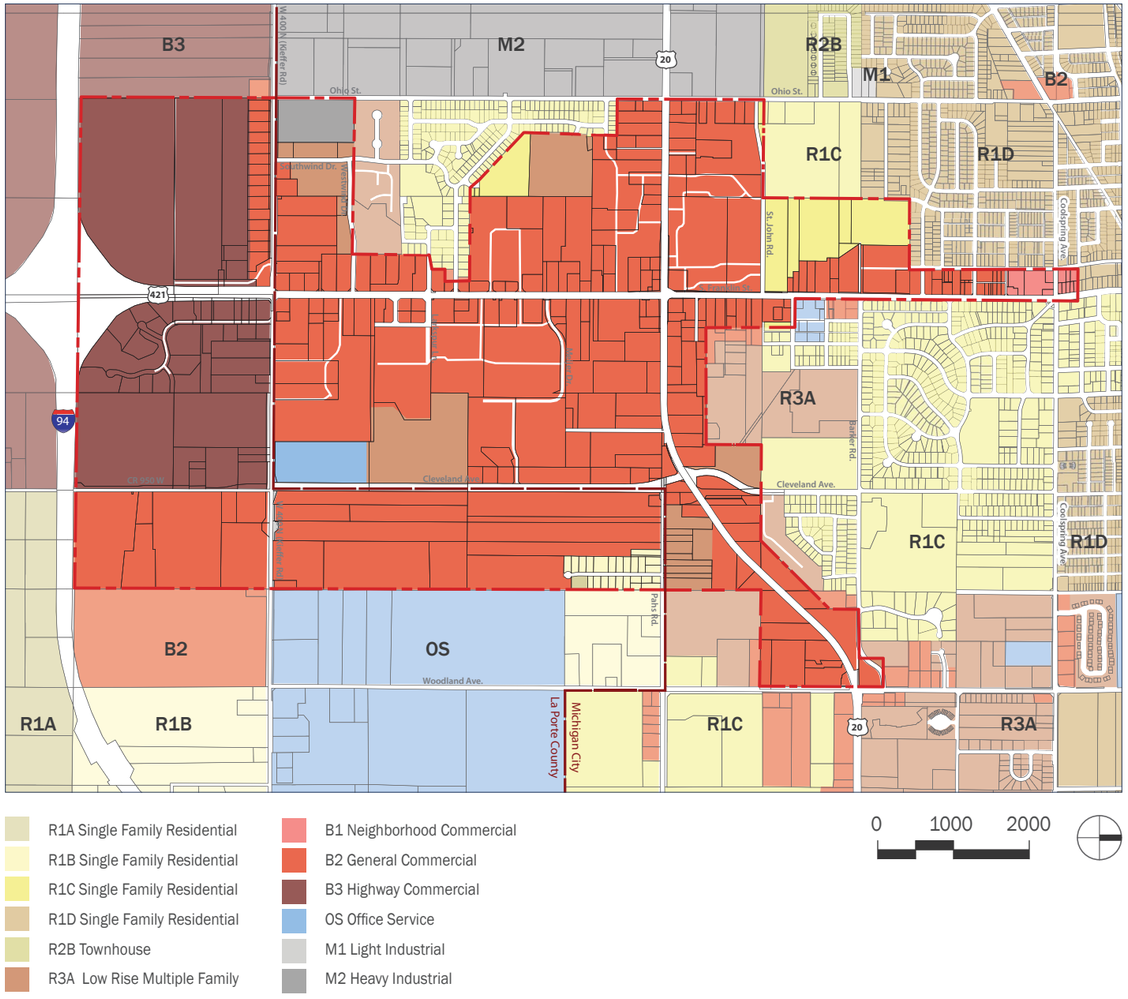
The principal regulatory instruments guiding the function and character of new development within the 421 Corridor Study Area include the Countywide Joint Zoning Ordinance, the Michigan City Code of Ordinances (last updated on January 30, 2014), and the Michigan City Subdivision Ordinance (2011). Additionally, the Michigan City Redevelopment Commission administers two Tax Increment Financing districts, the South Side TIF District is located within the 421 Corridor Study Area.

A thorough review of the land development regulations guiding development within the 421 Corridor Study Area is provided within Chapter 2, *Background and Existing Conditions*, of this plan.

Table 1.1 Zoning Districts

Symbol	District	Area (acres)	Jurisdiction	Regulated In
R1A	Single Family Residential	1.0 ac	County	Article 04
R1B	Single Family Residential	13.2 ac	City/County	Article 04
R1C	Single Family Residential	55.7 ac	City	Article 04
R3A	Low-Rise Multiple Family Residential	114.7 ac	City/County	Article 05
B1	Neighborhood Commercial	4.2 ac	City/County	Article 07
B2	General Commercial	753.1 ac	City/County	Article 07
B3	Highway Commercial	251.2 ac	City/County	Article 07
OS	Office Service	16.3 ac	City/County	Article 07
M2	Heavy Industrial	14.4 ac	City/County	Article 09

Figure 1.7 421 Corridor Study Area and Surrounding Zoning



1.8 Public Engagement

A broad cross-section of community residents were involved throughout the corridor plan development process to provide input and react to plan proposals aimed at defining a preferred and deliberate future corridor redevelopment program for the Michigan City Redevelopment Commission (RDC). The consultant team employed a blend high-touch and high-tech engagement efforts to involve the public in the project. Each component, both on-line and off-line, served a distinct purpose. The off-line strategies were intended to help build trust, one-on-one relationships, and a constituency of support that will ultimately be important for implementing the plan. The on-line strategies provided opportunities to engender greater understanding, forge deeper relationships, create larger networks, and interact in ways that are convenient for the participant, leading to more frequent and routine engagement.

Off-line engagement efforts involved facilitating an ad hoc Corridor Stakeholder Committee (CSC) composed of residents and stakeholders from the 421 Corridor Study Area. The CSC provided routine feedback to the consultant team throughout the development of the corridor redevelopment plan. A series of focused listening sessions were facilitated with business owners within the 421 Corridor Study Area, representatives from the real estate and development community, and others to discuss issues and challenges facing the 421 Corridor Study Area. A kick-off community workshop provided Michigan City's citizens a chance to participate in a community capacities exercise, where the issues and challenges affecting the 421 Corridor Study Area were discussed. Participants also participated in a "maps and markers" exercise as well as a visual preference survey.

Offline engagement efforts were combined with an online community discussion forum and project website. The project website was linked to the City's website and provided the results of exercises, such as the visual preference survey, as well as draft report sections for the public to review. An online discussion forum, MindMixer—a web-based, multi-media virtual town hall social media platform—enabled public interaction at any time and from any place. This unique web-based approach empowered citizens to engage in the planning process via an easy-to-use web interface. Every three weeks during the first four months of the planning assignment, a round of questions was posted to the site, to elicit feedback regarding particular issues.

The lightbulb symbol with a text box throughout this plan indicates the topic and quote that is from the MindMixer Online Discussion Forum. An example of the types of questions and subsequent comments include:

- What are the specific improvements to the 421 corridor that should be emphasized?
- What is the principal role of the 421 Corridor in the community?
- What should the future improvements to the 421 Corridor address?

Listening Sessions and Community Workshop

During the listening sessions and first community workshop the consultant team facilitated a community capacity exercise that focused on identifying key challenges facing the 421 Corridor Study Area. The following statements were voiced by participants and reflect a desire for specific improvements:

Development Character

- General Appearance of development within the 421 Corridor Study Area is poor. Multiple dilapidated buildings and visual clutter contribute to a blighted condition.
- There are several properties north of US Highway 20 and east of S. Franklin Street that should be demolished.
- Shallow parcels make redevelopment difficult, particularly in attempting to incorporate pedestrian improvements and internal transportation networks (access management provisions, frontage roads, etc.)

Vehicular Transportation

- With regard to vehicular transportation-related issues impacting the 421 Corridor Study Area, several people voiced concerns about traffic problems along US Highway 421, between I-94 and US Highway 20, particularly in the summer months.
- From an access management perspective, there are too many access points (driveways) along the principal thoroughfares within the 421 Corridor Study Area. This leads to additional congestion and safety concerns. Accessing the west side of US Highway 421 is difficult when driving in the northbound lanes. Businesses on the west side need frontage roads.
- While, in some cases, internal access / frontage roads are somewhat convoluted, much of the traffic congestion problems may be alleviated by developing a network frontage and 'rearage' roads that would link properties and businesses.
- The use of medians may reduce the amount of traffic

Corridor Stakeholder Committee

- Sam Lubeznik
- Rick Dekker
- Larry Middleton
- Tom Crane
- Joie Winski
- Alexis Pontius
- Patricia Boy
- Gabrielle Biciunas
- Rick Soria
- Ken Behrendt
- Clarence Hulse
- Steve Panko
- Chris Sotos
- Christien Reynolds
- Chris Schwanke
- Derrick Sousley
- Wally Hook
- Craig Phillips

Corridor Stakeholder Committee

Corridor Stakeholder Committee Meeting

Project website: http://www.mc421corridorplan.com

Specific Improvements to the 421 Corridor:

"Provide limited access points to shopping areas from 421. this will move traffic into the parking quicker and allow better flow on 421. Provide a boulvard for plantings to soften the streetscape and improve the experience."

MindMixer quote

crossing opposing lanes, thereby improving safety, but it would require consolidating access points.

— Because of the traffic congestion, signals should be synchronized to improve flow.

— As a designated heavy truck route, US Highway 20 has over 2,000 heavy trucks per day that drive entirely too fast when traveling through Michigan City.

Active Transportation

— Pedestrian safety is a big concern. There are few to no sidewalks / recreational trails within the 421 Corridor Study Area.

— The thoroughfares within the 421 Corridor Study Area should be retrofitted with crosswalks (with chirpers) and safe, pedestrian refuges, particularly on the west side of US Highway 421.

— Ivy Tech Community College students must routinely dodge cars to get across the street.

— People need to be educated on sharing the road with cyclists.

Public Transportation

— There is a need for more bus stops within the 421 Corridor Study Area and more frequent service.

Land Use / Built Environment

— There needs to be denser, more opaque screening and buffering between land uses.

— Grocery store market abnormal within Michigan City. There is a perceived market for high-end specialty foods, such as a Whole Foods or a Costco.

— There is a need for more parks, trails and sidewalks.

— Wetlands should be treated as open space amenities and enhanced for potential recreational benefits.

— Parks should be connected to residential neighborhoods through a system of greenways and recreational trails.

Housing

— There is a significant need for senior housing within Michigan City, which may be fulfilled by development within the 421 Corridor Study Area.

— Additionally, there is an increasing demand for housing young professionals and first home buyers. The likely price point target is somewhere around $150 – 200,000.

— The Cleveland Avenue corridor should be allocated for residential development.

— Development along Cleveland Avenue has stalled. The issues are unclear.

Commercial / Retail

— Number of businesses within Michigan City and the 421 Corridor Study Area attracts a regional draw.

— There is currently approximately 1.6 million square feet of retail in Michigan City; and 4.0 million square feet of retail in Merrillville. There is significant leakage (at least 18 percent) leaving LaPorte County.

— The Lighthouse Premium Outlets shoppers rarely leave the property. This area of Michigan City is perceived to have a high crime rate.

— Strategies need to focus on capturing the Lighthouse customer base as they are entering or leaving Michigan City.

— Michigan City needs higher end restaurants with views to Lake Michigan.

— There is a void in adequate Health club facilities to meet the demand.

— The retail market may be able to support a furniture store.

— The 421 Corridor Study Area suffers from a perpetual rolling strip, where existing buildings are routinely repurposed; resulting in few vacancies on the one hand, but a worn-out character on the other.

Infrastructure

— The benefits of regional stormwater detention should be evaluated.

Corridor Enhancements

— Enhance architectural treatments to improve first impressions (particularly for young professionals)

— Need continuity regarding landscape and architectural character

— Architectural guidelines need to articulate preferred development quality

— Corridor enhancements should focus on uniform landscape treatment, including decorative streetscape furnishings

— Lighting improvements should focus on both illuminating dark sections of thoroughfares (to INDOT minimum standards) and providing lighting for anticipated pedestrian improvements.

— Throughout the 421 Corridor Study Area there needs to be increased emphasis on greater signage controls, improved signage standards, and enhanced signage replacement program. There is interest in promoting more wall signs versus pole-mounted signs. Monument signs are encouraged. North of US Highway 20, there should be a requirement for shingle signs.

— There is a general lack of entrance / gateway features and enhancements within the 421 Corridor Study Area to welcome visitors to Michigan City.

Development / Redevelopment Issues

Redevelopment of the Marquette Mall property should be of highest priority. If redeveloped, the Mall could bring business north of Highway 20. Concepts range from complete site demolition to refurbishing the anchor buildings, façade improvements for the office tower, and developing outlets around perimeter of the site. Programmatic considerations include:

— indoor water park (e.g., Wisconsin Dells, Key Lime Cove);

— mixed use residential program

— sports complex that could include basketball, hockey, indoor baseball / soccer, and training could have a regional draw (e.g., Midwest Basketball Academy in South Bend)

— high end shopping / specialty retail

— town center / lifestyle concept

— theater / entertainment venue

US Highway 421 / S. Franklin Street Corridor: Market Assessment and Positioning

No city or district exists in a vacuum. The future of aging commercial corridors such as US Highway 421 / S. Franklin Street corridor are determined equally by external economic conditions and civic will. While the city can control land use, make strategic investments in public infrastructure and incent private investment with various subsidies, market forces will largely determine both the pace and extent of that investment. Physical planning can depict a desired future and help attract investment; however unless the plan is aligned with emerging economic, lifestyle and consumer trends – and calibrated to local market conditions - it will fail to spark developer interest.

Moreover, no amount of street decoration, new roadway design or regulations alone will sustain or transform the corridor in the face of a rapidly evolving retail landscape. Ultimately, the type and quality of investment that will occur within the Franklin corridor will be a reflection of how well Michigan City and all of Northwestern Indiana perform in the area of providing good jobs, housing choice, quality public services and a reasonable and measured regulatory environment – in other words, creating the right climate for sustained private investment across multiple sectors of the economy.

Variation and Adaptation

Unlike many gateway "power" corridors of its generation, the US Highway 421 / S. Franklin Street corridor enjoys many advantages that its counterparts in other cities do not. Chief among these is that Michigan City itself is a de-facto gateway city to the tri-state Chicagoland region. (In fact Michigan City is fast establishing itself as a premier, transit-connected "marina-burb" similar to the outter parts of Long Island, NY or Orange County, CA.) It is a first / last stop for travelers entering / leaving the region via one of the most heavily traveled interstate highways in the country, I-90 / I-94. It is also a key portal to the amenities of the lakeshore including major marina facilities, the Indiana Dunes National Lakeshore, the Blue Chip Casino and the Lighthouse Premium Outlets. All of these factors, taken together, position the Franklin corridor to serve a wider regional market than it currently serves. The seasonality of this market however along with a relatively small local population that skews lower income, will likely remain a challenge in attracting more national retailers to the corridor.

Perhaps the biggest challenge facing the corridor however has to do with the changing face of retail merchandising itself. With more and more sales occuring on-line as well as diverging consumer preferences for artisnal / local products on the one hand, and discount general merchandise on the other, the middle segment of the retail market is getting squeezed from both ends. Even traditional "bricks and mortar" department stores are going to a smaller overall footprint with the physical store serving more as a showroom to support on-line versus in-person sales.

Meanwhile, the most successful retail-based developments over the past several years are those that are anchored by an entertainment or experiential attraction (movies, restaurants, sports, amusement parks etc.) and / or those that also include housing and offices as part of a "lifestyle" or faux town center format. Traditional retail corridors and malls are increasingly going "down market" with a surfeit of discount retailers and fast food along with increasing vacancies. All of this is occuring in the context of a generally overbuilt retail landscape reflective of pre-recession consumer spending habits. The upshot is too much retail square footage chasing too few in-person retail sales.

Sustaining the economic vitality of the corridor, and recasting it as a more inviting entrance into the city will require strategic intervention by the city. These interventions will involve the traditional tools of zoning and public infrastructure investment as well as land control, developer recruitment and the possible offering-up of incentives.

Within the context of these structural economic trends and the City's overall advantages the Corridor Plan will try to answer the following formative questions:

- To what extent can the US Highway 421 / S. Franklin Street Corridor be repositioned to serve a larger regional market? What is the plausible trade-area of this market in terms of distance / drive-time?
- What are the existing retail trade gaps and unserved and under-served markets niches that the corridor can serve?
- What are some realistic redevelopment / reuse scenarios for the Marquette Mall site? What types of strategic interventions will the city need to make to accelerate its transition?
- How can the corridor become more economically sustainable and less retail-dependent over time? Where are there opportunities to incorporate office and housing into the corridor?
- What sites / areas in the corridor are ripe for redevelopment because of such factors as: long-term vacancy, obsolete building types, deferred maintenance, below average rental rates, land use conflicts etc.?
- What is the extent of possible redevelopment activity in the next 5-10 years given overall market conditions, occupancy, and historic and / or projected absorption rates?
- What are some reuse / repurposing options for vacant and / or obsolete commercial buildings including the Marquette Mall site?

2.0 Background and Existing Conditions

2.1 Introduction

Michigan City's interest in transforming the US Highway 421 / S. Franklin Street strip is not unique. Commercial corridor revitalization has become a strategic priority for many cities and towns that are trying to enhance their municipal image, and improve the quality of life and economic wellbeing of their residents. This is not an easy task as commercial strips are very dynamic and susceptible to rapidly changing market conditions. The duality of purpose for many corridors in trying to provide retail diversity while remaining viable arterial thoroughfares compounds the fact that overall, commercial strips tend to have underperforming retail stores, a high rate of vacancies, low sales per square foot, and little money to reinvest in aging buildings and infrastructure, let along landscape and other enhancements.

Easy traffic movement on US Highway 421 / S. Franklin Street is a thing of the past. As seasonal peak traffic mounts in both duration and volume business owners become concerned about congestion discouraging potential would be customers. With public interest in - solutions to combat global warming and contributions to air pollution; concern about volatile fuel prices and dependence on fossil fuels; and the increasing desire for authentic places in contrast to the strip's sameness; its automobile-oriented design; long distances between stores; poor connectivity between uses; and its pavement-dominated environment - are increasingly at odds with the public's preferences.[1] At the same time, many older commercial corridors, including US Highway 421 / S. Franklin Street (421 Corridor Study Area), are bordered by neighborhoods whose residents would like to depend on services and convenience retail within walking or biking distance, and could be redeveloped into walkable, mixed-use, transit-oriented streets.

The desirability, economic vitality, and health of transportation corridors and surrounding neighborhoods are directly related. Strong corridors help create community identity and are home to jobs, retail, entertainment, and other quality-of-life amenities that contribute to the desirability and health of the surrounding neighborhoods. Conversely, strong, vibrant neighborhoods and housing stock contribute to economic development along corridors, make a community more livable, and further individual access to employment and needed services.[2]

1 March 23, 2014. "A Dying Breed: The American Shopping Mall." CBS News (http://www.cbsnews.com/news/a-dying-breed-the-american-shopping-mall/)

2 Southeast Michigan Council of Governments (SEMCOG), Corridor Redevelopment Toolkit. Semscope, Spring 2014. ISSN#03071-1310. (http://library.semcog.org/InmagicGenie/DocumentFolder/SEMscope_Spring%202014_web.pdf)

> *Americans who came of age in the middle of the 20th century can remember living in a world in which all major shopping, offices, theaters, and government services were downtown, with grocery markets and convenience stores clustered in neighborhoods. All that changed in the 1960s, when roads leading from downtown to the newly emerging suburbs were widened, stores and restaurants were set back behind parking lots, and the commercial strip was born. The strip became the universal standard for suburban retail development: low-slung commercial buildings, front parking lots, and tall, auto-oriented signs arrayed along wide thoroughfares extending from downtown to the suburbs. They seemed to match the look and feel of the new automobiles and modern architecture.*
>
> *By the 1980s, virtually every city in America had strips leading to the suburbs, and many had several. And the suburban downtowns were dead or dying. Newer suburban cities had no downtowns at all, just the strip and the mall. In a very short period of time, the strip has become so familiar that it is hard to imagine our communities without them.*
>
> - US Environmental Protection Agency, Restructuring the Commercial Strip

Chapter 2, *Background and Existing Conditions*, provides critical information in further understanding the issues and challenging facing redevelopment / revitalization of the 421 Corridor Study Area, but also the inherent opportunities. Specifically, this chapter focuses on analyzing several components that are fundamental to understanding what may be possible:

2.2 Market Profile – what commercial / retail opportunities exist within and around Michigan City's metropolitan statistical area (MSA)? What are the perceived needs or gaps that may be filled through redevelopment initiatives?

2.3 Environmental Conditions – As the 421 Corridor Study Area is immediately within a lacustrine environment are there environmental conditions, such as the presence of surface water and wetlands, that may preclude additional development or redevelopment of key parcels? How might these environmental constraints be turned in to opportunities?

2.4 Existing Land Use Conditions – what is the land use composition of parcels within the 421 Corridor Study Area? Is there adequate diversity of uses to ensure a stable economic base for new / enhanced commercial activity? Are there land use constraints / incompatibilities that may hinder / prevent redevelopment of key parcels? Conversely, would the redevelopment of key parcels be catalytic in stimulating more widespread redevelopment?

2.5 Transportation Infrastructure – are the vehicular, active (pedestrian and bicycle), and public transportation facilities adequate for serving an increasingly diverse, multi-modal constituency? Are there areas or circulation patterns that are particularly prone to traffic congestion?

2.6 Utilities Infrastructure – Are the capacities and locations of existing potable water, waste water and storm water drainage infrastructure sufficient to handle increased loads resulting from new, mixed-use development and redevelopment? What about electricity and communications infrastructure?

> *Stretching for miles in what seems to be an undifferentiated landscape of signs, driveways, parking lots and cheap buildings, the American commercial strip is one of the most exasperating and yet ubiquitous urban forms ever created. Occurring in nearly every settlement of any size in the country, the strip is everywhere the same and everywhere an eyesore.*
>
> - US Environmental Protection Agency, Restructuring the Commercial Strip

2.7 Regulatory Environment – how effective are Michigan City's zoning ordinance and subdivision regulations in advancing the goals and objectives of this corridor plan and enabling / regulating a comprehensive redevelopment program? Are there adequate financing mechanisms in place to pay for needed utilities and transportation infrastructure improvements and incentivize / stimulate reinvestment into aging / derelict properties?

2.8 Opportunities - as a result of these analyses, what are the inherent opportunities as well as constraints associated with developing and redeveloping within the 421 Corridor Study Area?

These questions and others will be addressed within this chapter. The stage will be set to then begin to examine the criteria through which redevelopment parcels can be identified and utilized to stimulate revitalization of the entire corridor area.

Ten Principles for Reinventing America's Suburban Strips

In 2001, the Urban Land Institute published Ten Principles for Reinventing America's Suburban Strips. This prescient report proposed many ideas that have since moved into mainstream public sector planning. The ten principles are:

- **Ignite Leadership and Nurture Partnership**
- **Anticipate Evolution**
- **Know the Market**
- **Prune Back Retail-Zoned Land**
- **Establish Pulse Nodes of Development**
- **Tame the Traffic**
- **Create the Place**
- **Diversify the Character**
- **Eradicate the Ugliness**
- **Put Your Money (and Regulations)**

The zoning technique used by most suburban communities is to designate everything along the arterial highway strip for commercial uses and wait for retailers and developers to gradually fill-in all of the individual sites. In this type of environment, new development sprawls outward even as sites closer to the city remain vacant and older retail centers deteriorate. Retail overzoning thus has had the effect of extending strips prematurely in discontinuous and inefficient ways as developers leapfrog over one another onto sites farther and farther away from the city. By pruning back the amount of land zoned for retail, suburban communities can stimulate retail growth, encourage revitalization, and improve the quality of their shopping strips. It simply is not necessary for every major parcel along every arterial to be zoned for commercial or retail use.

The Commercial Strip: How did we get here?

Many factors have contributed to the development of today's commercial strip.

Post WWII

Government subsidies in the form of the federal home mortgage program stimulated the movement of households from cities to the new suburbs.

1954

Congress created a massive subsidy for suburban commercial development by modifying the tax code to allow owners to depreciate new commercial buildings in seven years, in place of the long-standing 40-year requirement.[1] This "accelerated depreciation" sparked a 30-year construction boom in cheap strip commercial buildings, along with disincentives to maintain them.

1956

The nation's first fully-enclosed mall, Southdale, opened its doors outside Minneapolis. Between 1956 and 2005, about 1,500 malls were built.[1]

1960s-1970s

The construction of the interstate highway system created freeway interchanges that provided enormous visibility and access in comparison to other locations along the long commercial corridors.

1980s

Newer and larger regional malls, anchored by department stores, were located almost exclusively at large sites at freeway interchange locations to maximize regional visibility and access.

Later in the 1980s, developers and financiers expanded this trend by inventing an array of enlarged and more specialized clustered retail formats. These included —category killer clusters (a large single-themed store, like electronics, furniture, or bed and bath, intended to capture market share from smaller stores), big-box and superstore-anchored centers, and increasingly large supermarket-anchored neighborhood centers.

1990s

Lifestyle changes and consumer preferences instigated a shift from the decades-old enclosed shopping mall and strip center formats to open-air lifestyle centers that combined shopping with leisure activities.

2000s

More urban, amenity-driven formats, lifestyle centers have been morphing into "town center" developments with the addition of housing and offices over the retail.[2]

2001

Due to the development trend of more prosperous concentrations on large sites at the major crossroads and a high level of disinvestment on the sites in betweenthe Urban Land Institute (ULI) declared that "the future of strip development is becoming less certain."

2006

The last mall was constructed in the US.

2012

A New York Times article states that due to declining commercial performance of malls, "Sears Holdings is closing up to 120 stores, Gap Inc. 200 stores and Talbots 110. Abercrombie & Fitch closed 50 stores last year, Hot Topic, almost the same number. Chains that have filed for bankruptcy in recent years, like Blockbuster, Anchor Blue, Circuit City and Borders, have left hundreds of stores lying vacant in malls across the country."[3]

1 March 23, 2014. "A Dying Breed: The American Shopping Mall." CBS News (http://www.cbsnews.com/news/a-dying-breed-the-american-shopping-mall/)
2 ICF International and Freedman Tung & Sasaki, Restructuring the Commercial Strip: A Practical Guide for Planning the Revitalization of Deteriorating Strip Corridors. US Environmental Protection Agency.
3 New York Times, Feb. 5, 2012. How About Gardening or Golfing at the Mall?

2.2 Market Profile

2.2.1 Market Outlook

As mentioned in Chapter 1, *Introduction*, US Highway 421 / S. Franklin Street Corridor enjoys many advantages that other strip-commercial corridors of the same vintage do not. Chief among these is that Michigan City itself is an emerging gateway city to the tri-state Chicagoland region. It is a key access point to the amenities of the lakeshore including major marina facilities, the Indiana Dunes National Lakeshore, the Blue Chip Casino and the Lighthouse Premium Outlet Mall. The seasonality of this market however, along with a relatively small local population that skews lower-income, likely distorts the true market potential of the corridor and the city.

Again though, perhaps the biggest challenge facing the corridor however, has to do with the changing face of retail merchandising itself. With more and more sales occurring on-line as well as diverging consumer preferences for artisinal / local products on the one hand, and discount general merchandise on the other, the middle segment of the retail market is getting squeezed from both ends (as evidenced by the announced 2015 closure of mainstay JCPenny's at the Marquette Mall and elsewhere). Even traditional "bricks and mortar" department stores are going to a smaller overall footprint with the physical store serving more as a showroom to support on-line (versus in-store) sales.

Meanwhile, the most successful retail-based developments over the past several years have been those that are anchored by entertainment or experiential attractions (movies, restaurants, sports, amusement parks, etc.) and / or those that also include dense urban-style housing and offices as part of a "lifestyle" or "town-center" format, see Figure 2.2, *Lifestyle Centers,* for examples of built centers in the midwest. Power centers, where a few big-box stores (frequently high volume discount retailers) are connected with smaller in-line strip retail have also been successful in some markets although their success probably has more to do with their particular merchandise / retailer grouping than with their physical format or design quality.

Traditional retail corridors and malls in many instances are increasingly going "down market" with a surfeit of discount retailers and fast food restaurants along with increasing vacancies. All of this is occurring in the context of a greatly overbuilt retail landscape reflective of pre-recession consumer spending habits and credit availability. The upshot today is too much retail square footage chasing too few in-store retail sales.

The good news is that Michigan City, with its commuter connection to Chicago via the South Shore line, a growing second home market and diversifying economy including a growing medical services cluster, is positioned to become one of the region's main "marina-burbs." The inexorable merging of the local economy with that of ever expanding greater Chicagoland — facilitated greatly by commuter transit — should instill even greater bullishness about Michigan City among investors and retailers in coming years.

In the shorter term, the planned LifeWorks medical campus near the interchange at I-94, has great potential to both "landmark" US Highway 421 / S. Franklin Street and begin to change its market dynamics (especially at its southern end). Additional hospitality services and ancillary medical offices are possible along with new or redeveloped / repositioned retail development. For instance, an expanded restaurant selection can be anticipated. The addition of the medical facilities may help make the entire city more attractive as a year-round residential and / or retirement option with corresponding spillover affects on the US Highway 421 / S. Franklin Street corridor. The greatest drag on the corridor conversely is the Marquette Mall site. The longer the property is allowed to languish, the longer it will dampen re/investment activity elsewhere in the corridor as property-owners and investors wait for this main "power-corner" to reemerge.

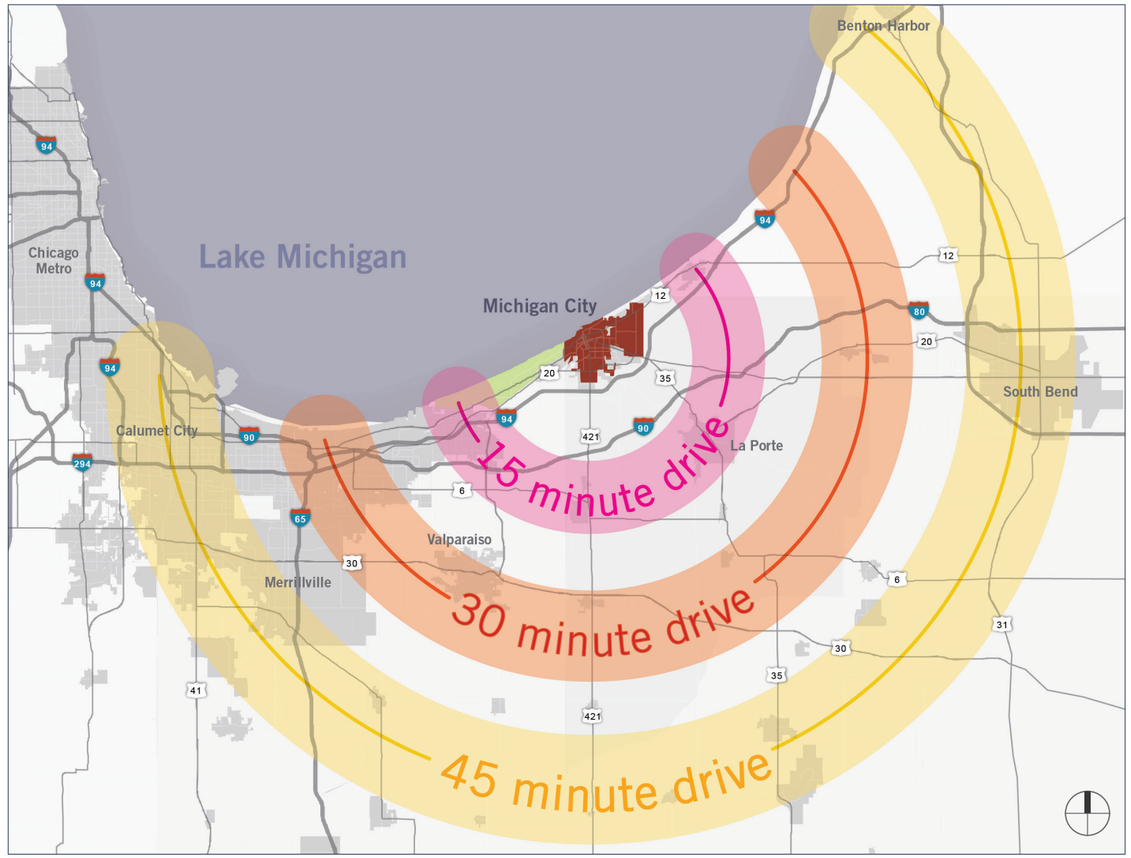
In the meantime, the City needs to guide the corridor's gradual transition from a continuous commercial strip to more of a nodal, "bulb-and-stem" pattern where offices, services and multi-family housing are inserted in and between the main commercial and employment nodes and tied back to existing interior neighborhoods with street, trail, greenspace and transit connections.

Surplus / Leakage Analysis

Gauging the retail development growth potential of the US Highway 421 / S. Franklin Street corridor is a two-tiered process. The first involves identifying any unique advantages or existing business concentrations that can be further leveraged or grown. (For instance, marina sales / service and outdoor / sporting gear and hospitality services may be opportunities because of the corridor's proximity to Lake Michigan, the Indiana Dunes, and a growing medical sector). The second

Figure 2.1 General Market Overview (2014) and Driving Times

2014 Demographics	<15-minute drive	<30-minute drive	<45-minute drive
Total population	64,096	302,322	938,092
Number of Households	25,067	116,347	358,591
Average Household Size	2.43	2.51	2.54
Median Household Income	$47,000	$49,000	$48,000
Per Capita Income	$24,000	$24,000	$24,000
Median Home Value	$130,000	$145,000	$140,000
Percent Owner Occupied	63.4%	60.1%	61.1%
BA Degree	12.5%	13.3%	13.7%



Source: ESRI-Biz 2014

Figure 2.2 Lifestyle Centers

With the fading fortunes of traditional malls throughout the US, many have been redeveloped into mixed-use lifestyle.

Zona Rosa Town Center in Kansas City, Missouri
Source: Delta Innovative Services

Zona Rosa Town Center in Kansas City, Missouri
Source: Living at Zona Rosa website, Olshan Properties

Concerts in Zona Rosa Town Center in Kansas City, Missouri
Source: Zona Rosa Town Center Yelp site

Bayshore Town Center in Glendale, Wisconsin
Source: D3 International

Bayshore Town Center in Glendale, Wisconsin
Source: Steiner + Associates

Bayshore Town Center in Glendale, Wisconsin
Source: Retail Remix http://www.retailremix.com

is based on filling known retail gaps for general merchandise within a pre-determined service or trade area.

Defining the service / trade area however is an inexact science at best. It is based on such factors as: the composition of the existing retail base (i.e., whether it is predominately convenience or destination oriented); proximity to competing retail centers; transportation access; the relative concentration of people and incomes; and even certain land features (waterways, highways, rail lines, etc.) that physically or psychologically separate one set of prospective customers from another.

The obvious retail trade area of the US Highway 421 / S. Franklin Street defies easy delineation. Most existing retailers appear to be "local nationals," i.e., national retailers serving the general merchandise needs of a mostly local, LaPorte County clientele. However, the corridor's strategic metro gateway location along I-94 as well as the Michigan City's regional attractions like the Blue Chip Casino, Lighthouse Place Outlet Mall and major marina facilities; along with a growing second home and commuter client base, position it to potentially serve a much broader market. A mitigating factor however is the apparent seasonality and / or "pass-through" nature of that market along with a relatively small local population characterized, in the aggregate, by lower than average incomes, as characterized in Figure 2.1, *General Market Overview (2014)*.

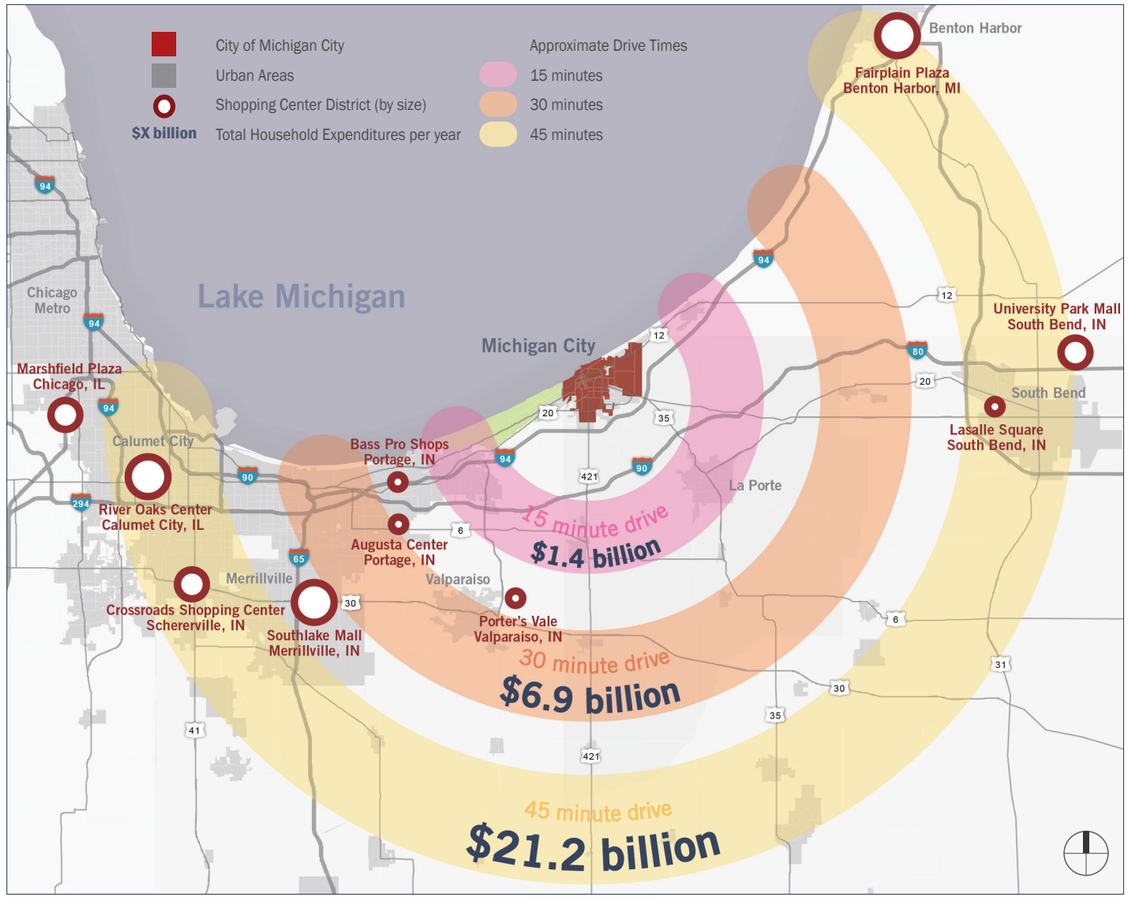
A cursory market profile of the corridor was developed using a series of geo-based economic and "psychographic" data-sets compiled from ESRI Business Analyst. ESRI uses a combination of census data and consumer spending pattern analyes to profile a community's retail market potential across various retail sectors. The US Highway 421 / S. Franklin Street corridor's trade area analysis was broken-down into concentric 15-, 30- and 45-minute drive-time "rings" from the corridor's main intersection of Franklin and US Highway 20, illustrated in Figure 2.3, *Michigan City Retail Pull Potential and Competing Shopping Centers*. (Given the presence of competing retail centers in several of the minor metros of northwestern Indiana, the 30-minute radius would seem to be the logical extent of the Michigan City market for most types of consumer goods.)

The gap analysis compares overall annual retail spending potential to aggregate sales within each of these rings across various retail categories. This comparison helps identify areas of retail surplus (where local retail supply exceeds local spending potential), and retail leakage or gaps (where local spending capacity exceeds local retail supply).

These metrics can help identify an area's potential retail recruitment opportunity as well as potential market saturation (i.e., oversupply). For instance, a leakage typically indicates a situation where some local purchasing power is being

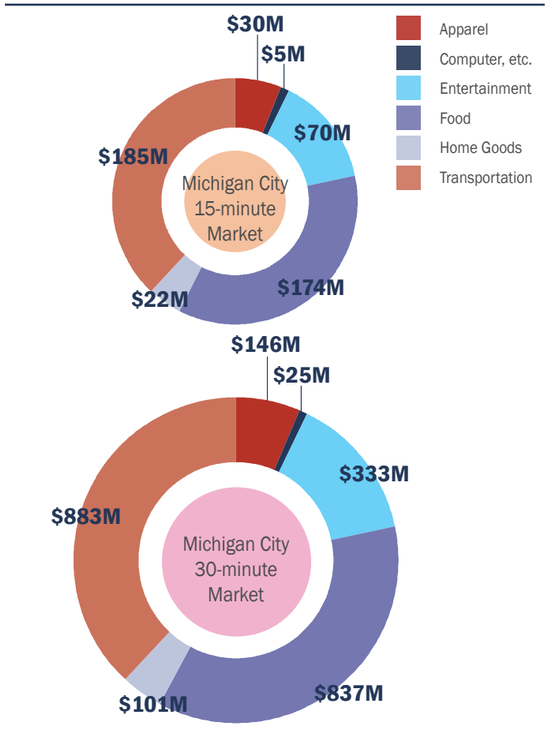
Figure 2.3 Michigan City Retail Pull Potential and Competing Shopping Centers

	<15-minute drive	<30-minute drive	<45-minute drive
Competing Shopping Center / Corridor	N / A	— Porters Vale (Valparasio) — Augusta Center / State Route 6 (Portage) — Bass Pro / US Highway 49 (Portage)	— Southlake / US Highway 30 (Merrillville-Hobart) — LaSalle Square / (South Bend) — Fairplain Plaza / Harbor Place (Benton Harbor / St. Joseph) — River Oaks Center (Calumet) — Marshfield Plaza etc. (Chicago-south)



Source: ESRI-Biz 2014

Figure 2.4 Michigan City Retail Trade Balance



Source: ESRI-Biz 2014

siphoned off by retailers in other nearby communities. This can help reveal opportunities to capture that spending locally by recruiting retailers that can service the under-served local market.

A retail surplus, on the other hand, can be a mixed bag. It can either mean that a community is saturated in certain areas (i.e., where there are more stores or merchandise than the host community can support and where the addition of new stores may cause store failures), or more advantageously, where a local specialization in non-everyday goods and services (such as craft goods, jewelry, furniture, cars, etc.) has developed, drawing in shoppers from well outside the region. The key is determining whether the stores are convenience or destination-based. Generally, speaking the more specialized and higher cost of an item or service, the more likely its "destination" potential.

Over-supplied, convenience-based retail is vulnerable to intense competition and sales erosion that can lead to store failures. Over-supplied destination businesses, on the other hand, may provide clues to further build-up of local specialty markets or retail "clusters" that are already drawing from well outside the community. A classic example of this is the many small downtowns in Pennsylvania dominated by Amish furniture stores, or the concentration of legacy jewelry stores and wedding gown boutiques in main street districts throughout the country. Rather than saturating the local market, these areas become go-to destinations for discriminating shoppers from within a larger regional trade area who want maximum selection and price competition from among a base of largely independent retailers. The exposure to a high number of item-specific, higher-ticket shoppers, in turn, attracts even more specialty retailers in a self-reinforcing cycle.

Table 2.1 Regional Sub-Market Analysis (2014-2015)

	Retail Sector				Office Sector			
	vacancy rate	2014 SF absorption	2015 SF under construction	average rents PSF	vacancy rate	2014 SF absorption	2015 SF under construction	average rents PSF
South Bend/Mishawaka	4.80%	289,409	0	$8.42	17.3%	-16,285	0	$18.72
Fort Wayne	6.50%	79,514	4500	$7.46	14.7%	-3,894	116,600	$15.60
Lafayette	2.80%	68,736	0	$11.81	3.6%	0	0	$16.00
Indianapolis	3.60%	805,000	277,243	$11.89	11.3%	229,992	150,000	$19.11
West Michigan	4.40%	1,069,749	0	$8.63	4.7%	207,492	188,562	$18.43
Chicago	6.60%	3.5 million	667,704	$16.69	15.4%	837,168	5.4 million	$26.79

Source: CoStar Group 2015

The data for the US Highway 421 / S. Franklin Street corridor shows that in the retail "gap" category (expressed in annual sales), the largest leakages at both the 15- and 30-minute catchment areas are in furniture stores ($3 million / $8.3 million); electronics and appliance stores ($11.5 million / $31 million); grocery stores ($25 million / $77 million) and sporting goods ($7.6 million / $4.5 million). Somewhat large retail gaps also exist in auto sales, parts and accessories at both the 15- and 30-minute drive-time areas; however those gaps turn into significant surpluses at the 45-minute zone (as do most other retail categories) reflecting the market dilution caused by metro Chicago and other regional centers in northwest Indiana and southeastern Michigan. See Figures 2.4, *Michigan City Retail Trade Balance (2014)*; 2.5, *Michigan City Retail Leakage / Surplus;* and 2.6, *Michigan City Retail Capture, 30-Minutes*.

Within the specialty-retail gap categories, the electronics and appliances segment presents perhaps the biggest opportunity; however sporting goods pairs well with the city's recreation focus. New entrants in this category may need to clearly distinguish their merchandise mix from the pure outdoors segment represented by Bass Pro Shops in the nearby City of Portage.

The furniture segment is a relatively minor opportunity however; one worth noting given that it tends to be a clustering segment well suited to traditional commercial corridors (and generally adaptable to various box-store footprints) and one that could enjoy synergies with the Lighthouse Place Outlet Mall. One possible strategy to repurpose the Marquette Mall site could be to position it as a specialty home design center featuring: furniture stores, home accessories, bathroom and kitchen stores, specialty lighting and flooring stores, interior design services and the like all under one roof.

RE-Tail Market

A January LoopNet search of available retail space in Michigan City showed ten available properties for sale, several of which were in the US Highway 421 / S. Franklin Street and US Highway 20 corridors. The list price for these properties ranged from $28.50 per square foot / year to as high as $74 per square foot. The average price per square foot (PSF) for these retail properties was $48.

One outlier property was the CVS building that had an asking price of $7 million or $537 per square foot (7 percent cap rate). This property however has a stable long-term tenant in CVS whereas the other properties were believed to be vacant. Not included in the LoopNet list was the Marquette Mall property that is believed to be for sale for a reported $7 million. It remains to be seen how the impact of the recent announced closure of the mall's JC Penny store will affect that price and the price of other retail property in the US Highway 421 / S. Franklin Street and US Highway 20 corridors.

Six for-lease retail properties totaling almost 50,000 square feet were also shown by LoopNet in January 2015. The asking prices for these leased properties ranged from $9 - $16 per square foot / year (triple-net). The average lease rate for these properties was $11.75 per square foot per year (triple-net).[1]

Due to the city's relatively small size, the nearest metro area for which national real estate statistics are available is South Bend / Mishawaka. The close proximity of that market, also within the I-90 / South Shore corridor, can be expected to reflect approximately similar market conditions in/for Michigan City. In 2014, the South Bend market added 148,000 square feet of new retail space with a total absorption for the year of almost 290,000 square feet. The market ended the year with a retail vacancy of only 4.8 percent and an average retail rent of $8.32 per square foot. By comparison, the West Michigan market ended the year at 6.7 percent and $9.35 psf respectively. National figures are 6.1 percent and $14.90 in a year marked by a slight improvement for "retail-estate" from 2013.[2]

Commercial Office

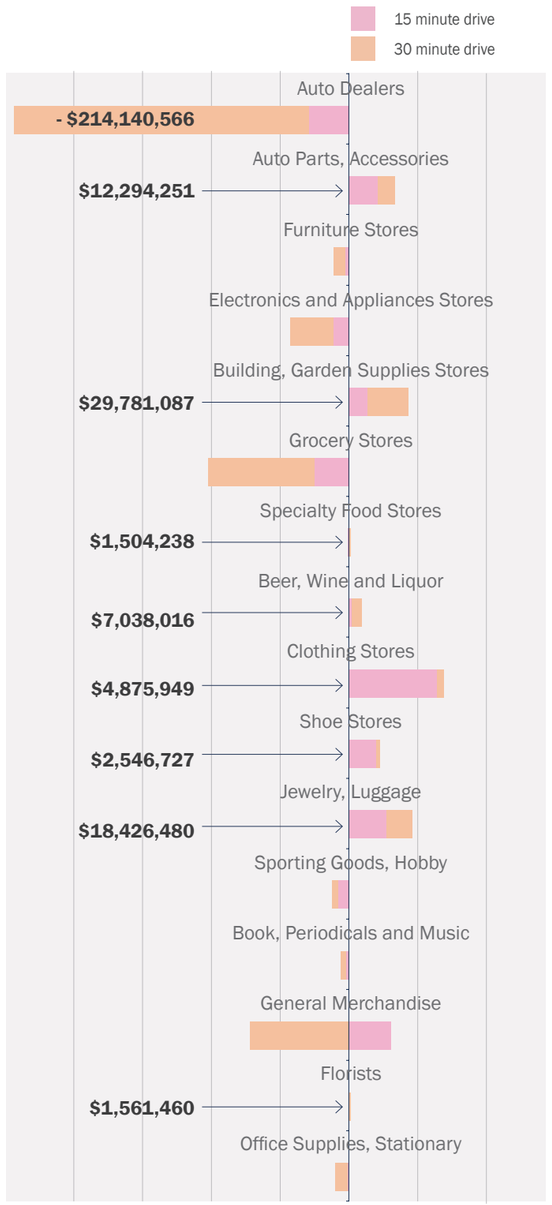
There were twelve office buildings / suites in Michigan City totaling over 52,000 square feet of available space for lease listed on LoopNet in January 2015. Rents ranged from $7.50 to $12.50 per square foot per year (triple net) with an average rental rate of $10.60. Most of this space was rated in the "B" class category. In the for-sale category, there were eight properties listed in January 2015 totaling over 65,000 square feet. Prices ranged from as low as $30 (vacant) to as high as $98 per square foot (leased) with an average sales price of approximately $57 per square foot (PSF). All of this space was also in the "B" class range.[3]

Using South Bend / Mishawaka statistics as a proxy, the market for new office space remains tepid in Northwest Indiana as in the rest of the Midwest. At the end of 2014, the South Bend market had added almost 10,000 square feet of vacant office space resulting in a 0.1 percent increase in overall office vacancy from the 3rd quarter of 2014 to 8.8 percent. Average rents were $14.24 PSF. By contrast, office vacancy actually decreased in the West Michigan market in 2014 to 9.7 percent with a slight corresponding increase in office rents to an average of $11.45 from $11.22 in the 3rd quarter of 2014.

Interestingly, despite the relatively weak (but improving) market measures in West Michigan, 8,400 new square feet was added in the market in the 3rd quarter of 2014 with an additional

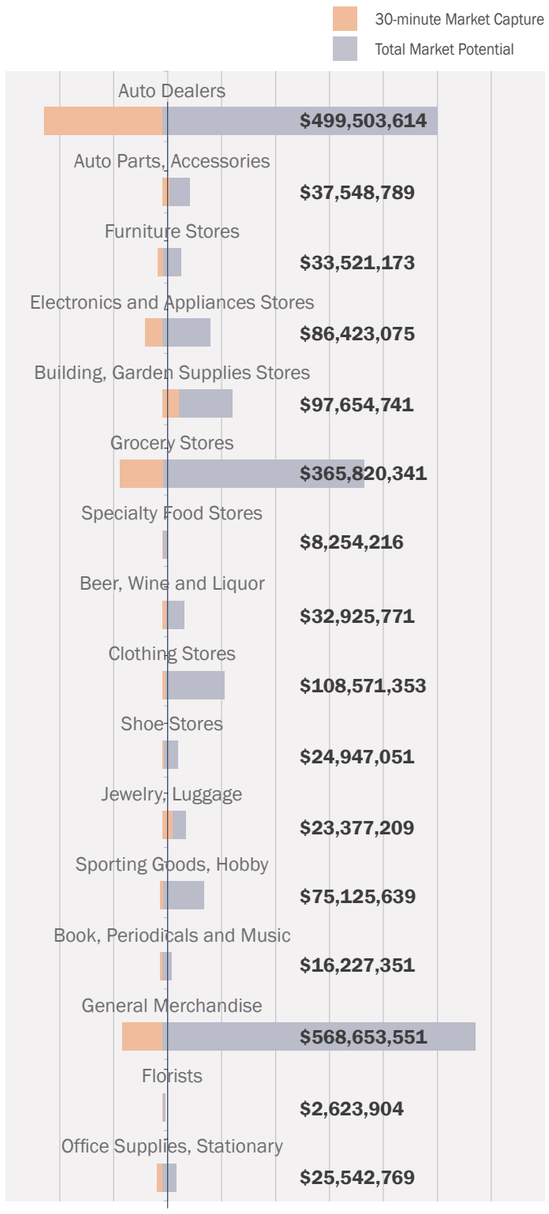
1 Source: LoopNet 2015
2 Source: CoStar Group 2014
3 Source: LoopNet 2015

Figure 2.5 Michigan City Retail Leakage / Surplus



Source: ESRI-Biz 2014

Figure 2.6 Michigan City Retail Capture, 30-Minutes



Source: ESRI-Biz 2014

Providing Neighborhood Amenities.

"Commercial - There seems to be a hole in local business profile. We have a lot of manufacturing which accommodates high school and technical school graduates. Also, there are many small independent professional businesses, typically Sole Proprietors who need very little staff. There seems to be few opportunities for college degreed professionals who are not looking to start their own business. It would be wonderful if we could attract a medium to large corporation to set up a headquarters here."

193,000 square feet under construction during that period, Nationally, average rents rose to $22.65 psf (a 1.1 percent increase over the previous quarter). Nationally, Class B and C space – typical of the types of space available in Michigan City – rented for $20.26 and $16.55 PSF respectively.[4]

The above data, underscores the high variability and general randomness of local office market conditions from one sub-market to the next. It should be noted though that in smaller MSAs, one or two significantly sized projects, such as an intra-city move by a local mid-sized company into a "new" replacement building, can misleadingly skew the data in one direction or another. Seemingly certain, at least for the foreseeable future, is the end of the speculative, general-purpose office construction. New office development in the years ahead is likely to be more specialized (i.e. medical, tech etc.), and majority pre-leased before construction begins.

The general stagnation in office construction throughout the country (with the exception of major "tier one" cities such as New York, Atlanta and Dallas), has been attributed to newer, smaller open-plan office formats, an increase in temporary contract employment, and the rise in telecommuting. All of these factors have caused a general reduction in the space needs of office employers.

4 *Source: CoStar Group 2015*

Table 2.1, *Regional Sub-Market Analysis (2014-2015)*, highlights vacancy rates and the amount of retail and office as well as cost within the regional area of Michigan City.

Traffic Counts

Available INDOT data for 2014 shows that the Michigan City segment of I-94 handles about 51,500 vehicles per day while the stretch of 421 between the I-94 interchange and US Highway 20 carries approximately 25,000 vehicles per day. Daily traffic on US Highway 20 near its intersection with S. Franklin Street ranges from 13,500 (west side) to 16,800 (east side) per day. These counts offer businesses along the US Highway 421 / S. Franklin Street corridor unusual pass-by exposure and access.

Recruitment

Although retail recruitment is typically not as incentive-driven as other economic sectors (as no amount of incentives will outweigh the lack of solid market fundamentals for most retailers), some limited incentives particularly for tenant improvements and working capital loans can be a deal-cincher in many situations where a retailer is being courted by multiple players or where an extraordinary amount of building / site renovations are needed. Therefore, the City should set up basic façade grant / loan programs as well as a low interest (revolving) loan program prior to any sustained recruitment effort. The use of tax increment financing (TIF) will likely be needed to facilitate the redevelopment of the Marquette Mall site where significant site work and "loss-leader" rent discounts for new anchor tenants may be required to spur full-scale redevelopment.

The pursuit of (or assistance for) any chain retailers should be accompanied by the implementation of urban design guidelines that prescribe "urban format" planning and architectural principles in order to protect or reinforce the desired aesthetic of the US Highway 421 / S. Franklin Street corridor (extra design requirements should also be mandatory for any projects receiving public incentives and should be written into the development agreement). Sustained efforts to lure them into the corridor may require a longer-term strategy to increase the amount and density of housing in and around the corridor under the old adage of "the best retail strategy is a housing strategy." Other tools include pro-active land assembly whereby suitable sites are "served-up" to prospective users either with or without price discounts absorbed by the City.

Marquette Mall Redevelopment

As touched on earlier, the failing Marquette Mall property is becoming a significant weight on the local real estate market. The recent loss of JC Penny pushes the mall well past the 40 percent vacancy rate that marks the "death spiral" of conventional retail malls. The incidence of dead or dying malls is an increasing and much written about national phenomenon. And although there are occasional cases of malls being successfully repurposed as office complexes, mixed-use centers, warehousing facilities and data and call centers; most malls because of their irregularly shaped floorplates, narrow corridors, and sheer physical size have proven stubbornly ill-suited to adaptation. Even successful re-uses have usually involved substantial demolition.

Although eventual demolition of everything other than the core office building at the Marquette Mall seems likely, possible reuses for the existing mall structure(s) could include: sports-plex, medical offices / clinics, call / data center, fulfillment center, expo hall or tech college. Future retail uses could include a suburban auto-oriented power center, mixed-use town center or a specialty-niche retail arcade such as home design center or boat or RV showrooms. Even these options however will involve a substantial reinvestment and redevelopment that may not prove to be feasible or warranted given other re-use options for this strategically located site.

Conclusion

Because of languid (static) market dynamics in Michigan City as in most of the Midwest, new commercial / retail development in the US Highway 421 / S. Franklin Street corridor in coming years is likely to be relatively slow and incremental. Fragmented land ownership and the interspersed mix of old and new buildings means that, absent significant public-private land assembly efforts, most new commercial / retail development (with the likely exception of the Marquette Mall site), will probably be piecemeal single-project redevelopment rather than larger master-planned projects.

Meanwhile, the presence of large discount retailers such as Wal-Mart and Menards present something of a double-edged sword. On the one hand these "category-killers" will quell the entrance of new general merchandise retailers into the corridor. On the other, they provide ballast to the corridor, pulling in a large customer base locally and from elsewhere in the county. All in all, and nothwithstanding the failing Marquette Mall property, market conditions along the corridor are stable with a relatively low rate of vacancy. A potential market-changer for the corridor is the nascent medical campus taking root at the corridor's south end.

Because of these factors, Michigan City leaders will need to intervene using the usual tools of urban redevelopment if it hopes to accelerate the pace of change in the corridor. These tools include things like: tax increment financing, commercial improvement districting, incentive-zoning and possibly special assessment financing or a combination of some or all of these. Other proactive measures include assisting the formation of a merchants association; developing (i.e. contributing to) corridor-specific marketing collateral and marketing campaigns; and creating special grant and loan programs specifically targeted to corridor businesses and buildings.

Because of its size and pivotal place in the corridor, perhaps the greatest focus of city intervention will be at the struggling Marquette Mall site. The experiences of other similarly-situated communities suggests that the City will need to take a significant co-investment role if it hopes to see this property redeveloped in a comprehensive way. The level of that co-investment will be dictated by among other things: the amount of public debt-supporting "tax increment" generated by a proposed project; the verifiable size of the financial feasibility "gap" faced by profit-motivated developers and their investors, and the credibility and bankability of those developers.

The level of co-investment will also be driven by the scale and scope of the redevelopment vision. For instance, the proposed re-use of most of all of the existing buildings will probably demand less investment (albeit perhaps a more risky investment given the non-traditional tenant-mix likely to be drawn to such a project), versus a more aggressive demolition and rebuilding effort where many of the buildings would be seen as having "negative value". In the latter case, additional public investment may be required to offset the differential in real estate value attributed to existing property "improvements" claimed by the owner / seller regardless of need to remove said improvements to redevelop the property.

The city and its redevelopment authority must exercise a great deal of due diligence and financial savvy in any public-partnership development deal on this site. They must ensure that the developer has the vision, portfolio and the financial wherewithal to carry out a project of this scale. It must assure that other investors are bringing most of the investment capital (and carrying most of the risk), and that the current owners aren't unfairly inflating the sale price by factoring in the value of any public incentives intended to go to the end-developer. If the city suspects that it is dealing with an unreasonable or unmotivated owner, it would be wise not to activate any incentive structure such as TIF until it either has secured a locked-in price for the property (such as through an assignable purchase option), or has a development agreement in-place with a 3rd-party developer. Meanwhile the blight study used in the preparation of the TIF plan should be done with particular thought to how it could position the city for a future condemnation action if conditions and circumstances warrant, and if such action could be deemed legally defensible.

2.3 Environmental Conditions

2.3.1 Wetlands within the Corridor Study Area

There are several wetlands existing within the study corridor, see Figure 2.7, *Major Palustrine Wetlands within the Study Area*. There are 119.32 acres all together (taken from the National Wetland Inventory Map, compiled by the US Fish and Wildlife Service). (Note: while the information shown and discussed herein is presumed to be accurate, it has not been field verified and therefore cannot be used in place of on-site wetland delineation.)

Palustrine wetlands systems, illustrated in Figure 2.8, *Palustrine Wetland Diagram*, include all nontidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens, and all such wetlands that occur in tidal areas where salinity due to ocean-derived salts is below 0.5 percent. See Palustrine Wetland Diagram below. Palustrine systems also include wetlands lacking such vegetation, but with all of the following four characteristics: (1) area less than 8 hectares (20 acres); (2) active wave-formed or bedrock shoreline features lacking; (3) water depth in the deepest part of basin less than 2 meters at low water; and (4) salinity due to ocean-derived salts less than 0.5 percent. Of the several Palustrine wetlands of varying classifications within the 421 Corridor Study Area, there are four sizeable wetlands described in the figure to the right.

The Michigan City Redevelopment Commission (RDC) sponsored the preparation of a study for the wetlands at the south extension of E. Frontage Road entitled *The Town Center Road Extension* (Beam, Longest and Neff, LLC).

There are no IDNR Floodplains within the 421 Corridor Study Area, however, there are a few floodplains located just outside of the Study Area, west of and along Ohio Street.

Figure 2.7 Major Palustrine Wetlands within the Study Area

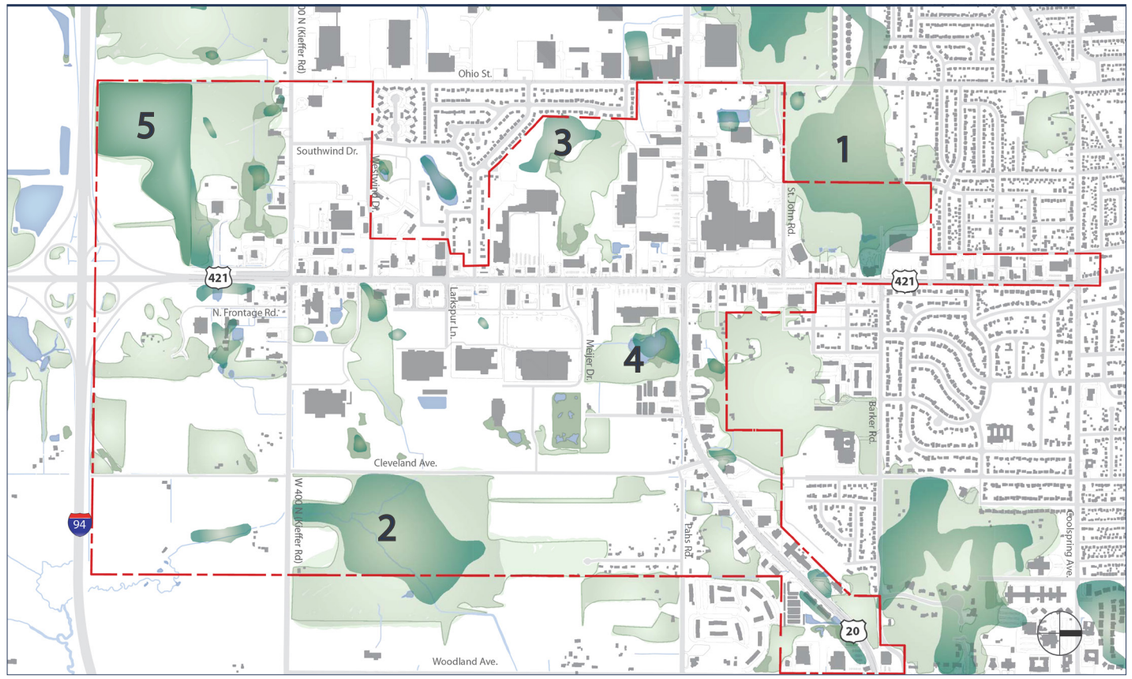
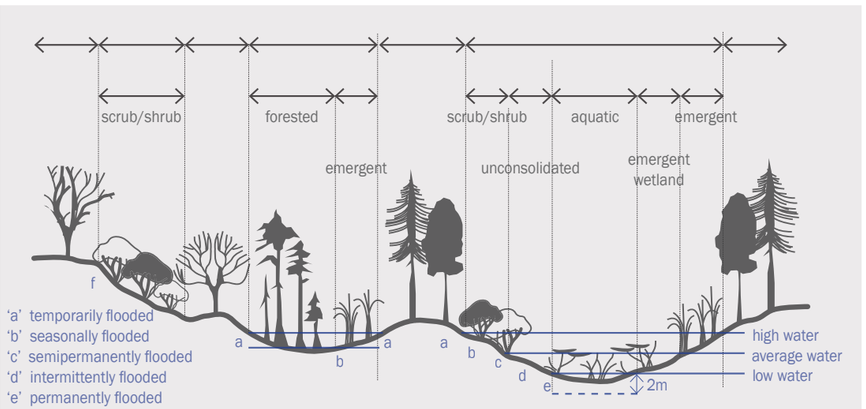


Figure 2.8 Palustrine Wetlands Diagram



Source: USGS Northern Prairie Wildlife Research Center

The **first** wetland is located at the north end of the 421 Corridor Study Area west of S. Franklin Street between Southwood Drive and St. Johns Road and contains 23.09 acres of forested wetland.

The **second** wetland is near the southeast corner of the 421 Corridor Study Area near the intersection of CR 400 N and Cleveland Avenue and contains 45.95 acres of forested wetland.

The **third** location is south of US Highway 20 and west of US Highway 421, just west of the Lake Plaza Development and contains 0.38 acres of swamp wetland and 8.48 acres of palustrine system class emergent, subclass persistent water regime saturated wetland.

The **fourth** is located south of US Highway 20 and east of US Highway 421, southeast of Advance Auto Parts, and contains 1.33 acres of emergent wetland and 3.13 acres of aquatic bed-semi permanently flooded wetland (pond). The pond may offer opportunities for aesthetic and recreational enhancements.

The **fifth** wetland is located north of Interstate 94, south of CR 400 N, and west of US Highway 421.

2.4 Existing Land Use Conditions

2.4.1 Built Environment

The 421 Corridor Study Area consists of over 1,300 acres of developed and undeveloped parcels. As mentioned, the 421 Corridor passes through multiple jurisdictions. From Interstate 94 (I-94) to CR 400 N the corridor is within the jurisdiction of LaPorte County. North of CR 400 N the corridor is within the Michigan City limits. US Highway 421, south of US Highway 20, is under the jurisdiction of the Indiana Department of Transportation. North of US Highway 20, the thoroughfare becomes S. Franklin Street and is under the jurisdiction of the City of Michigan City. The parallel thoroughfares to US Highway 421, Cleveland Avenue to the east, and Ohio Street to the west, are both within the Michigan City limits.

Land Use

The lands within the 421 Corridor Study Area vary in use and utility from vacant, undeveloped lands and lands with environmental constraints (e.g., surface water and wetlands) to lands that are currently in agricultural production. The remainder of the lands within the 421 Corridor Study Area have been fully developed to suit a range of services-oriented, programmatic uses. These include multiple forms of commercial and retail uses, professional office and institutional uses, light industrial uses and residential uses, as depicted in Figure 2.9, *Existing Land Use*. Of the 393 parcels within the 421 Corridor Study Area, 203 parcels (36.6 percent / 482.6 acres) is composed of commercial / retail uses; 38 parcels (9.1 percent / 119.9 acres) is composed of professional office / institutional uses; 1 parcel (1.1 percent / 14.2 acres) is composed of light industrial uses; and 62 parcels (6 percent / 78.6 acres) is residential use of varying densities.

The character of the undeveloped land is either agricultural open space with vegetation confined to along fence lines or other types of boundaries, or it is heavily-forested wetlands or lands containing small ponds. Developed land within the 421 Corridor Study Area is predominantly auto-urban in character, and possesses all of the elements common to commercial strip development anywhere else in the country. Indeed, strip commercial development in its post-World War II form has been one of the most common patterns for new stores, restaurants, and service businesses; and the US Highway 421 / S. Franklin Street Corridor and its perpendicular counterpart, US Highway 20, are no different. Despite the prevalence of this pattern of land use, it is widely agreed that strip commercial development can degrade the overall character of a community's built environment, as a result of its visual impacts, its impact on adjoining neighborhoods, and its congestion-inducing effects.

Refer to Figure 2.10, *Corridor Segment Descriptions*, for a location map, summary, and images of different sections of the 421 Corridor Study Area.

Figure 2.9 Existing Land Use

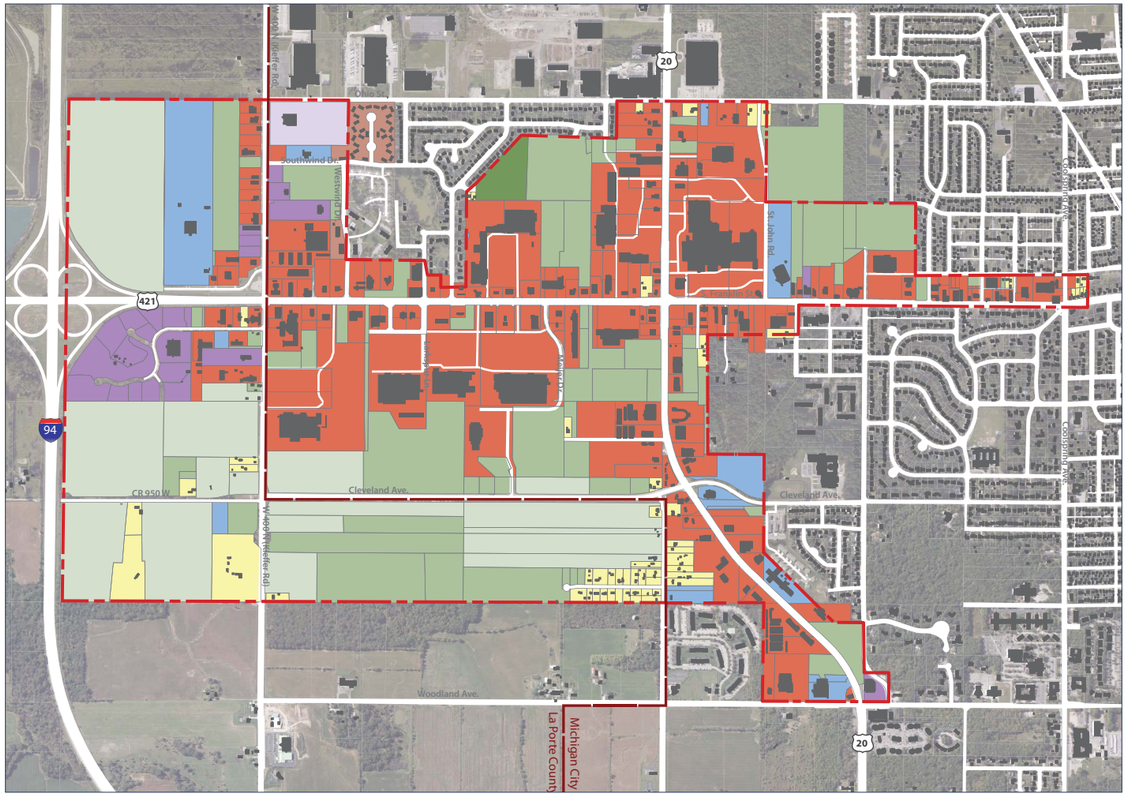
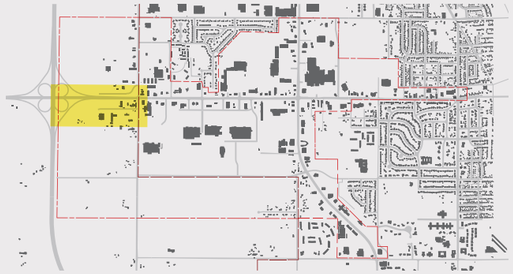


Figure 2.10 Corridor Segment Descriptions



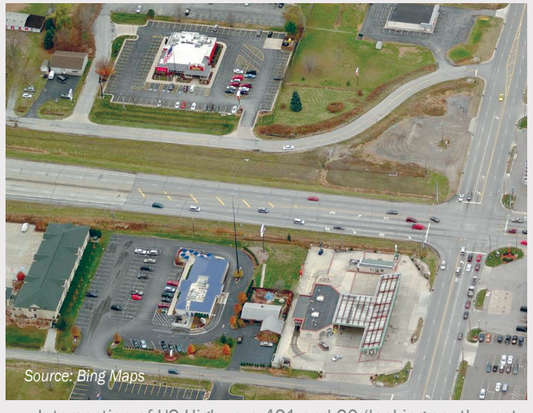
US Highway 421, Interstate 94 to CR 400 N

This portion of US Highway 421 is open and unencumbered by access roads. Commercial and other uses are set back from the thoroughfare right-of-way and rely on the adjacent eastern and western frontage roads for access.

There are two frontage roads to the east and west of US Highway 421. Access to both is off of CR 400 N. A medical center office park is currently being developed just off of the eastern frontage road. LifeWorks Business Park is a 38.64 acre development subdivided into 12 parcels. In 2011, the Indiana University Health La Porte Hospital opened a 38,000 sq. ft. medical building. IU Health Medical Offices provide such care as:

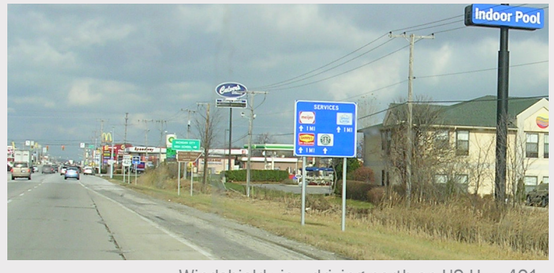
- Orthopedic services, including physician office
- Rehabilitation services, including physical, occupational and speech therapy; pediatric rehab, therapeutic pool and wellness facility
- Diagnostic imaging services, including open MRI, X-ray and ultrasound
- Laboratory services, including blood draw
- Cardiovascular services, including physician office and diagnostic testing
- IU Health Occupational Services, clinic for employers

Future additions to the LifeWorks Business Park will include retail shopping, a café and pharmaceutical services to further assist patients.



Intersection of US Highways 421 and 20 (looking south west

LifeWorks Business Park



Windshield view driving north on US Hwy 421

US Highway 421, CR 400 N to US Highway 20

The portion of US Highway 421 with the greatest amount of commercial uses, the thoroughfare has multiple access points of entry to and exit from an array of commercial uses, ranging in parcel and building size. The west side of the corridor is layered with commercial outparcels which flank an internal service road, beyond which are enframed large expanses of parking, which provide the foreground for several large retail franchises (Wal-Mart, Lowes, Meijer). The internal service road ends at Meijer Drive, which provides access from US Highway 421 to Cleveland Avenue.

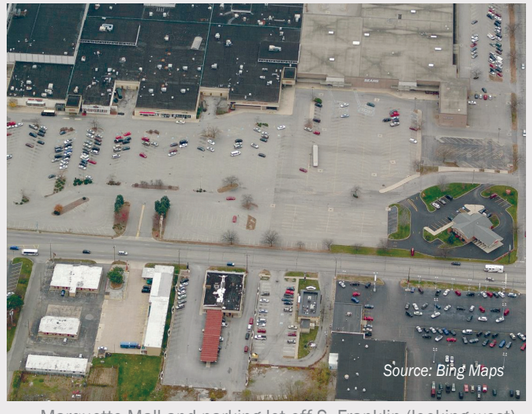
US Highway 421 is flanked to the west by multiple commercial parcels, each with its own access and egress from the thoroughfare. Midway along this portion of US Highway 421, Westwind Drive, Larkspur Lane, and Village Road provide access to a residential neighborhood that is nestled in between the 421 corridor and Ohio Street. The west side of US Highway 421 does not have an internal service road, from which commercial properties could be accessed.

Windshield view driving north on US Hwy 421

S. Franklin St., US Highway 20 to Coolspring Ave.

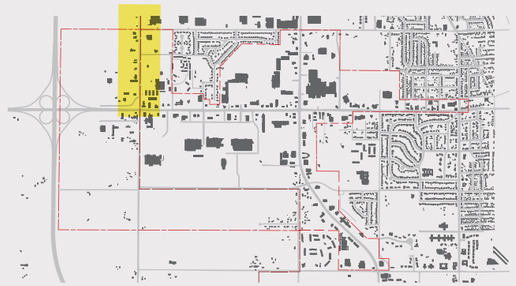
The west side of the 421 corridor is primarily composed of the Marquette Mall property; beyond which is a smattering of smaller commercial properties, each with its own point of access onto the thoroughfare; although in some cases there is internal access between commercial enterprises. Wabash Street provides a logical western, “back” edge for the commercial uses.

The eastern side of the S. Franklin Street consists primarily of small, one-story, ranch-style residences. Land uses within the northeastern quadrant of the intersection of S. Franklin Street and US Highway 20 extending northward consist of fast food restaurants, and aging motel, and additional strip commercial enterprises.



Marquette Mall and parking lot off S. Franklin (looking west)

Figure 2.10 Corridor Segment Descriptions

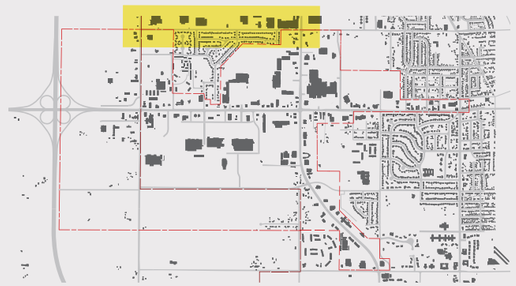


CR 400 N, from US Highway 421 to Ohio Street

The southern side of the road has been subdivided into one acre lots. The majority of which have been developed into commercial land uses, each with their own access onto the thoroughfare. Of the 15 parcels, three are vacant. Generally, buildings conform to a uniform setback, with parking to the side. There is access to US Highway 421's western frontage road, which leads south toward Interstate 94 and provides access to a fast food restaurant, a commercial enterprises and agricultural land.

The northern side of the road has been subdivided into varying sized parcels, the majority of which have been developed into a variety of commercial, office and industrial uses, including motel franchises, an athletic club, doctors office, bank, and light industrial manufacturing.

Commercial development along CR 400 N (looking north)

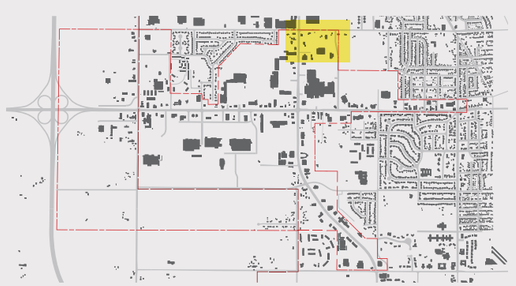


Ohio Street, CR 400 N to US Highway 20

The only portions of this corridor that are within the 421 project study area include the northeastern quadrant of the intersection of Ohio Street and CR 400 N, which is devoted to light industrial manufacturing; and the southeastern quadrant of the intersection of Ohio Street and US Highway 20, which consists of a parking lot for the industrial plant across the street, a residence and an auto supply store. The land between these developed areas consists of the edge of a single family residential neighborhood.

Ohio St. at US Hwy 20 (looking west)

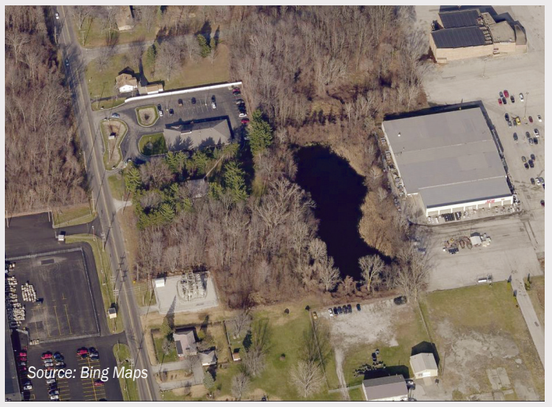
Windshield view driving north on Ohio St.



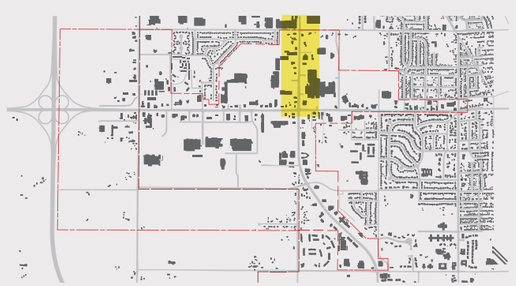
Ohio Street, US Highway 20 to St. John Road

North of US Highway 20 the lands on the east side of Ohio Street are within the 421 Corridor Study Area and include a restaurant, single family detached residences and a utility lift station.

Windshield view driving north on Ohio St.



Ohio St. at St. John Rd. (looking north)



US Highway 20, Ohio Street to US Highway 421

From Ohio Street eastward, the land uses flanking US Highway 20 consist of an array of auto-oriented commercial establishments of varying intensities. While the parcel widths are generally uniform there is a range of parcel depths. The primary development on the south side of US Highway 20 is Dunes Plaza, a large shopping center set back from the road with expansive parking. Commercial outparcels adjacent to US Highway 20 are being planned and developed. On the north side of US Highway 20 is the Marquette Mall site and miscellaneous commercial uses, including a bank, automotive supply, movie theater, and hardware store. The 421 Corridor Study Area extends northward to St John Road, which also defines the Marquette Mall site.

Windshield view driving east on US Highway 20

Figure 2.10 Corridor Segment Descriptions

CR 950 W, Interstate 94 to CR 400 N

The capacity of this thoroughfare is currently being expanded. The west side of the road is within the 421 Corridor Study Area and primarily consists of large-lot residential and undeveloped, agricultural land. At the southern end of this road, a westbound access road is being constructed which will ultimately connect to the US Highway 421 east frontage road and will provide access to the medical office complex adjacent t o the I-94 interchange.

Agriculture west of CR 950 W and south of CR 400 N

Agriculture around CR 950 W and CR 400 N (looking west)

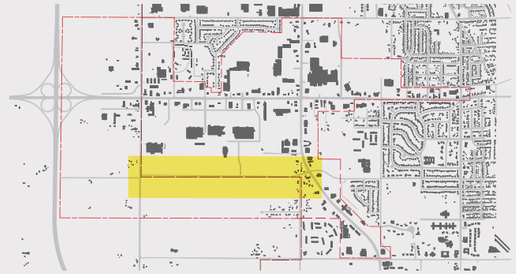
CR 400 N, from US Highway 421 to Cleveland Ave.

The southern side of the road has been subdivided into several parcels of equal width and varying depths. A southbound frontage road provides access to commercial properties along US Highway 421 (hotel, restaurant and gas station), and ultimately ends within a medical office park that is currently under construction. Several parcels remain undeveloped.

The northern side of the road is composed of several large parcels, some of which have been assembled for a hotel franchise and a Walmart, the latter of which is oriented to face US Highway 421. There are three primary entrances into the Walmart property off of CR 400 N, and one entrance off of US Highway 421.

The parcels that makeup the four quadrants of the 400 / Cleveland Avenue intersection are all undeveloped.

Walmart off CR 400 N east of US Hwy 421 (looking northeast)



Cleveland Ave., CR 400 N to US Highway 20

This corridor is composed of long, narrow parcels, of which several are currently used for agriculture. Parcels on the west side of the road are interspersed with several wetland areas. Land along the west side of Cleveland Avenue is currently undeveloped although there are plans to subdivide the road frontage into 12 parcels, 200 feet wide by approximately 200 feet deep. This subdivision flanks either side of Meijer Drive, which provides access from Cleveland Ave. to the Meijer department store and beyond to US Highway 421.

Three of the four quadrants composing the intersection of Cleveland Ave. and US Highway 20 consist of marginally developed commercial properties (gas station, manufactured homes). The northeastern quadrant contains the Michigan City Fire Department's Fire Station No. 4.

Windshield view driving north on US Hwy 421

US Highway 20, US Highway 421 to Woodland Ave.

To the north, US Highway 20 is bounded by a row of long, narrow, auto-centric commercial uses, including a strip center, a motel, an automobile dealership, an assisted-living institution, and a credit union, among other corrugated metal buildings; interspersed with vacant, open parcels. Although parcel sizes vary in size and area, due to the horizontal curvature of the thoroughfare. Building setback is relatively uniform.

The south side of US Highway 20 is composed of similar commercial uses, interspersed with open (and forested), vacant parcels and wetland areas.

Windsheild view driving east on US Hwy 20, a major truck route

2.4.2 Parcel Inventory

To analyze land uses within the 421 Corridor Study Area, a database was compiled to profile each of the 393 parcels within the corridor study area, with respect to the following categories:

- the LaPorte County Tax Assessor's Office parcel number;
- the property owner;
- the zoning district;
- acreage;
- general description of the land use;
- the taxable value of the land;
- versus the taxable value of the improvements;
- the improvement value to assessed value;
- the land value as a percentage of the total value; and
- the land value minus the improvement value.

The parcel database is included within Appendix A, *Parcel Database*. Using the information gleaned from this database and combining it with a geographic information system (GIS) interface (refer to Figure 2.11, *Parcel Inventory*) provided a sound foundation for the formulation of several assumptions related to the general land value of parcels, compared to the estimated value of improvements to the parcels, and the resulting parcel redevelopment potential and geographic patterns therein. Of the 393 total parcels, 271 parcels (69 percent) are two acres or less in area. 99 parcels (25.2 percent) are less than 0.5 acres; 92 parcels (23.4 percent) were between 0.5 and 1.0 acres; and 80 parcels (20.4 percent) are between one and two acres. Only 37 parcels (9.4 percent) were between 10 and 80 acres (refer to Table 2.2, *Parcel Sizes*).

Table 2.2 Parcel Sizes

Acres	Number of Parcels	Percentage
< 0.5	99	25.2%
0.5 < x < 1	92	23.4%
1 < x < 2	80	20.4%
2 < x < 5	61	15.5%
5 < x < 10	24	6.1%
10 < x < 20	22	5.6%
20 < x < 80	15	3.8%

Figure 2.11 Parcel Inventory

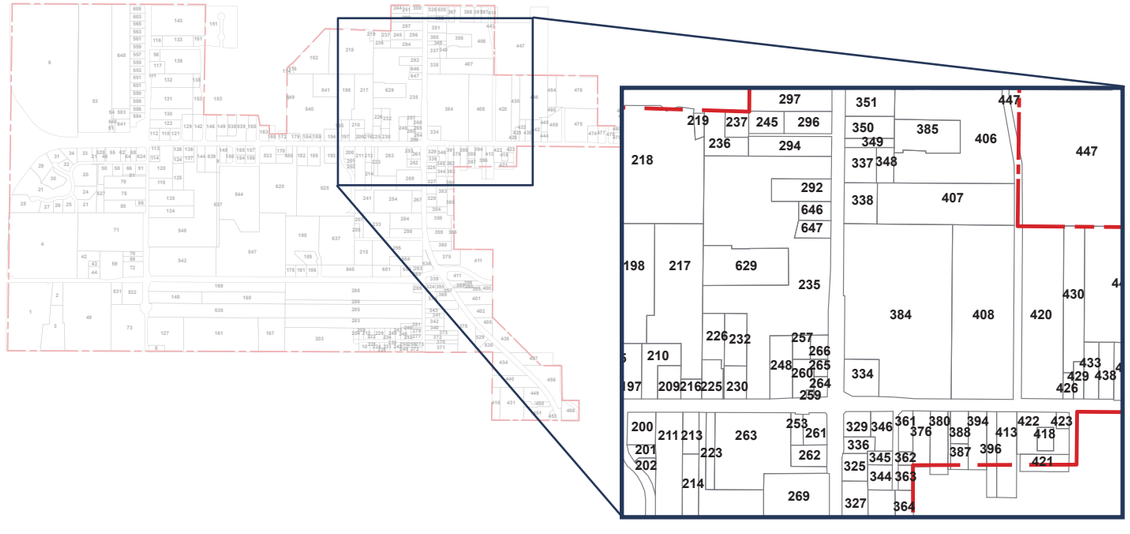


Figure 2.12 Undeveloped Parcels

As depicted in Figure 2.12, *Undeveloped Parcels*, several parcels within the corridor project area remain undeveloped. 46 parcels, totaling 299 acres have not been developed due to environmental and land use constraints, such as surface water, wetlands, and city utilities. 90 parcels, representing 382.5 acres remain available for development.

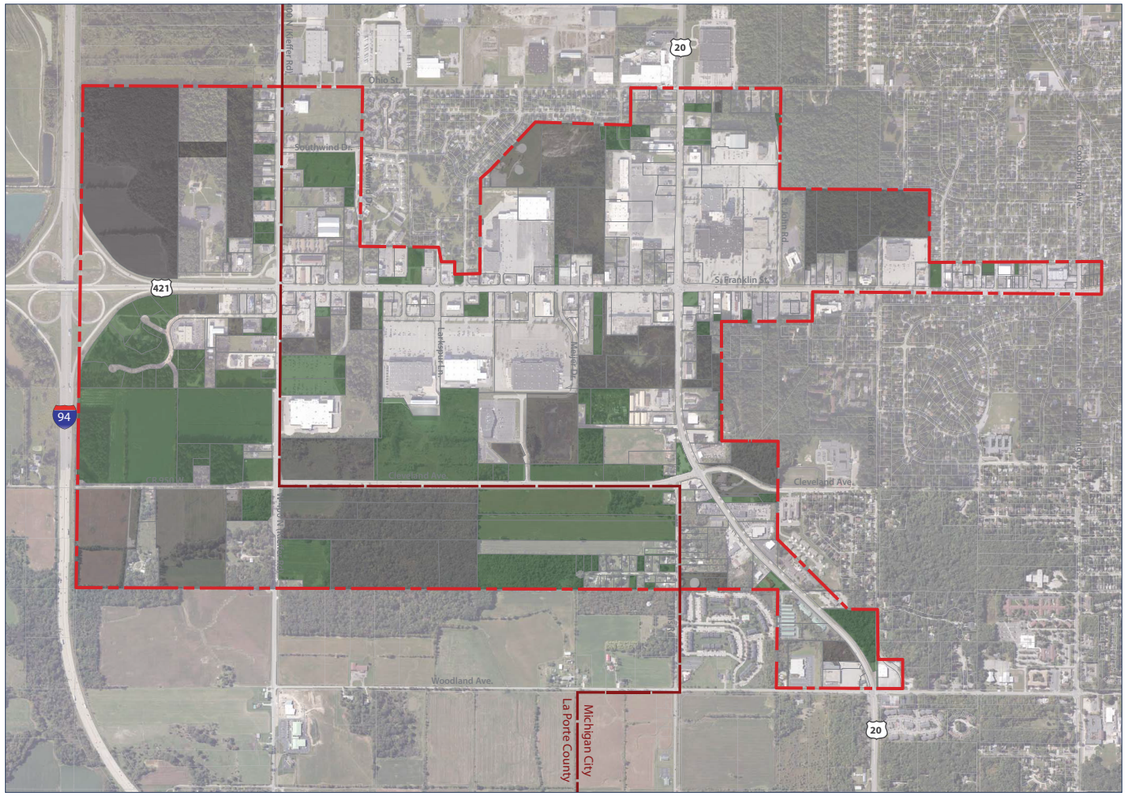


Figure 2.13 Total Assessed Value with Undeveloped Parcels

Of the 257 developed parcels, three parcels (0.8 percent) had a total assessed value of between $8.0 - $16.0 million, and correspond with parcels that are between 10 – 80 acres; seven parcels (1.8 percent) had a total assessed value between $4 - $8 million; while most of the parcels with a total assessed value of between $0 - $100,000 remain undeveloped. 25 parcels (6.4 percent) have a total assessed value of between $1.0 - $2.0 million; as depicted on Figure 2.13, *Total Assessed Value with Un*developed Parcels.

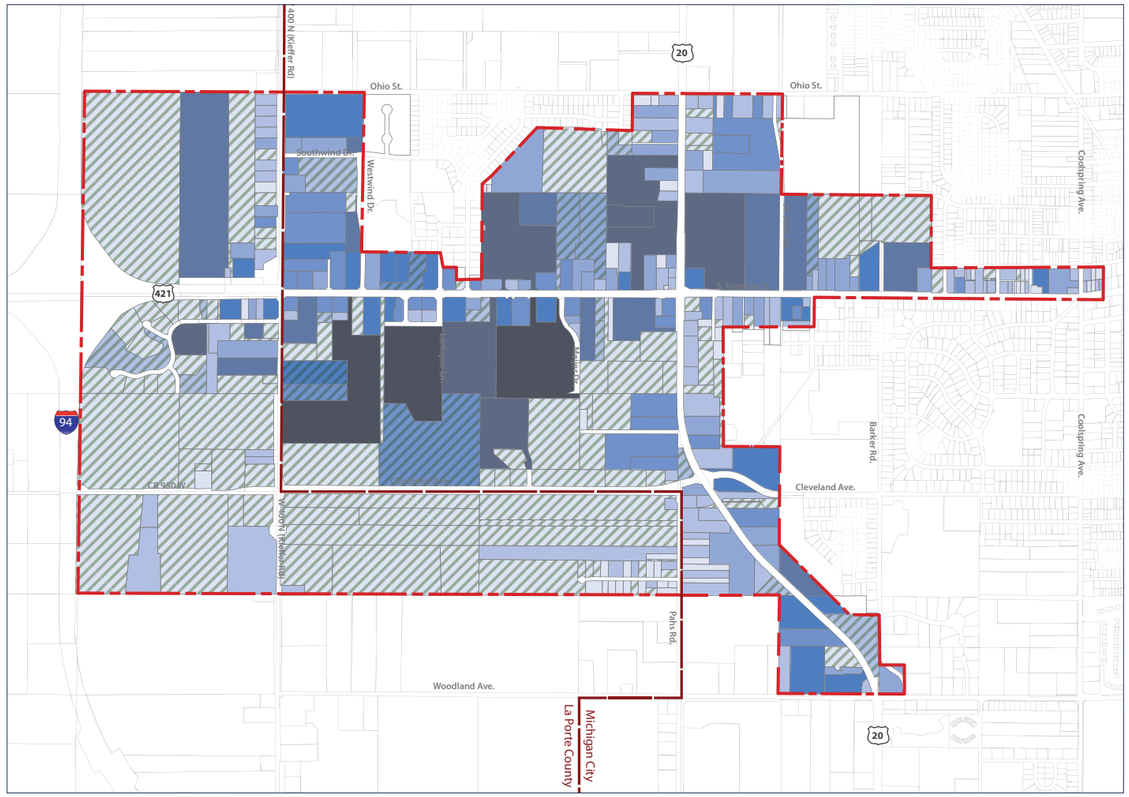
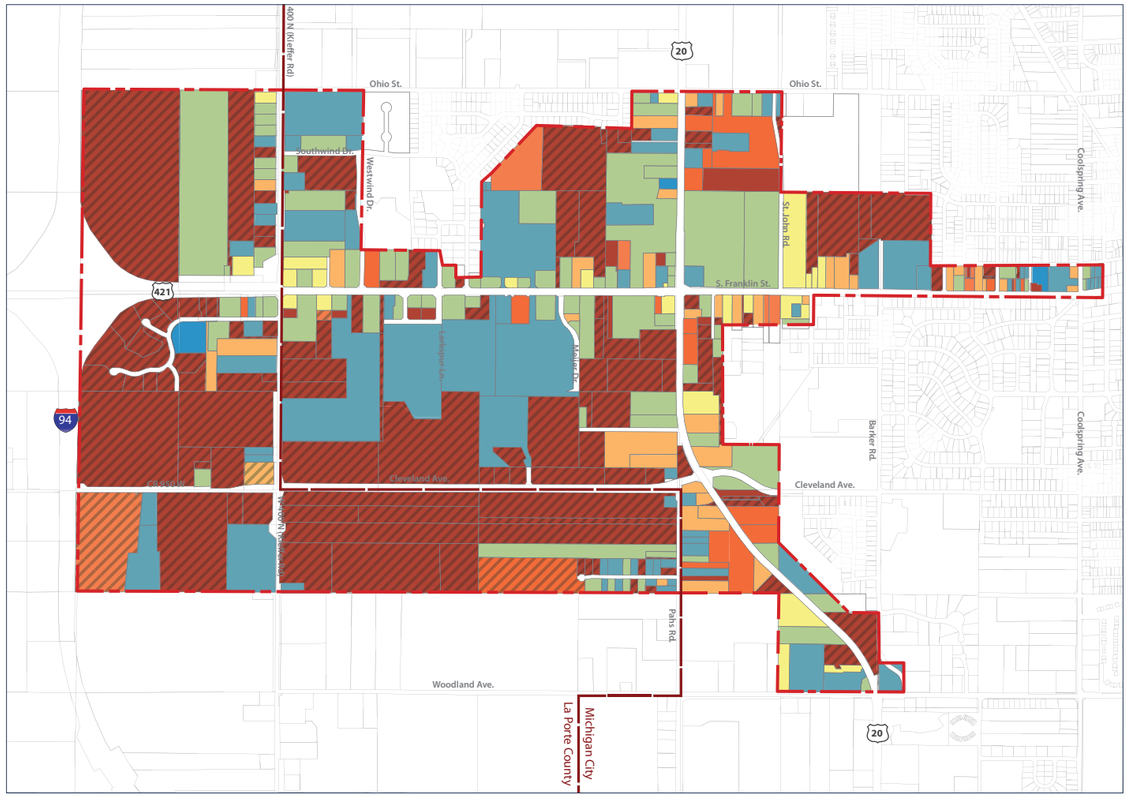


Figure 2.14 Ratio of Improvement Value to Total Assessed Value

Figure 2.14, *Ratio of Improvement Value to Total Assessed Value*, depicts the ratio between improvements to the parcel compared to the land value of the parcel, with “1” representing parcels where the improvement value to land value is the greatest; and ‘0” represents parcels where the improvement value to land value the least. Consequently, the parcels with a value of 0 to 0.1-0.2 represent the parcels that stand to benefit the most from redevelopment.



2.5 Transportation Infrastructure

2.5.1 Transportation

US Highway 421 History

The US Highway 421 / S. Franklin Street South Gateway corridor has been the primary entry to Michigan City since the early 20th Century. Historical construction plans for this corridor indicate SR 43, which spanned from the present day CR 400 N to Cool Spring Avenue, was present prior to 1935. In 1936, the Westville-Michigan City Road was constructed to link Westville with the southern terminus of SR 43. Construction plans for this roadway depict a streetcar line running within the pavement of SR 43 between Eddy Avenue and Coolspring Avenue. This streetcar line was operated by Northern Indiana Railway, Inc. and provided service between Michigan City, La Porte and South Bend. Various documents indicate this streetcar line provided service from 1907 through the 1930s.

The historical construction plans did not indicate when present day S. Franklin Street or US Highway 421 was widened from two-lanes to five-lanes; however, this widening did occur before construction of the interchange with Interstate 94, which occurred in 1970.

Summary: NIRPC 2040 Transportation Program

The NIRPC 2040 Comprehensive Regional Plan (CRP) identifies how the region will grow through the year 2040. The NIRPC 2040 CRP also indicates which resources are necessary to reach the goal.

The NIRPC 2040 CRP identifies S. Franklin Street and US Highway 20 east of S. Franklin Street as operating at Level of Service “E” (LOS) or worse. NIRPC considers LOS E or worse operations to be representative of congested roadways.

The NIRPC 2040 CRP identifies the US 421 / S. Franklin Street corridor as having the fourth highest crash rate in Northwest Indiana. The corridor was also ranked fourth on a list of the top ten non-motorized incident locations in Northwest Indiana. A non-motorized incident is defined as an incident involving a vehicle and a pedestrian or bicyclist. Both rankings suggest that safety enhancements are necessary for the South Gateway Corridor.

Only one capacity project for the Michigan City area is identified in the NIRPC 2040 CRP. This project is the addition of a center turn lane along US 20 between Woodland Court and Johnson Road. Since this improvement lies outside the limits of South Gateway Corridor Study, no improvement to operating conditions within the study limits are expected.

The NIRPC 2040 CRP identifies Michigan City as a target area for focused revitalization, meaning redevelopment of this community is expected to occur through 2040. During this time period, the integration of transportation and land use should be made a priority, as this is a principle of the 2040 CRP. This can be achieved by planning for Transit Oriented Development that can take advantage of the existing South Shore Line.

The NIRPC 2040 CRP identifies a need for transit between the cities of Michigan City, Westville and La Porte. Transit types identified for these connections include light rail and Bus Rapid Transit (BRT).

The need to increase the amount of non-motorized transportation is also identified in the 2040 CRP. To achieve this, the 2040 CRP calls for creation of a regional network of trails connecting livable centers and scenic areas.

Another key element in the NIRPC 2040 CRP is the incorporation of the Complete Streets philosophy. This philosophy is essentially a policy that requires streets be designed and operated to enable safe access for all users. Incorporation of the Complete Streets philosophy will now be a consideration for project funding.

Regional Mobility

Michigan City is served by several statewide and regional transportation corridors, as depicted in Figure 2.15, *Regional Mobility*. This figure also provides the existing AADT of each facility.

According to INDOT, Statewide Mobility Corridors, such as Interstates 80, 90 and 94, provide connections between major metropolitan areas and neighboring states. The Statewide Mobility Corridors that serve Michigan City provide for travel between Chicago, Illinois, Detroit, Michigan and Toledo, Ohio.

US Highways 12, 20, 35 and 421 in the vicinity of Michigan City are designated as Regional Mobility Corridors. These routes are intended to connect the Statewide Mobility Corridors to smaller cities such as La Porte, Indiana.

Figure 2.15 Regional Mobility

Parking Requirements

Based on current zoning, the vacant lands within the 421 Corridor Study Area are expected to be developed with commercial uses. The most likely commercial uses in this area are retail establishments and restaurants. These facilities must provide off-street parking per Michigan City's Municipal Code, Section 18.01. The minimum off-street parking required for these potential developments are provided in Table 2.3, *Minimum Parking Requirements*. The maximum amount of off-street parking provided by any development is limited to 120 percent of the minimum parking requirements.

Road Network

Roadway Classifications

US Highway 421 / S. Franklin Street and US Highway 20 are each classified as "Other Principal Arterials." This designation indicates these facilities are intended to provide connections between urban areas and major centers. US Highway 20 is also classified as an "Extra Heavy Duty Truck Route." This designation allows vehicles up with loads up to 134,000 pounds to use US Highway 20. These classifications are summarized in Table 2.4, *Thoroughfare Classification*.

CR 400 N is classified as a "Minor Arterial" and as such is intended to provide connections between "Principal Arterials" and activity centers not serviced by a "Principle Arterial." Ohio Street and Cleveland Avenue are classified as "Major Collectors" and therefore are intended to provide for both through traffic and access to adjacent parcels.

Several frontage roadways are provided along the segment of US Highway 421 between CR 400 N and US Highway 20. These facilities are located behind several properties abutting US Highway 421 and provide access to both the abutting properties and those retail establishments located further from US Highway 421. These roadways are considered to have a "Local" classification and fall under the jurisdiction of Michigan City.

Typical Sections

US Highway 421 has two distinct sections within the study limits. The dividing line for these sections lies at CR W 400 N between Interstate 94 and CR 400 N, US Highway 421 is a four-lane limited access facility with a 126-foot right-of-way. This traveled way with 12-foot-wide lanes separated by an 18-foot-wide median and bordered by 10-foot-wide paved shoulders. Between CR W 400 N and US Highway 20, US Highway 421 is a five-lane curbed facility with a 16-foot, two-way left turn lane and 12-foot-wide through lanes. Right turn lanes are provided along 40 percent of the northbound lanes and 55 percent of the southbound lanes. These lanes are contained in a right-of-way that is 105 feet in width.

S. Franklin Street is a five-lane curbed facility with a two-way left turn lane, 12-foot-wide through lanes and a 35 mph posted speed limit. The exception to this statement is the segment between US Highway 20 and St. John Road, where 10-foot outside and 11-foot inside lanes are provided. The two-way left turn lane of S. Franklin Street varies in width, with lane widths ranging from 14 to 18 feet. The right-of-way along S. Franklin Street is approximately 90 feet in width.

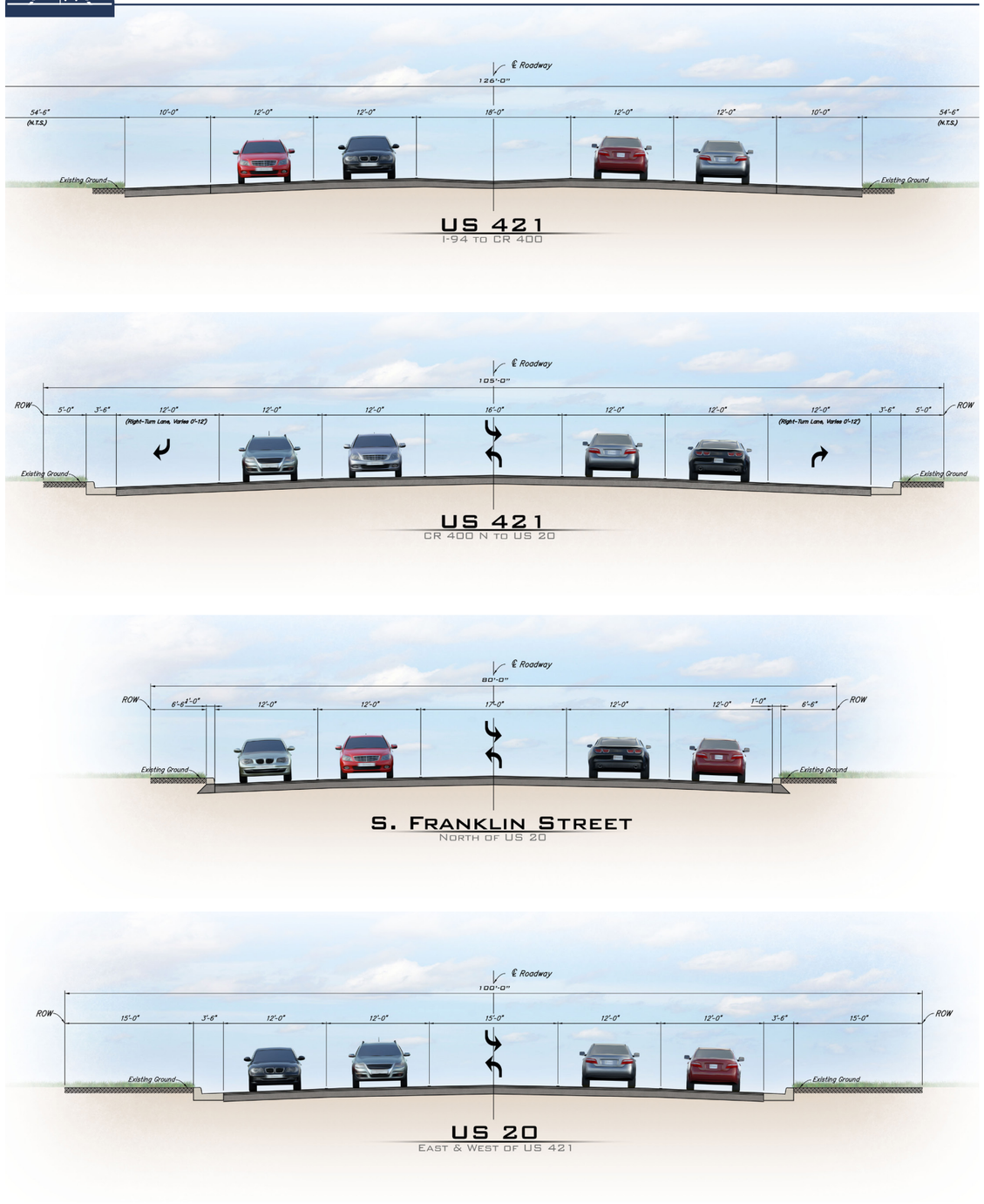
Table 2.3 Minimum Off-Street Parking Requirements

Land use	Required Off-Street Parking Spaces
Retail, Single-Tenant	1 space per 250 sq. ft. gross floor area
Retail, Multi-Tenant	1 space per 250 sq. ft. gross floor area for the first 60,000 sq. ft. 1 space per 225 sq. ft. gross floor area above 60,000 sq. ft.
Restaurant, no drive thru	1 space per 70 sq. ft. gross floor area
Restaurant with drive-through	1 space for each employee plus 1 space for each 75 square feet of dining area 8 stacking spaces for each drive-through window

Table 2.4 Thoroughfare Classification

Facility	Classification	Jurisdiction
US Highway 421	Other Principal Arterial	INDOT
US Highway 20	Other Principal Arterial	INDOT
S. Franklin Street	Other Principal Arterial	Michigan City
CR 400 N	Minor Arterial	Michigan City
Ohio Street	Major Collector	Michigan City
Cleveland Avenue	Major Collector	Michigan City
Service Roads	Local	Michigan City

Figure 2.16 Typical Sections



US Highway 20 is also a five-lane curbed facility with a 16-foot, two-way left turn lane and 12-foot through lanes. This roadway section is contained within a right-of-way that is 100 feet in width.

West of US Highway 421, CR W 400 N is a four-lane rural facility with a 110-foot right-of-way width. Lane widths along this segment of CR W 400 N are 12 feet, with eight-foot paved outside shoulders. East of US Highway 421, CR W 400 N is a five-lane curbed facility with a 90-foot right-of-way width. 12-foot lanes are provided along CR 400 N, along with a 13-foot two-way left turn lane.

Ohio Street is a two-lane facility with a posted speed limit of 30 mph and 12-foot lanes between CR 400 N and US Highway 20. The right-of-way along Ohio Street is 60 feet in width. Ohio Street is a rural facility except for the portion between South Street and Southwind Drive, which is curbed on the east side. Between US Highway 20 and St. John Road, Ohio Street maintains the rural typical section and 60-foot right-of-way width.

Cleveland Avenue is a five-lane curbed facility with a 110-foot right-of-way width. Lane widths along Cleveland Avenue are 12 feet with a 14-foot two-way left turn lane.

This typical section along with typical sections for US Highway 421 and S. Franklin Street are depicted in Figure 2.16, *Typical Sections*.

Access Management

A large majority of the parcels within the 421 Corridor Study Area have individual driveways with full access to the adjacent roadway. Access for abutting properties is only restricted in the vicinity of the US Highway 20 and US Highway 421 / S. Franklin Street intersection and at the intersection of US Highway 20 and Woodland Court. No properties have access to US Highway 421 between CR E 300N and CR 400 N as this segment is designated by INDOT as Limited Access right-of-way.

Per the INDOT Access Classification System, the US Highway 421 and US Highway 20 facilities are classified under the access category of Tier 3A – Sub-Regional Corridors. According to the INDOT Access Management Guide, the signalized intersection should be located at one-half mile spacing with signalized intersections separated by as little as 0.32 miles considered to be acceptable in urban areas. Driveway spacing for Tier 3A corridors is not addressed in the INDOT Access Management Guide. This document defers driveway spacing guidelines to the INDOT Driveway Permit Manual. The INDOT Driveway Permit Manual defines the minimum recommended spacing for adjacent driveways as 185 feet and 245 feet for highway speeds of 30 mph and 35 mph, respectively.

Existing access points to Franklin Street, US Highway 421 and US Highway 20 are summarized in Table 2.5, *Summary of Existing Access Points*. Each access Point is tabulated in Appendix B, *Existing Access Points* and depicted in Figure 2.17, *Existing Access Points* and in a larger scale in Appendix B, *Existing Access Points*. The spacing between existing signalized intersections largely satisfies the INDOT spacing criteria; however, the spacing between full opening driveways does not, which indicates the potential for access management opportunities.

Frontage Roads

Several segments of frontage roads are provided along the South Gateway Corridor. These roadways are depicted in Figure 2.18, *Internal Circulation Network*. The southernmost frontage road provides access to Wal-Mart and allows users to bypass the intersection of US Highway 421 and CR 400 N. A short segment of frontage road is provided along the west side of US

Table 2.5 Access Point Summary

Roadway	Segment	Total Access Points	Signalized	Full	Directional
S. Franklin Street	Barker Road to Coolspring Avenue	43	2	40	1
S. Franklin Street	St John Road to Barker Road	16	1	15	0
S. Franklin Street	US Highway 20 to St John Road	14	1	10	3
US Highway 421	Meijer / Big R to US Highway 20	20	1	16	3
US Highway 421	Larkspur Lane to Meijer / Big R	9	1	7	1
US Highway 421	CR 400 N to Larkspur Lane	20	1	18	1
US Highway 20	Ohio Street to US Highway 421	30	1	19	10
US Highway 20	US Highway 421 to Cleveland Avenue	24	1	18	5
US Highway 20	Cleveland Avenue to Woodland Court	26	2	22	2

Figure 2.17 Existing Access Points

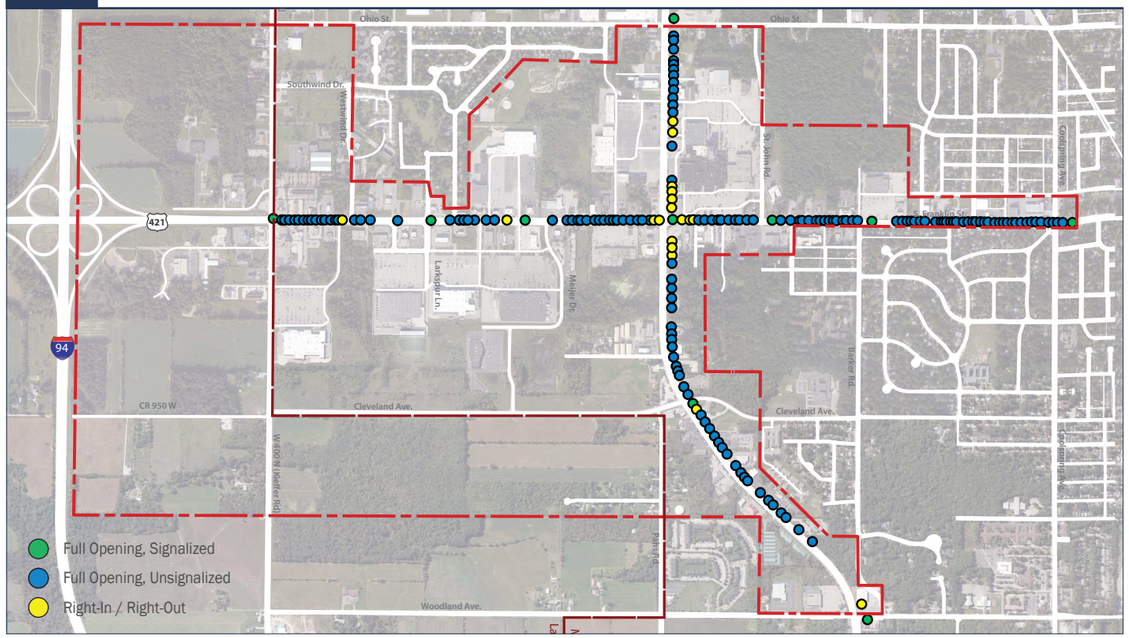


Figure 2.18 Internal Circulation Network

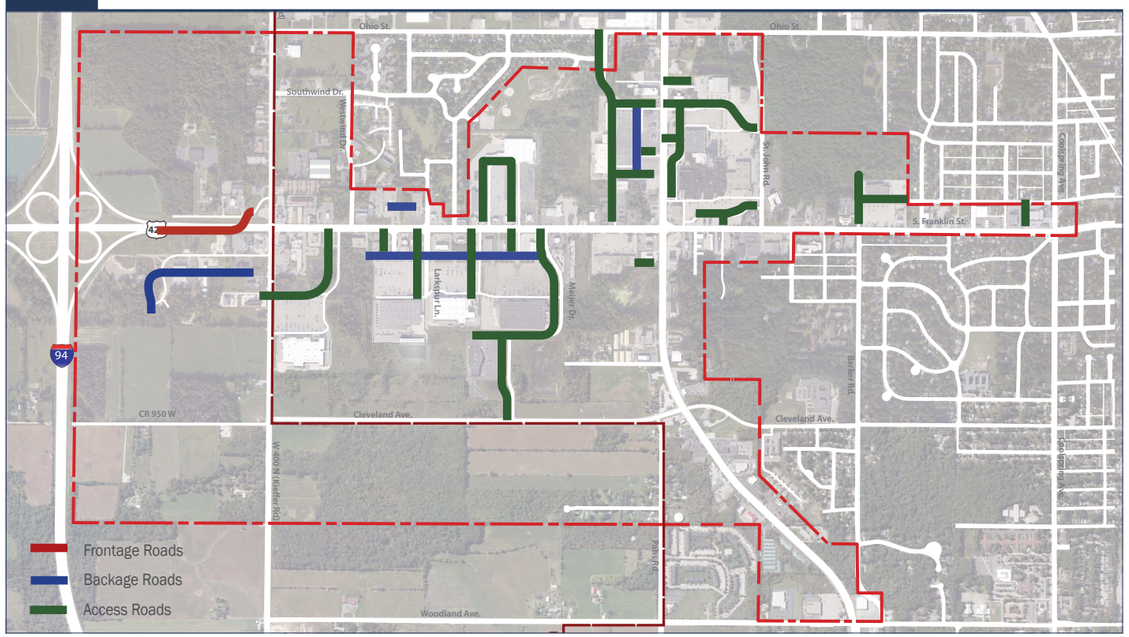
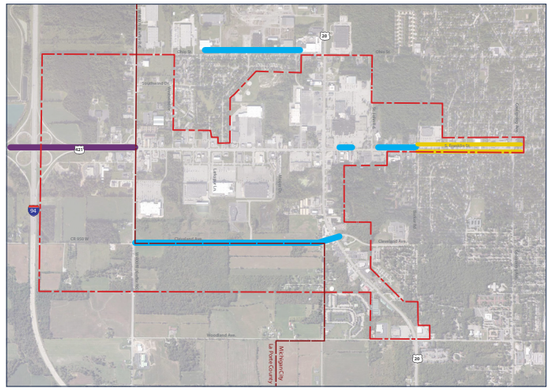


Figure 2.19 Active Transportation Facilities



Sidewalk (one side of road)

Sidewalk (both sides of road)

Paved shoulder

Highway 421 south of Larkspur Lane. This roadway provides access to Olive Garden and Office Max.

A more substantial series of frontage roads is provided between Larkspur Lane and Meijer Drive on the east side of US Highway 421. These frontage roads are accessible via the signalized intersections at Larkspur Lane and the Meijer / Big R driveways. This series of frontage roads provides access to the Menards, Lowes, Meijer, several restaurants and numerous out parcel retail establishments. Meijer Drive, which connects to the northern termini of these frontage roads, provides access to AMC Showplace Cinemas and more importantly provides a connection between US Highway 421 and Cleveland Avenue. This access allows motorists traveling between the southern and eastern portions of the study area to bypass the intersection of US Highway 421 and US Highway 20.

Dunes Plaza contains a frontage roadway that provides access to the larger buildings of this shopping center. This roadway connects with Southwind Drive to provide an east-west corridor that provides relief to US Highway 20 between Ohio Street and US Highway 421.

Active Transportation

Bicyclists and pedestrians are not adequately accommodated within the study area. Figure 2.19, *Active Transportation Facilities* illustrates the portions of the study in which sidewalks and bicycle facilities are currently provided. Only 37 percent of the roadways within the 421 Corridor Study Area provide sidewalks on one or more sides of the roadway, while none of the roadways provide bike lanes. For these reasons, pedestrians, bicyclists and motorists are forced to share the roadway without designation throughout much of the 421 Corridor Study Area.

Public Transit

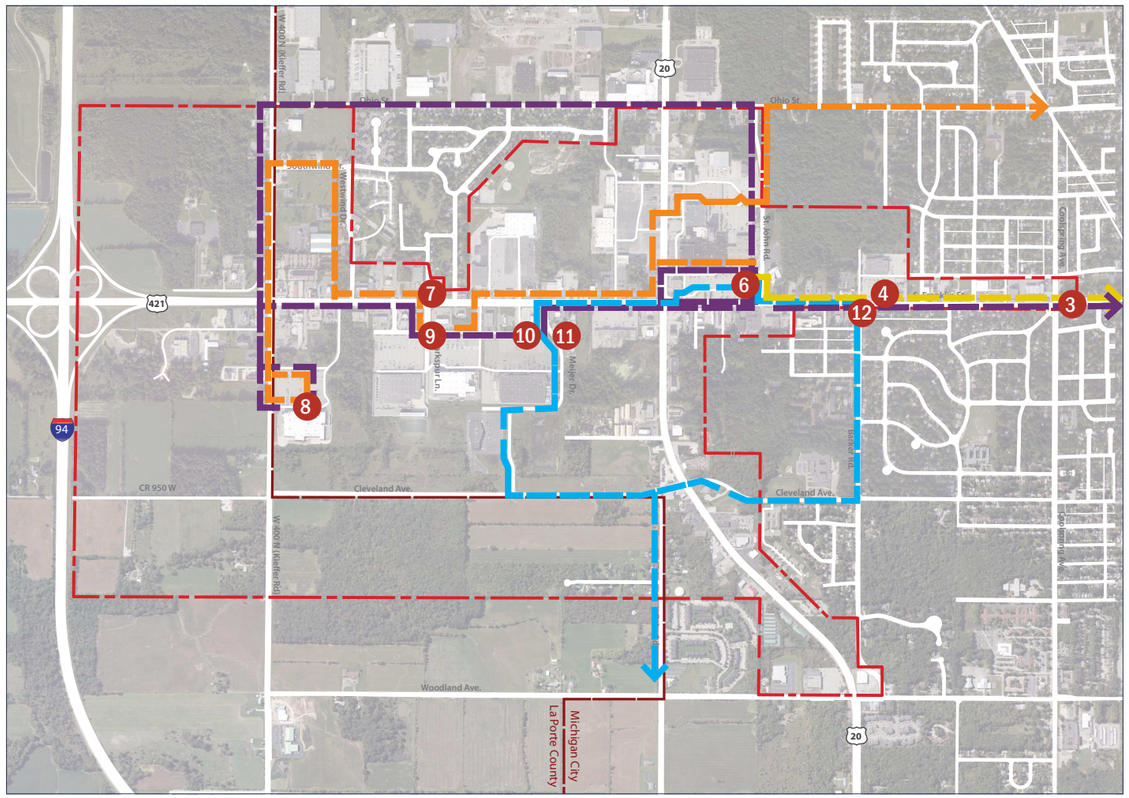
The 421 Corridor Study Area is served by Michigan City Transit which provides bus transportation along four fixed routes depicted in Figure 2.21, *Public Transit Routes and Existing Bus Stops*. These routes are operated Monday through Friday between the hours of 6:30 am and 6:00 pm and also Saturdays between 8:30 am and 6:00 pm. No service is provided on Sundays or holidays. Headway times for these routes are approximately 60 minutes.

In addition to these four fixed routes, Michigan City Transit also offers ADA Paratransit service to individuals who are unable to ride the fixed routes. This is an on-demand service with no fixed routes or schedules.

There are nine designated stops provided within the study area. These stops are listed in Figure 2.20, *Public Transit Routes and Existing Bus Stops*.

The American Public Transportation Association (APTA) publishes annual ridership information for public transit

Figure 2.20 Public Transit Routes and Existing Bus Stops



Route 1

Route 2

Route 3

Route 4

0 1000 2000

Stop Number	Location	Direction	Type
3	Coolspring and Franklin	South	Flag
4	Al's Supermarket (Barker and Franklin)	South	Flag
6	Marquette Mall	Both	Transfer
7	Office Max (Larkspur and Franklin)	South	Flag
8	Walmart	Both	Transfer
9	Menard's (Town Center Rd and Larkspur)	North	Flag
10	Meijer's	Both	Transfer
11	Aldi's (Town Center and Franklin)	West	Flag
12	Franklin and Barker	North (Route 2 West)	Flag with Shelter

agencies. The most recent edition of this data available at the time of this study indicates the Michigan City Transit provided 137,324 unlinked passenger trips in 2013. Unlinked passenger trips are the number of passengers who board public transportation vehicles, no matter how many vehicles are used to travel between a passenger's origin and destination. On a per capita basis, unlinked passenger trips provide a means of measuring the demand for public transportation.

Michigan City's motorbus service recorded approximately 4.4 unlinked passenger trips per capita, which ranks 382nd among the 612 agencies that reported motorbus data. This ranking suggests that there is not a high demand for Michigan City Transit's motorbus service.

Traffic Volumes

To access traffic operations within the 421 Corridor Study Area, traffic counts were collected at the eleven signalized intersections depicted in Figure 2.21, *Study Intersections*. These traffic counts were collected in the AM and PM peak hours of a typical weekday.

To account for the influx of tourists to the City that occurs annually in the summer months, the traffic counts were seasonally adjusted using historical data provided by INDOT. This data, which was obtained from the latest INDOT Traffic Adjustment Factors publication, indicates daily traffic volumes in the summer months are approximately 10 percent greater those of the winter months in Michigan City.

The adjusted traffic volumes for each of the eleven signalized intersections are provided in Table 2.6, *Peak Hour Traffic Volumes*.

Volumes on the frontage roads that are located along US Highway 42 were estimated from these traffic volumes. Based on turning volumes at the Larkspur Drive and Meijer / Big R intersections, the two-way traffic volume on the frontage roads is estimated at 800 vehicles per hour or less. This volume is well under the capacity of the frontage road and suggests that these frontage roads are underutilized.

Truck Volumes

Daily truck volumes for US Highway 421 / S. Franklin Street and US Highway 20 were obtained from INDOT and are provided in Table 2.7, *Truck Volumes*. This data indicates that a significant change in truck volume on US Highway 421 occurs between CR 400 N and US Highway 20. This change in volumes results from the many retail establishments located in this segment of US Highway 421, each of which are expected to receive frequent shipments of goods.

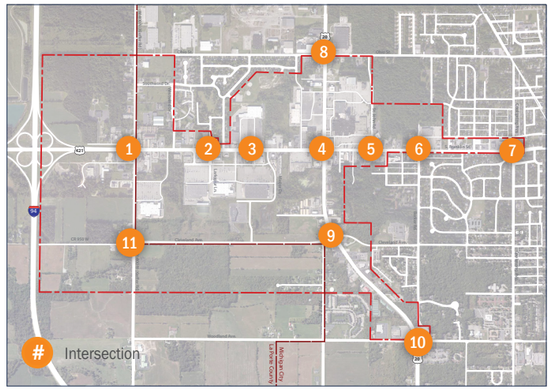
A comparison of truck volumes along Interstate 94 suggests that many of the deliveries to retail establishments along US Highway 421 travel to / from destinations to the west.

The truck data also indicates significantly more truck traffic on US Highway 20 than on US Highway 421 or S. Franklin Street in the vicinity of US Highway 20. This suggests that the major movements for truck traffic on US Highway 20 are through movements and turning movements associated with US Highway 421.

Table 2.7 Truck Volumes

Roadway	Segment	AADT Volume	Daily Truck Volume	Daily Truck Percentage
S. Franklin Street	North of US Highway 20	26,100	1,930	7%
US Highway 421	South of US Highway 20	35,400	2,700	8%
US Highway 421	South of CR 400 N	36,300	4,380	12%
US Highway 421	South of Interstate 94	22,700	4,150	18%
US Highway 20	West of US Highway 421	19,300	4,050	21%
US Highway 20	East of US Highway 421	23,200	3,260	14%
Interstate 94	West of US Highway 421	58,400	11,440	20%
Interstate 94	East of US Highway 421	29,000	13,010	45%

Figure 2.21 Study Intersections



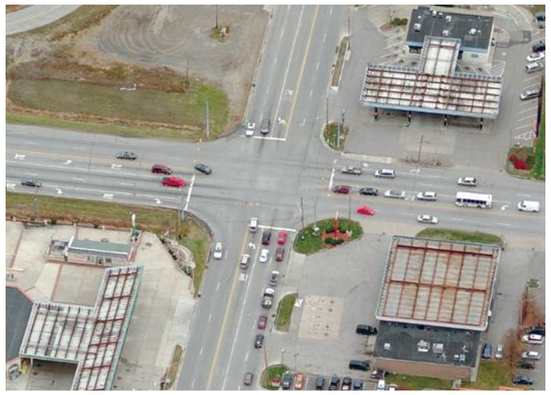
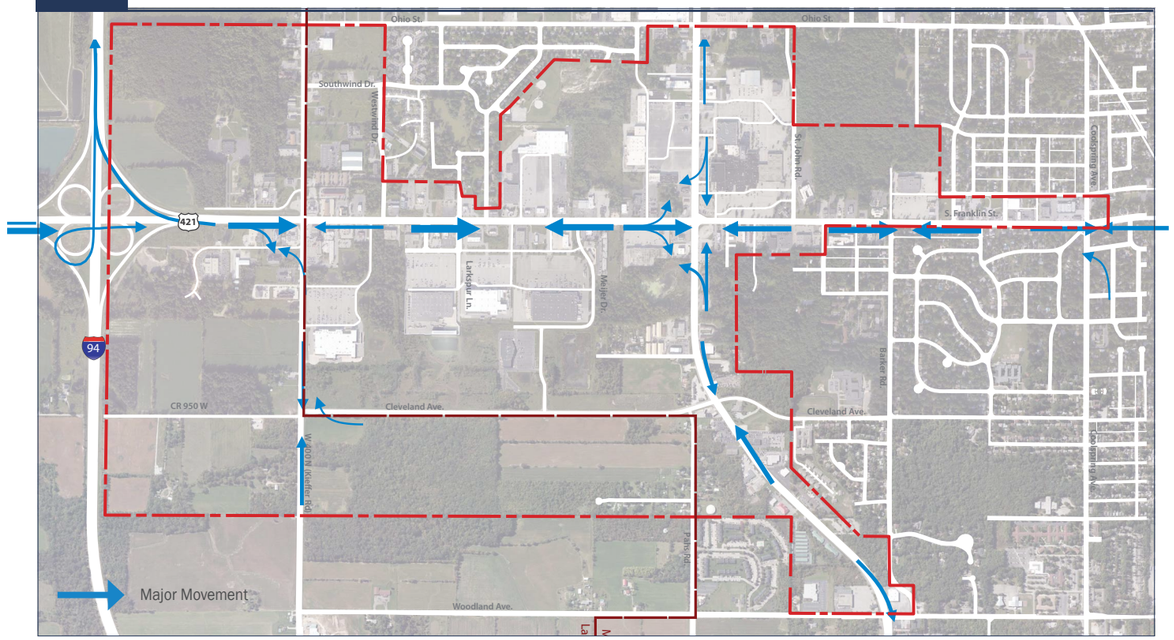


Table 2.6 Peak Hour Traffic Volumes

#	Intersection	Peak Hour	Northbound			Southbound			Eastbound			Westbound		
			Left	Thru	Right	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	US Hwy 421 and CR 400 N	AM	92	532	225	78	294	42	47	76	86	174	96	142
		PM	90	641	363	181	720	50	63	174	150	342	131	250
2	US Hwy 421 and Larkspur Dr	AM	10	669	65	72	455	3	9	3	7	67	7	45
		PM	2	977	65	73	1025	4	16	4	7	95	8	50
3	US Hwy 421 and Meijer/ Big R	AM	15	604	64	47	539	49	49	11	7	46	12	93
		PM	23	877	76	83	979	118	109	20	25	111	21	137
4	US Hwy 421 and US Hwy 20	AM	136	511	126	90	454	71	85	147	142	176	183	95
		PM	217	779	180	218	783	155	123	344	258	224	291	150
5	S. Franklin St and St John Rd	AM	25	601	17	2	536	63	78	2	28	17	5	2
		PM	24	910	29	8	992	101	136	9	42	39	3	12
6	S. Franklin St and Barker Rd	AM	43	548	21	49	537	17	15	14	50	35	27	51
		PM	91	905	57	101	926	17	20	38	85	87	45	89
7	S. Franklin St and Coolspring Ave	AM	46	437	73	27	393	9	23	74	51	110	78	40
		PM	58	678	140	52	722	29	49	172	75	154	134	46
8	US Hwy 20 and Ohio St	AM	14	80	22	68	88	39	43	294	23	25	221	48
		PM	26	150	67	149	118	60	84	415	30	36	353	133
9	US Hwy 20 and Cleveland Ave	AM	55	72	91	32	85	16	22	314	49	140	403	20
		PM	123	164	228	41	142	34	45	560	155	184	536	20
10	US Hwy 20 and Woodland Ct	AM	10	110	14	92	116	129	126	256	1	20	378	152
		PM	20	146	37	166	142	254	238	614	16	48	422	154
11	CR 400 N and Cleveland Ave	AM	0	0	0	40	0	135	83	209	0	0	326	63
		PM	1	0	0	176	0	222	230	442	0	0	435	99

Figure 2.22 Traffic Patterns



Traffic Patterns

The major traffic movements that occur within the limits of the 421 Corridor Study Area are depicted in Figure 2.22, *Traffic Patterns*. The arrows of this figure indicate the critical movements of each intersection. Arrow sizes depict the magnitude of traffic volume associated with each movement. The following traffic patterns are evident in this figure.

- More trips occur between Michigan City and areas south of Interstate 94 than trips between Michigan City and areas west of US 421 located along I-94.
- The US Highway 421 corridor carries a majority of the north –south traffic through the study area, which suggests that Ohio and Cleveland Streets may be underutilized.
- Through volumes along the US Highway 421 corridor are largest between CR 400 N and US Highway 20. This suggests that the businesses located along this segment are the destinations of many users of the corridor.
- Multiple high volume movements exist at the intersection of US Highway 20 and US Highway 421 / S. Franklin Street. Multiple high volume movements at an intersection are commonly an indicator of congestion.
- Traffic volumes on US Highway 421 are greater than those along S. Franklin Street. This suggests that retail establishments located between CR 400 N and US Highway 20 attract a significant amount of trips from both downtown Michigan City and the outlying areas.
- Critical intersection movement volumes do not vary significantly between the AM and PM peak hours.

Analysis of Transportation Related Constraints

Based on anecdotal information gathered at the initial Steering Committee meeting, the 421 Corridor Study Area is heavily congested in the peak hours between Interstate 94 and US Highway 20. This was confirmed by the results of the capacity analysis conducted for this study, which indicate the intersections of US Highway 421 and CR W 400 N and US Highway 421 and US Highway 20 operate at LOS D with substantial queuing in the 2015 peak hours. This results in congestion along the South Gateway Corridor, as depicted in Figure 2.23, *Existing Transportation Constraints*. Existing operating conditions are provided in Table 2.8, *2015 Operating Conditions*.

Figure 2.23 Existing Transportation Constraints

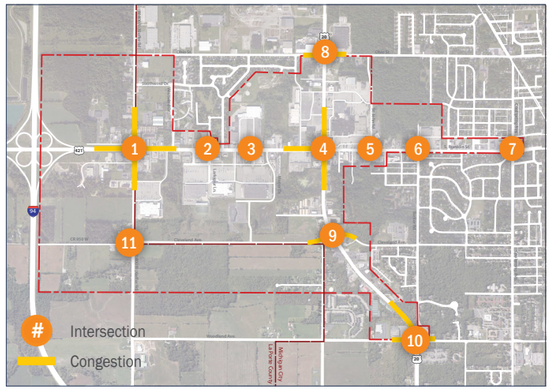


Table 2.8 2015 Operating Conditions

#	Intersection	Peak Hour	Overall	Northbound	Southbound	Eastbound	Westbound
1	US Hwy 421 and CR 400 N	AM	LOS C / 26.6	LOS C / 20.5	LOS C / 24.5	LOS D / 43.6	LOS D / 36.6
		PM	LOS D / 38.8	LOS C / 31.0	LOS D / 40.1	LOS D / 47.0	LOS D / 45.0
2	US Hwy 421 and Larkspur Dr	AM	LOS A / 3.1	LOS A / 0.2	LOS A / 0.3	LOS D / 42.6	LOS D / 46.0
		PM	LOS A / 3.0	LOS A / 0.3	LOS A / 0.7	LOS D / 42.0	LOS D / 46.3
3	US Hwy 421 and Meijer/ Big R	AM	LOS A / 9.4	LOS A / 9.9	LOS A / 2.0	LOS D / 45.5	LOS D / 45.3
		PM	LOS B / 11.1	LOS A / 8.9	LOS A / 4.9	LOS D / 44.1	LOS D / 43.7
4	US Hwy 421 and US Hwy 20	AM	LOS D / 38.5	LOS D / 39.9	LOS C / 31.4	LOS D / 41.2	LOS D / 44.6
		PM	LOS D / 35.2	LOS C / 26.7	LOS C / 33.2	LOS D / 42.4	LOS D / 46.5
5	S. Franklin St and St John Rd	AM	LOS A / 6.3	LOS A / 4.4	LOS A / 4.3	LOS C / 29.7	LOS C / 29.5
		PM	LOS A / 7.9	LOS A / 5.4	LOS A / 5.9	LOS C / 31.8	LOS C / 34.6
6	S. Franklin St and Barker Rd	AM	LOS A / 8.4	LOS A / 7.0	LOS A / 6.5	LOS C / 30.0	LOS C / 29.3
		PM	LOS B / 11.7	LOS B / 10.1	LOS A / 9.3	LOS C / 34.1	LOS C / 31.0
7	S. Franklin St and Coolspring Ave	AM	LOS B / 18.7	LOS B / 13.9	LOS B / 14.5	LOS D / 36.0	LOS C / 26.8
		PM	LOS C / 21.0	LOS B / 17.5	LOS B / 16.9	LOS D / 37.0	LOS C / 25.7
8	US Hwy 20 and Ohio St	AM	LOS B / 14.2	LOS D / 40.3	LOS D / 42.5	LOS A / 4.4	LOS A / 0.2
		PM	LOS B / 14.9	LOS C / 30.1	LOS C / 34.7	LOS B / 10.4	LOS A / 0.6
9	US Hwy 20 and Cleveland Ave	AM	LOS C / 25.0	LOS D / 39.6	LOS D / 46.5	LOS C / 29.9	LOS B / 13.5
		PM	LOS C / 25.0	LOS D / 36.0	LOS D / 43.6	LOS B / 17.6	LOS C / 21.7
10	US Hwy 20 and Woodland Ct	AM	LOS C / 30.1	LOS D / 49.9	LOS D / 43.0	LOS C / 27.2	LOS B / 19.4
		PM	LOS D / 36.8	LOS D / 47.6	LOS D / 42.4	LOS D / 35.1	LOS C / 30.7
11	CR 400 N and Cleveland Ave	AM	LOS A / 8.3	LOS A / 0.0	LOS B / 13.5	LOS A / 5.0	LOS B / 10.1
		PM	LOS B / 11.3	LOS B / 19.4	LOS B / 17.6	LOS A / 6.8	LOS B / 14.6

Traffic flow along the US Highway 421 / S. Franklin Street is also hampered by an abundance of access points. A large majority of parcels along the corridor have full access to the Corridor. Traffic turning to and from these driveways has a negative impact on traffic flows along the corridor as the speeds of turning vehicles are significantly less than those of through traffic.

Safety Analysis

INDOT prepares a yearly report known as the Five Percent Report. This report lists all locations that account for more than five percent of all fatal or serious injury crashes occurring in the previous three years. These locations are ranked in the report by crash frequency, rates and severity. All locations identified in the report have been or will be studied by INDOT to seek feasible projects that will improve safety.

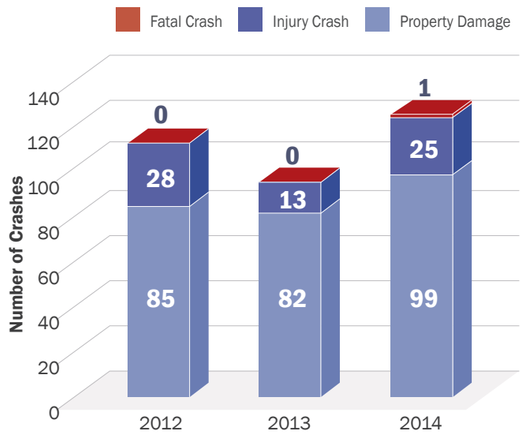
The 2012 Five Year Report is the latest report available on the INDOT website. This report identifies the intersection of US Highway 421 and US Highway 20 as the 6th worst intersection in the state in terms of the crash cost index. The crash cost index is a statistical indicator used to identify sites with crash costs that are larger than the expected crash costs for a similar site, which is an indicator of safety issues. The report also identifies the segment of US Highway 421 from Village Road (located 0.06 miles north of Larkspur Lane) to US Highway 20 as the 21st worst roadway segment in terms of the crash cost index.

Since the 2012 edition of the INDOT Five Percent report is the latest available, crash data for the three most recent years were obtained from INDOT for the US Highway 421 / S. Franklin Street corridor. This data included all crashes occurring in the years of 2012, 2013 and 2014. This data was filtered and analyzed in order to establish crash patterns and trends.

During this three year period, 333 crashes occurred along the US Highway 421 / S. Franklin Street study corridor. These crashes were largely not severe crashes, as 80% resulted in property damage and only one resulted in a fatality, as indicated in Figure 2.24, *Crash Severity by Year*.

On a corridor-wide basis, the three most prominent crash types are rear-end, right angle and sideswipe-passing. Rear-end and sideswipe type crashes are typically low severity crashes, which corresponds with a majority of the crashes in this corridor resulting in property damage only. Rear-end type crashes are typically attributed to congestion or signal timing clearance intervals. Sideswipe-passing type crashes result as motorists change lanes and sideswipe another vehicle in the adjacent lane. This type of crash is not uncommon in a corridor such as this where lane changes are necessary to access adjacent businesses. Right angle crashes are typically more severe than rear-end and sideswipe crashes; and therefore, reducing

Figure 2.24 Crash Severity By Year



right angle crashes should be given a higher priority. The frequency of this type of crash can be reduced by eliminating access points or modifying the access points to prevent exiting left turning movements. The frequency of each crash type is depicted in Figure 2.25, *Corridor-wide Crash Type Frequency.*

Crash types were also summarized on a per intersection basis in order to identify any trends that may exist. These crash frequencies are provided in Figure 2.26, *Crash Frequency by Intersection*. This analysis indicates the intersection of US Highway 421 and US Highway 20 has experienced the most crashes of all study intersections within the three year period. The intersections of US Highway 421 and Meijer / Big R and US Highway 421 and Larkspur Lane have the second and third largest crash frequencies in this time period. The intersection of Franklin Street and Coolspring Avenue was found to have a high number of right angle crashes. Efforts to improve safety within the US Highway 421 / S. Franklin Street corridor should concentrate on these four intersections.

Mobility-Related Opportunities

As discussed later in this chapter, while the 421 Corridor Study Area can be improved in a variety of ways, there are several opportunities for improvement that are relatively simple and inexpensive to implement. As previously discussed, traffic flow along the US Highway 421 / S. Franklin Street corridor is hampered by multiple full access points provided to adjacent parcels. To improve traffic flow along the Corridor, the number of driveways with full access to the Corridor should be reduced. This can be accomplished one or more of the following means:

— Driveway closures

Figure 2.25 Corridor-wide Crash Type Frequency

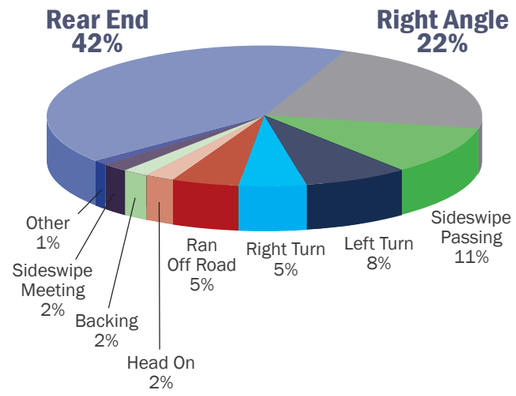
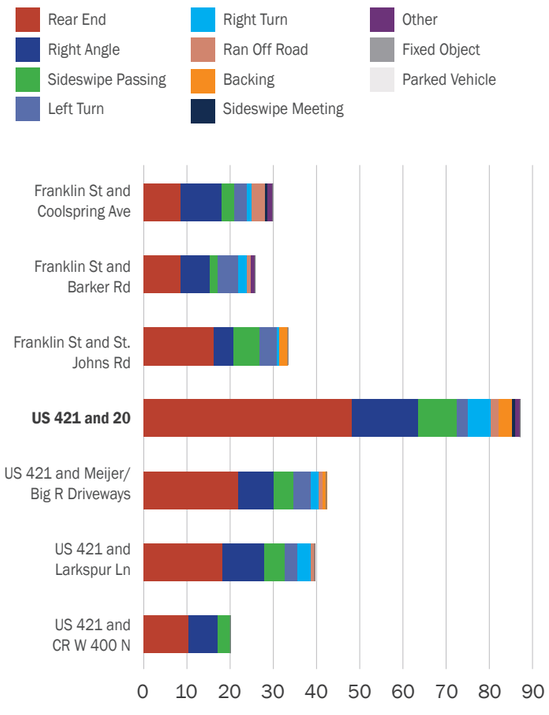


Figure 2.26 Crash Type Frequency by Intersection



— Combining driveways

— Converting full access driveways to right-in / right-out access

In addition to improving traffic flow, application of access management principles to the Corridor will also positively impact motorist safety. This results from the number of vehicular conflict points being reduced when access management is implemented.

A frontage road system would also be beneficial to the flow of traffic along the US Highway 421 / S. Franklin Street Corridor. This benefit results as turning movements are concentrated at access points to the frontage roads and access to parcels are removed from US Highway 421 and provided on the frontage roads. Implementation of a frontage road system is more feasible between CR W 400 N and US Highway 20 were adjacent land uses are primarily retail and several frontage roads already exist.

Another means of improving traffic flow is to divert traffic from US Highway 421 to Ohio Street and/or Cleveland Avenue. Both facilities provide connections between CR W 400 N and Coolspring Avenue and therefore could provide relief to the US Highway 421 / S. Franklin Street corridor.

The Corridor is currently focused on serving motorists. The lack of facilities for non-motorists forces these unprotected users to share the roadway with motorists, resulting in various safety concerns. Facilities such as sidewalks, bike lanes and/or multi-use trails could be added to the corridor in an effort to make the corridor friendlier to pedestrians and bicyclists. By separating motorists from non-motorists, non-vehicular modes of travel would be encouraged and trips for these users would become safer.

Electric Vehicle Charging Stations

National requirements to increase vehicle fuel efficiency, the rising price of gasoline, and the desire of many people to drive “greener” vehicles are all increasing the demand for plug-in electric vehicles (PEV). With this demand comes the need for convenient and reliable ways for PEV owners to charge their vehicles when they are not at home. Installing PEV recharging stations within the 421 Corridor Study Area can help meet this demand.

The City of Michigan City provides one Electric Vehicle (EV) charging station. This station is located within the Lighthouse Place Premium Outlets, in downtown Michigan City. Two other EV charging stations are available in the metropolitan area. These charging stations are available only to members of PlugShare, which is a consortium of EV users.

2.6 Utilities Infrastructure

2.6.1 Water

Existing Potable Water System

The potable water system is managed by the Michigan City Department of Water Works (MCDOWW). Much of the potable water system along US Highway 421 within the study area is 12 inch diameter water mains and is on both sides of the highway (from Southwood Drive to County Road E 400 N). The 12 inch diameter water main along US Highway 421 through the Corridor Study Area was constructed in 1913 but is in good condition. Just north of Southwood Drive along US Highway 421 the water main is 6 inch diameter. The southside of US Highway 20 east of US Highway 421 has a 20" diameter main and the north side has a 12 inch diameter main. Both sides of US Highway 20 west of US Highway 421 are 12 inch diameter mains. All of the recently developed water mains to the east of US Highway 421 and south of US Highway 20 are 12 inch diameter water mains, while the older developments on the west side are 10 inch diameter water mains.

Opportunities

The Michigan City Department of Water Works has the potential to expand its excess capacity of water to areas within and adjacent to the Study Area. The existing watermain loop has a 20 inch diameter watermain along US Highway 20, Cleveland Avenue, and CR W 400 N, and dual 12 inch diameter watermains along US Highway 421 provides adequate flow and pressure for existing users and for future development in the corridor. The MCDOWW has plans to extend the potable water service to the south side of Interstate 94 when there is a demand for water service (see Figure 2.27, *Potable Water Transmission*).

- There are current plans to extend the watermain outside of the City limits along Cleveland Avenue from the water main's current terminus just north of Interstate 94 to south of Interstate 94.
- Michigan City may require annexation, or voluntary annexation at a later date, and / or other conditions such as but not limited to grant of easements or right-of-way acquisition to accommodate the infrastructure.

Is expansion of the potable water system required for future development?

MCDOWW has a long term improvements plan shown on Figure 2.27, *Potable Water Transmission*. There are three utilities-related improvements within or bordering the Corridor Study Area, they are as follows.

1. CR W 400 N from Cleveland Avenue to Woodland Avenue and Woodland Avenue from Kieffer Road to Pahs Road – 20 inch and 12 inch diameter water main, the estimated cost is $1,070,000 (denoted as No. 9 on Figure 2.27)
2. Southwind Drive, Kieffer Road to Westwind Drive – 8 inch diameter water main, the estimated cost is $130,000 (denoted as No. 3 on Figure 2.27)
3. St. John Road, S. Franklin Street to Ohio Street - 12 inch diameter water main with check valve relocation $410,000. St. John Road water main project has been moved down on the City's priority list, due to the unknown future status of Marquette Mall, (denoted as No. 1 on Figure 2.27).

2.6.2 Wastewater

Existing Sanitary Sewer System

The sanitary sewer system is managed and maintained by the Sanitary District of Michigan City (SDMC). In general, the Corridor Study Area can be broken into four main sanitary sewer systems, which outlet to different lift stations. One north-south sewer along Ohio Street; a second north-south sewer along US Highway 421; a third north-south sewer along Cleveland Avenue; and a fourth north-south sewer along Woodland Avenue. All the sanitary sewers have been designed to accommodate future anticipated flows. Future flows from south of Michigan City's corporate boundary and Study area are anticipated. These flows will be accommodated by SDMC, at that time. All of the sanitary sewers within the Corridor Study Area flow to the Sanitary District of Michigan City's Waste Water Treatment Plant located at 1100 E. 8th Street, Michigan City, IN 46360.

The sanitary sewer systems are mapped in Figure 2.28, *Existing Sanitary Sewer Systems*. The four main sanitary sewer systems are:

1. North of US Highway 20, the Ohio Street sanitary sewer system flows north and serves Marquette Mall and Al's Supermarket , as well as, residential areas along the east side of Ohio Street and Commercial businesses along the west side of Ohio Street. Areas south of US Highway 20 flow to the Ohio Street Pump Station and is pumped to Westwind Drive and discharges into the gravity sewer flowing east to the Cleveland Avenue sewer.
2. US Highway 421 sanitary sewer system serves the commercial development and retail development on the east and west sides of US Highway 421. The sewer flows north along the frontage road along US Highway 421 and flows north to Meijer Drive, then west to the east side of US Highway 421 and then north along the east side of US Highway 421. It has been determined that more investigation is required to fully understand the sanitary flow along US Highway 421 section of the Corridor Study Area between the Meijer Drive entrance and CR W 400 N.
3. Cleveland Avenue sanitary sewer system serves the east and west sides of Cleveland Avenue from CR W 400 N and through the north limit of the Corridor Study Area. Cleveland Avenue sanitary sewer also receives flow from the south end of US Highway 421 and Ohio Street, as described in number one in this list.
4. Woodland Avenue sanitary sewer system serves the Medical Offices at the northeast corner of CR W 400 N and Woodland Avenue, the Coolspring Elementary School, as well as, existing and future development along Woodland Avenue from CR W 400 N to Coolspring Avenue. Future flows from areas south of I-94 will be connected to the Woodland Avenue sanitary sewer.

Figure 2.27 Potable Water Transmission

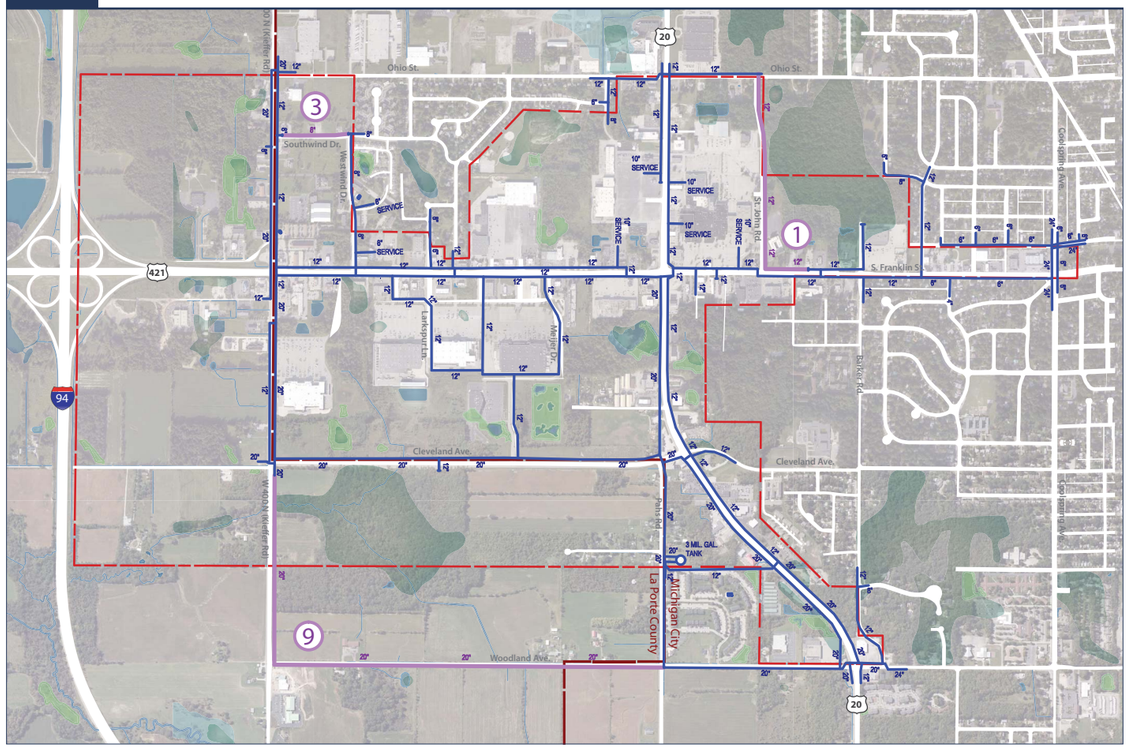
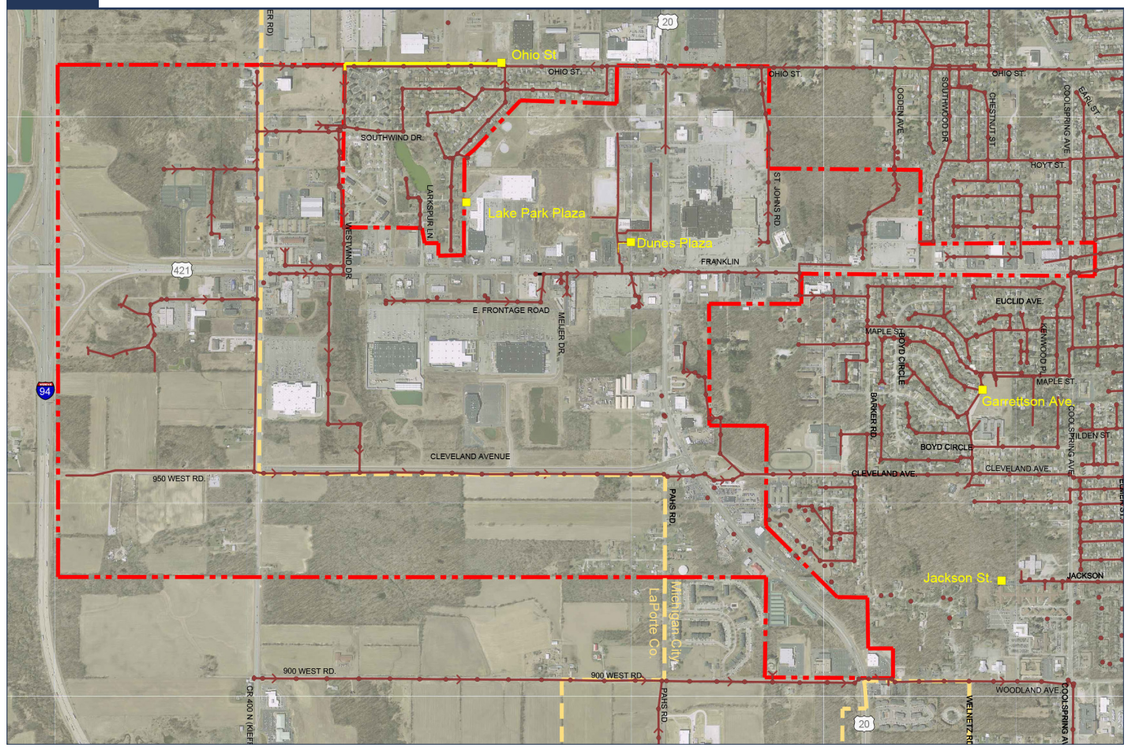


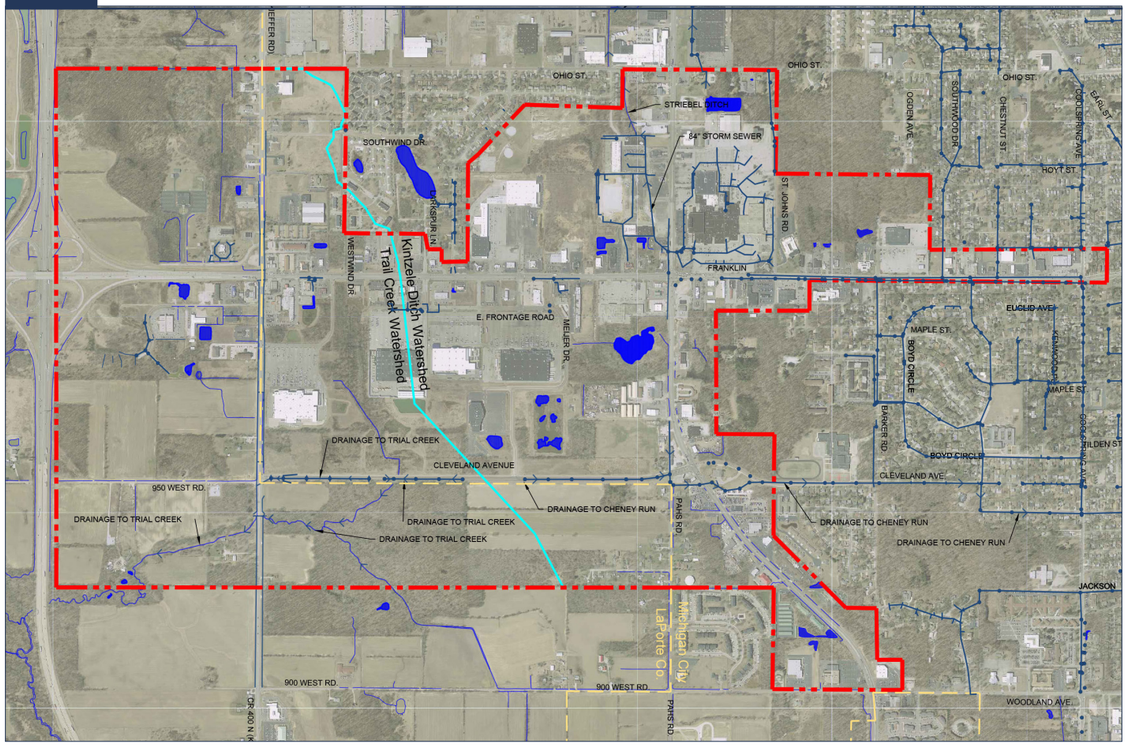
Figure 2.28 Existing Sanitary Sewer Systems



Existing Sanitary Manhole
Existing Sanitary Pipes
Future Extension of Sanitary Sewer South of I-94
Drainage Arrows

0 1000 2000

Figure 2.29 Existing Storm Drainage System



Existing Storm Manhole
Storm Drainage
Drainage Arrows
Surface Water

0 1000 2000

At the southeast side of the study area along Woodland Avenue and CR 950 W) there has been a recent sanitary sewer installed from CR W 400 N and south to the north side of I-94 right-of-way, in order to serve future developments south of CR W 400 N.

Opportunities

The Sanitary District of Michigan City has the potential capacity to expand its sanitary sewer service to areas within and adjacent to the Study Area. The southside trunk sewer on Cleveland Avenue was constructed in 1998 for the purpose of opening the corridor up for development. The SDMC has plans to extend sewer service to the south side of Interstate 94 when there is a demand for sewer service.

- There are current plans to extend the sanitary sewer outside of the City limits along Cleveland Avenue from the sanitary sewer's current terminus just north of Interstate 94 to south of Interstate 94 (see Figure 2.28).
- Michigan City may require annexation, or voluntary annexation at a later date, and / or other conditions, such as but not limited to; grant of easements or right-of-way acquisition to accommodate the infrastructure.

SDMC Planned Improvements

The SDMC reports that the existing sanitary sewer system is in good condition without any recent problems. There are currently no future projects planned by the SDMC within the Corridor Study Area for the sanitary sewer system. Future flows from south of Michigan City's corporate boundary will addressed by SDMC at that time.

The Michigan City Redevelopment Commission (RDC) has recently constructed sanitary sewers and a pump station at Dunes Plaza located at the southwest corner of US Highway 20 and US Highway 421 to serve the commercial and retail development.

2.6.3 Storm Drainage

Existing Storm Drainage System

The storm sewer system is managed and maintained by SDMC. In general, the Corridor Study Area can be broken into three major storm water runoff areas mapped in Figure 2.29, *Existing Storm Drainage System*. One at the northwest, second at the northeast, and the third is the south portion.

1. The northwest section of the study area makes its way to Striebel Ditch, such that; Marquette Mall flows south to the 84" storm sewer which runs through Dunes Plaza and then to Striebel Ditch at the west end of the Dunes Plaza Development. Striebel Ditch then flows westerly to the abandoned Monon Railroad where it meets with Kintzele Ditch and then northerly along the former Monon Railroad to the Striebel Pond (detention basin), which has a storage capacity of 250 acre-feet. During more extreme rainfall events, a culvert restriction in the ditch causes a weir

to engage and the pond storage to be utilized through a modified bridge structure. The storm water then outlets back to Striebel Ditch and continues north to Kintzelle Drain where it meets Brown ditch and discharges into Lake Michigan.

2. The northeast section either flows northerly overland to ditches along US Highway 20 and then northeasterly and east along US Highway 20 to Trail Creek; or to the corridor along Cleveland Avenue which flows to the Cleveland Avenue Storm Sewer then flows north and eventually outlets to Cheney Run. More investigation is required to fully understand the flow patterns for the northeast section of the Corridor Study Area.

3. The drainage flow for the south section of the Corridor Study Area makes its way through several ditches and culverts south of CR 400 N in a southeasterly direction and outfalls to the west branch of Trail Creek. It has been determined that more investigation is required to fully understand the flow patterns along CR 400 N for the south section of the study area, which ultimately flows to Trail Creek.

Constraints

The Sanitary District of Michigan City (SDMC) has oversight of storm water management in Michigan City.

— Although there are currently no large scale area wide drainage problems in the Study Area, Michigan City will have to strictly enforce drainage ordinances for future development so that the existing storm system does not become inundated as new developments with more impervious surfaces are constructed. The soils, approximately south of US Highway 20 within the study area, are low permeability clay and the groundwater is shallow.

— The Sanitary District of Michigan City is completing a long term Master Plan for the storm water management of the south west drainage area. The Drainage Master Plan will include long term drainage improvements. The area included in the Drainage Master Plan is between Hitchcock Street on the west, Cleveland Avenue on the east, US Highway 20 on the north, and County Road 400 North on the south.

Planned Improvements

The SDMC is currently completing a Drainage System Master Plan for areas west of US Highway 421, from US Highway 20 to CR 400 N. The SDMC will implement drainage improvements based on the Master Plan, in order to provide a solution to local flooding problems within this area. The problems in this lowland area are due to poor draining soil conditions coupled with a high ground water table, which causes basements to flood. The study will provide both short and long term solutions to the drainage situation.

There have been past problems at the intersection US Highway 20 and US Highway 421, where flooding has occurred from the wetland pond southeast of the intersection which overflows to the west and floods the intersection, during heavy rain events. INDOT has modified the drainage pipe at the wetland pond and it has provided relief from the flooding at the intersection. However, more information will have to be gathered in order to fully understand the past issues and to determine whether the existing drainage system is adequate.

Michigan City Drainage Ordinances for new development requires detention of post development runoff and requires reduced peak flows off of private property.

2.6.4 Fiber Optics Cable and Utilities Infrastructure

Opportunities

Fiber Optics Cable Service

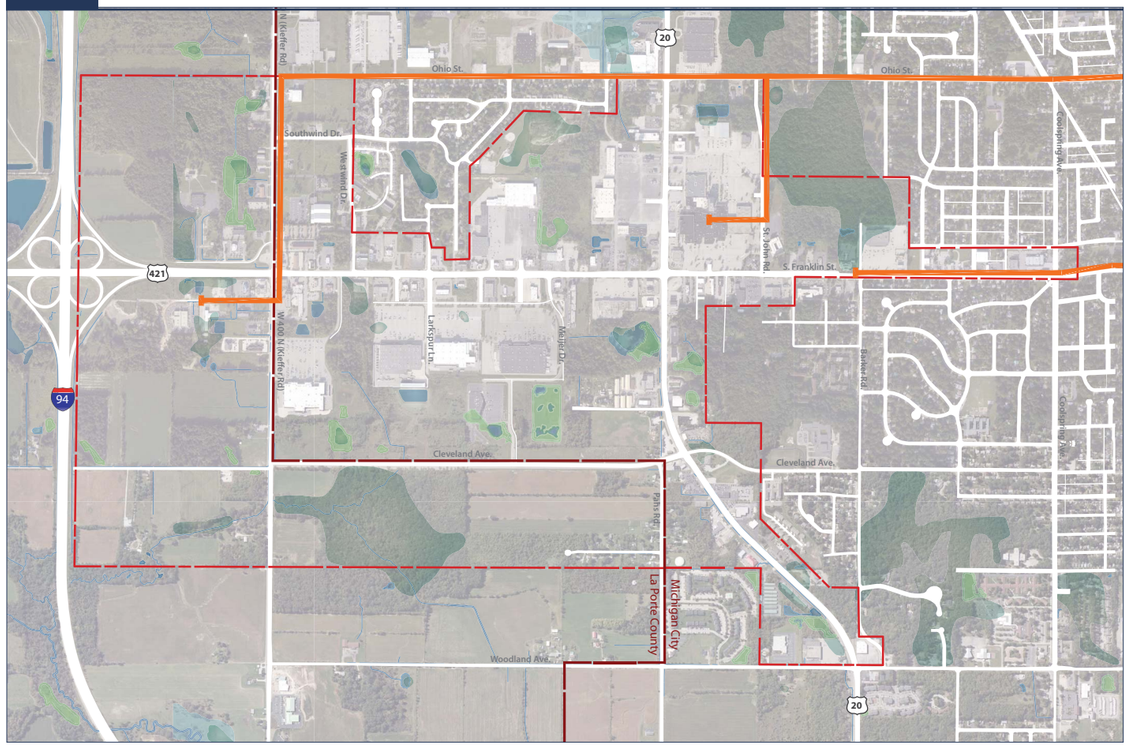
In 2008 a local company, ACME, began construction of the fiber optic network to connect LaPorte and Michigan City, initially to service local government. Since then the fiber optic network has expanded its capabilities to meet the demands and provide a reliable and more affordable, ultra-high speed internet service to educational and financial institutions, healthcare facilities, and small and large businesses.

— Currently ACME is servicing the north end of the Study area along Franklin Street from Barker Road and north, and the entire west side of the Study area along Ohio Street to 400 north and east along County Road 400 north to North Frontage Road North and then south to the Lifeworks Business Park. (see Figure 2.30, *Fiber Optics and Utilities Infrastructure*)

Comcast: Is a national communications company that serves most of the study area, with the exception of Cleveland Avenue from US Highway 20 and south to CR 400 N.

Broadbandnow.com states that Michigan City is 47 percent faster than the Indiana average, and is 19 percent faster than the US average.

Figure 2.30 Fiber Optics Cable and Utilities Infrastructure



2.7 Regulatory Environment

2.7.1 Site Design Issues (in Zoning Ordinance)

Standards in the B2: General Commercial District

There is a general lack of quality site design standards within the B2: General Commercial District. For example, access management, parking, and landscaping requirements could be enhanced to create a more vibrant space that enables more efficient automobile and pedestrian circulation.

Setbacks

The allowance for minimum and maximum setbacks throughout the City has led to an irregularly shaped pattern of parking and building locations fronting the US Highway 421 / S. Franklin Street Corridor. Creating more specific standards for future developments, such as moving as developing a build-to line on this corridor will help to mitigate this problem; although the City must be committed to upholding this provision, as there are many uses, such as fast food restaurants with drive-throughs, that prefer the ability for patrons to be able to drive around the building.

Landscaping

A quick review of aerial photograph using GIS mapping shows that there is a large amount of paved parking area within the 421 Corridor Study Area and a lack of landscaping. Typically, cities that promote a corridor such as US Highway 421 / S. Franklin Street as a gateway district have highly enhanced landscaping provisions.

Article 17, Section 17.02(b)4 states:

— "Commercial, office, institutional or recreational sites shall be required to provide a minimum of one deciduous tree for every 40 feet of street frontage."

Additionally, the title for Section 17.02(b) includes the words "Required Greenbelt." To create a true greenbelt that can have a substantial impact on the corridor, this section and requirement needs to be strengthened significantly. There is a need for establishing a consistent edge treatment that is at least 15-20 feet in width, in order to maintain a variety of earth treatments (berms, swales and depressions – for micro-

Table 2.9 Best Practices: Enabling Land Development Regulations and Procedures

The Michigan Economic Development Corporation's Redevelopment Ready communities program identifies several best practices regarding evaluating a municipality's zoning ordinance and land development regulations to enable redevelopment of existing properties. Several regulatory best practices are outlined within Table 2.9, *Best Practices: Enabling Land Development Regulations and Procedures*.

Evaluation	Expectations
The zoning ordinance provides for areas of concentrated development in appropriate locations and encourages the type and form of development desired.	— The community allows mixed use in areas of concentrated development by right; — Zoning for areas of concentrated development include the following placemaking elements, where appropriate: » build-to lines » open store fronts » outdoor dining » ground floor signage standards » public realm standards » other pedestrian-friendly elements
The zoning ordinance includes flexible zoning tools to encourage development and redevelopment.	— The ordinance provides standards for flexible development and preserves sensitive historic and environmental features. — Conditional or special land use and conditional zoning approval procedures and requirements are clearly identified.
The zoning ordinance allows for a variety of housing options.	— The zoning ordinance allows for one or more of the following non-traditional housing types: » accessory dwelling units » attached single-family units » stacked flats » co-housing » live-work » residential units above non-residential uses » mixed-income housing » corporate temporary housing » housing for those with special needs.
The zoning ordinance includes standards to improve non-motorized transportation.	— The community understands the benefits of walkable and transit oriented development and has included related zoning standards where appropriate. — The community understands the benefits of connectivity and has ordinance requirements that accommodate pedestrian activity within and around development — The community encourages the provision of bicycle parking through ordinance or guidelines — The ordinance provides for pedestrian lighting, traffic calming, and streetscape elements.
The zoning ordinance includes flexible parking standards.	— The ordnance considers: » Availability of on-street and public parking » Interconnected vehicle passage between lots » Shared parking agreements » Parking maximums or waivers » Electric vehicle charging stations » Bicycle parking
The zoning ordinance includes standards for green infrastructure.	— The ordnance considers: » Rain gardens, bioswales and other treatment techniques » Green roofs » Rain barrels » Landscape regulations that encourage or require use of native, non-invasive species » Pervious pavement — The community recognizes the benefits of street trees and parking lot landscaping to mitigate the impacts of heat island effects.
The community defines and offers conceptual site plan review meetings for applicants.	— The community has clearly defined expectations posted online, and an internal requirements checklist to be reviewed at conceptual meetings.
The community has a clearly documented internal staff review policy.	— The review process articulates clear roles, responsibilities and timelines — Administrative review standards are clearly articulated.
The community has a method to track development projects.	— The community demonstrates they have and use a tracking mechanism for » development projects during the site plan review process. » permitting and inspections
The community promptly acts on development requests.	— The community does not require governing body approval for permitted uses. — The community follows its documented procedures and timelines. — The community has easy to follow flowcharts of development requests that includes timelines. — Community development staff coordinates with permitting and inspections staff to ensure a smooth and timely development process.
The community annually reviews the successes and challenges with the site plan review and approval procedures.	— The site plan review team meets to capture lessons learned and amend the process accordingly. — The community's permitting and inspections staff meets with the development team to capture lessons learned and amend the process accordingly. — The community obtains customer feedback on the site plan approval and permitting and inspections process and integrates changes where applicable.

detention and other low impact development strategies, tools and techniques) and planting arrangements that should include groupings of deciduous and evergreen trees (as opposed to a more regimental configuration of street trees of a uniform species, and equidistant spacing); massings of shrubs, perennials and ornamental grasses; and groundcover.

Regarding vehicular use and circulation areas (frontage roads, entry drives), including parking lots, massings of shrubs and ornamental grasses should be used to provide continuity and screening. Berms and low walls can be used as a partial replacement for shrubs, but no more than 25 percent. important recommendations include increasing the required parking lot landscaping ratio from 1:15 to 1:12. Additionally, the City should consider requiring fewer, but much larger landscaping islands (minimum should be 162 square feet (9 ft. x 18 ft.), or double this (9 ft. x 36 ft.) for double-loaded parking spaces. This is helpful for the winter months when snow removal and stock piling is necessary. Parking islands should contain at least one large tree, or two small trees, both with shrub massings and adequate groundcover.

Outparcels should maintain a landscape surface ratio (LSR) of at least 15 percent. Native, drought-tolerant plant species should be used. It is recommended that instead of identifying preferred species within a landscape ordinance, to identify those trees that are prohibited, so as to give people as much latitude as possible in plant material selection.

The City should also consider increasing the planting requirements that are currently provided for in Tables 17.02(c)(1) and 17.02(c)(2). In order to have true buffering the number of plantings should in most cases be doubled. The ideal tree requirement for a buffer is a mix of both large and small ornamental trees, plus scrubs, and a combination of deciduous and evergreen trees. Particular attention should be given to the opacity of the vegetation.

Signs

There are several sections within Article 19, *Signs,* where requirements and restrictions should be enhanced.

This includes the following:

- The city should create regulations that distinguish official flags from non-official flags. Official flags are governmental flags such a country, state, city, etc. Non-official flags are brand names and advertisements.
- Section 19.04(b)(3)(a)(2) states that billboards are only allowed in the B3, M1, and M2 Zoning Districts. It is recommended that this regulation be further strengthened by completely prohibiting billboards within an overlay district throughout the entire US Highway 421 / S. Franklin Street corridor.
- If electronic message centers are allowed, they should be limited to monument signs. Additional specific regulations should be drafted to address reader boards and electronic message centers that would limit the following:
  - number per property;
  - he spacing between electronic message centers;
  - the percentage of a sign that can be used for electronic messaging;
  - types of electronic message centers, including crawling / scrolling signs;
  - the illumination and brightness, and
  - the timing between messages.
- Additional signage regulatory considerations include:
  - Signage height, relative to Interstate 94. For a distance of 1,000 feet from the edge of the interstate right-of-way, signage height should gradually taper to a lower height.
  - For temporary signs, build on current regulations to restrict the location and whether they are detached or attached.
  - Incentives should be provided for monument signs and enhanced signs, with respect to masonry applications, landscaping and pole wraps.
  - Entirely different sign standards should be developed for specific redevelopment areas (such as the Marquette Mall site) that would address sign orientation, size, etc.

2.7.2 Subdivision Regulations

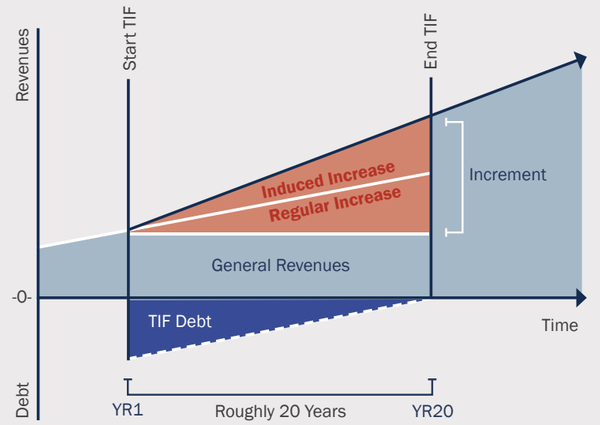
Vague Regulatory Statements

Section 06.03: *Lots*, contains several vague statements that could be interpreted as a broad exception to the Joint Zoning Ordinance. Code provisions that contain broad statements such as in Section 06.03.b which states in part “those lots shall have sufficient area” should be removed from the code. The city should review the entirety of Section 6 of the current Subdivision Regulations in order to create a list of items where more specific requirements are necessary. The next step would then be to draft an ordinance to create more defined regulations applicable to these specific areas of the code.

Figure 2.31, Tax Increment Financing Model

What is Tax Increment Financing?

Tax increment financing is one of the most powerful redevelopment tools available to municipalities throughout the US When used responsibly, it is a highly effective way to partially fund infrastructure and lessen taxpayer burdens. TIF can fund hard and soft costs associated with redevelopment, including land purchase, relocation costs, public infrastructure, streetscape amenities, recreational facilities, developer cash incentives, developer financing, marketing and brokerage fees, consultant fees, and staff salaries (or portions thereof).



Some “PROS” of TIF are as follows:	Some “CONS” of TIF are as follows:
1. TIF makes redevelopment self-financed. 2. TIF is highly flexible because no petition approval is necessary (unless, in the case of units other than Indianapolis, special taxes are to be levied in addition to the increment), there is local control, and no debt limitation applies (unless, in the case of units other than Indianapolis, special taxes are to be levied, in which case the debt limit by statute is two percent of net assessed valuation). 3. TIF shifts the risk of redevelopment from taxpayers to bondholders.	1. TIF assumes all increment is caused by redevelopment, to detriment of overlapping taxing districts. 2. Some increment may be result of other forces such as marketplace and demography. 3. Freezing tax base overlooks increased services other taxing districts may be called on to provide and may limit the ability of other taxing units to raise additional needed taxes or cause tax rates to increase to provide needed revenues. 4. “Pure” TIF bonds pose a greater risk to investors and, as such, bear higher interest rates than general obligation bonds.[1]

Specification of Garbage Pick-Up and Snow Removal Locations

Section 06.04.p.3.c should be amended to make it expressly clear where the city will provide garbage pick-up and snow removal for residents who live on a privately maintained roadway. The reasoning behind this recommendation is create a legal document, with a property developer, that can be used to clarify the city’s intent to not service private roadways that do not meet city street specifications.

2.7.3 Regulatory Streamlining and User-Friendliness

Limited Use Approval Process

Michigan City’s municipal code does not currently have a mechanism whereby in-house staff are able to approve certain less controversial land uses. The creation of a new approval method referred to as “Limited Use,” is recommended. A limited use administrative framework is more commonly seen when the

applicable code is very objective in nature, there are minimal requirements, and approval of an item can best be identified on-site with planning staff. There are a significant number of code provisions that fit this framework that are in Michigan City's current code. Creating a method of limited use zoning approvals for certain land uses that are approved administratively (e.g., by in-house planning staff) would reduce the amount of time necessary to approve certain projects.

Unified Development Code

Merging the Joint Zoning Ordinance and the Subdivision Regulations with development related parts of the municipal code into a Unified Development Code (UDC) would make locating and interpreting all development requirements much easier. Additionally, a UDC greatly simplifies the amendment process helping to ensure consistency among different codes.

2.7.4 South Side TIF

In 1997, the Michigan City Redevelopment Commission adopted Resolution 2-97, designating the Southside Redevelopment Area; declaring the Southside Redevelopment Area to be blighted; approving a Redevelopment Plan, and establishing an Allocation Area for the purposes of tax increment financing. Resolution 2-97 was subsequently approved by the Michigan City Plan Commission.

TIF District 2-97 encompassed an area that was believed to be blighted, the result of an inability of the City to provide the requisite utilities infrastructure to what had become an abundance of auto-urban, strip commercial development on the south end of town. At that time, and until recently, TIF District 2-97 encompassed the lands that were bounded by US Highway 20 to the north; CR 400 N to the south; the eastern half of Section 9 Township 37 Range 4 West to the east; and the Southgate Subdivision to the west; a total area of 470 acres. Later, through an addendum entitled "Cleveland Avenue Extension," an additional 40 acres of land was added to TIF District 2-97 (making it 510 acres total). As per Resolution 2-97, the goal and objective of the expanded 2-97 TIF District Plan was to develop "a positive synergism within the development area by ensuring that all three sub-areas (business development, residential development, and infrastructure improvements) work together."[1]

1 Baker & Daniels LLP, TAX INCREMENT FINANCE IN INDIANA

TIF District 2-97 projects focused on street intersection improvements, specifically for US Highway 20, Cleveland Avenue and Pahs Road, and included:

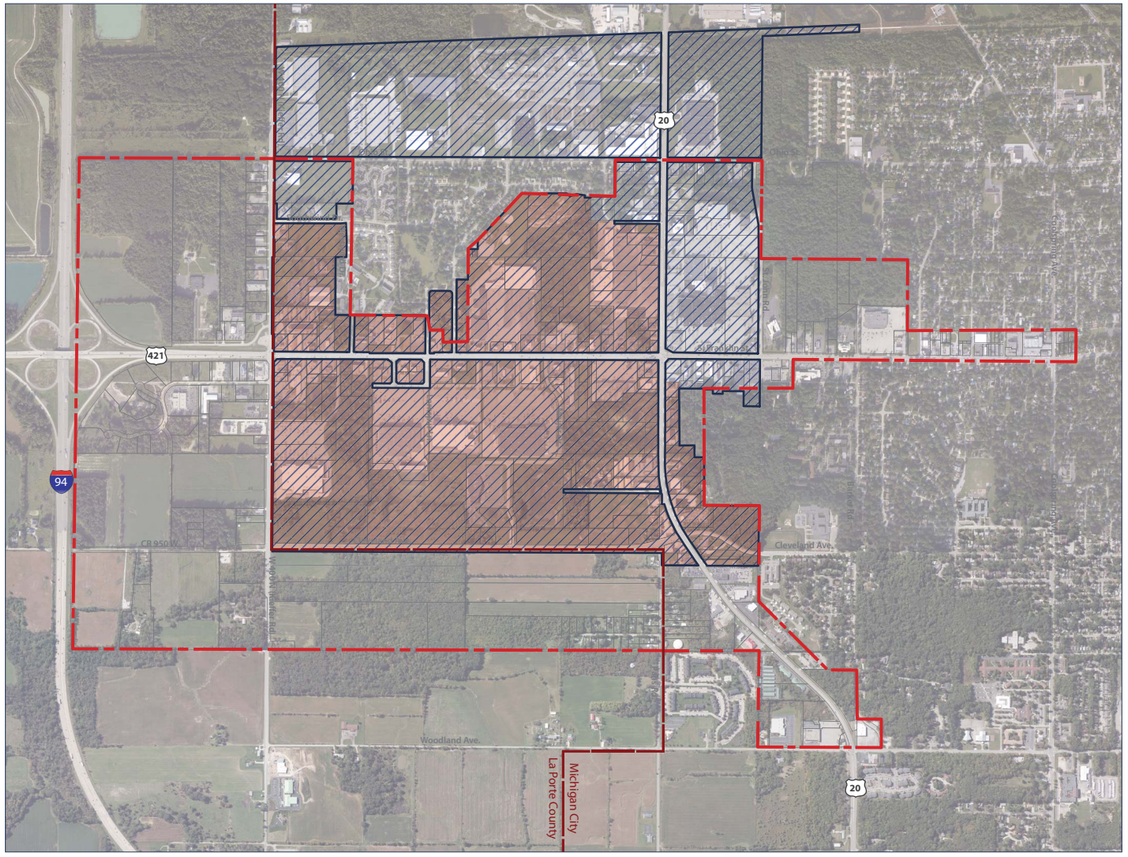
- traffic studies
- signalization improvements
- pavement width and lane determinations
- signage
- sidewalks
- curbing and pedestrian crossings
- lighting
- landscaping
- utilities (water, sewer, electric power, cable and telephone)
- land acquisition
- recreation, and
- governmental uses

Recently TIF District was significantly expanded northward, beyond US Highway 20 to St. John Road, in order to encompass the Marquette Mall site and adjacent properties; and westward, beyond Ohio Street to the Monan Trail; an additional area of 387 acres. The entire TIF District 2-97 is now a total of 897 acres. Refer to Figure 2.32, *TIF District*.

Tax increment financing is one of the most powerful redevelopment tools available to municipalities throughout the US When used responsibly, it is a highly effective way to partially fund infrastructure and lessen taxpayer burdens. TIF can fund hard and soft costs associated with redevelopment, including land purchase, relocation costs, public infrastructure, streetscape amenities, recreational facilities, developer cash incentives, developer financing, marketing and brokerage fees, consultant fees, and staff salaries (or portions thereof).

TIF does not mean an increase in property tax rates within the district. Instead, TIF helps expand the district's overall tax base by stimulating private development with new TIF-financed infrastructure or developer incentives. Most private development would not otherwise happen in TIF-designated areas because of blight or other impeding conditions. Since TIF-funded projects create their own debt-payment streams (from the additional tax revenue that they themselves generate), they are a type of self-financing mechanism. Also, because the increment is unlikely to accrue at the same level without the TIF (again, TIF-funded investments are needed to induce the revenue-generating investment) it does not equate to a dollar-for-dollar reduction to the general fund absent the TIF (refer to Figure 2.31, *Tax Increment Financing Model*). In other words, most of the increment would not otherwise exist were it not for the public debt needed to create it.

Figure 2.32 TIF District



Generally, TIF works through the following steps:

- a geographic area is designated (the TIF district);
- a plan for specific improvements in the TIF district is developed;
- bonds are issued and the proceeds are used to pay for the planned improvements; the improvements encourage private development and thus raise property values above where they would have been without the improvements;
- with higher values, property tax revenues rise; and
- property tax revenue from increased assessments over and above the level before the TIF project began (the tax increment) is used to finance the debt.

2.8 Opportunities

As depicted in Figure 2.32, *Corridor-Wide Opportunities*, the US Highway 421 / S. Franklin Street corridor has been divided into several discrete segments / opportunity areas, each deserving its own unique treatment.

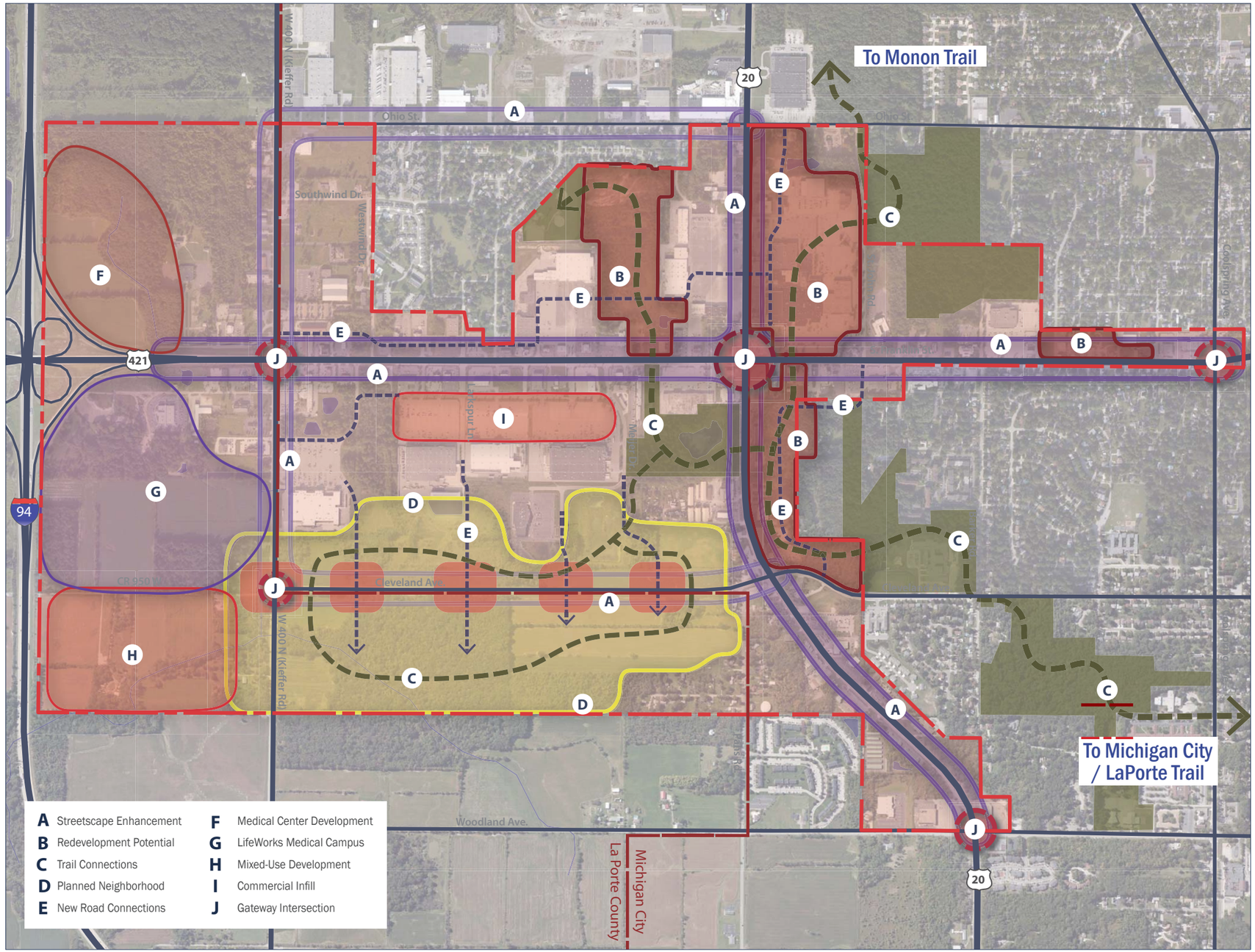


Figure 2.32 Corridor-Wide Opportunities

A. Streetscape Enhancement

This portion of the 421 Corridor Study Area includes the lands and transportation facilities within the rights-of-way of all the principal thoroughfares, including US Highway 421 / S. Franklin Street, US Highway 20, Cleveland Avenue, Ohio Street; and secondary thoroughfares, including St. John's Road, CR 950 W, and Meijer Drive.

Key considerations include significant improvements to vehicular circulation (e.g., access management, efficient and safe travel, public transit improvements); active transportation improvements (sidewalks, on-street bike lanes, recreational trails, crosswalks); the visual environment and streetscape enhancements (signage, street lighting, landscaping and planting areas); and utilities and drainage improvements (e.g., stormwater detention and conveyance).

Primary "South Gateway" elements should be considered for the US Highway 421 / US Highway 20 intersection; and secondary gateway treatment should be considered for the US Highway 421 / CR 400 N intersection.

B. Redevelopment Potential

These portions of the 421 Corridor Study Area include the parcels where there is significant potential for redevelopment, and includes the Marquette Mall site, which is bounded by US Highway 20, Ohio Street, St. John's Drive, and S. Franklin Street; the northeastern quadrant of the US Highway 421 / US Highway 20 intersection extending to Cleveland Avenue, the 13 acre parcel immediately south of the Dunes Plaza development; and a portion of commercial land use on the west side of S. Franklin Street. While there are significant issues and challenges associated with each area, the redevelopment outcomes could be catalytic in stimulating additional reinvestment throughout the 421 Corridor Study Area.

C. Trail Connections

Providing additional active transportation (pedestrian and bicycle) connectivity and access to and through the 421 Corridor Study Area is a fundamental principle to any commercial corridor redevelopment program. There are significant opportunities to extend and connect existing trails throughout this area, which will provide a safe and effective alternative to vehicular transportation.

D. Planned Neighborhood

To increase the amount of people living within this area and to promote walkability to key commercial areas, a mixed-use, residential / commercial / professional office development program will be considered.

E. New Road Connections

As a means of addressing access management issues along the principal thoroughfares, providing more convenient access to commercial parcels; and promoting nodal, mixed-use development, the development of a series of additional frontage roads and rearage roads will be evaluated; including the west side of US Highway 421; formalized vehicular circulation through the Marquette Mall site and adjacent parcels; an extension of the eastern frontage road in front of the big box commercial parcels; additional connectivity between US Highway 421 and Cleveland Avenue; and circulation improvements immediately north of US Highway 20, from S. Franklin Street to Cleveland Avenue.

F. Medical Center Development

This area maintains high visibility from Interstate 94 and is accessible from CR 400 N. Current plans are for a hospital to be developed in this area.

G. LifeWorks Business Park

As discussed, the LifeWorks Business Park and its related mix of uses will consume much of this area. The degree to which it will spill over into the areas identified as mixed-use development (F) remains to be determined. Based on the architectural quality of the Indiana University Health LaPorte Hospital, this business park will create a positive image and character for subsequent buildings both within and around this development.

H. Mixed-Use Development

Although it is currently not clear exactly how these areas will ultimately be developed, it is recognized that they maintain high visibility from Interstate 94 and are very accessible from the either the western frontage road or from CR 950 W.

I. Commercial Infill

A key consideration is to evaluate opportunities associated with developing structured parking in order to eliminate the need for surface parking and create more area for out-parcel building mass, organized according to a formal street grid pattern.

J. Gateway Intersection

The intersection of US Highway 421 and US Highway 20 is the most prominent, and sets up not only a power intersection but an opportunity for a significant gateway entrance treatment. Secondary intersections include CR 400 N / US Highway 421, S. Franklin Street / Coolspring Avenue, CR 400 N and Cleveland Avenue, and US Highway 20 / Woodland Avenue.

An important principle in commercial corridor revitalization is to formatively transition the corridor from strip development flanking the thoroughfare frontages to mixed-use development focused on key nodes along the corridor.

Conclusion

As discussed within the body of this chapter, the redevelopment and subsequent revitalization of the US Highway 421 / S. Franklin Street South Gateway Corridor is not without it challenges and constraints. On the national front, retail merchandising trends indicate increasing online sales which has resulted in smaller commercial building footprints. The emergence of mixed-use town centers that combine big box anchors with urban-style housing and offices are appealing to a more urban lifestyle. Commercial strip corridors are giving way to a more nodal development pattern, where big box retail, "category killers" seek power corners to gain maximum visibility; resulting in corridors that are increasingly interspersed with multi-family residential and professional office development. The steady decline of the Marquette Mall is symptomatic of these issues; and the lack of redevelopment activity on this site may impede redevelopment efforts corridor-wide. However, renewed utilization of the South Shore commuter rail line, and the subsequent development of second residences along the coast; as well as the development of the LifeWorks Business Park, represents sustainable and lucrative market niches that may help to alter Michigan City's trajectory.

While the 421 Corridor Study Area is riddled with several significant palustrine wetlands, that will likely curtail development on several sites, many other wetlands can be mitigated. Generally, the presence of surface water bodies is viewed more as environmental and visual amenities that may serve the purposes of storm water detention.

Regarding land use the 421 Corridor Study Area is predominantly composed of commercial / retail enterprises interspersed with some office / professional. Building setbacks and parking arrangements are not uniform. Land immediately adjacent to thoroughfares have been subdivided into relatively shallow, one acre or less, parcels; which exacerbates access management issues and prevents larger-scale site planning and development. Based on development postings within the 421 Corridor Study Area, such as along Cleveland Avenue, this pattern of subdivision will likely continue. With transportation circulation improvements, however, there may be opportunities to gain access and visibility, organize and assemble parcels for maximum development benefit.

From a transportation perspective, the increasing seasonal utilization of US Highway 421 / S. Franklin Street corridor as well as the US Highway 20 corridor is exceeding the thoroughfares' capacity, resulting in traffic congestion and poor Level of Service ratings. While it will be difficult, there are opportunities to develop and retrofit several access drives, frontage and backage roads into the 421 Corridor Study Area, to reduce direct access into individual parcels, increase area within the thoroughfare right-of-way for active transportation facilities, and improve both vehicular and pedestrian safety.

As the principal entrance into Michigan City, the visual appearance of the US Highway 421 / S. Franklin Street corridor is composed of an array of signage types and sizes, each competing for unimpeded visibility. Commercial buildings are auto-oriented in character and exist within large expanses of asphalt parking and service areas. There is precious little room within thoroughfare rights-of-way for landscape enhancements or gateway entrance treatment. Storm water detention is haphazard and discontinuous.

Indeed, the redevelopment challenges are great, but not insurmountable.

3.0 Envision 421 Gateway District

3.1 Introduction

Chapter 3, *Envision 421*, sets the stage and charts the beginning of a strategic path forward in developing realistic improvements to Michigan City within the 421 Corridor Study Area, based on a comprehensive and achievable vision for the future, and conditioned by tactical goals and supporting guiding principles and strategies for addressing key issues impacting the US Highway 421 / S. Franklin Street Corridor and its supporting network of thoroughfares and existing land uses; as outlined within Chapter 2, *Background and Existing Conditions*. Key issues include, but are not limited to:

- Traffic / Congestion
- Safety / Multi-modal Transportation Facilities Improvements
- Visual Appearance / Sense of Place (or the lack thereof)
- Business Climate

Several relevant case studies have been included within this chapter to illustrate corridor and site-specific redevelopment best practices. This chapter also identifies key redevelopment areas within the 421 Corridor Study Area that, in Chapter 4, *Redevelopment Scenarios*, will be used to illustrate how development should occur based on a set of prototypical conditions that can be found in other parts of the 421 Corridor Study Area. In some cases, the redevelopment area was selected because of either anticipated or immediate development pressures impacting several sites.

3.1.1 Envision 421: Beginning with the End in Mind

Countless research and investigation has shown that having a well-written, articulate vision statement greatly increases the chances of achieving a community's goals and aspirations. While a well-thought-out statement may require a few days or weeks to craft, the result will be a tool that helps inspire tactical and strategic decision-making and project development for years to come. The following Vision Statement for the 421 Corridor Study Area reflects a future environment and condition desired by the community, the conditions of which, while ambitious, *are achievable*, depending on how the previously mentioned issues are addressed.

Envision 421 Gateway District

The US Highway 421/S. Franklin Street corridor and its supporting network of adjacent thoroughfares and residential neighborhoods, has become a bustling and vibrant, mixed-use district and gateway to Michigan City that enjoys pedestrian activity and street life throughout the day and evening hours; and provides convenient, safe and congestion-free access to Interstate 94, downtown Michigan City, South Shore commuter rail line and lakefront amenities. Offering a variety of shopping, dining, entertainment and recreational opportunities, the 421 Gateway District has become a year-round regional and community-wide destination for residents, downtown and lake shore visitors alike. The 421 Gateway District is known for its state-of-the-art, regional medical complex and town center, the latter of which complements Downtown Michigan City; supports all of the conveniences of urban living; and is composed of boutique hotels, numerous retail shops and offices, and a range of residential accommodations, including lofts, senior living, townhomes and single family residences; all of which are organized around a variety of richly landscaped, civic outdoor plazas and green spaces that stage an array of special events and shows throughout the year.

3.2 Visual Preference Survey

Early in the course of plan development, during a community workshop, participants took part in a visual preference survey (VPS), in order to provide input regarding the visual character of the 421 Gateway District. Corresponding to anticipated programmatic improvements and enhancements within the 421 Gateway District the VPS was organized according to the following themes:

- Gateway Entrance Features
- Signage
- Buildings
- Landscape Treatment
- Streetscape Treatment

Participants viewed photographs depicting several different versions of each theme and rated each image according to preference using a scale from "1" (like least) to "5" (like most); based on specific evaluative criteria. For example, participants evaluated "Gateway Entrance Features," in terms of "endurance," "scale," "theme," and "visibility." At the conclusion of each theme, participants were showed all of the examples and asked several questions. Regarding "Gateway Entrance Features," the following questions were asked:

1. Of the gateway / entrance features presented, which convey a feeling of endurance and longevity? (pick up to 3)
2. What themes best represent / characterize Michigan City?
3. What elements should be included within an gateway / entrance feature?

As depicted in Figure 3.1, *Visula Preference Survey Results*, the results were generalized as follows:

Gateway Entrance Features:

Participants preferred sculptural gateway elements that possessed a dominant, illuminated component

Signage:

Participants preferred lower, "eye-level" monument signs over free-standing, individual signs. Monument signs that featured regionally appropriate, decorative materials were preferred.

Buildings:

Participants preferred buildings that were minimally setback from the street and enjoyed wide sidewalks with significant landscaping. When asked, "Compared to Michigan City's Downtown area, what aspects of the Study Area do you like / dislike?" participants provided the following keyword descriptors: "no continuity," "no sidewalks," "sterile," "forgettable," and "too paved-over."

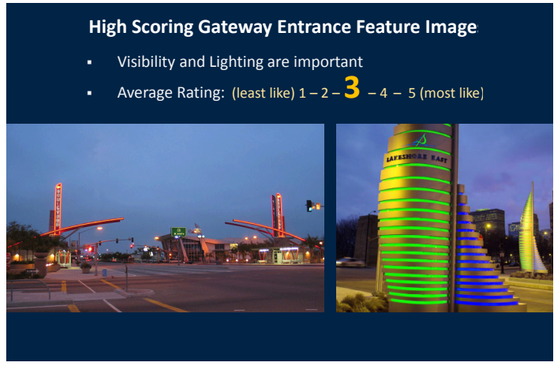
Landscape Treatment:

There was significant preference for landscape treatments composed of bold masses of flowering plants and street trees that provided shade along pedestrian corridors. The most desireable landscaping included a dominant pedestrian element, such as a sidewalk.

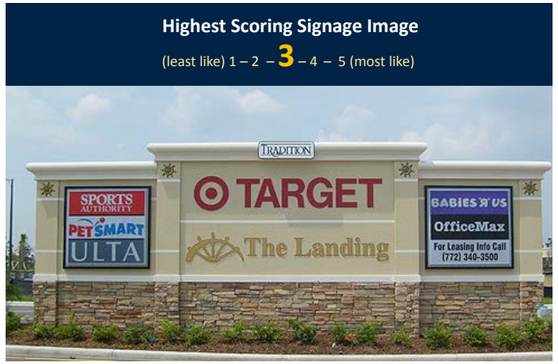
Streetscape Treatment

The highest scored Streetscape Treatment images were those that included integrated, protected on-street bicycle lanes, sidewalks and street trees. In fact, the top three descriptive keywords included, "trees," "bike lanes," and "pedestrian paths." When asked, "From a vehicular standpoint, what are the biggest issues regarding traveling within the Study Area?" participants responded with key phrases such as: "connections between stores," "too many curb cuts," "more visible signage," "safety," and "pedestrian-friendly."

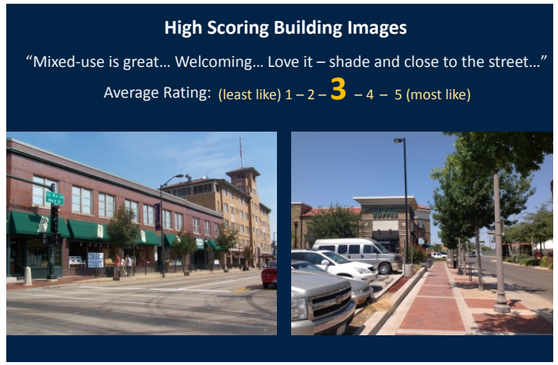
Gateway Entrance



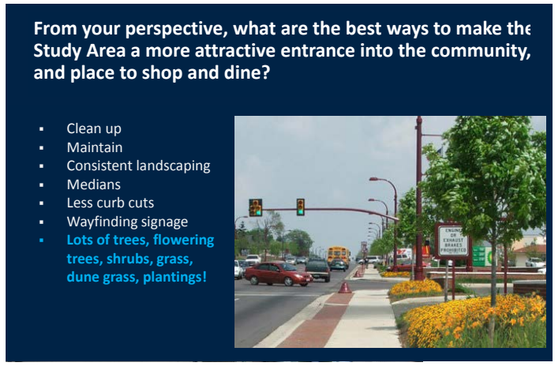
Signage



Buildings



Landscape Treatment



Streetscape Treatment

Figure 3.1 Visual Preference Survey Results

3.3 Corridor Redevelopment Goals, Principles and Strategies

Ultimately the success of the corridor redevelopment plan will depend on three factors: 1) identifying a range of catalytic projects of varying spatial scales that will advance the vision and foster additional investment; 2) managing the corridor as a distinct district aligning development policies and regulations with the vision, and 3) creating strategies to strengthen synergy among financiers, elected officials, public agencies, and the community at large.

The following goals and strategies are introduced in this chapter and will be illustrated and expanded upon in subsequent chapters:

Goal 1 Enhance Transportation Efficiency

Goal 2 Improve Transportation Safety

Goal 3 Synchronize Land Development Regulations with Planning Policies

Goal 4 Improve the Visual Appearance and Engender a Sense of Place

Goal 5 Foster a Diverse Business Climate

Goal 6 Manage the 421 Corridor as a District

A series of guiding principles have been included to further characterize and qualify the goals. Principles are drawn from the Indiana Department of Transportation's (INDOT) *Access Management Guide* (2009), as well as the Urban Land Institute (ULI) publication, *Ten Principles for Reinventing America's Suburban Strips* (2001), as identified in Chapter 2, *Background and Existing Conditions*.

Goal 3.3.1–Enhance Transportation Efficiency

Principles

A. Tame the Traffic (ULI)

Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, thereby conserving energy and reducing emissions.

B. Provide a Specialized Roadway System (INDOT)

Design and manage roadways according to the primary functions that they are expected to serve. Roadway operations can be improved by achieving the proper balance between traffic flow and access to abutting property.

C. Limit the Number of Driveways and Other Conflict Points (INDOT)

Reducing the number of conflict points a motorist must address improves traffic operations and reduces collisions. Separating conflict areas helps to simplify the task of driving and contributes to improved traffic operations and safety.

D. Match Driveway Design and Placement with Operational and Safety Needs (INDOT)

In that driveways accommodate a wide range of vehicle types, traffic volumes, and vehicle turning speeds, driveway design should be tailored to meet the needs of the vehicles using the driveway. The driveway placement should be such that drivers approaching from the main roadway will have sufficient sight distance to ascertain the driveway's location in order to safely decelerate and complete the entry maneuver. Also, the driveway placement should be such that an exiting driver will have sufficient sight distance to judge a safe gap in oncoming traffic. Service driveways should be designed considering the vehicle type and frequency of use, current and future traffic operations on the highway, and other local conditions.

E. Remove Turning Vehicles from Through Traffic Lanes (INDOT)

Turning lanes allow drivers to decelerate gradually out of the through lane and wait in a protected area for an opportunity to complete a turn, thereby reducing the severity and duration of conflict between turning vehicles and through traffic.

F. Use Non-Traversable Medians to Manage Left-Turn Movements (INDOT)

Medians channel turning movements on major roadways to designated locations. Non-traversable medians and other techniques that minimize left-turns or reduce the driver workload can be especially effective in improving roadway safety.

Greenfield, Brownfield... Greyfield

Real estate professionals use different words for different types of development sites. "Greenfields" represent undeveloped land. "Brownfields" are contaminated former industrial sites. "Greyfield" is a new term, hinting at the sea of asphalt separating a regional or super-regional shopping mall from its town. Greyfields are economically obsolete malls and other sites that offer large infill redevelopment opportunities, without the contamination found on brownfield sites.[1]

Source: CityMetric, citymetric.com

Source: Inland Real Estate Corporation, properties.inlandrealestate.com

The Ten Lessons of Successful Greyfield Transformations

1. **Incorporate Features That Will Maximize Environmental Benefits**
2. **Explore Major Physical Changes**
3. **Use Parking Carefully**
4. **Incorporate Public Amenities that add Value and Distinguish the Development**
5. **Include Civic and Institutional Activities**
6. **Expect a Lengthy Pre-Development Period and Prepare for Complications**
7. **Establish a High Standard for Urban Design**
8. **Market the New Concept**
9. **Develop Mixed Uses that can Thrive Independently**
10. **Patient Money Is the Best Fit for Town Center Projects**

1 Malls into Main Streets: an in-depth guide to transforming dead malls into communities, Congress for the New Urbanism.

G. Provide a Supporting Local Street System and On-Site Circulation Systems (INDOT)

Interconnected local street systems and on-site circulation systems provide alternative routes for bicyclists, pedestrians, and drivers alike.

H. Provide a Variety of Transportation Alternatives.

The physical organization of transportation systems within the 421 Gateway District should be supported by a framework of transportation alternatives. Plan for a pedestrian-friendly environment with appropriate signalization and crosswalks along the arterial and secondary streets; make sure sidewalks are wide enough for outdoor cafés. Public transit, pedestrian, and bicycle systems should be developed to maximize access and mobility throughout the area while reducing dependence upon the automobile.

Strategies

A. Develop an access management plan to ensure safe and efficient vehicular circulation throughout the 421 Gateway District.

Convenient access can make or break a commercial corridor. The primary benefit of having an access management plan is that it lays the foundation for correcting existing access management problems and preventing others from occurring in the future. Too many curb cuts are inefficient and dangerous for drivers and pedestrians alike. In order to accommodate access to existing and future development in a safe and efficient manner, INDOT actively implements a series of access management objectives, the intent of which is to manage the location, design, and type of property access in order to:

- Reduce traffic congestion;
- Preserve the flow of traffic;
- Improve traffic safety and reduce the frequency of crashes;
- Preserve existing road capacity;
- Support economic growth;
- Improve access to businesses and homes;
- Maintain or improve property values; and
- Preserve the public investment in the transportation infrastructure.

Thoroughfare efficiency and convenience can be ensured through adoption and enforcement of specific access management regulations.

Businesses along US Highways 421 and 20 are stand alone with their own parking areas and driveways. *Source: KKC*

Actions and Initiatives

1. Consolidate driveways and interconnect parcels so that automobile and pedestrian movement are possible without going out onto the arterial highway. Studies indicate that halving the number of access points results in about a 30 percent decrease in the accident rate.
2. Regulate the design and spacing of driveways. Locate driveways away from intersections.
3. Design intersections and access points to simplify and coordinate signal sequences and to minimize congestion.
4. Limit curb cuts to avoid excessive turning motions that snarl traffic; manage this process through zoning ordinances, design requirements, or comprehensive codes.
5. Install innovative turning solutions to accommodate left turns and U-turns by looping from the right median to alleviate clogged intersections.
6. Integrate medians and appropriate median breaks to limit potential conflicts.
7. Protect the Interstate 94 interchange. To maintain the functional integrity of the I-94 interchange, access points should be located as far away from interchange ramps as possible (INDOT requirement: 1,250 feet from interchange).
8. Within the Michigan City Appendix C, Joint Zoning Ordinance, amend Section 18.04, Driveway Access Management to require property owners of developed parcels along US Highway 421 / S. Franklin Street, to comply with recommended access point closures, based on the following triggers:

Driveways and access to commercial in the corridor is not efficient and causes traffic problems. *Source: KKC*

- » if there is a change in ownership of said property;
- » if there is a zoning change or re-platting;
- » if the property owner applies for a development application or building permit to expand a building by 30 to 70 percent of the gross floor area, or increase the parking requirements by 20 percent;

contingent on there being a minimum of two points of access / egress remaining after the recommended access point closure.

B. Implement the US Highway 421 Access Road Plan.

Design an internal system of supporting access / frontage roads for the 421 Gateway District that adheres to the existing street grid system and existing signalized intersections, and enables provide opportunities for parallel movement along the corridor. Create a secondary street pattern where appropriate, and modify setback requirements to pull retail and restaurant facilities close to the arterial and secondary streets. Access, parking & service-related functions would be organized to the rear of the parcel.

Actions and Initiatives

1. In partnership with the City of Michigan City and others, consider Michigan City Redevelopment Commission capital participation in the preparation of construction documents, specifications, cost estimates and project schedules for access roads proposed within the 421 Gateway District, as per Figure 4.X, Access Road Plan.
2. Connect parking lots and relocate driveways to promote efficient and effective access.

C. Within the Michigan City Code of Ordinances, amend Article 06, Design Standards, Section 06.04, Streets, Table 06.04 (d), Minimum Right-of-Way and Street Width to include the following additional commercial and residential street types:

Actions and Initiatives

As discussed within Chapter 4, *Redevelopment Scenarios*, five additional street types are proposed to be included within key redevelopment areas. These street types include:

1. Commercial Access Road.
2. Residential Local Street with Bike Lanes and On-Street Parking.
3. Commercial Collector Street with Angled On-Street Parking.
4. Single Lane Boulevard with On-Street Bike Lanes.
5. Single Lane Boulevard with on-Street Bike Lanes and On-Street Parking.

D. Consider extending Ohio Street south of CR W 400 N and (signalization) improvements to the CR W 400 N / Ohio Street intersection.

Actions and Initiatives

1. Consider Michigan City Redevelopment Commission capital participation in design and construction costs associated with Ohio Street extended.
2. Consider Michigan City Redevelopment Commission capital participation in the signalization of the CR W 400 N / Ohio Street intersection, striped pedestrian crosswalks and sidewalk improvements.
3. Upon annexation, consider Michigan City Redevelopment Commission capital participation in the construction of sidewalks along CR W 400 N as well as access management-related improvements.

Goal 3.3.2: Improve Transportation Safety

Whether dealing with motorists, pedestrians, or bicyclists, proper care must be taken to ensure that the thoroughfares, sidewalks, driveways, and intersections within the 421 Gateway District are properly designed and fitted with adequate safety features and bicycle accommodations. Strategies for the future of the corridor should create destinations/centers promoting the broader goals for creating places that are walkable, transit supportive, carbon reducing and energy efficient.

Strategies

A. Confirm feasibility of lane narrowing along US Highway 421.

Actions and Initiatives

1. Meet with INDOT to discuss and confirm the feasibility of proposed lane narrowing (as illustrated in Figure 3.2, *Proposed Lane Narrowing*) and raised medians along US Highway 421 / S. Franklin Street

B. Improve pedestrian safety and reduce pedestrian-vehicular conflict areas.

Actions and Initiatives

1. Provide adequate crosswalks at major signalized intersections.
2. Provide pedestrian cross connections between businesses whenever possible.
3. Provide a continuous network of Americans with Disabilities Act (ADA) compliant sidewalks along thoroughfares and access roads. Configure sidewalks so people feel safe and comfortable. Make sidewalks wide, appealing, and shady.
4. Where possible, employ traffic calming techniques to increase pedestrian safety (e.g., bulb-outs, textured paving, medians, pedestrian refuges); refer to Figure 3.3, *Traffic Calming Best Practices.*

C. Develop safe and efficient active transportation (pedestrian, bicycle) routes throughout the 421 Gateway District.

Informed by the Michigan City Trails Master Plan, and in concert with the development of a comprehensive internal access road system within the 421 Gateway District, develop a network of on- and off-street recreational trails that connect neighborhoods to parks and open space areas, commercial/retail centers, and schools.

Actions and Initiatives

1) Ensure that significant roadway improvements are context-sensitive and adhere to 'complete streets" principles.

2) Develop an interconnected network of on-street bicycle lanes and off-street recreational trails that connect neighborhoods, commercial centers and public facilities within the 4231 Gateway district.

D. In conformance with the 2015 Michigan City Transit Strategic Plan, expand public transit service throughout the 421 Gateway District.

Actions and Initiatives

1. Increase Ride the Wave ridership by three percent annually.
2. Evaluate the possibility to changing transit system to a "Bus Stop Only" service.
3. Update Bus Stop Signage.
4. Survey the need for shelters at key bus stops within the 421 Gateway District.
5. Develop a distinctive bus shelter design that is unique to the 421 Gateway District; as illustrated in Figure 3.4, *Proposed Bus Shelter*.
6. Continue to explore all federal and state funding options to help fund transit service expansion.
7. Develop knowledge of transit benefits through school education programs.
8. Continue to build partnerships with public agencies and community groups.

Regulating Redevelopment.

"I would like to see incentives offered for redevelopment of existing buildings and sites. And possibly penalties for developments on greenfield sites. It is important to keep a compact footprint of the city, limiting sprawl, which helps reduce infrastructure costs."

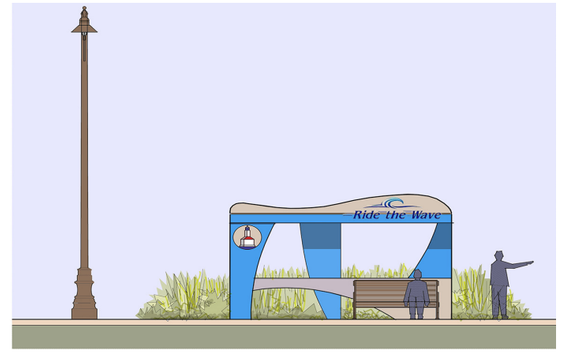


Figure 3.4, Proposed Bus Shelter

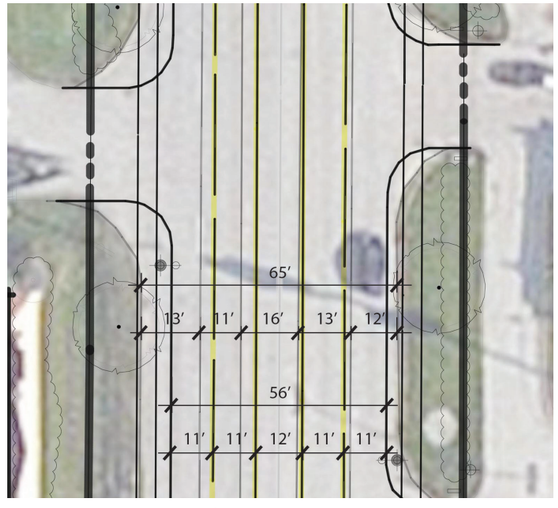


Figure 3.2, Potential Lane Narrowing

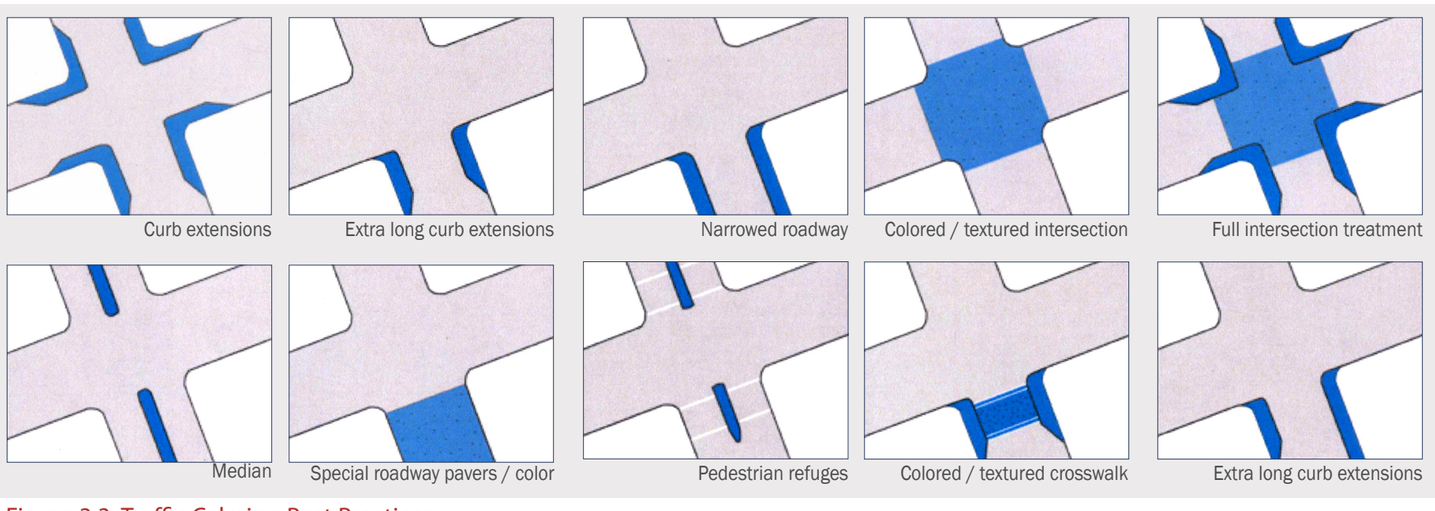


Figure 3.3, Traffic Calming Best Practices

Goal 3.3.3: Synchronize Land Development Regulations with Planning Policies (ULI)

Strategies

A. Revise Michigan City Land Development Regulations to promote the scale and character of proposed development and redevelopment options within the 421 Gateway District, as outlined within Section 5.2, Land Development Guidelines.

Actions and Initiatives

1. Integrate public facilities into the 421 Gateway District's redevelopment strategy. Public facilities should be sited in ways that help leverage private investment and provide a convenient destination where residents can accomplish multiple tasks, and help shape a more rational development pattern.
2. Zoning must be clearly linked to the public's implementation plans, including effective by-right development standards as well as transfer of development rights in mature strips.
3. Scale retail-zoned land to reflect a realistic assessment of the size, strength, and character of the market.
4. Structure zoning within development nodes to encourage denser forms of development that can be reached by multiple modes of transportation.
5. Provide regulatory options that facilitate parceling and land assembly to accommodate recommended changes in land use configurations. This may involve changes that eliminate setbacks, provide streetfront and midblock development on multiple sites, or combine separately-owned parcels to create new development options.
6. Set Parcel Size Standards. Adopt zoning regulations that set a minimum parcel size along the strip so as to constrain curb cuts and encourage more coordinated development and fewer stand-alone stores.
7. Prevent "deadening" uses, such as mini-storage facilities, from dominating the 421 Gateway District.
8. Stimulate infill, new forms of mixed-use, and pedestrian-oriented retail development on remaining retail-zoned land.
9. Review the City's Capital Improvement Program (CIP) for infrastructure projects within the 421 Gateway District to determine whether the scope of any project may be amended in order to advance the development of the proposed comprehensive access road program, as delineated in Figure 4.1, *Access Road Plan*.

B. Amend the Michigan City Appendix C, Joint Zoning Ordinance, Article 7. Business Districts, to include an Urban Commercial/ Mixed-Use (B4) District.

The proposed Urban Commercial / Mixed-Use (B4) District retains the fabric, character, design and densities of a traditional "downtown" central business district. This urban environment is characterized by taller, larger buildings that occupy most if not all of the site and are set at the street edge with parking largely on-street and in structures, with reduced common surface parking lots. Transportation corridors are scaled for pedestrian rather than automobile use. Sidewalks are wide enough to contain seating areas for outdoor cafes. Any original buildings with historic or design significance have been mostly well-preserved. Permitted uses would include:

- Mixed-use (on single sites and within individual structures);
- Residential above commercial or office;
- Live/work units;
- Attached and multi-family `residential;
- Commercial retail/services;
- Office;
- Public / institutional;
- Places of worship;
- Entertainment;
- Parking structures and on-street public or commercial parking areas (surface parking lots may be considered as a limited use); and
- Parks and public spaces.

As illustrated in Section 5.2, *Land Development Guidelines*, district characteristics would include the following provisions:

1. Greatest site coverage. Streets and other public spaces framed by buildings with zero/minimal front setbacks, creating "architectural enclosure" versus the progressively more open feel in areas that are more suburban in density and character.
2. Mostly on-street parking and minimal surface parking (until the urban character begins to give way to typical site design oriented more toward the automobile).
3. One of the few commercial districts where structured parking may be financially viable.
4. Multi-story, mixed-use structures are encouraged.
5. Conducive for pedestrian activity and interaction, with public plazas and pocket parks providing green space amidst an urban environment, and a place to gather and host community events.
6. Streetscape enhancements in public rights-of-way are emphasized given limited area for private landscaping relative to other character areas.
7. Public/institutional uses designed to match urban character.

C. Within the Michigan City Appendix C, Joint Zoning Ordinance, amend provisions of Light Industrial District (M1), Section 09.03, Lot Area and Width Requirements, to enable minimal building setbacks (0-5 ft) for commercial uses.

Modernize the Area.

"Walkability, livability, get rid of 'big box' mentality and aesthetics. Create parks and greenspaces."

In general, land uses, such as this storage facility along US Highway 20, just east of the Project Study Area, should be avoided within the 421 Gateway District, as the use tends to deaden pedestrian activity within the immediate area.
Source: Google Earth

Goal 3.3.4: Improve Visual Appearance and Engender a Sense of Place

Improve the visual appearance of the thoroughfares and built environment within the 421 Gateway District. The visual environment along the US Highway 421 / S. Franklin Street corridor suffers from several acute problems; including an over-abundance of signage of varying types and sizes; overhead utilities, dilapidated and vacant buildings, and little to no landscape continuity.

Principles

A. Eradicate the Ugliness (ULI)

To improve retail competitiveness and encourage residential living, eradicate the visual unsightliness within the 421 Gateway District.

B. Create the Place (ULI)

Create attractive walkways and continuous street front experiences to maximize the quality of the pedestrian environment and afford opportunities to increase retail spending.

C. Diversify the Character of Land Uses within the 421 Gateway District

Strategies

A. Eliminate Blighted Development.

Create an aggressive nuisance abatement program to eliminate problems that inhibit achieving the kind of environment that facilitates the community's vision for the 421 Gateway District. Dilapidated or abandoned buildings, and incompatible land uses and activities are some of the more common problems affecting suburban strip development.

Low quality vacant buildings on US Highway 20. *Source: KKC*

B. Create a safe, comfortable environment in which people can live, work, shop, and play.

Actions and Initiatives

1. Plan for different types of redevelopment subdistricts within the 421 Gateway District, ranging from traditional, low-density strip shopping centers to denser and more urban nodes of activity.
2. Accommodate a range of nonretail uses, including housing, hotels, offices, civic uses, and cultural, entertainment, and recreational activities.
3. Arrange the diverse land uses in ways that encourage walking and discourage driving for short trips and errands.
4. Rezone designated areas in mature strips for urban mixed-use projects (proposed B4 Urban Commercial / Mixed-Use district) and higher-density housing.
5. Concentrate mixed uses along the major arteries to preserve single-family neighborhoods.
6. Reserve some of the previously zoned retail land for housing, office space, civic uses, recreational facilities, and open space.
7. Add vitality by requiring active uses along the sidewalks such as outdoor dining (except along arterial streets), interactive displays in shop windows, entertainment, and diverse architectural elements, styles, and setbacks.

C. Develop design guidelines for architecture and landscape site work improvements within the 421 Gateway District.

Create sophisticated development standards to accompany new zoning regulations. As will be discussed in greater detail in Chapter 5, *Implementation*, developing design and development regulations and engineering standards are fundamental for ensuring the desired quality and character of development within the 421 Gateway District. It is often under-appreciated, but private investment decisions account for the more substantive aspects of any city's physical form. Consequently, zoning and subdivision regulations and associated development criteria and technical engineering standards are the basic keys to ensuring that the form, character and quality of development reflect the City's planning objectives. Design guidelines should reflect the community's desire for quality development outcomes while recognizing economic factors. They should not delay or interfere unnecessarily with appropriate new development or redevelopment that is consistent with plan goals and policies.

Surface parking area in the corridor is expansive with little lighting and little to no landscape enhancements. *Source: KKC*

Multiple driveways and inadequate pedestrian lighting and landscape treatment creates a bleak environment on S. Franklin Street. *Source: KKC*

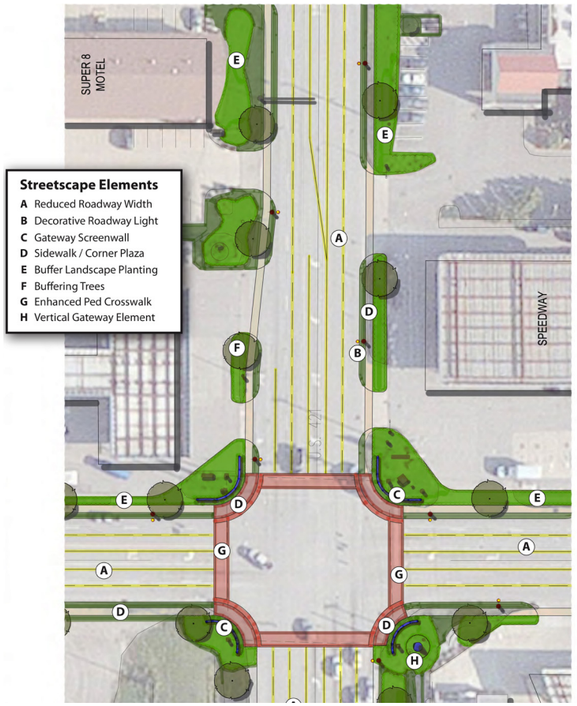
Actions and Initiatives

1. Strive to achieve architectural excellence, higher-quality building design and retail-friendly, first-floor facades.
2. Ensure architectural continuity through use of uniform building materials, facade treatments, and detailing.

D. Develop rigorous parking guidelines and standards to ensure that the location and configuration of parking remains subordinate to the preferred character of development.

The success of mixed-use development within the 421 Gateway District is predicated on public access to private developments, and free and plentiful parking. Unfortunately, parking lots commonly dominate the landscape of the strip along US Highway 421 / S. Franklin Street. Conventional practice requires that every development along the corridor provide for all of its parking needs on its own site, typically between the structure and the roadway, even though this is inefficient and contributes substantially to the wasteland aesthetics of today's commercial strip.

1. Size prime parking lots and structures for reasonable demand; provide for peak parking in overflow areas.
2. Encourage and plan for shared parking among adjacent uses.
3. Look for alternative parking and building configurations that provide convenience and avoid visual blight. Parking should be located in courtyards, behind buildings, and in innovative arrangements as properties are redeveloped in new and denser configurations; this will reduce the visual blight of endless parking lots.
4. When justified by higher land prices, introduce structured parking to open up parking lots for denser development in more urban settings.



As summarized in Strategy F, a variety of streetscape enhancements can be incorporated into the 421 Gateway District's principal thoroughfares.

E. Within the Michigan City Appendix C, Joint Zoning Ordinance, amend Section 18.02, Off-Street Parking Facility Design, to include provisions for multi-level, structured parking.

F. Develop a streetscape enhancement program for the 421 Gateway District with unique applications to specific thoroughfares while maintaining overall continuity.

Streetscape elements should include generous use of vegetation (while bearing in mind snow removal), ornamental street lights, decorative signage, special paving where appropriate, and other landscape treatments. Install a well-designed family of high-quality street furniture to reinforce the strong image and comfort of the place, including benches, bollards and waste receptacles.

Actions and Initiatives

1. Provide a continuous, enhanced greenspace that separates the roadway from adjacent businesses.
2. Design and provide landscape treatment to parking areas so that cars appear to be in a park rather than a few trees that are located in a parking lot.
3. Incorporate gateway and entrance treatments at key interchanges along the US Highway 421 and US Highway 20 thoroughfares, principally at 421 / CR N 400 W and 421 / 20.
4. Design attractive corners and gateways to proposed development and redevelopment nodes.
5. Consider Michigan City Redevelopment Commission capital participation in developing landscape and streetscape (including sidewalks) construction documents and specifications for US Highway 421 / S. Franklin Street and US Highway 20 based on the recommendations within the Plan.
6. Identify a suite of streetscape furnishings types (e.g., ornamental street light, bench, bollard, waste receptacle, bike rack, planter, signage stanchion) that can be used to further brand the 421 Gateway District. The suite of streetscape furnishings should acknowledge and relate to recommended fixtures in and around the area; for example, the Sternberg Harborside Pendant fixture (Model # CRS22) that has been selected for the Interstate 94 Bridge enhancements at US Highway 421. Refer to Figure 4.X, Recommended Streetscape Furnishings and Finishes Specifications.

G. Improve lighting and signage throughout the corridor.

Actions and Initiatives

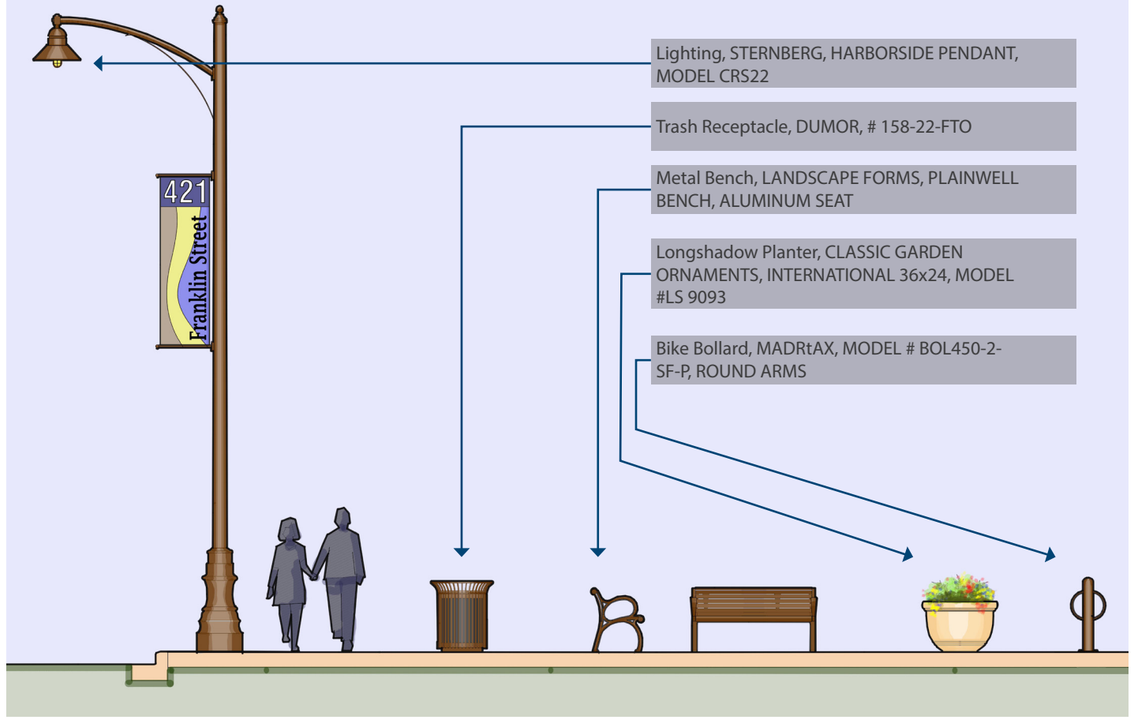
1. Develop a unique brand for directional, wayfinding and interpretive signage, banners for the 421 Gateway District.
2. Develop a district-specific lighting program that provides a hierarchy of pedestrian-scaled, direct and indirect lighting that illuminates walkways, ensures safety, highlights buildings and landmark elements, and provides sight lines to other retail uses—such as a view from a café to cinemas, bookstores, and unique shops.

H. Consider Michigan City Redevelopment Commission capital participation in developing gateway treatments for significant entrances into the 421 Gateway District.

I. Develop a vegetation management program for the 421 Gateway District that would be focused on mature tree and forest canopy preservation and management, landscape screening and buffering.

J. Work with the local utility and cable companies to determine the financial feasibility of either placing all power lines underground; or, relocating power lines to the rear of parcels.

Beyond the enhanced visual appearance, utilities maintenance, weather-related repair, and service disruption costs would be reduced.



Light Fixture

Trash Receptacle

Metal Bench

Planter

Bike Bollard

Figure 3.5, Recommended Streetscape Furnishings

K. Incorporate low-impact development strategies, tools, and techniques into all new development within the 421 Gateway District.

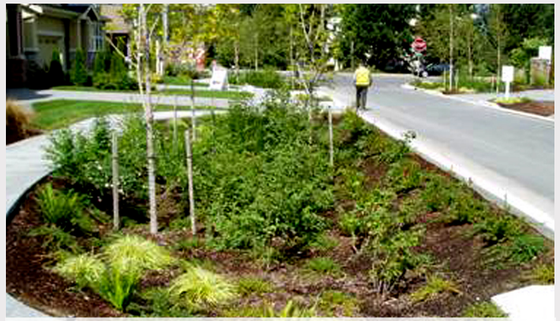
One method of reducing throughput of water resources is to require that all new land development incorporate low-impact development (LID) / green infrastructure approaches to mimicking / restoring pre-development hydrology to the maximum extent practicable. LID is an approach to land development that uses various land planning and design practices and technologies to simultaneously conserve and protect natural water resource systems and reduce infrastructure costs. LID still allows land to be developed, but in a cost-effective manner that helps mitigate potential environmental impacts. For example, site plans should be developed that prevent water from running off the land too quickly and instead, allow the water to soak back into the earth and replenish the groundwater table or aquifer. Reducing the quantity and velocity of water run-off minimizes soil erosion and loss of land. Site plans should employ strategies and techniques that protect the quality of water that flows into lakes, streams, and wetlands or recharges groundwater supplies. LID stormwater management best practices should be implemented on privately-owned land as well as within public rights-of-way, particularly along roadsides and in parking lots, where soils and other conditions will allow. LID processes for systematically managing stormwater include 'chains' or natural treatment methods of filtration, infiltration, and storage and ultimately reuse.

Initiatives and Actions

1. Encourage development patterns that respect natural systems such as watersheds and wildlife corridors. Site fingerprinting, a term that refers to implementing minimal site disturbance techniques, can be used to further reduce the limits of clearing and grading on a greenfield site, thereby minimizing the hydrologic impacts. Site fingerprinting includes restricting ground disturbance by identifying the smallest possible area and clearly delineating it on the site. Land-cover impacts can be reduced through minimal disturbance techniques that include the following:
   - » reduce paving and compaction of highly permeable soils;
   - » minimize the size of construction easements and material storage areas;
   - » site stockpiles within the development envelope during the construction phase of a project;
   - » site building layout, clearing and grading to avoid removal of existing trees where possible; and
   - » delineate and flag the smallest site disturbance area possible to minimize soil compaction on the site and restricting temporary storage of construction equipment in these areas.
2. Design and install grassed filter strips and vegetated (bio) swales into site plans and rights-of-way to filter pollutants from stormwater. LID filtration systems use soils and vegetation to remove pollutants from stormwater and include ways of capturing and removing trash, debris and sediment from stormwater before it reaches streams and other tributaries. Common filtration techniques incorporate natural features (i.e., wetlands, riparian corridors, mature forests) into site development plans. It is estimated that bioswales can remove between 80 and 100 percent of total suspended solids, zinc, and lead from stormwater as well as between 40 and 60 percent of total phosphorus and nitrogen.
3. Require and/or incent the installation of pervious paving materials in parking lots and other hardscape areas to reduce the total site imperviousness and stormwater runoff. Provisions could be added to the City's land development regulations requiring pervious paving for all parking that exceeds the minimum required by City regulations. Utilize infiltration systems which encourage the downward movement of water to reduce the total quantity of overland runoff and pollutants from impervious surfaces.
   - » design and implement systems for on-site detention and micro-detention;
   - » revise subdivision regulations to incorporate the use of shared driveways whenever possible, but especially in sensitive areas;
   - » limit driveway width to ten feet (for both single and shared driveways); and
   - » minimize building setbacks, where possible to reduce driveway length.
4. Consider means of incenting the installation of high-performance, green building best practices into all new construction projects within the 421 Gateway District. Stormwater storage reduces the quantity of stormwater being flushed through the system. Green roofs, cisterns (above-ground and underground), and vegetated swales provide an excellent method of storing stormwater on-site, to prevent it from overloading natural systems, as well as to use for irrigation of landscaped areas. Existing buildings can utilize rain barrels under downspouts to collect, store and reuse stormwater. It is estimated that one 42-gallon rain barrel can provide storage for 0.5 inches of runoff from a rooftop measuring 133 square feet.

A Variety of Low-Impact Development Strategies, Tools and Techniques can be Incorporated into Existing and Proposed Site Development

Rain water is captured and stored in this cistern, and used for landscape irrigation.
(Lady Bird Johnson Wildflower Center, Austin, TX)
Source: KKC



A rain garden is a shallow, constructed depression that is planted with deep-rooted native plants. It is designed to receive runoff from hard surfaces such as a roof or driveway.
Source: elandscapellc.com

Vegetated swales clean storm water runoff from parking lots and allow it to infiltrate the earth.
Source: New Seasons Market Parking Lot, Portland, OR

Green roofs capture and direct rainwater to bioswales and rain gardens on the ground. (Green Bldg Resource Center, Houston, TX)
Source: KKC

Building roofs are designed to capture and direct rainwater to collection systems on the ground.
(Lady Bird Johnson Wildflower Center. Austin, TX)
Source: KKC

Goal 3.3.5: Foster a Diverse Business Climate

The strength and vitality of business activity along the thoroughfares within the 421 Gateway District is of paramount concern to the Michigan City Redevelopment Commission. Finding ways through which to improve the business climate within the 421 Gateway District will require multiple strategies as well as coordination and integration with transportation and appearance recommendations. Use the range of public development implementation tools such as tax increment financing (TIF), transfer of development rights, business improvement districts, tax abatement policies, urban design guidelines, vertical zoning, and accelerated approval of development projects to achieve the "pulse points" of live/work, high-value community development.

Principles

A. Anticipate Evolution (ULI)

The 421 Gateway District should be managed to respond to changing consumer preferences and adapt to emerging lifestyles. It is important to determine the shopping patterns of the market in order to set reasonable expectations about how they are likely to evolve. As new community and regional trends emerge, adopt measures to prevent the 421 Gateway District from becoming obsolete with out-of-date retail concepts and products. For example, an enduring trend that continues to remain current is the development of mixed-use, lifestyle centers can provide attractive, convenient, and stylish retail environments for residents and a captive market for retailers. Providing a sense of place and community by developing amenities such as parks and public gathering places; programming entertainment, recreational and cultural activities; and providing a more livable environment through fostering new and diverse housing products will ensure the 421 Gateway District's success.

B. Know the Market (ULI)

As discussed in Section 2.2, *Market Profile*, planning for the future of the 421 Gateway District will require that the community understands its market potential and the specific market forces that are at work within the community and region. Maintain an up-to-date market profile in order to assess where the 421 Gateway District fits in the overall retail continuum, i.e., its level of maturity in the marketplace relative to other retail destinations, and the amount and nature of the competition.

It should be recognized that the 421 Gateway District is located within a regional context composed of several communities and a local context composed of distinct neighborhoods with different populations, incomes, growth rates, and levels of access. These differences should lead to wide variations in activity and character along different parts of the 421 Gateway District. Understand the complex interplay between land values, densities, market demographics, access, demand for different types of retail offerings, and the level of competition within the 421 Gateway District, build upon the position that the Corridor holds in the regional hierarchy of retail locations, and be reasonable about what is economically feasible, which will change over time.

C. Prune Back Retail-Zoned Land

Retail-zoned land should be scaled to reflect a realistic assessment of the size, strength, and character of the market. Strategies for the future of the corridor should encourage multiple uses not focused on retail. Reserve some of the previously zoned retail land for housing, office space, civic uses, recreational facilities, and open space. Re-structure zoning to encourage denser forms of development that can be reached by multiple access modes. On remaining retail-zoned land, stimulate infill, new forms of mixed-use, and pedestrian-oriented retail development To prevent sprawl and congestion, limit the extension of utilities infrastructure until existing infrastructure begins to reach capacity.

Strategies

A. Establish Pulse Nodes of Development.

Within the 421 Gateway District use key intersections or major transit stops to create cores of development that are unique points of reference; nodes of intense activity; and places that are friendly, attractive, and walkable, but that differ from each other in character, development intensity, function, or purpose. Create centers by solving for the places in between (as illustrated in Figure 3.6, *Pulse Nodes of Development).*

Actions and Initiatives

1. Plan and zone higher densities in these nodes of development to facilitate vertical mixed use of three or more stories and to achieve pedestrian concentrations that create a lively, safe, attractive, and entertaining streetscape.
2. Direct public investments and site public facilities in the higher-density zones to raise surrounding property values and encourage higher-value land uses within the zone; as well as to serve as anchors and inducements for spin-off private investment.

Pulse Nodes of Development

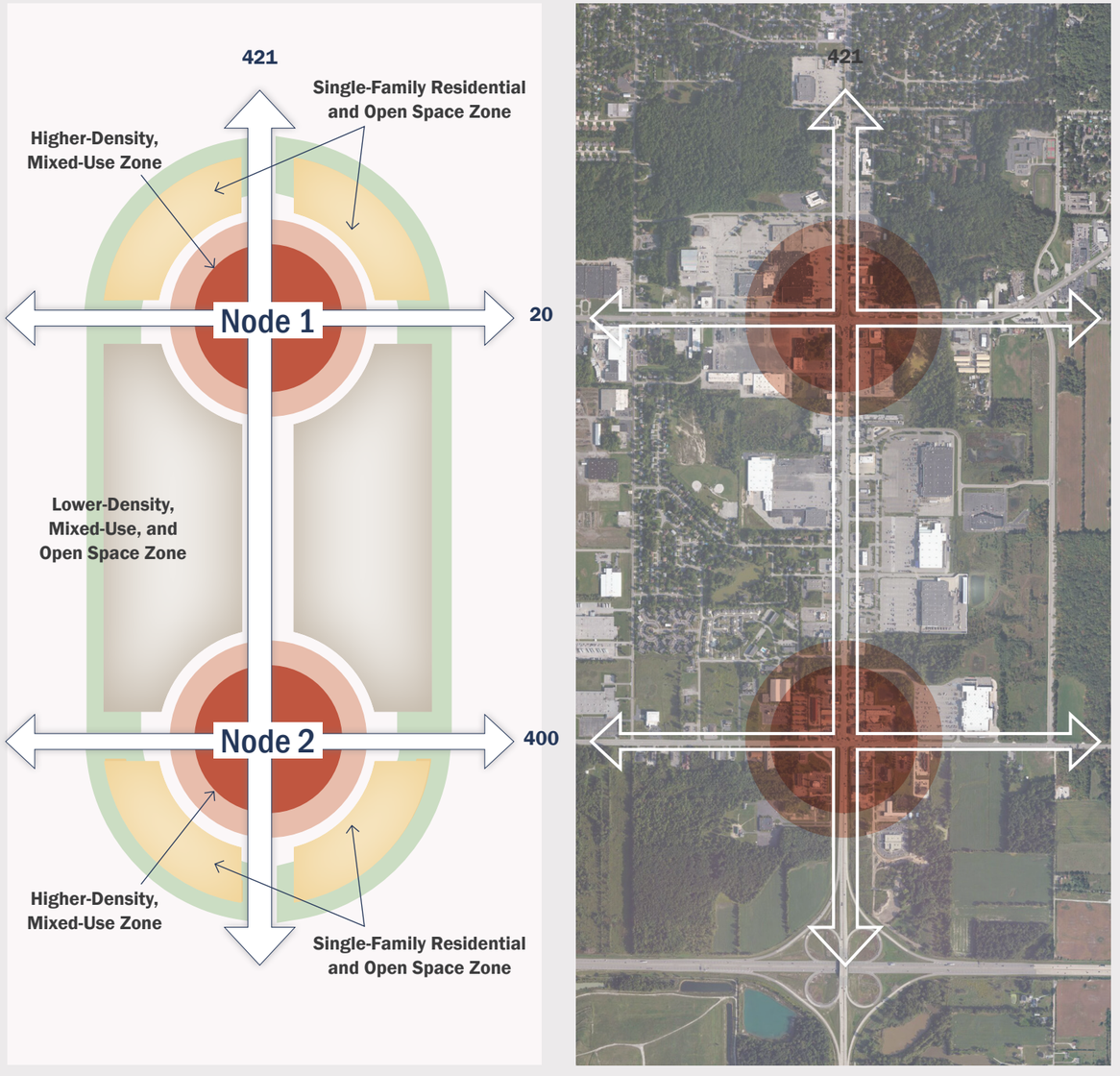


Figure 3.6, Pulse Nodes of Development

B. To increase the degree of control, regulation and enforcement of land use within the 421 Gateway District, the City of Michigan City should develop an annexation program to incorporate the remaining areas of the district / corridor in to the City's corporate limits; in particular, the parcels east of Cleveland Avenue; and the parcels south of CR W 400 N, west of US Highway 421.

C. Develop a phased utilities and transportation infrastructure expansion program that will accommodate future growth, that is synchronized with the City's capital improvement program (CIP).

D. Prepare wetland delineations for all jurisdictional and non-jurisdictional wetlands within the proposed greenfield / redevelopment areas, in particular, Greenfield Development Area B: Dunes Plaza-South, and Redevelopment Area C: 421 / 20 Northeast Quadrant.

Actions and Initiatives

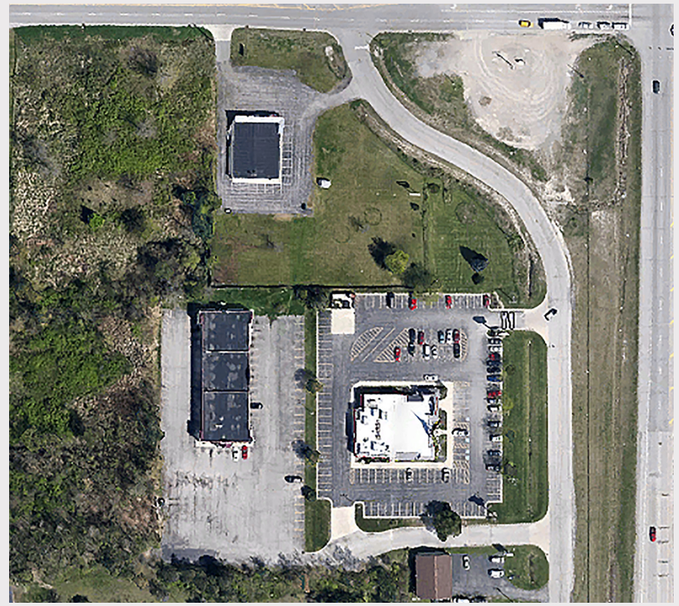
1. Consider Michigan City Redevelopment Commission capital participation in wetland mitigation efforts for the Town Center Road Extension project.

E. Work with owners of vacant and redevelopable parcels within the 421 Gateway District to enroll/participate in the Indiana Office of Community and Rural Affairs' Shovel Ready Certification program.

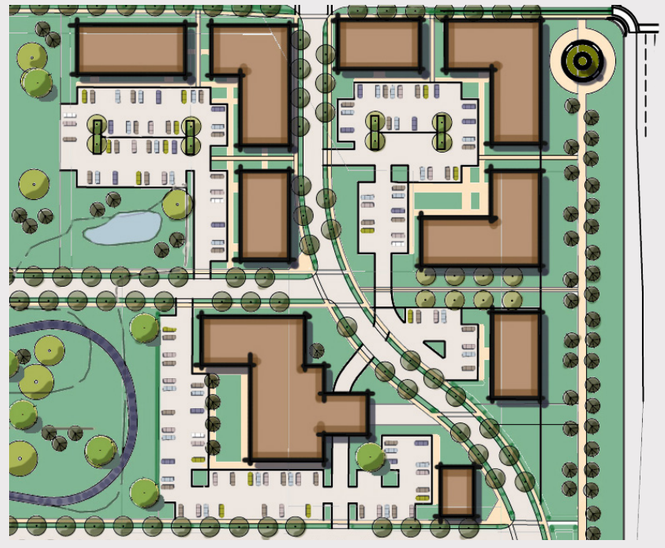
F. Consider Michigan City Redevelopment Commission capital participation in assembling and purchasing parcels that compose the southwest quadrant of US Highway 421 and CR W 400 N, and formulate a redevelopment program which would be complimentary to anticipated adjacent development (proposed Franciscan Alliance Regional Medical Center) and additional development within this node.

G. Work with property owners in the 421 Gateway District to enroll/participate in the Indiana Office of Community and Rural Affairs' Site Certified program.

Highway 421 & CR W 400 N Node 2 Redevelopment Area



The southwest quadrant of US Highway 421 and CR W 400 N is ripe for redevelopment and could function as a prominent gateway into new development immediately west of this area
Source: *Google Earth*



A neighborhood-scale retail complex would provide Interstate 94 motorists and proposed medical center village residents with access to needed retail (refer to Section 4.5, Greenfield/ Redevelopment Area 'E' 421/400 Southwest Quadrant.

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Goal 3.3.6: Manage the 421 Corridor

Principles

A. Ignite Leadership, Engage Stakeholders, and Nurture Partnerships

B. Be consistent with statewide and regional visions and plans.

C. Structure an ongoing planning process

Strategies

A. Coordinate transportation corridor decisions with land use, economic development, environmental stewardship, water management, and other public and private decisions and identify opportunities to accomplish multiple objectives.

B. Develop an ongoing public engagement program.

Develop an ongoing public engagement program through which the Michigan City Redevelopment Commission is the caretaker of the vision for the 421 Gateway District, and has the responsibility of building consensus around implementing the vision.

Actions and Initiatives

1. Reach consensus, with the active participation of public and private stakeholders, on the community's vision of what the US Highway 421 corridor should become.
2. Participate in the development and redevelopment of the 421 Gateway District consistent with the 421 Corridor Redevelopment Plan's vision.
3. Consider the creation of a parking management district to bring multiple facilities under common management in order to create greater efficiencies.

C. Promote the 421 Gateway District as a regional health care corridor for Northern Indiana.

Actions and Initiatives

1. Work with Franciscan St. Anthony Health-Michigan City, the IU Health-LaPorte Hospital, and other businesses within the Lifeworks Business Park to promote the 421 Gateway District as the major healthcare provider in Northern indiana.

D. Commission, evaluate and disseminate relevant information pertaining to guiding and directing development within the 421 Gateway District.

Actions and Initiatives

1. Coordinate the collection and dissemination of market, economic, social, demographic, and traffic data and information to prospective investors, developers, retailers, consumers, and public agencies.
2. Stay on top of traffic issues and manage parking efficiently so that its presence does not dominate the landscape.
3. Coordinate and participate in real estate development and infrastructure financing.
4. Coordinate the actions of public agencies that are responsible for government services.
5. Identify the market forces that will drive value and become catalysts for change.
6. Facilitate marketing and promotion of the 421 Gateway District.
7. Maintain the accuracy of the 421 Corridor Redevelopment Plan's Appendix A, Parcel Database in order to determine likely redevelopment projects in the future.
8. Work with the real estate community to advance redevelopment initiatives within the 421 Gateway District.

Advantages of Mixed-Use Development

From a development perspective, a mixed-use development alternative has four significant strategic advantages over the single-use development:

1. Ability to Spread Market Risk

The entire project does not hinge on the market demand for only one use. In certain cases, one can move ahead with some components, while other pieces may wait until the market returns.

2. Public Assistance

Since the site impacts will be mitigated and the mall replaced with a desirable walkable environment, the city in all likelihood will want to see the project succeed, especially if the community has been involved in the design process. Therefore, the city is more likely to approve the redevelopment project and/or provide infrastructure or contribute some other form of financial assistance.

3. Opportunity to Create Greater Long-Term Value

The asset will have a higher likelihood of appreciating in the long term as the activities from the different uses reinforce one another and rents reflect higher pedestrian traffic and improved pedestrian amenities.

4. Possibility of Creating Higher Short-Term Value

Once approved, portions of the site can be sold to third-party developers at a higher price than if the entire site had been sold for land value only. This will also allow the owner to concentrate on vertical development where they have more experience and comfort.

Source: Urban Land Institute Case Studies

Source: Urban Land Institute Case Studies

Overview: Commercial Corridor in Decline [1,2,3,4,5]

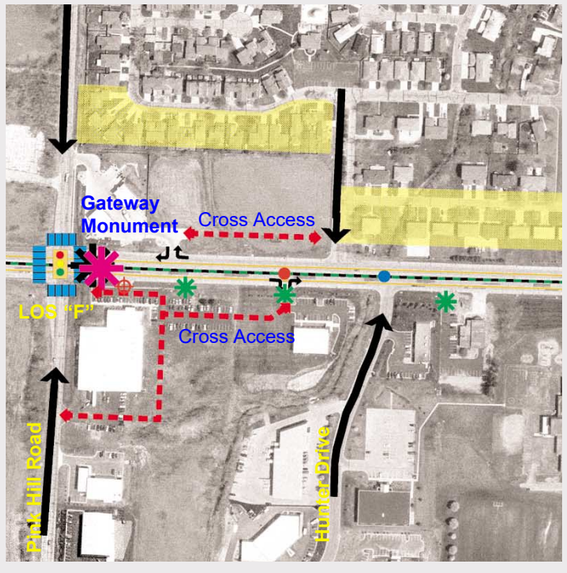
Blue Springs, Missouri (population 52,000) is one of the fastest growing communities in the Kansas City Metropolitan area. Highway 7 is the principal north-south highway corridor supporting traffic through Blue Springs and connecting residences and businesses to Interstate 70. This highway corridor once had thriving commercial districts but faced some challenges. Problems include high accident rates, poor visual appearance, lack of sufficient safety features resulting in a dangerous environment for pedestrians and motorists, in addition to retail properties relocating elsewhere in Blue Springs and economic vitality of commercial buildings deteriorated as they aged.

Highway 7 is an important corridor to Blue Springs because of its location and the amount of traffic it carries. The highway handles between 27,000 and 34,000 vehicles each day depending upon the intersection location. As Blue Springs and the development along Highway 7 continue to grow, improvements must be made to enhance roadway conditions, making it capable of supporting additional traffic and improving the overall visual character of the corridor. The City of Blue Springs envisions the Highway 7 Corridor becoming a beautiful, safe, and convenient roadway serving the economic and transportation needs of all residents in the city.

In 2001, Blue Springs completed the Highway 7 Corridor Study which indicated several recommendations for the corridor to remain regionally viable. The study area included 7.3 miles of Highway 7. The guiding principles of the plan focused on safety, transportation, business climate, and appearance. The study also stressed the importance of safety improvements for non-motorized methods of transportation and were incorporated into the City's 2003 Comprehensive Plan. The Comprehensive Plan is currently being updated but will continue to stress the importance of revitalizing the 7 Hwy corridor as it is a regional spine for Blue Springs and the Kansas City Metropolitan Area.

In addition to performing the Corridor Study, the City of Blue Springs was also awarded technical assistance through Livability Solutions to re-imagine two of their roadways with the most potential for change, State Route 7 and U.S. Route 40. Through this assistance a Designing Walkable Urban Thoroughfares Practitioners Training workshop was organized for planners, engineers, and community leaders. The workshop focused on context-sensitive and multi-modal street design specifically for the intersection of routes 7 and 40 in order to help Blue Springs promote walking and biking, transform the highways into 'destination corridors'.

Multiple projects with in the Highway 7 corridor have received incentive assistance through either Tax Increment Financing or Chapter 353 redevelopment assistance. The market brought the other projects forward based upon sound redevelopment fundamentals, high traffic counts, good visibility and ample parking.



Source: Highway 7 Corridor Study

1 "Highway 7 Corridor Plan". IRR Corporate and Public Finance, LLC (http://www.bluespringsedc.com/growth-areas/7-highway/)
2 "Highway 7 Corridor Study". City of Blue Springs (http://mo-bluesprings.civicplus.com/DocumentCenter/Home/View/346)
3 "7 Highway". Blue Springs Economic Development Council (http://www.bluespringsedc.com/growth-areas/7-highway/)
4 June 13, 2012. "Designing Urban Thoroughfares Practitioners Training Workshop Summary". Livability Solutions and CNU (http://www.cnu.org/sites/www.cnu.org/files/bluespringsworkshopsummary.final_.pdf/)
5 "Summary of 7 Highway Sidewalk Project". Mid-America Regional Council (http://www.marc2.org/tr-call/projectdetails.aspx?PID=469)

Overview: Mall in Decline

The Villa Italia mall in Lakewood started to decline in the 1990s, and in 1997 city voters authorized the use of urban renewal powers. The new center was named Belmar after the former estate on which it sits and was designed to give Lakewood a downtown. The entire site was rezoned to launch a phase development process in which the purposed of the blocks could be determined over time. The project is the product of a public/private partnership between the city of Lakewood and the developer Continuum Partners. The developers designed Belmar to be a walkable place, it is based on a grid street system of 22 streets (owned by the city) that feature wide sidewalks and narrow roads. [1]

The Belmar project was roughly $850 million financed with a combination of government bonds, federal grants, and equity from Continuum. To date, $160 million has been spent on infrastructure improvements, $40 million of which was financed by developer equity. (The garages alone cost $35 million, or about $14,000 per space.) The bonds for the project are backed primarily by a property tax increment pledge and the imposition of a 2.5 percent public improvement fee by the developer on retail sales. To offset the public improvement fee, the city has waived two percent of the three percent sales tax on the site. Using revenues from the public improvement fee and property tax increment, Continuum will be reimbursed for the public infrastructure by 2028, reported Larry Dorr, director of finance for the city of Lakewood. [2]

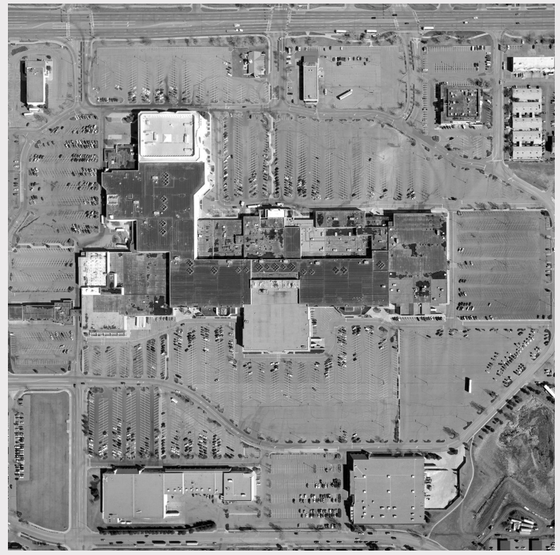
The Urban Land Institute (ULI) used Belmar as a case study for redeveloping suburbs and drew the following 'lessons learned,' First, the urban-scale street grid is a classic choice. Second, innovative financing arrangements can enable a private landowner to build infrastructure, with public reimbursements to follow. And finally, the competitive advantage that compact, mixed-use development can have is demonstrated by Belmar. [3]

Old Mall — Villa Italia

- Location — Lakewood, Colorado
- City Population — 144,000
- 5-mile Catchment Area Pop.
- Year Built — 1966
- Size — 1.4 million sf
- Occupancy Rate at time of Redevelopment — 30%
- Proximity to City Center — Lakewood is an inner suburb 15 minutes from Downtown Denver

Redeveloped Mall — Belmar

- Mall Redevelopment Model — Mixed-Use Town Center or Urban District
- Year opened — 2003
- Scale — 103 acres
- Retail — 880,000 sf
  - Mix of national chains and local businesses
  - Movie Theater
  - Bowling Alley
- Office — 250,000 sf
- Residential — 800 rental and for-sale units
- Civic Space — Two education institutions
  - Central plaza and parks, total nine acres
- Events — Farmers market,
  - Holiday happenings
  - Annual Italian Festival
- Transit — Three local and two express bus lines across the street
  - Within five miles of the new Alameda light rail station and two miles from the Wadsworth station on the West Corridor light rail line
- Access — One mile from US Route 6 and four miles from I-25
- Parking — Three 1,000 space public garages
  - 2,000 street and surface parking spaces
- Neighbors — North (Alameda Avenue) and West (Wadsworth Boulevard) are commercial corridors with Lakewood Commons shopping center across the street (west) from Belmar
  - South and east of Belmar are single family residential neighborhoods.



Source: "Belmar". Better Cities & Towns, http://bettercities.net/places/placesnewurbandevelopment/belmar

Source: "Plan: Belmar". Van Meter Williams Pollack LLP.

Source: "The Death and Life of American Shopping Malls". Closed Loop closedloop.us

1 February 19, 2013. "Belmar in Lakewood, Colorado, Provides Year-Round Activities". Urban Land Institute (http://uli.org/infrastructure-initiative/belmar-in-lakewood-colorado-provides-year-round-activities/)
2 2012. "Shifting Suburbs Reinventing Infrastructure for Compact Development". Urban Land Institute (http://uli.org/wp-content/uploads/ULI-Documents/Shifting-Suburbs.pdf)
3 2012. "Shifting Suburbs Reinventing Infrastructure for Compact Development". Urban Land Institute (http://uli.org/wp-content/uploads/ULI-Documents/Shifting-Suburbs.pdf)

Overview: Mall in Decline

The CityCentre project, which opened in spring 2010, was built on the site of an obsolete mall in the suburbs of Houston, Texas. The project's developer, Midway, has transformed the site into a thriving destination, with office, residential, and entertainment offerings. CityCentre's appealing retail, fitness, entertainment, and restaurant offerings as powerful drivers of office and residential rents; CityCentre brings in some of the highest office and residential rents in the city, and its hotel has the third-highest revenue per available room in Houston. Midway purchased the site because of its location at the demographic center of Houston. CityCentre is located at the intersection of Beltway 8 and I-10. Beltway 8 is the middle of three beltways that will eventually ring the city. Because the city of Houston is so vast (with a total land area of 579 square miles), much suburban-style development is located within city boundaries. [1]

The development has proven quite successful winning several design awards and has become a true restaurant and entertainment hub for the immediately surrounding neighborhoods and beyond. Within one year of officially opening, residential rental capacity hovered around 100 percent and office capacity reached 100 percent, well ahead of schedule in early 2011. An eclectic combination of premier locally-owned, regional and national brands fills retail and restaurant space. [2]

The Urban Land Institute (ULI) used CityCentre as a case study for redeveloping suburbs and drew the following 'lessons learned'. First, employers care about where their employees will shop, eat, and live. Office tenants can be enticed by retail and restaurant offerings and residential opportunities. Second, effectively programmed and managed spaces are powerful attractors of people—and dollars. And finally, retention of existing structured parking facilities saved tens of millions of dollars in development costs. [3]

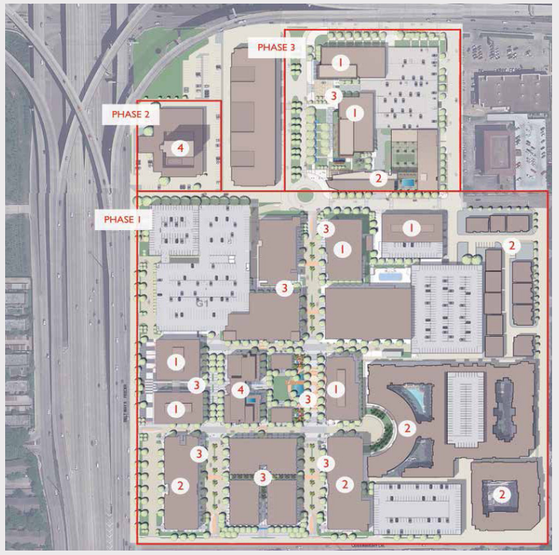
Old Mall — Town & Country Mall

- Location — Houston, Texas
- City Population — 2 million
- Catchment Area Population — 2 million people live within a 20-minute drive of the property
- Year Built — early 1980s
- Size — A three story mall with four anchors
- Occupancy Rate at time of Redevelopment — mostly abandoned
- Proximity to City Center — 14 miles west of downtown

Redeveloped Mall — CityCentre

- Mall Redevelopment Model — Mixed-Use Town Center or Urban District
- Year opened — 2010
- Scale — 47 acres
- Retail and Entertainment — 400,000 sf
  - Movie Theater
- Office — 425,000 sf (three office buildings)
- Fitness — 149,000 sf
- Residential — 700 units range from single family for sale to multifamily for rent
  - 225 room luxury hotel topped with six condos
- Civic Space — One acre central plaza
- Access — Located at the intersection of Beltway 8 and I-10
- Parking — Three parking structures with 4,000 spaces
- Neighbors — South of CityCentre is Town & Country Village, a 400,000 sf open air retail center

Source: "Bayou City History". Houston Chronicle blog.chron.com



Source: Urban Land Institute Case Studies

Source: Urban Land Institute Case Studies

1 January 2015. "ULI Case Studies: CityCentre". Urban Land Institute.
2 Spring 2012. "CITYCENTRE: From Mall to Mixed-Use". NAIOP Development Magazine (http://midwaycompanies.com/press/citycentre-from-mall-to-mixed-use)
3 2012. "Shifting Suburbs Reinventing Infrastructure for Compact Development". Urban Land Institute (http://uli.org/wp-content/uploads/ULI-Documents/Shifting-Suburbs.pdf)

The Five Most Common Redevelopment Models [1]

Mixed-Use Town Center or Urban District

- A mixed-use town center or urban district includes a mix of uses, including retail, residential, public space, office, and civic or cultural uses.
- These developments are located in an inner-ring suburb or in a central city. In the more suburban locations, a mixed-use town center creates a walkable downtown area where there was none, while helping to contain development and curb sprawl in the area. In urban areas, a traditional mixed-use development can reintegrate valuable land back into the urban fabric.
- Converting a greyfield into a mixed-use development requires full or partial demolition of the existing mall structure.
- A mixed-use town center or urban district emphasizes public spaces, a high percentage of lot coverage, buildings with entrances directly on public streets, small, walkable blocks, and a high degree of connectivity within and to the outside of the site.

Westminster Mall in Colorado was an auto-oriented shopping mall that was transformed into a vibrant, mixed-use urban downtown with a variety of public spaces.

Source: Westminister, Colorado Downtown Specific Plan

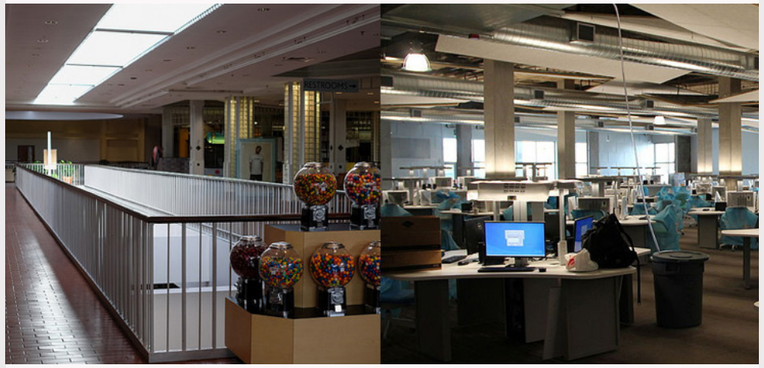
Single-Use Development

- A single-use development demolishes the mall structure and replaces it with big-box retail or another single use, such as an office park or district, a development of garden apartments or condominiums, an entertainment complex, or civic facilities.
- Sites with freeway access and visibility, and other site and market conditions leads developers to pursue big-box retail or other similar uses.
- Single-use development, such as a neighborhood of garden apartments or a business park with a network of walkable streets and blocks with improved connections to adjacent parcels, may create an opportunity to provide good urban design and character.
- Design of a new single-use development will have to negotiate with large surface parking requirements that developers have.

A failing downtown mall in Sacramento, California was demolished and is being replaced with the Entertainment & Sports Center which includes a new stadium for the Sacramento Kings. *Source: portal.cityofsacramento.org, Sacramento Bee*

Adaptive ReUse

- This model retains the mall structure and adapts it, typically for a single use, converting it to a customer-service call center, church, or educational institution.
- Not extensive renovation of the structure. Typical updates involve adding new entrances, skylights, or landscaped areas.
- Visibility and freeway access are less important for the non-retail uses that may take over the mall structure.
- Adaptive reuse offers very limited opportunities to create a sense of place or reduce pollution, as it involves little change to the site.

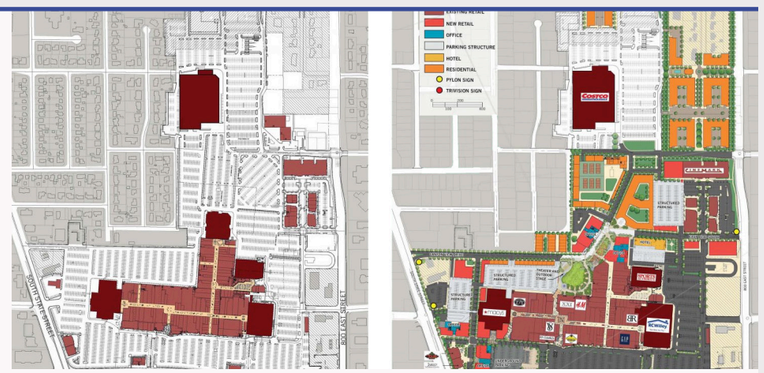


Former Highland Mall in Austin, Texas was transformed into Austin Community College at Highland. The second phase of the redevelopment includes labs, incubator space, a media center, more classrooms, performance space, and a conference center.

Source: Photo on left by Lars Plougmann via Flickr. Photo on right by Accshelley via Wikimedia Commons

Mall Plus

- A "mall plus" development retains the existing mall structure and adds entertainment, offices, a hotel, residences, and also allowing for design improvements such as open spaces and pedestrian connections between uses.
- This model has limited potential to reduce pollution or build a sense of place, though incorporating more than one use has some potential to cut down on automobile travel or introduce elements of a block structure if well designed.



Former University Mall built in 1973 in Orem, Utah is being updated by the Woodbury Corporation and will become University Place with new high-rise office buildings, multifamily development, a hotel, and a community park. *Source: Woodbury Corporation*

Reinvested Mall

- When an owner/developer reinvests in a mall they may change the tenant mix and renovate the building (e.g. a new façade, better lighting or signage, or the addition of plantings and landscaping) in an attempt to draw customers back.
- There are few if any environmental benefits associated with this option. It has very low potential for building a sense of place and risks ignoring some factors that caused the site to perform poorly. This may only provide a temporary alleviation of problems.

After losing an anchor, the Fairfield Commons Mall in Beavercreek, Ohio, decided to remodel the mall and add new restaurants to replace the anchor adding a new attraction to the mall. *Source: Jim Witmer, Dayton Daily News*

1 Malls into Main Streets: an in-depth guide to transforming dead malls into communities, Congress for the New Urbanism.

Redevelopment Areas Overview

Five areas within the 421 Gateway District have been selected for evaluating and applying best redevelopment practices.

- Redevelopment Area ‘A’: Marquette Mall
- Greenfield Development Area ‘B’: Dunes Plaza-South
- Redevelopment Area ‘C’: 421/20 Northeast Quadrant
- Greenfield/Redevelopment Area ‘D’: Cleveland Avenue
- Greenfield/Redevelopment Area ‘E’ 421/400 Southwest Quadrant

Selection criteria used to identify and delineate these areas include, 1) the ratio of improvement value to total assessed value of key parcels, as color coded within Figure 2.14, *Ratio of Improvement Value to Total Assessed Value*, and exemplified within the northeast quadrant of the US Highway 421 and US Highway 20 intersection; 2) areas destined for significant infrastructure investments, such as regional stormwater detention (as in the case of the open lands south of Dunes Plaza); and areas destined for development, such as the southwest quadrant of US Highway 421 and CR W 400 N.

An additional objective in the selection of the above-mentioned greenfield development and redevelopment areas is to showcasie practical (re)development solutions for a variety of existing conditions within the Project Study Area, as a means of improving circulation and access, and developing a prototypical approach and development typology to stimulate investment and approximate the beginnings of a coherent gateway district to Michigan City.

As identified within Figure 3.7, *Corridor Redevelopment Areas Overview Map*, and will be elaborated upon within Chapter 4.0, *Redevelopment Scenarios*, practically all areas within the 421 Gateway District will be significantly impacted by a recommended series of internal access roads (both frontage and rearage), that will provide additional access to key undeveloped parcels as well as mitigate the number of access points along US Highways 421 and 20, a significantly contributes to congestion along these thoroughfares.

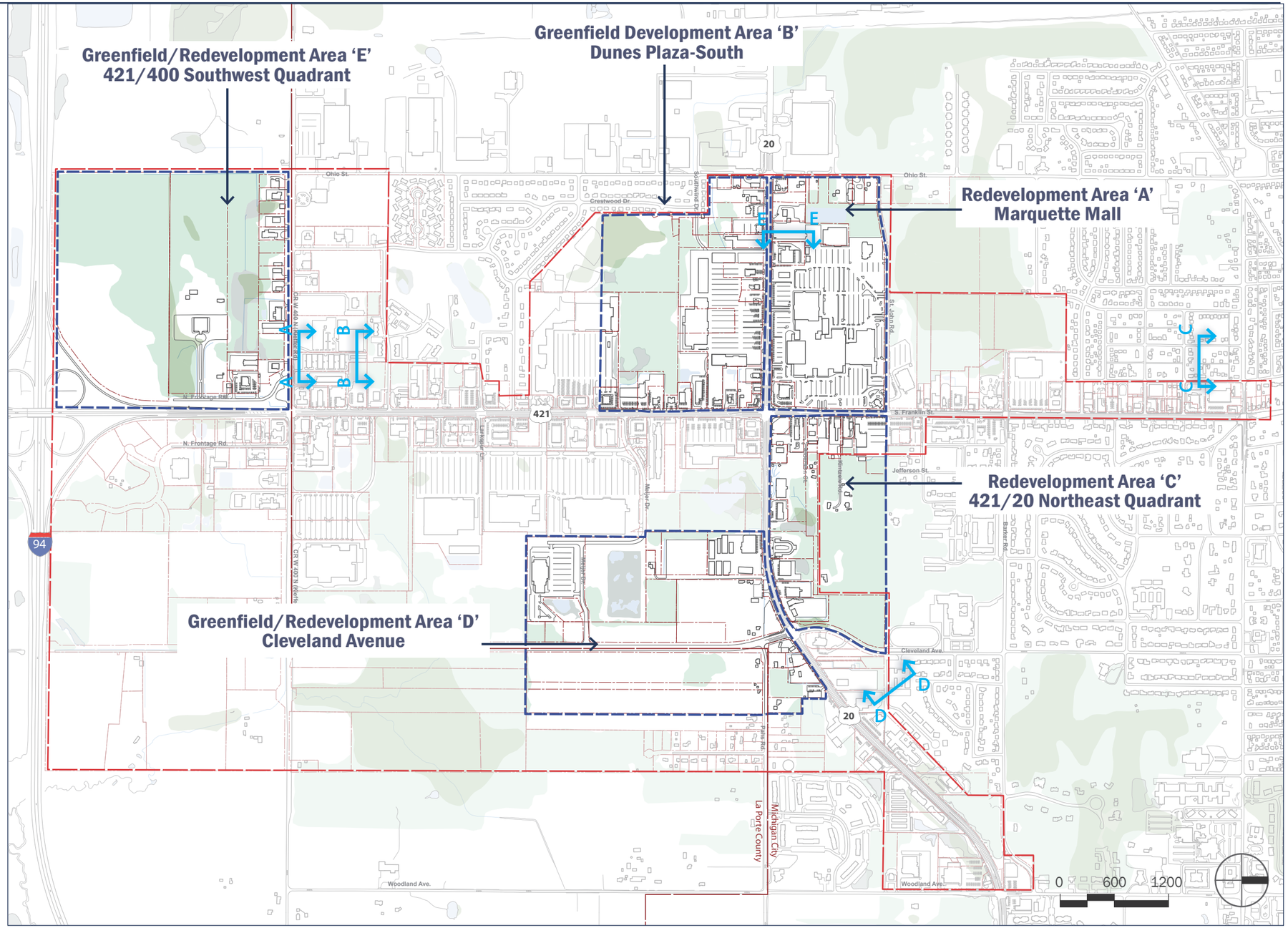
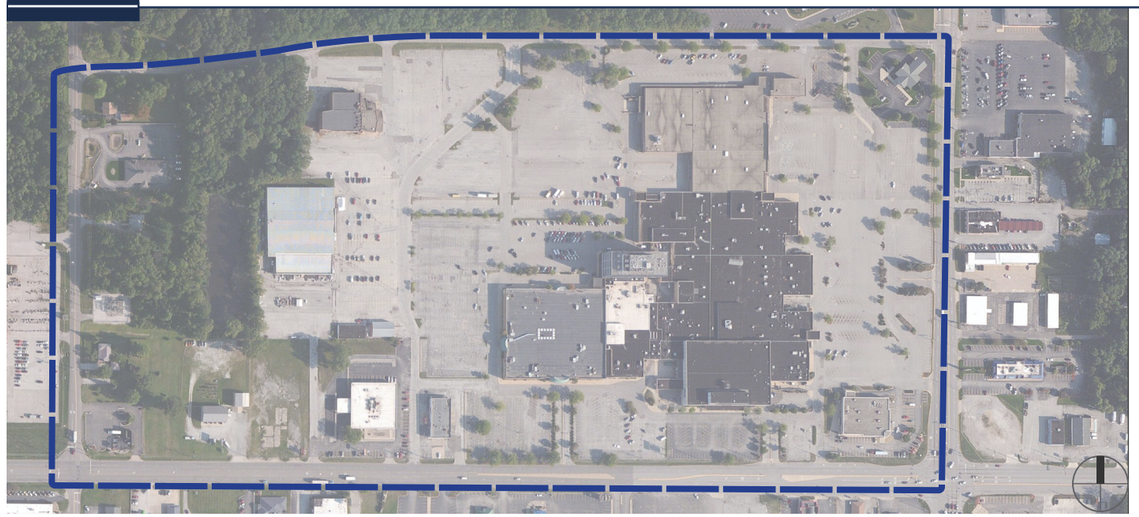
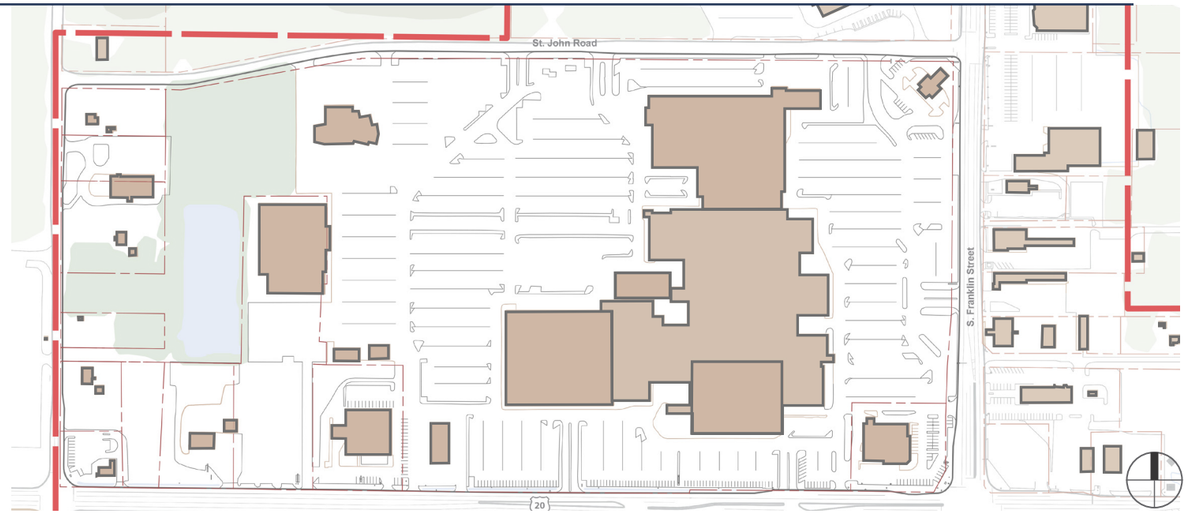


Figure 3.7, Corridor Redevelopment Areas Overview Map

Redevelopment Area 'A': Marquette Mall





The diagrams above show the structure of the mall and Option 1: keeping most, if not the entire mall building.

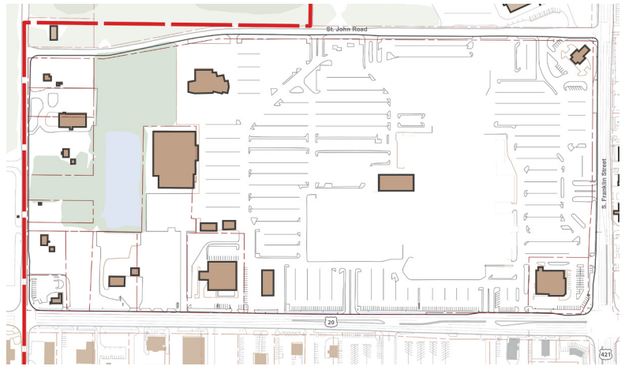
The Marquette Mall redevelopment area is one of five potential redevelopment areas within the US Highway 421 / S. Franklin Street corridor. The redevelopment area is a superblock made up of 19 parcels totaling 77.8 acres. It is located at the heavily trafficed intersection of US Highway 421 / S. Franklin Street and US Highway 20. The redevelopment area is bordered by Ohio Street on the western edge and St. John's Road along the northern edge. Due to the size of the block there are multiple entry points (curb cuts) on all sides of the redevelopment area. There are a few access roads running across the site and through the Marquette Mall parking lot. The site is only accessible by automobile as there are no sidewalks or bike lanes at the perimeter of the redevelopment area. All four Michigan City Transit bus routes access the block with a bus stop at Marquette Mall.

The predominant land use in this redevelopment area is commercial and all parcels in the block are zoned B2 General Commercial. The Marquette Mall parcels take up approximately three quarters of the block with almost 60 acres of land, the majority of which is surface parking (over 3,100 spaces). Marquette Mall is a 578,181-square-foot mall including a seven-story office tower and three anchors. Two of the three anchors, Sears and Carson's, a few shops, a fitness center, and restaurants remain open, the majority of stores in the mall and the office tower are vacant. A cinema, Marquette Theater also owned by Marquette Mall Properties, which is not part of the main mall building, has been closed since 2006. Kabelin Ace Hardware is the other major retail anchor in the redevelopment area. The hardware store is located towards the center of the block with access off US Highway 20. Other commercial uses in the redevelopment area consist of stand-alone retail dotted around the perimeter of the block, a pharmacy, bank, auto center, credit union, and fast food restaurants. Two residences are also within the redevelopment area, both are one acre parcels along the west edge of the block off Ohio Street. There is a vegetated/forested section of the redevelopment area (also a part of Marquette Mall property) with a water body on the western half of the block.

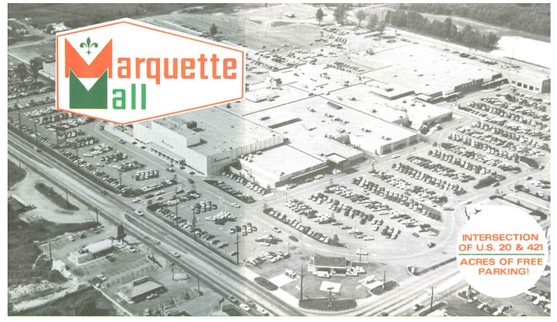
South and east of the redevelopment area, fast food restaurants, strip and stand alone retail line the opposite sides of US Highway 421 / S. Franklin Street and US Highway 20. To the west, across Ohio Street, is predominantly industrial land use. And the primary land type northwest of the area is forests and wetlands.

As a redevelopment area this site is a classified a greyfield. The area has potential to redevelop under the *Mixed-Use Town Center or Urban District* model because the mall is up for sale, has a low occupancy rate, and has a large parcel size.

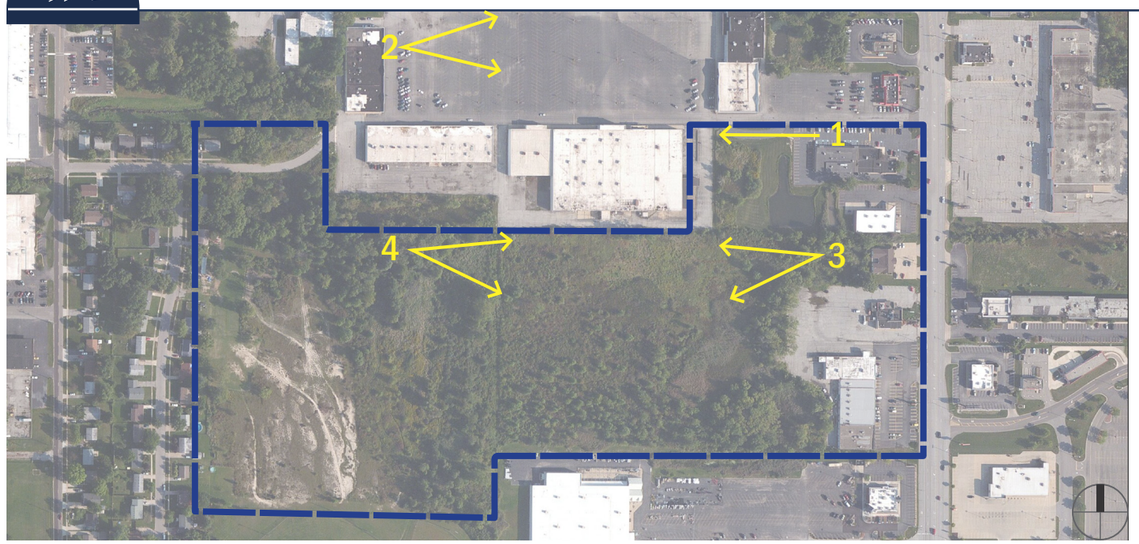
The diagrams above show the structure of the mall and Option 2: just the anchors and office tower.



The diagrams above show the structure of the mall and Option 3: just the office tower.



Greenfield Development Area 'B': Dunes Plaza - South



Redevelopment Area 'B': South of Dunes Plaza

The Dunes Plaza-South Greenfield Development area is directly south of the Marquette Mall Redevelopment Area at the southwest corner of the US Highway 20 and 421 intersection. The greenfield development area is approximately 30.77 acres. There are no cross streets within the redevelopment area. Southwind Drive enters the site on the west side off of Ohio Street but dead ends with permanent bollards to restrict access. US Highway 20 runs along the northern edge of the Dunes Plaza shopping center, which is immediately north of this area; and US Highway 421 borders the eastern edge. Access to the site comes from multiple driveways (curb cuts) along US Highway 421 on the east side of the area and US Highway 20 on the north side. There are a few access roads and one rearage road through surface parking area of the Dunes Plaza shopping center. The site is only accessibly by automobile as US Highway 20 and 421 do not have sidewalks or bike lanes. Three Michigan City Transit routes, bus routes 2, 3 and 4, run past the site but there are no bus stops. The nearest stops are at Marquette Mall across US Highway 20 and at Meijer Drive across US Highway 421.

The majority of the area is zoned B2 General Commercial with a large (16.66 acre) vacant parcel in the west part of the redevelopment area zoned R3A Low Rise Multiple Family, The redevelopment area is completely vacant and is composed of vegetated woodland, scrub brush, and wetlands. The two residential parcels are on either sides of the redevelopment area, the first fronts US Highway 421 and the second is off Ohio Street.

The Dunes Plaza-South redevelopment area is in a commercial dominant section of the US Highway 421 / S. Franklin Street corridor. Directly south of the redevelopment area is Adams Park and another shopping center.

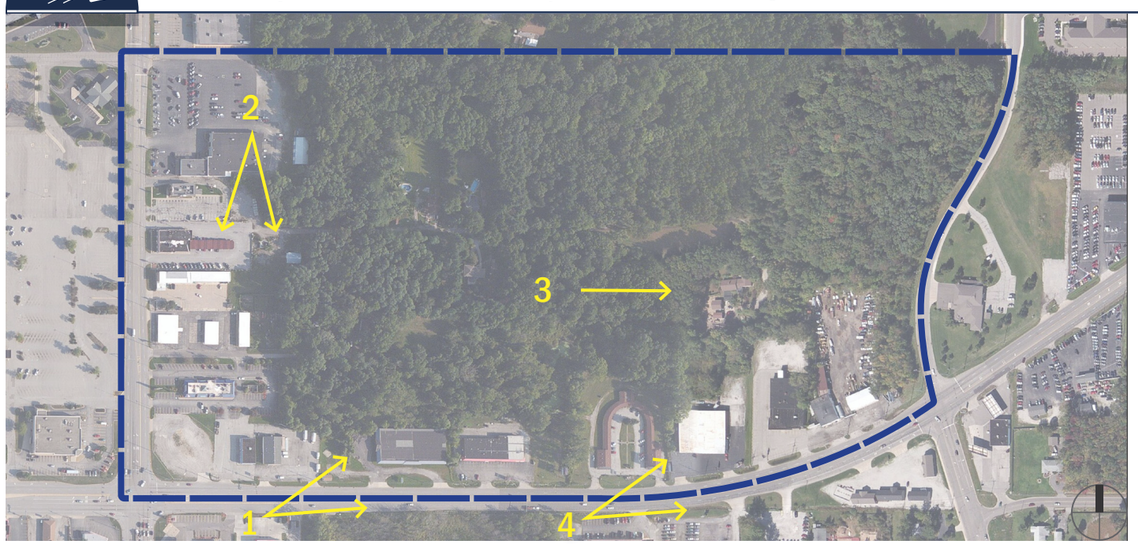
View of the access road to Dunes Plaza shopping center from US Highway 421. *Source: KKC*

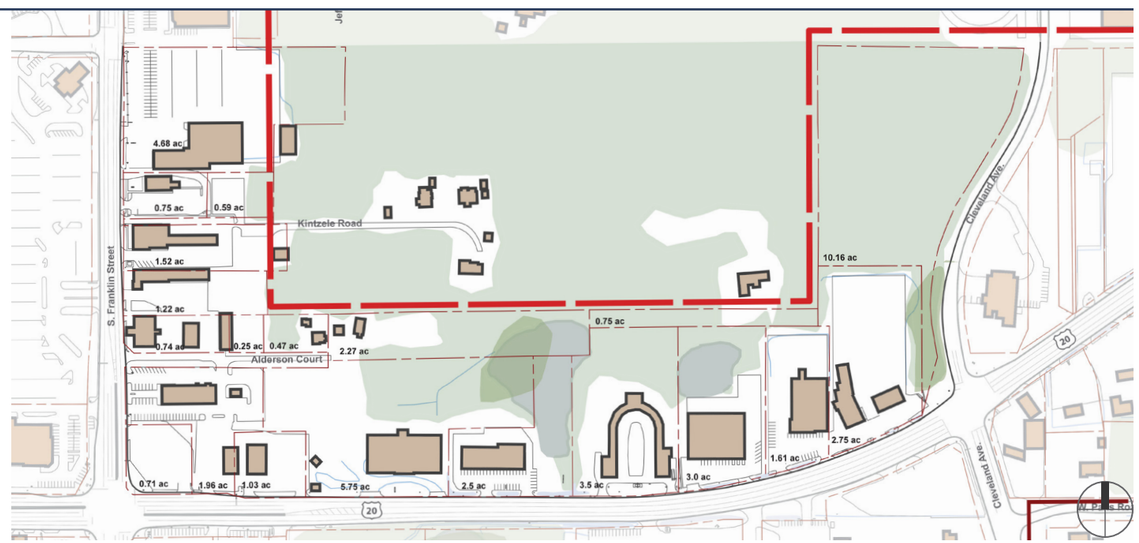
Buildings and surface parking in the redevelopment is in fair condition. *Source: KKC*

Vegetated woodland area just south of Dunes Plaza shopping center, looking west. *Source: KKC*

Vegetated woodland area just south of Dunes Plaza shopping center, looking east towards US Highway 421. *Source: KKC*

Redevelopment Area ‘C’: 421/20 Northeast Quadrant





Redevelopment Area ‘C’: 421/20 Northeast Quadrant

The 421/20 Northeast Quadrant redevelopment area is in the northeast quadrant of the US Highway 421 / US Highway 20 interchange and consists of approximately 46 acres, encompassing 28 parcels. The redevelopment area is bounded by S. Franklin Street on the western edge, US Highway 20 on the southern edge and Cleveland Avenue on the eastern edge.

There are no through streets in the redevelopment area. Kintzele Road and Alderson Court enter the redevelopment area from the east off of S. Franklin Street. Both dead end streets serve just a few single family residential homes towards the middle of the redevelopment area. Primary access to the site comes from multiple curbcuts to individual commercial uses off S. Franklin Street and US Highway 20. Two Michigan City Transit routes, bus route 2 and 3, run past the site but there are no stops. The nearest bus stop is across S. Franklin Street at Marquette Mall.

The existing land use in this redevelopment area is predominantly commercial. The majority of the area is zoned B2 General Commercial with one area zoned R3A Low Rise Multiple Family, a 10.16 acre vacant parcel on the east side of the redevelopment area. The commercial land uses in this redevelopment area consist of fast food restaurants, motels, auto dealerships, and stand alone and strip retail. The commercial buildings are low in quality and generally in fair and average condition.

The commercial parcels vary in size, the smallest is 0.25 acres and the largest is 5.75 acres. Each commercial parcel has its own driveway and parking area. There are two single family residences in the redevelopment area located behind the commercial buildings. These residences are accessed from Alderson Court off S. Franklin Street. The west, south and east boundaries of the redevelopment area are bordered with commercial, open space, and civic uses. Bordering the western edge is Marquette Mall, to the south is a mix of light and heavy stand alone commercial and a large vacant wetland parcel, and to the east is a Michigan City fire station.

The focus of redevelopment in this area is on the land at the rear of the commercial uses that line S. Franklin Street between US Highway 20 and St. John Road and the land behind the commercial uses that line US Highway 20 between US Highway 421 and Cleveland Avenue. This redevelopment area is a combination of greyfield and a greenfield. The potential for redevelopment is under the *Mall Plus* model with the opportunity to add access and backage roads behind the commercial areas to improve connections, infill between commercial uses, and to reinvest in the existing commercial buildings.

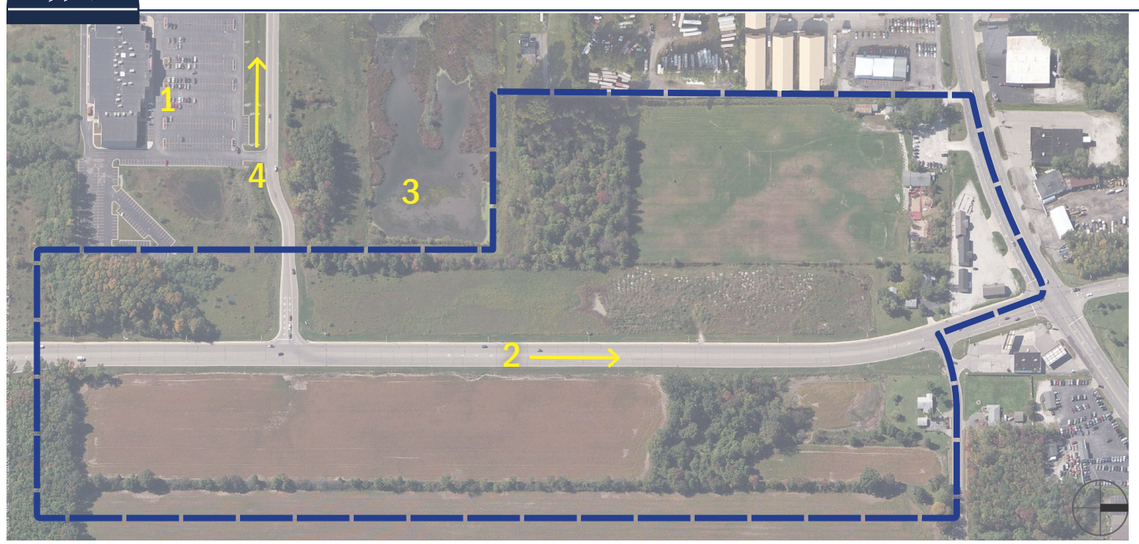
The commercial buildings in this redevelopment area are vacant and in fair condition. *Source: KKC*

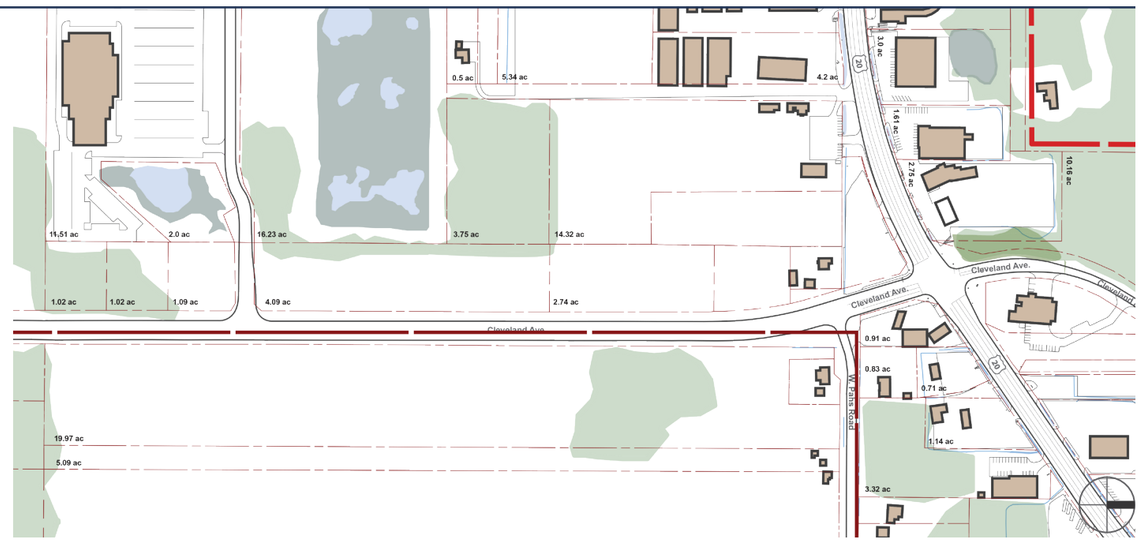
View of area at the back of commercial uses from S. Franklin Street. *Source: KKC*

View down Kintzele Road towards the middle of the redevelopment area. *Source: KKC*

Commercial uses along US Highway 20. *Source: KKC*

Greenfield/Revelopment Area 'D': Cleveland Avenue





Redevelopment Area 'D': Cleveland Avenue

The Cleveland Avenue Greenfield Redevelopment area is in the eastern section of the US Highway 421 / S. Franklin Street corridor. The northern section of the redevelopment area is in Michigan City jurisdiction and southern is in La Porte County jurisdiction. This redevelopment area is just off the heavy trafficed US Highway 20 and mainly consists of open space and farmland. This area is one of the larger redevelopment areas of study consisting of approximately 118 acres in 32 parcels. The area of focus is on either side of Cleveland Avenue, which runs north-south between US Highway 20 (north) and CR 400 West / Kieffer Road (south). Cleveland Avenue is a four lane road with a center turn lane and is classified as a Major Collector thoroughfare. Two additional roads are within the redevelopment area, Pahs Road and Meijer Road, both run into Cleveland Avenue perpendicularly. This redevelopment is accessible to automobiles, buses, cyclists, and pedestrians. The western side of Cleveland Avenue has a sidewalk and Cleveland Avenue and Pahs Road are designated as bike routes. Michigan City Transit bus route 2 runs through the redevelopment area with a stop at Cleveland Avenue and Pahs Road.

The zoning for the entire redevelopment area is B2 General Commercial. The existing land use in this area is predominantly open space and farms. On either side of Cleveland Avenue are large vacant parcels. The parcels west of Cleveland Avenue are mainly vegetated scrub brush and wetland. The parcels east of Cleveland are agriculture and farmsteads. Both sides of Cleveland Avenue have patches of forested woodlands. At the edges of the redevelopment area are commercial uses. At the south end of the redevelopment area is AMC movie theater off Meijer Drive. Along the north end of the area along US Highway 20 is stand alone commercial consisting of car dealerships, hardware and lumber business, a gas station and vacant retail buildings. The few single family residences in the area are on either side of Pahs Road on the east end of the redevelopment area. Overall, the built condition of the redevelopment area is average with the newest building, the AMC theater built in 2004.

The neighboring uses to this redevelopment area are commercial to the north and west. Stand alone and strip retail line US Highway 20 to the north and big box retail lines US Highway 421 to the west. Land uses east and south of the area consists of open space, agriculture and farmsteads.

As a redevelopment area this site is a classified a greenfield. The area has potential to redevelop under the *Mixed-Use Town Center or Urban District* model as the land is widely vacant and up for sale.

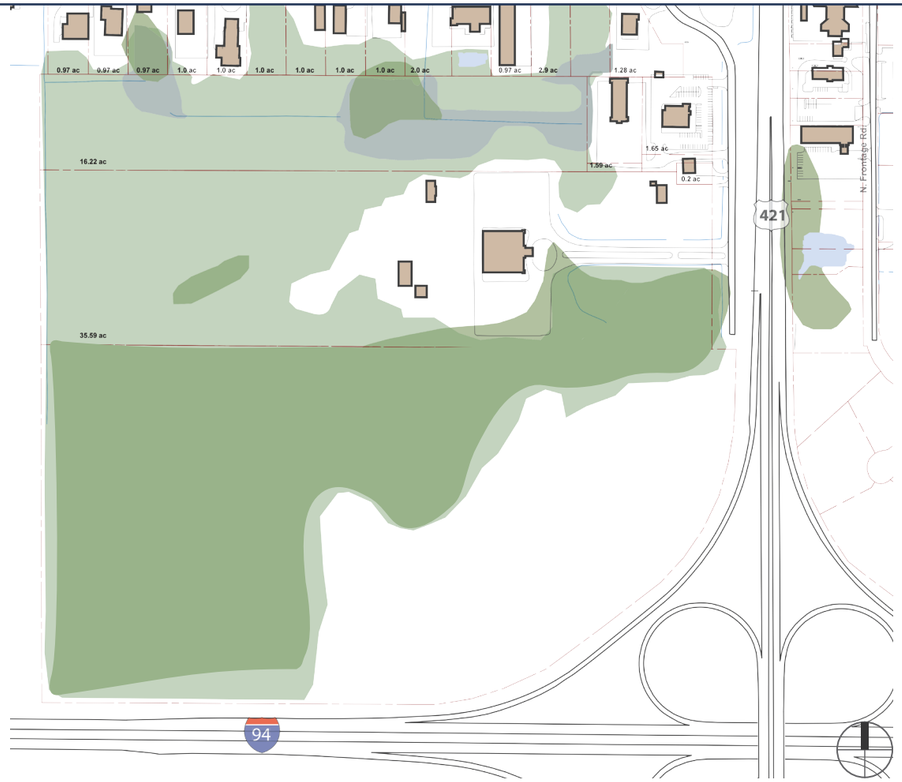
AMC Theater off Meijer Drive is a major land use within this redevelopment area. *Source: KKC*

View south on Cleveland Avenue. *Source: KKC*

A view of the wetland and swamp vegetated are. *Source: KKC*

View west on Meijer Drive which connects Cleveland Avenue to the big box commercial along US Highway 421. *Source: KKC*

Redevelopment Area ‘E’: 421/400 Southwest Quadrant



Redevelopment Area ‘E’: 421/400 Southwest Quadrant

The 421/400 Southwest Quadrant Greenfield/Redevelopment Area is in the southwest corner of the US Highway 421 / S. Franklin Street corridor. This redevelopment area is completely within La Porte County jurisdiction. The area includes 22 parcels and approximately 140 acres of land. Of the five redevelopment areas this area is closest to I-94 and benefits from visibility from the interstate. This redevelopment area is at two major intersections, the I-94 and US Highway 421 interchange and CR W 400 N / Kieffer Road and US Highway 421. The area has no cross or through streets. A frontage road, N. Frontage Road, off CR W 400 N / Kieffer Road accesses the east side of the area running parallel to US Highway 421 and dead ends. Primary access to uses within the development area comes from the N. Frontage Road and from multiple curbcuts to individual commercial uses off CR W 400 N / Kieffer Road. The site is only accessible by automobile as there are no sidewalks or bike routes around or within the redevelopment area. Two Michigan City Transit routes, bus route 3 and 4, run on CR W 400 N / Kieffer Road with a stop at the intersections of CR W 400 N / Kieffer Road and N. Frontage Road and CR W 400 N / Kieffer Road and Southwind Drive.

The existing land use in the redevelopment area is all commercial including a restaurant and a hotel. The two largest parcels in the area, Orak Shrine is 35.59 acres and the second at 16.22 acres is vacant, are predominantly forested open space. The majority of the redevelopment area is zoned B3 Highway Commercial and the small one acre parcels along CR 400 N / Kieffer Road are zoned B2 General Commercial.

The neighboring uses to this redevelopment area are stand alone commercial buildings to the north across CR 400 N / Kieffer Road and to the east across US Highway 421. The land use to the west adjacent to the redevelopment area is open space, agriculture and farmsteads. And directly south of the area is I-94 freeway with more open space, agriculture and farmsteads further south.

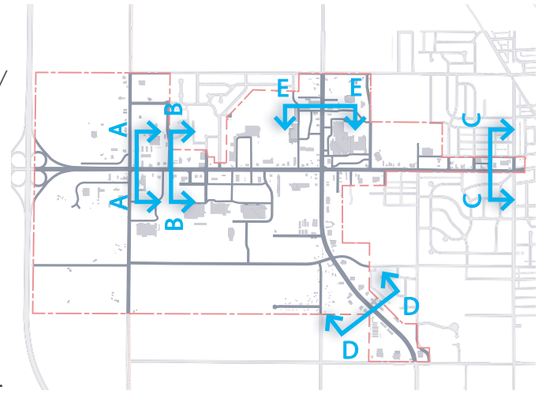
As a redevelopment area this site is a classified a greenfield. The area has potential to redevelop under the *Mixed-Use Town Center or Urban District* model as there is a large amount of open space and it also has great visibility to the regional traffic on US Highway 421 and I-94.

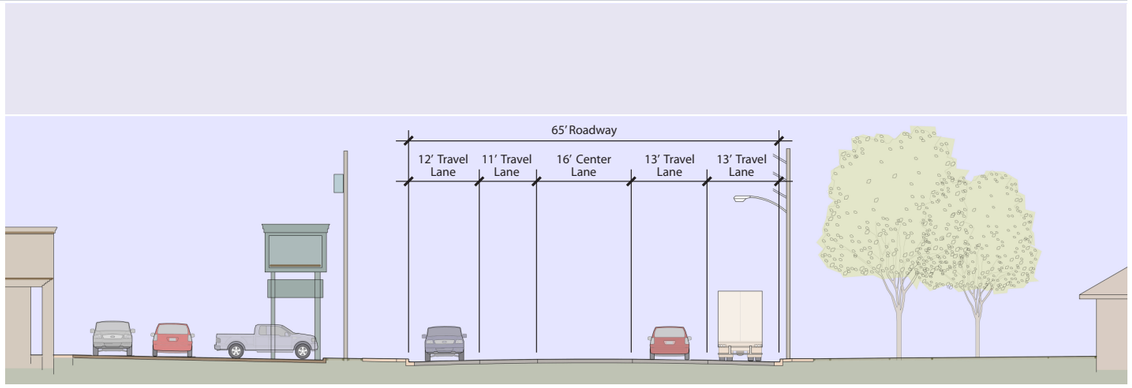
Commercial uses and building types along CR 400 N / Kieffer Road. *Source: Google Maps Streetview*

Orak Shrine occupies a large parcel in the Southwest Quadrant West of 421 redevelopment area. *Source: Orak Shrine*

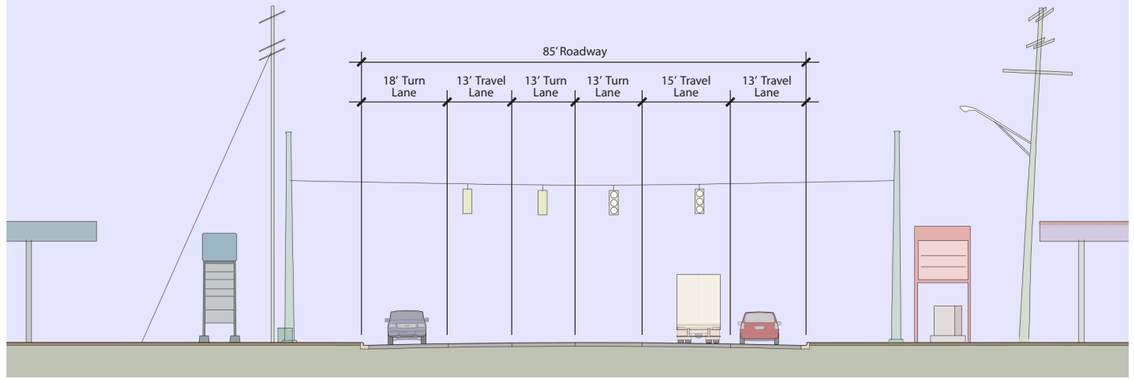
Streetscape Improvements

As discussed in Chapter 2, *Background and Existing Conditions*, the 421 Gateway District is primarily oriented around the US Highway 421/ S. Franklin Street thoroughfare and the US Highway 20 thoroughfare. Secondary thoroughfares include CR W 400 N, Cleveland Avenue and Ohio Street. For the purposes of this redevelopment plan, streetscape improvements will be primarily focused on these thoroughfares, with emphasis on the US Highway 421 / S. Franklin Street thoroughfare and the US Highway 20 thoroughfare. Alternative streetscape improvements will be evaluated within the roadway facility (face of curb to face of curb), with regard to lane width, median treatment, and traffic calming techniques; as well as within the thoroughfare right-of-way (outside of roadway), including the incorporation of active transportation facilities (e.g., sidewalks and recreational trails), enhanced landscape treatment, and additional public transit facilities.

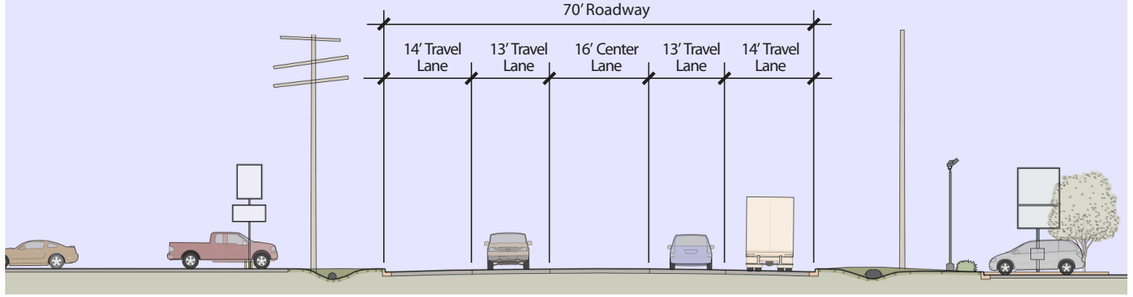




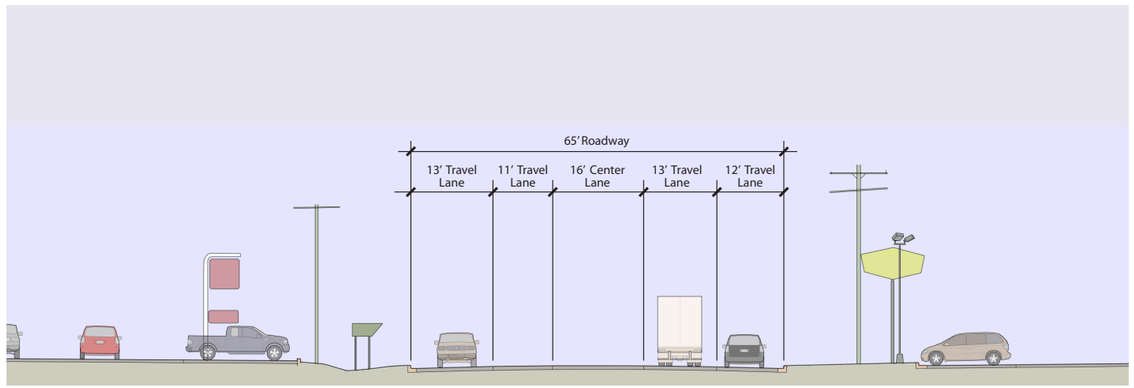
Section C: S. Franklin Street



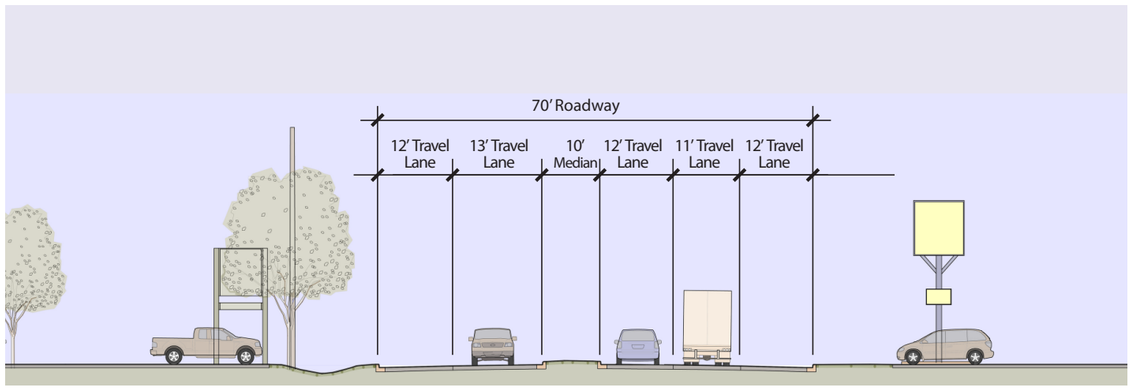
Section A: US Highway 421 at CR 400 N



Section D: US Highway 20 at Cleveland Avenue



Section B: US Highway 421 between US Highway 20 and CR 400 N



Section E: US Highway 20 west of US Highway 421

4.0 Redevelopment Scenarios

4.1 Introduction

Chapter 4, *Redevelopment Scenarios* builds off of the analytical information, issues and challenges, goals and strategies summarized in previous chapters and provides a formulaic approach to programming and site planning five unique Greenfield development and Greyfield redevelopment areas; the provisional programs of which include compact residential development (single family attached, multi-family, and multi-story condos) averaging 30 units per acres, for a total of 16 acres; commercial/retail infill development and redevelopment (approximately 1,352,000 sq. ft.); 217,800 sq. ft. of new professional/office development; a new medical center; a 100,000 sq. ft. indoor sports complex; and 49 acres of new parkland; for a total of 278 acres of new development within the 421 Gateway District.

Vehicular transportation and access management issues have also been addressed, with respect to incorporating a series of raised medians; closing several ancillary access points (curb cuts); and establishing a network of frontage and rearage access roads to increase vehicular transportation efficiency, reduce congestion, and provide access to undeveloped and redevelop-able lands within the 421 Gateway District.

Pedestrian, active transportation has been improved as well. Sidewalks flank key thoroughfares and access roads. Recreational trails link existing neighborhoods with commercial nodes and redevelopment areas within the district.

Recommendations for enhancing the visual character of the US Highway 421 corridor include removing blighted structures, developing a district-specific signage program; enhancing thoroughfares with landscape plantings and streetscape furnishings, including ornamental lighting, benches, bollards and waste receptacles; and improving stormwater management through the implementation of low-impact development strategies, tools and techniques.

4.1 Circulation Improvements

To ensure improved vehicular and pedestrian connectivity, efficiency and safety throughout the 421 Corridor Study Area, a comprehensive system of vehicular, public transportation and "active" pedestrian circulation routes is proposed.

US Highway 421 Thoroughfare

As previously discussed, there is currently little to no room to accommodate pedestrian sidewalks along US Highway 421 / S. Franklin Street. Based on examination of the actual width of US Highway 421 compared to required design width for a US highway the overall thoroughfare is much wider than it needs to be. Recent conversations with INDOT officials confirm the recommended feasibility of narrowing the travel lane widths to 11 feet in order to provide enough room for a five foot wide sidewalk and additional landscape / streetscape enhancements on both sides of the thoroughfare. This would essentially require reconstructing the poured-in-place curb and gutter on either side of the road, re-striping the travel lanes and modifying storm drainage in certain areas.

Access Management

As summarized in Section 2.5, *Transportation Infrastructure*, US Highway 421 / US Highway 20 interchange is listed within INDOT's Five Percent Report as the sixth worst intersection in the state in terms of the crash cost index. From US Highway 20 north to Village Road, S. Franklin Street is listed as the 21st worst roadway segment in the state with regard to the crash cost index. Traffic and congestion are significant contributing factors to the number of accidents within this corridor. The number of access points within the Project Study Area only compounds the congestion problem. From CR W 400 N north to Coolspring Avenue, US Highway 421 contains over 120 access points. As a means of reducing congestion and improving vehicular safety along US Highway 421 / S. Franklin Street and US Highway 20, an access management program consisting of a system of access "rearage" roads links and provides internal access between parcels, and enables the future modification / closure of multiple driveways, reducing the number of driveways by 34 percent (refer to Table 4.1, *2015 Access Point Summary*). The application of a segmented landscaped median along US Highway 421 provides additional instruction for turning movements.

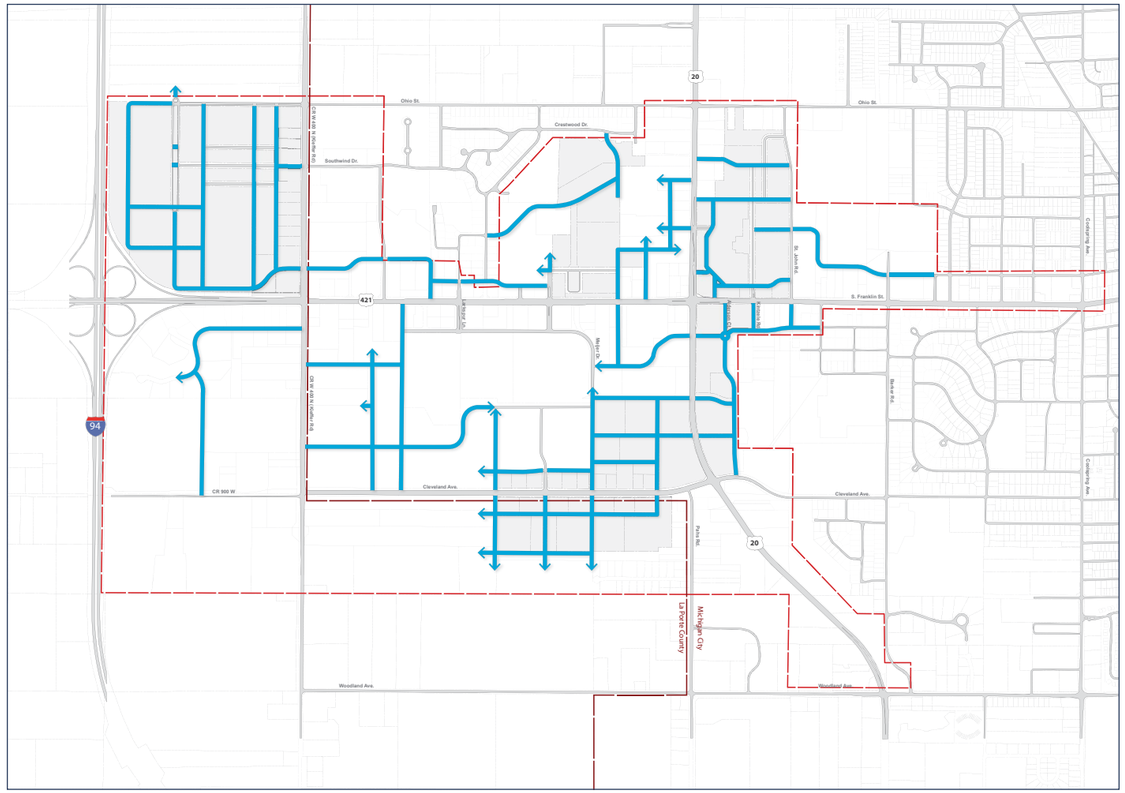
As depicted in Figure 4.1, *Access Road Plan*, access roads (refer to Street Type A) are proposed throughout the Project Study Area to provide additional linkages between key arterial thoroughfares and greater internal connectivity between parcels – the objective being to relieve traffic congestion on US Highway 421 / S. Franklin Street and at key intersections.

To the west of US Highway 421 the proposed access road departs Dunes Plaza and weaves its way southbound, to the rear portion of the commercial parcels that front the thoroughfare, ultimately aligning with the western frontage road at CR W 400 N. To reduce vehicular traffic through the residential neighborhood immediately west of US Highway 421, access to Village Road has been closed at US Highway 421 although it remains open to the proposed access road.

To the east of US Highway 421, the proposed access road connects the existing frontage road to CR W 400 N and provides additional connectivity to Cleveland Avenue. At Meijer Drive the proposed access road runs north, across US Highway 20 and along the eastern (rear) portions of the commercial properties fronting S. Franklin Street.

Table 4.1 2015 Access Point

Roadway	Segment	Existing	Proposed	% Reduction
S. Franklin Street	Barker Road to Coolspring Avenue	43	25	42%
S. Franklin Street	St John Road to Barker Road	16	3	81%
S. Franklin Street	US Highway 20 To St John Road	14	9	36%
US Highway 421	Meijer/Big R to US Highway 20	20	10	50%
US Highway 421	Larkspur Lane to Meijer/Big R	9	7	22%
US Highway 421	CR 400 N to Larkspur Lane	21	15	29%
US Highway 20	Ohio Street to US Highway 421	30	25	17%
US Highway 20	US Highway 421 to Cleveland Avenue	24	14	42%
US Highway 20	Cleveland Avenue to Woodland Court	26	26	0%
	Totals	**203**	**134**	**34%**



Access Road

0 1000 2000

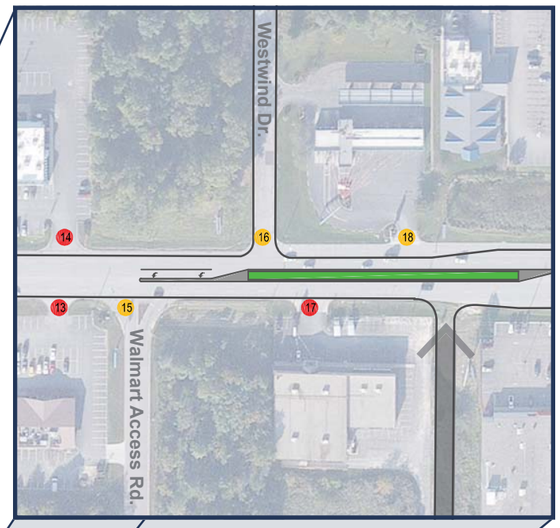
Figure 4.1 Access Road Plan

4.2 Access Management

Access management was discussed numerous times in the Corridor Steering Committee meetings of this project. The general perception regarding implementing access management strategies is typically negative as it is believed to have the potential of limiting access to businesses and would impose additional travel time on motorists. Although research into motorist behavior suggests that this is largely not the case, there are several measures that can be taken to improve the safety and traffic operations of this corridor.

Raised Medians

A raised median is expected to reduce the number of left turn and angle type crashes, which typically result in injuries. A raised median is also expected to enhance operations of the corridor. These benefits and the concerns of the stakeholders were melded into a concept of a segmented raised median that will improve safety or traffic operations while minimizing the impact to motorists and businesses. This concept is provided in Figure 4.2, *US Highway 421 Proposed Access Points*. The rational for each portion of the raised median is described as follows.



Westwind Drive: The crash data contained a small cluster of left turn and right angle crashes that had occurred at the intersection of US Highway 421 & Westwind Drive. These types of crashes can be eliminated by implementing a raised median and converting Westwind Drive to right-in/ right-out access while maintaining southbound access to the Wal-Mart Access road. The modification to Westwind Drive becomes a more attractive option if coupled with an access road between CR 400 N and Westwind Drive, located west of US Highway 421.

Dunes Plaza to US Highway 20: Several left turn and right angle type crashes were reported at the northern driveway to Big Lots. This driveway can be converted to right-in/ right-out access by implementing a raised median from Dunes Plaza to the existing traffic separator of the US Highway 20 intersection in order to improve safety in this segment of US Highway 421. Left turning movements currently occurring at the northernmost Big Lots driveway will be forced to use the southernmost driveway of this business, which will provide full access.

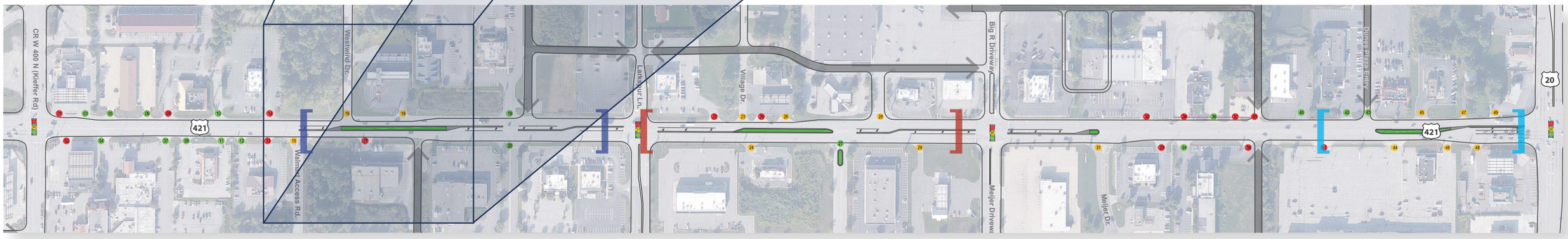


Figure 4.2 US Highway 421 Proposed Access Points

Raised Medians

(Along US Highway 421 north to St. Johns Road)

Westwind Drive to Larkspur Lane: This segment contains two major and two minor commercial driveways. A raised median can be implemented here with left turn lanes provided at the major driveways of Menards and the shared driveway of Olive Garden and Ryan's. Providing these left turns will minimize the impact on the minor commercial driveways of the Coolsprings Carwash and the adjacent retail shops, which will be restricted to right-in/ right-out access only.

Larkspur Lane to Meijer Drive: The traffic signals within this portion of US Highway 421 are separated by approximately 1200 feet. A raised median should be implemented in this segment to improve traffic operations. Consideration should be given to providing full access to the commercial driveway located approximately midway between these signalized intersections in order to minimize turning volumes at the signalized intersections. The impact to motorist in this segment should be minimal as the maximum distance added to any trip is 1,700 feet.

- Access Point, Signalized
- # Access Point, Full
- # Access Point, Partial Opening
- # Access Point, Closed

4.2 Access Management

No Raised Medians

No raised medians are proposed along US Highway 20, which currently provides a center two-way left turn lane within the study area and east of US Highway 421. INDOT is currently modifying a segment of US Highway 20 to the east of the Project Study Area to include a center two-way left turn lane. Converting the existing center two-way left turn lane of US Highway 20 to a raised median with designated left turn lanes within the Project Study Area would be inconsistent with this INDOT project. For this reason, no raised medians are proposed along US Highway 20.

No Raised Medians

(Along S. Franklin St. north of St. John Rd. to Coolspring Ave.)

St John Road to Barker Road: The crash data indicated very few crashes in this segment of Franklin Street that would be eliminated by implementing a raised median. For this reason, the benefit of a raised median is expected to be outweighed by the perceived negative impact to the commercial development in this segment.

Barker Road to Coolspring Avenue: Land uses in this segment are residential in nature along the east side of Franklin Street and commercial in nature along the west side. The benefit of implementing a raised median in this segment of Franklin Street is expected to be outweighed by the perceived negative impact raised median would have on the residential land uses.

Driveway Modifications

Reducing the number of movements allowed at a given driveway can have a significant impact on safety and traffic operations. As discussed in Chapter 2, nearly all existing driveways provide full access to/from the US Highway 421/ Franklin Street corridor. Access to several driveways and cross streets will be restricted with implementation of the segmented raised medians.
The implementation of access roads provides opportunities for further driveway modifications. These modifications are depicted in Figure 4.2, *US Highway 421 Proposed Access Points* and Figure 4.3, *US Highway 20 Proposed Access Points*. These proposed modifications will result in a 34% reduction in driveways, as listed in Table 4.1, *2015 Access Point Summary*.

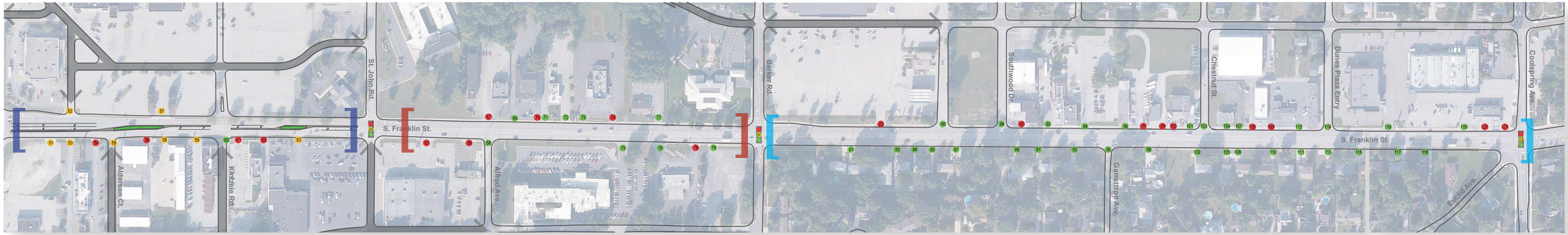


Figure 4.2 US Highway 421 Proposed Access Points (continued)

US Highway 20 to St Johns Road: The crash data shows numerous crashes within this segment of roadway that can be eliminated by implementing a raised median. This median would extend from the existing traffic separator of the US Highway 421 and US Highway 20 intersection to St Johns Road with a full median opening provided at Kintzele Road. This raised median would have the largest impact on the existing businesses located on the east side of Franklin Street, as trips associated with these businesses could be diverted up to 0.3 miles as a result of implementing raised medians.

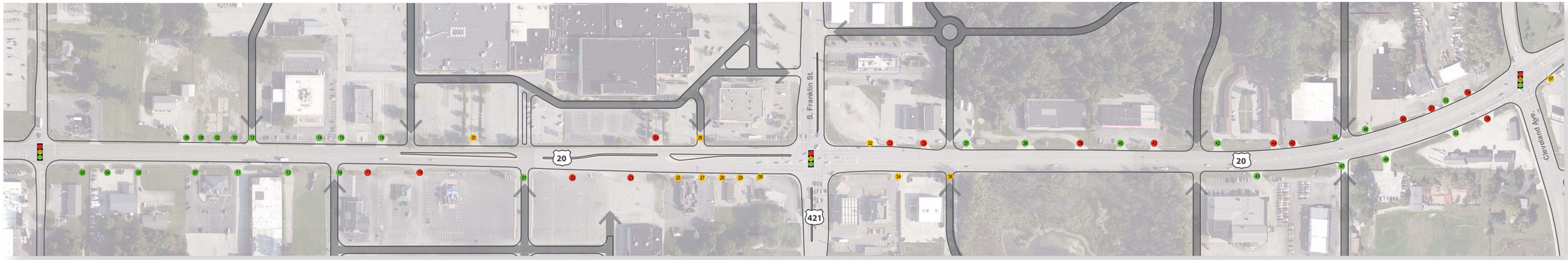


Figure 4.3 US Highway 20 Proposed Access Points

Access Point, Signalized

Access Point, Full

Access Point, Partial Opening

Access Point, Closed

Figure 4.3 US Highway 20 Proposed Access Points (continued)

Street Typology

Five street types are utilized within the various redevelopment areas. All street types are two-way and are flanked with planting strips and sidewalks. Medium-story street trees are recommended to be planted 30 feet on center, as per the City of Michigan City standards.

Figure 4.4 Street Type A

Access Road, requires a 46 foot right-of-way and is composed of two 12 foot wide travel lanes, which are flanked by two five foot wide planting strips and two five foot wide sidewalks to provide safe pedestrian mobility.

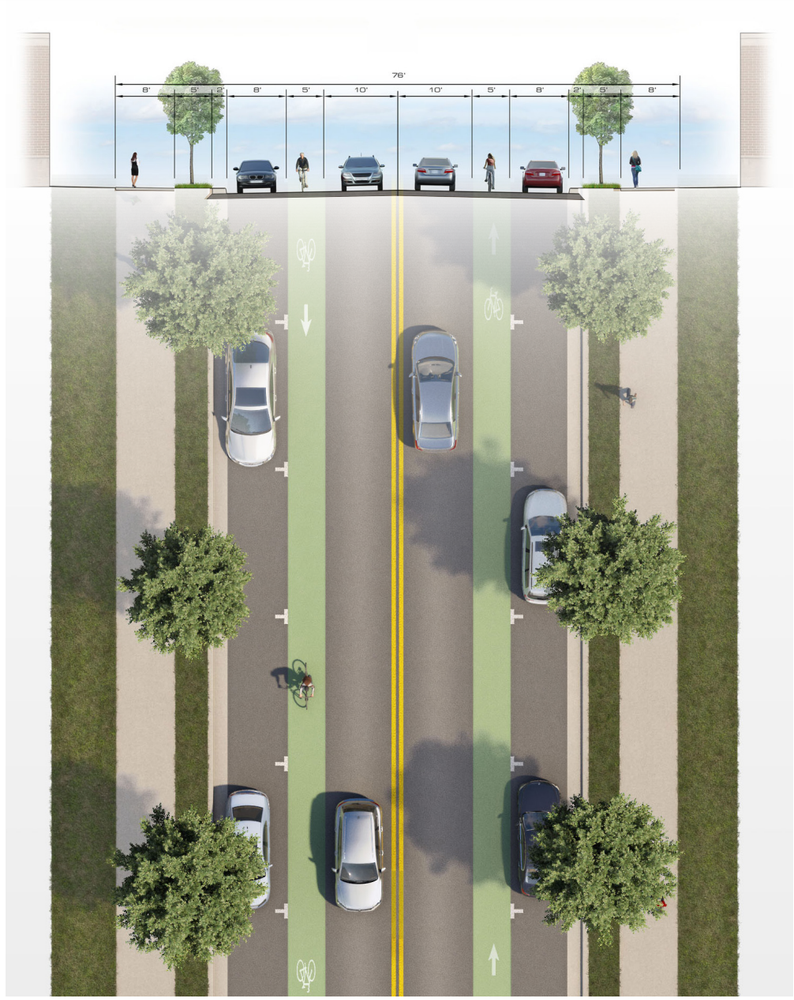


Figure 4.5 Street Type B

Residential Street with Bike Lanes and On-Street Parking, requires a 76 foot right-of-way and is composed of two 10 foot wide travel lanes; two five foot wide, on-street bicycle lanes; room for parallel parking on both sides of the street; flanked by step-offs, planting strips, and sidewalks.

Figure 4.6 Street Type C

Commercial Street with Angled On-Street Parking, requires a 78 foot wide right-of-way and is composed of two 10 foot wide travel lanes flanked by angled parking on either side of the street with plantings strips and sidewalks. Bulb-outs are provided for crosswalks and to calm traffic.

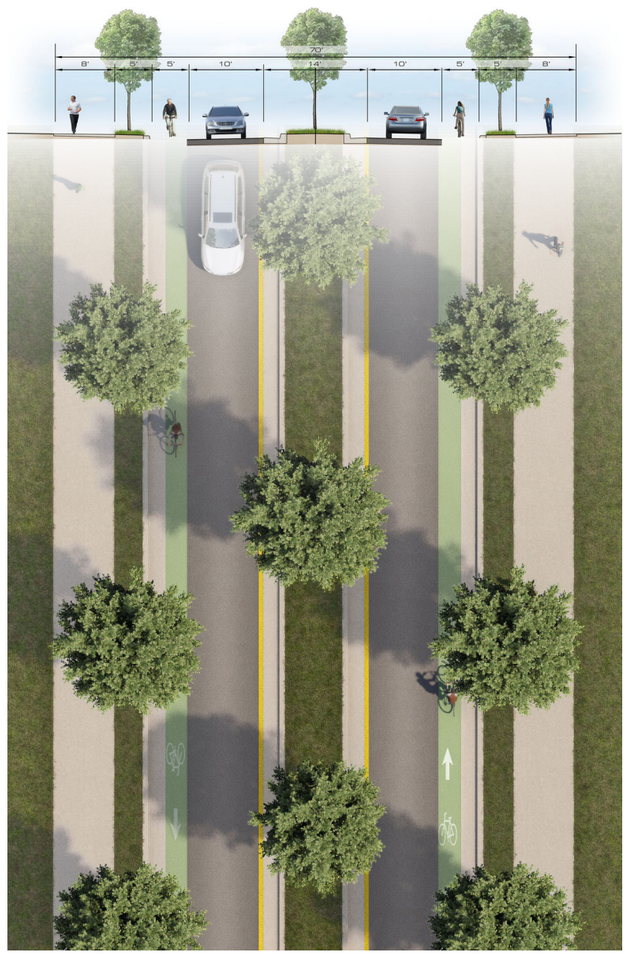


Figure 4.7 Street Type D

Single Lane Boulevard with Bike Lanes and On-Street Parking, requires an 86 foot wide right-of-way and consists of a 10 foot wide central median (including curb and gutter), two 10 foot wide travel lanes with on-street bicycle lanes and parallel parking in both directions, flanked by step-offs, planting strips, and sidewalks.

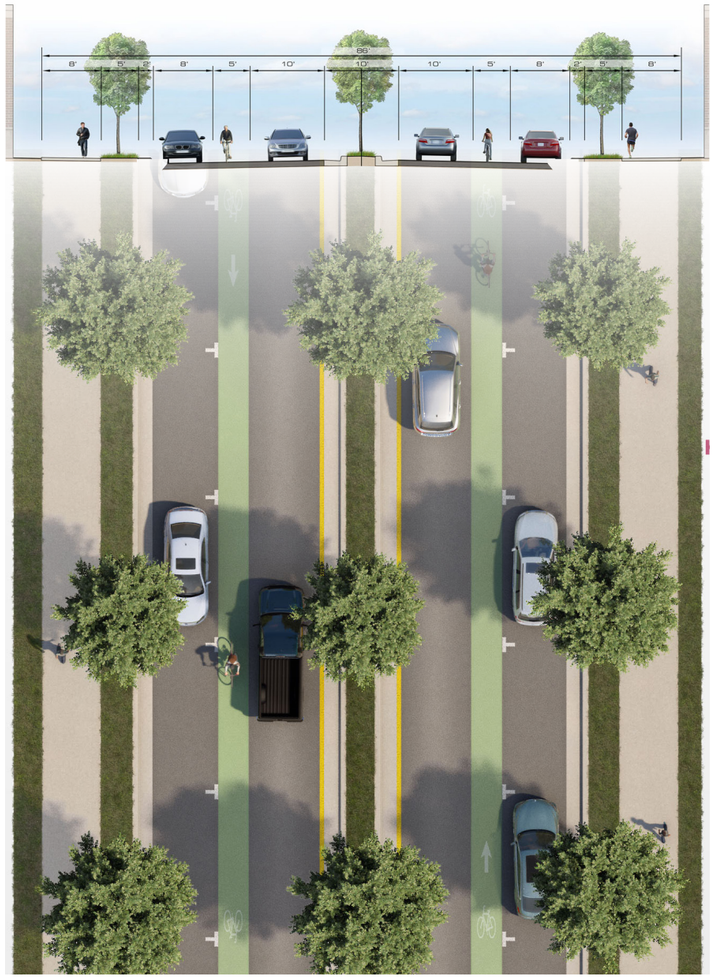


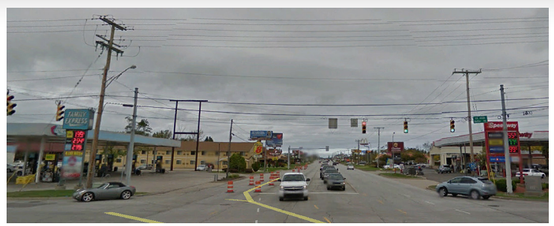
Figure 4.8 Street Type E

Single Lane Boulevard with Bike Lanes, requires a 70 foot wide right-of-way with a 14 foot wide center median separating two 10 foot wide travel lanes with on-street bicycle lanes on the outside, and flanked by planting strips and sidewalks.

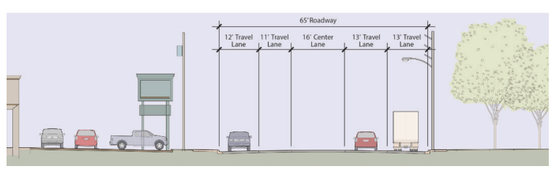
4.4 Landscape Enhancements

The following four pages (8-11) illustrate recommended circulation and access management-related improvements, as well as landscape and streetscape enhancements proposed for the US Highway 421 corridor. As previously discussed, traffic lanes have been narrowed to 11 feet wide. Along with modest drainage improvements a generous amount of area has been captured to provide room for five foot wide sidewalks on both sides of the thoroughfare, as well as landscape enhancements consisting of street trees, and landscape plantings of shrub and perennials (ornamental grasses). Ornamental street lights have also been included and are generally spaced 100 feet on center. As discussed on page 10, gateway entrance features have been provided at key intersections, with prominent features at the intersections of US Highway with CR W 400 n and US Highway 20.

Modifications have been made to the parking lots of existing businesses along the 421 corridor to illustrate new connections to the proposed rear access road, although further investigation is warranted.



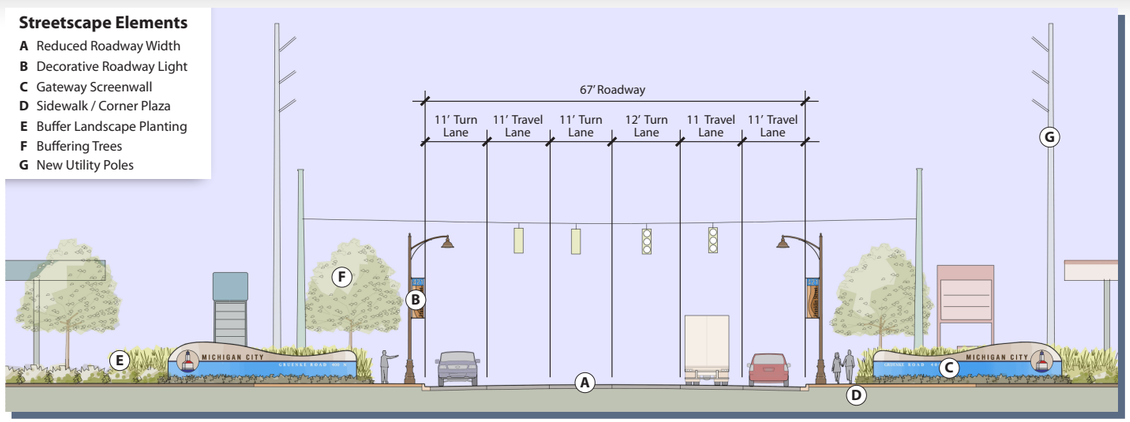
Existing Conditions: US Highway 421 at CR W 400 N



Existing Conditions: US Highway 421 at CR W 400 N

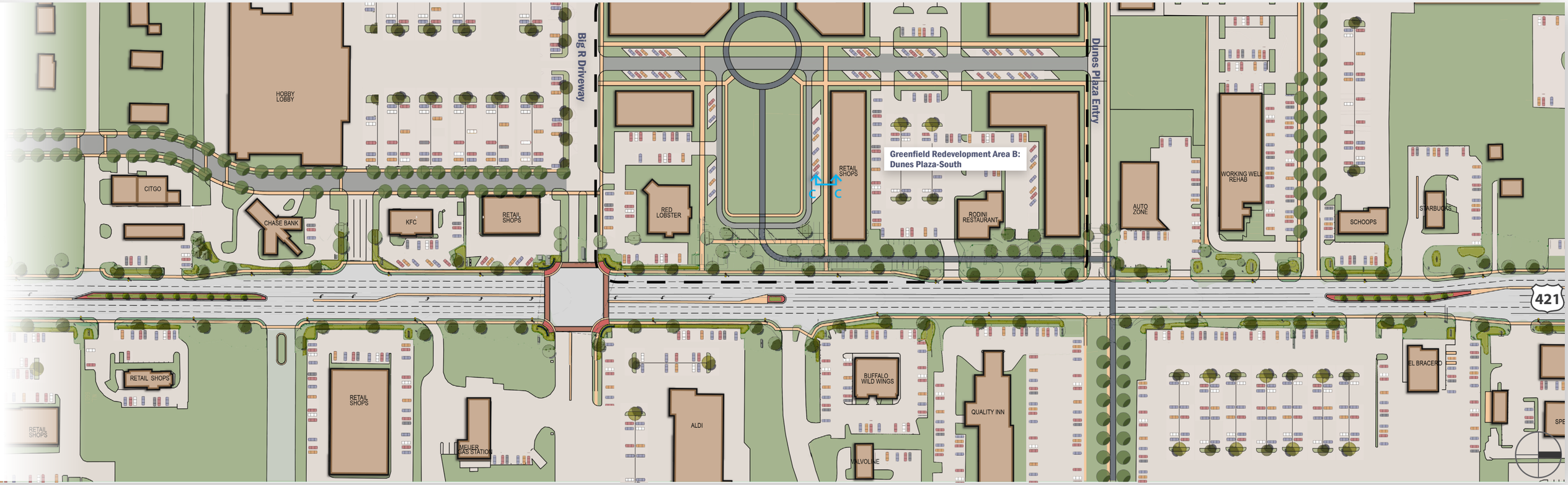
Streetscape Elements

- **A** Reduced Roadway Width
- **B** Decorative Roadway Light
- **C** Gateway Screenwall
- **D** Sidewalk / Corner Plaza
- **E** Buffer Landscape Planting
- **F** Buffering Trees
- **G** New Utility Poles

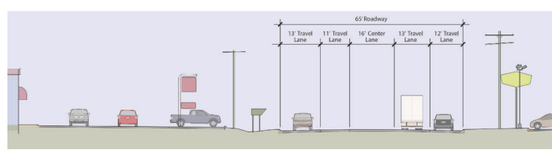


Section A: Proposed Improvements to US Highway 421 at CR W 400 N

Wave Wall Signage At key intersections along US Highway 421, including CR W 400 N, Larkspur Lane, Big R Driveway, US Highway 20, Barker Road, and Coolspring Avenue, would be installed graceful, blue and grey, freestanding wall forms, the crest of which would emulate a wave-like, swoosh. Etched (or embossed) on the walls would be the name of the cross street, the Michigan City name and logo. Landscape plantings, including perennial ornamental grasses and low evergreen shrub massings would provide a decorative backdrop.



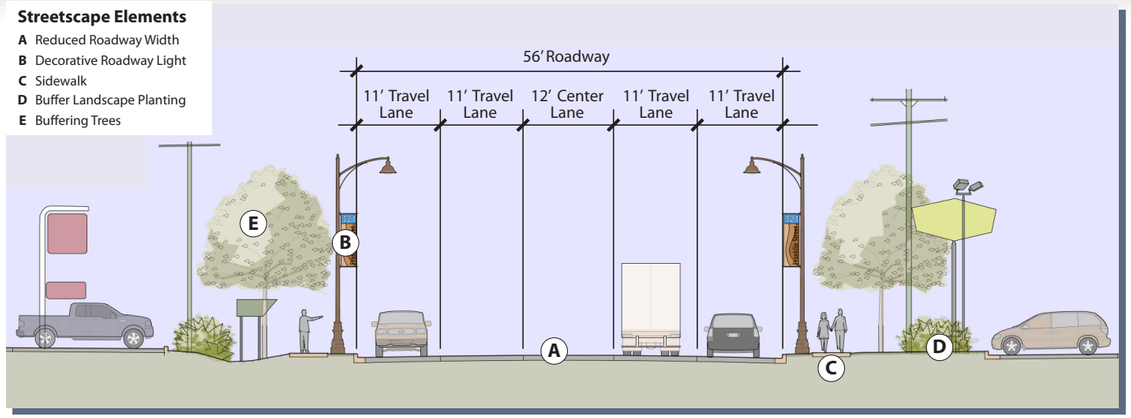
Existing Conditions: US Highway 421 at between US Highway 20 and CR N 400 W



Existing Conditions: US Highway 421 at between US Highway 20 and CR N 400 W

Streetscape Elements

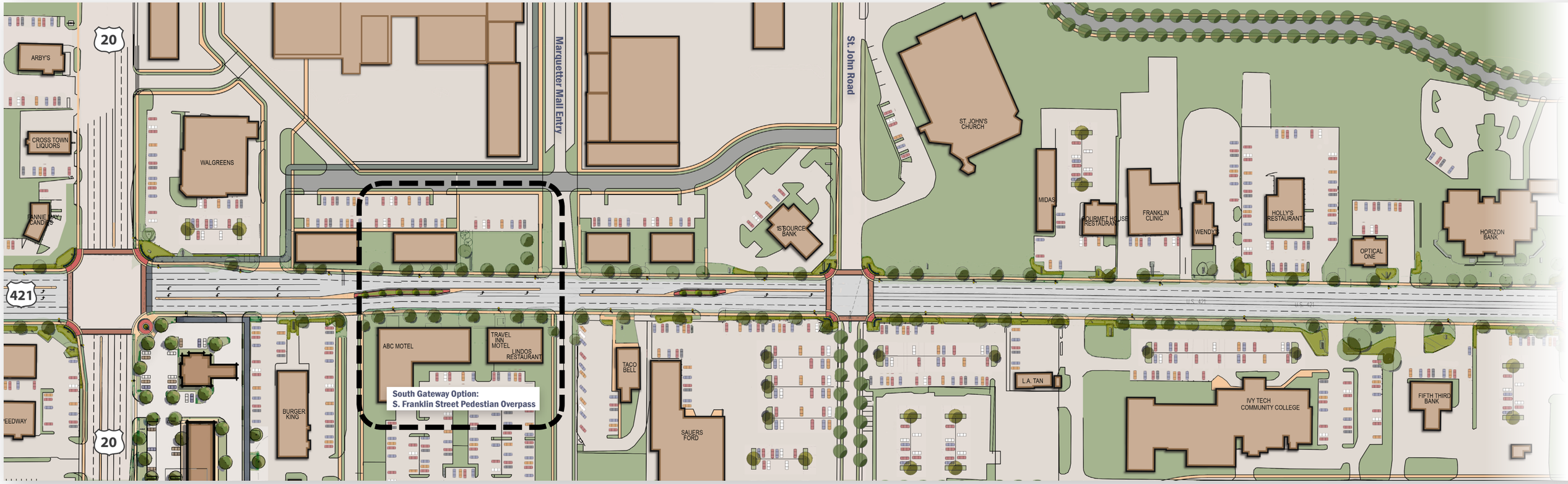
- **A** Reduced Roadway Width
- **B** Decorative Roadway Light
- **C** Sidewalk
- **D** Buffer Landscape Planting
- **E** Buffering Trees



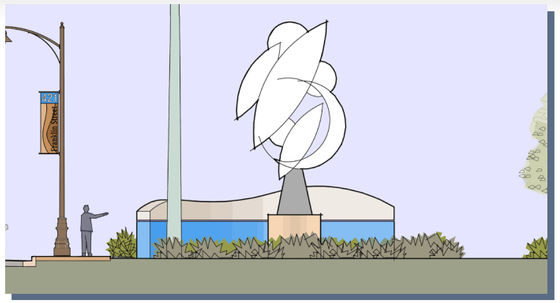
Section B: Proposed US Highway 421 between US Highway 20 and CR N 400 W

Section C: Dunes Plaza - South Streetscape Character

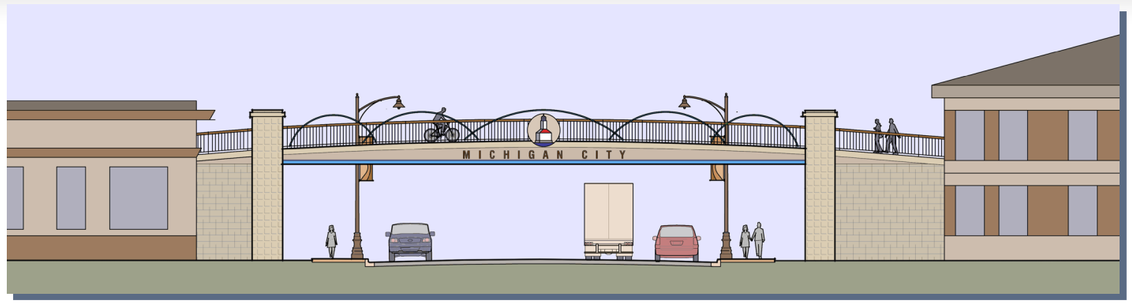
As illustrated in Section C, *Dunes Plaza-South Streetscape Character*, retail establishments within the area exhibit a more 'urban' streetscape character, and have widened sidewalks to encourage outdoor seating, dining and people-watching. Some buildings face the street while others benefit from fronting on to parts of the linear park. Decorative banners mounted on ornamental street lights enliven the spaces.



Gateway Entrance Feature at the NE Quadrant of US Highway 421 and Highway 20



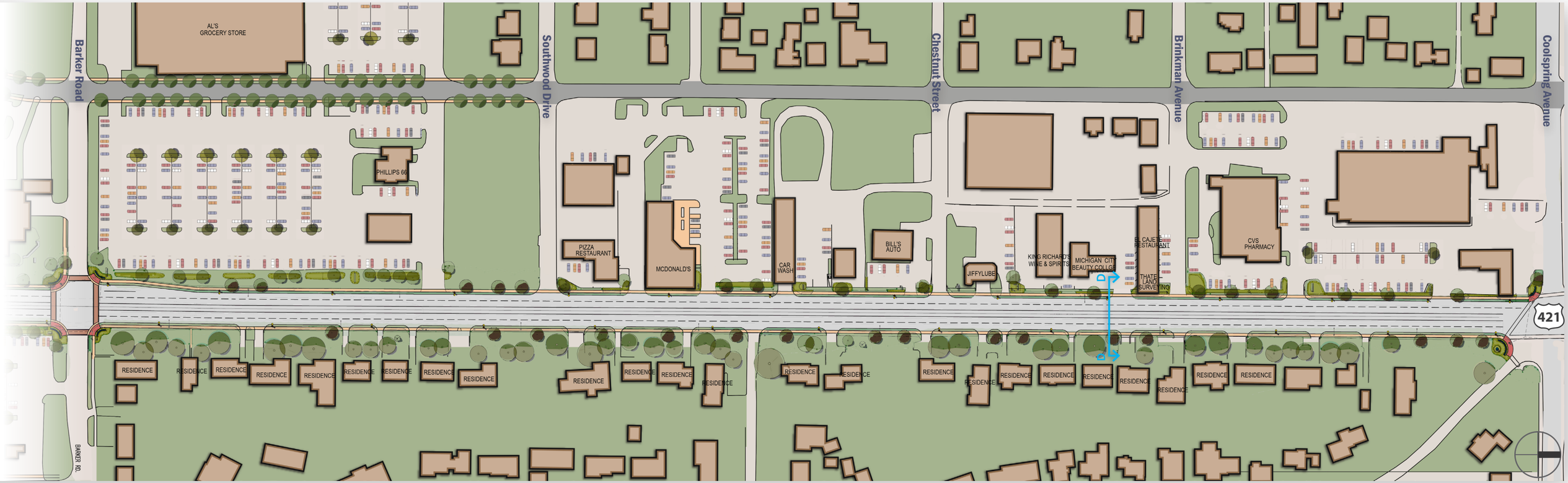
Gateway Entrance Feature at the intersection of US Highway 421 and CR W 400 N



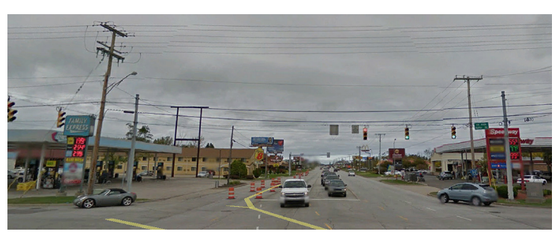
S. Franklin Street Pedestrian Overpass

Gateway Entrance Features On US Highway 421, the two primary southern entrance points into Michigan City that can function as primary and secondary gateways include, the intersection at CR W 400 N, and the intersection at US Highway 20. In addition to the wave walls and landscape treatment, it is recommended that large, freestanding sculptural art installations be commissioned and administered by the Michigan City Mainstreet Association. The theme of these art installations would be inspired by the Lake Michigan shoreline landscape and artistic treatments developed as part of the Lake Michigan Gateway Implementation Strategy as well as those featured in the Downtown Arts District.

South Gateway Option In addition to the proposed gateway wall signs and other free-standing, sculptural installations at key interchanges, a pedestrian overpass spanning S. Franklin Street in proximity to Kintzele Road would not only provide a safe recreational trail connection between the Marquette Mall and the 421/20 northeast quadrant redevelopment area, but also function as a significant southern gateway for the City.



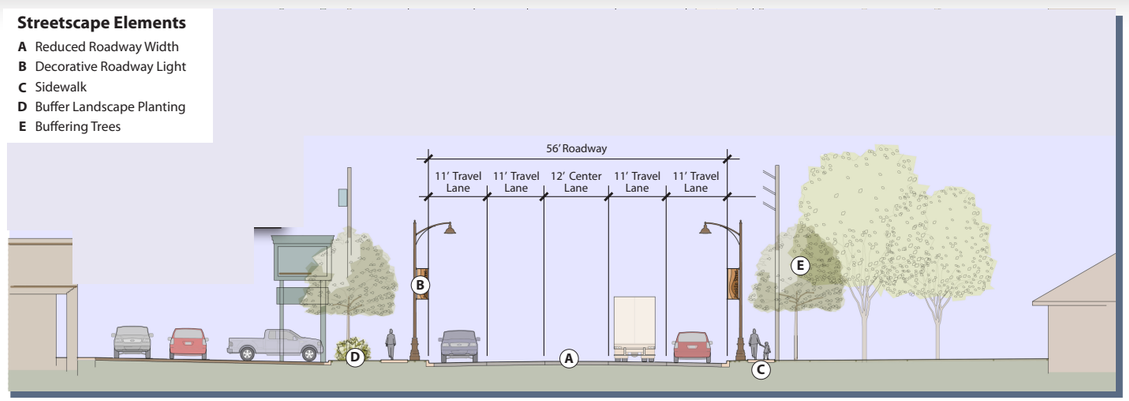
Existing Conditions: US Highway 421 at S. Franklin Street



Existing Conditions: US Highway 421 at S. Franklin Street

Streetscape Elements

- **A** Reduced Roadway Width
- **B** Decorative Roadway Light
- **C** Sidewalk
- **D** Buffer Landscape Planting
- **E** Buffering Trees



Section D: Proposed Improvements to S. Franklin Street

4.5 Pedestrian (Active) Circulation

Pedestrian circulation is provided using a variety of on- and off-street facilities. Bicycle circulation is composed of five foot wide, on-street bike lanes and 10 foot wide off-street recreational trails (refer to Figure 4.10, *Recreational Trail, Section*). Sidewalks are typically five feet wide, except in special cases where sidewalks may be utilized by cyclists or other forms of active transportation; or where pedestrian circulation is combined with outdoor dining areas or general leisure walking. In these cases the sidewalk would expand to at least eight feet wide.

Public Transportation

In compliance with the Michigan City Transit's 2015 Strategic Plan and the identified goals of increasing ridership, reducing automobile dependency, and changing to a "Bus Stop Only" service, eight additional Ride the Wave bus stops are recommended for Routes 2, 3, and 4 in order to provide access to the new hospital location (Greenfield / Redevelopment Area E: 421/400 Southwest Quadrant); and the office, warehousing/ flex space along Cleveland Avenue (Greenfield / Redevelopment Area D: Cleveland Avenue. Refer to Figure 4.11, *Multi-Modal Circulation Plan Improvements*. As illustrated in Figure 4.9, *Bus Stop*, new bus stops would include a bus turn-in (where space allows), a pedestrian shelter mounted on a concrete pad, benches, wayfinding and directional signage, lighting, a waste receptacle, and other streetscape furnishings.

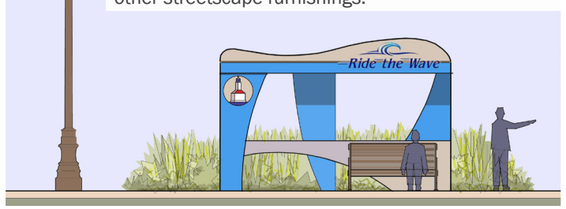


Figure 4.9, Bus Stop

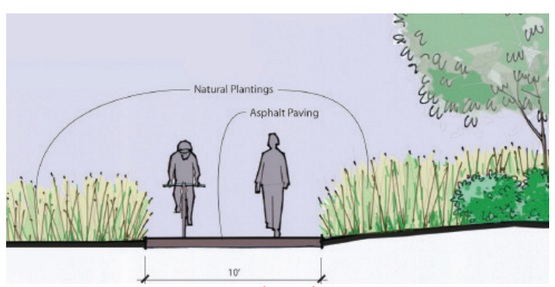


Figure 4.10, Recreational Trail Section

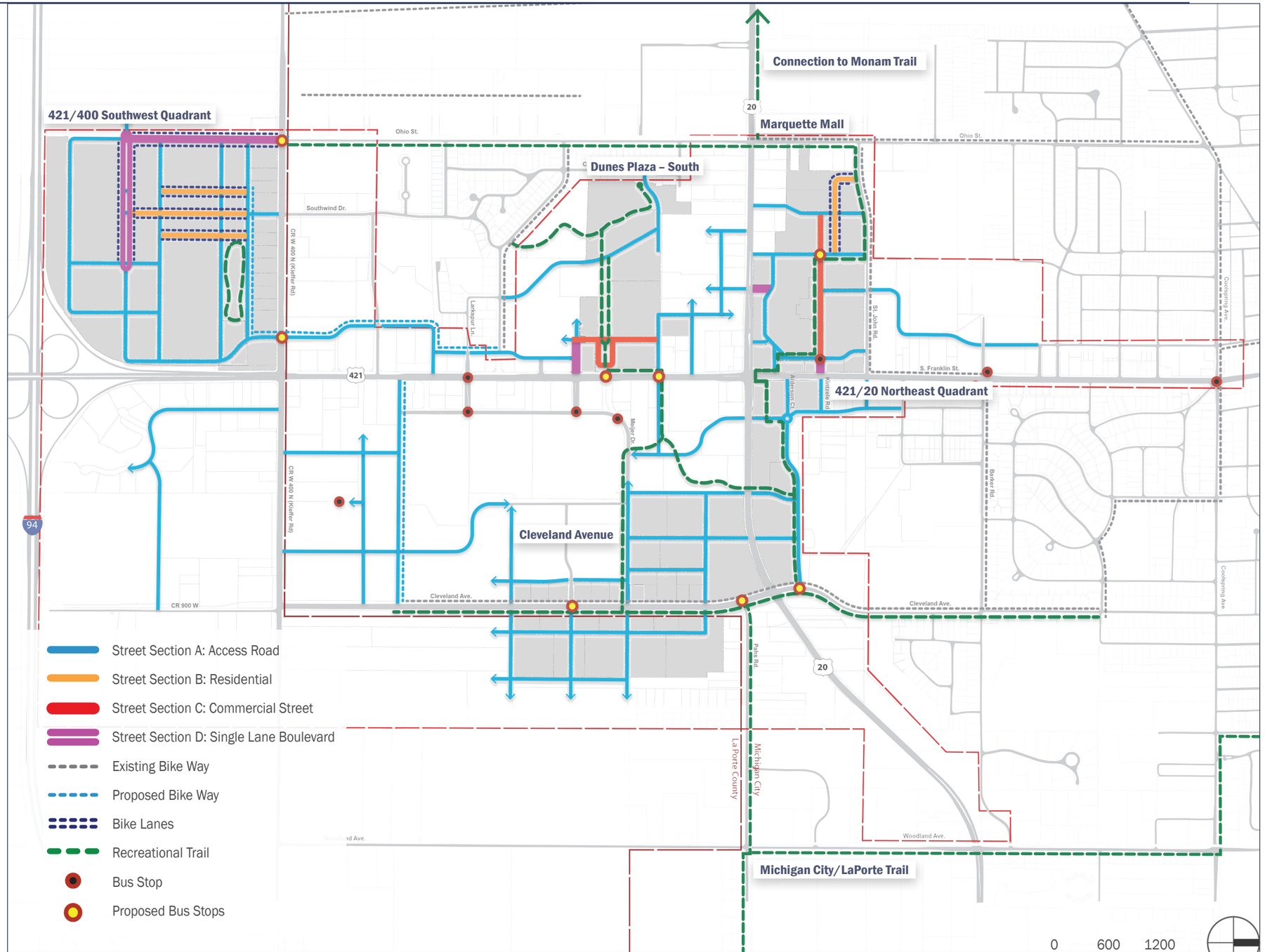
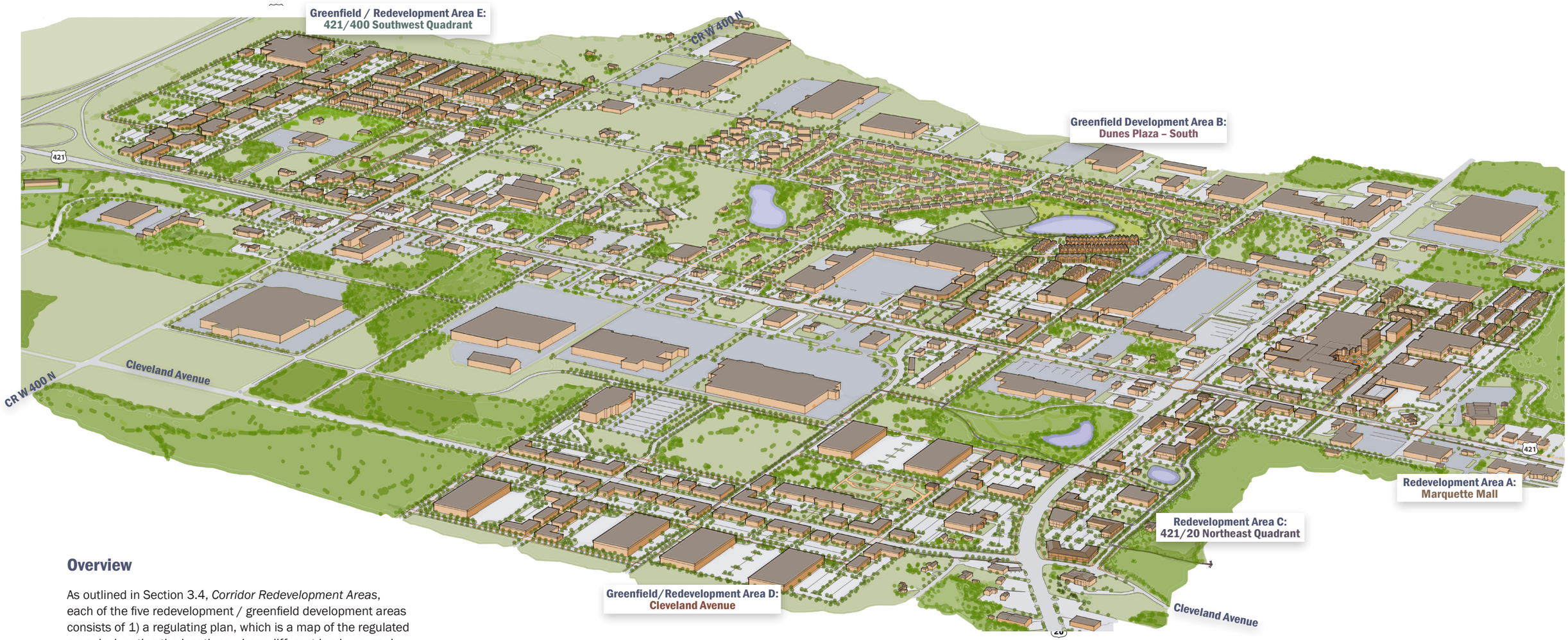
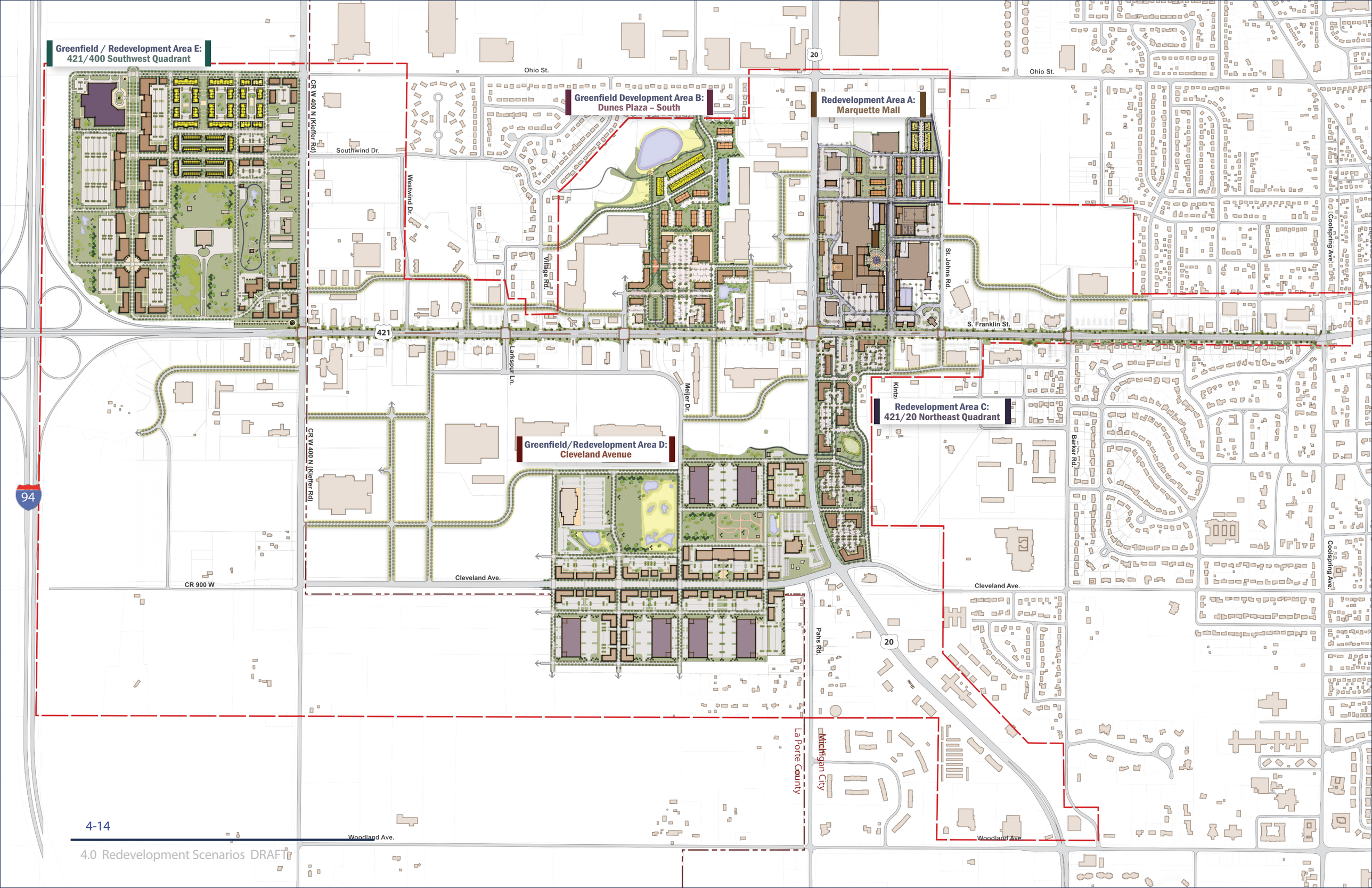


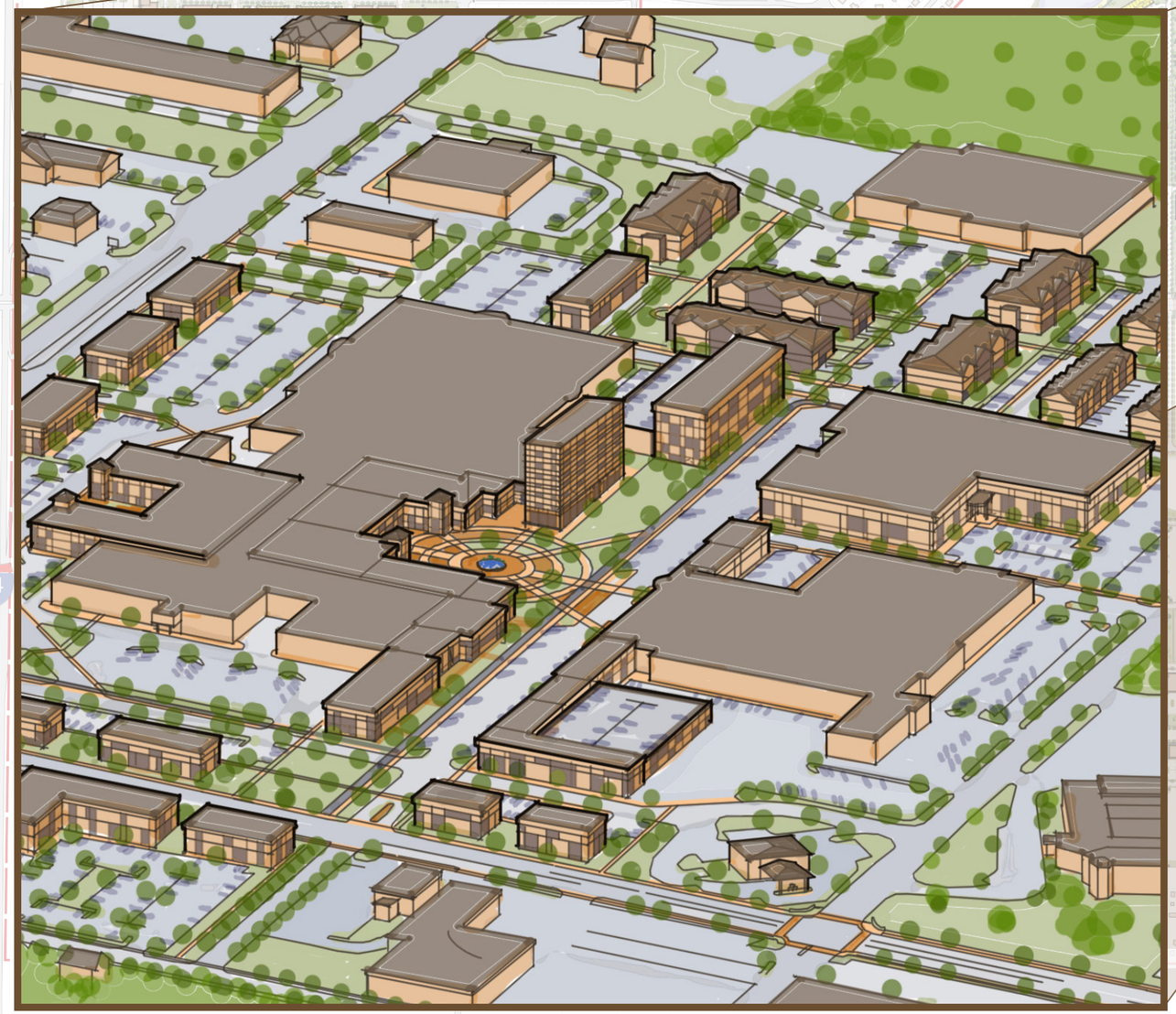
Figure 4.11, Multi-Modal Circulation Plan Improvements

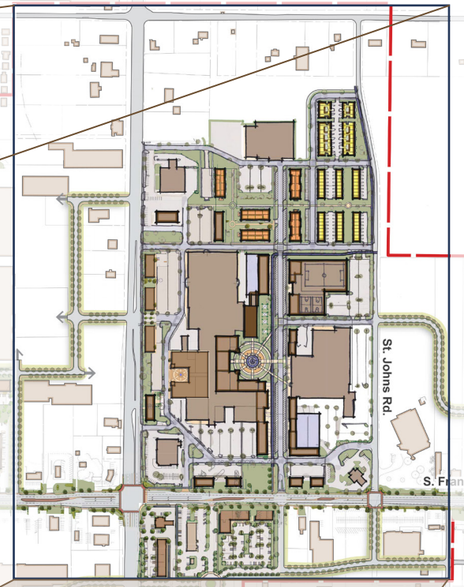


Overview

As outlined in Section 3.4, *Corridor Redevelopment Areas*, each of the five redevelopment / greenfield development areas consists of 1) a regulating plan, which is a map of the regulated area designating the locations where different land use, zoning and building / landscape form standards apply; 2) a circulation plan, which identifies the various street types and pedestrian (active) transportation systems, including sidewalks and recreational trails; and 3) a schematic site plan, which depicts specific design concepts, building location and massing, and landscape and streetscape treatments. Each redevelopment is described in terms of (re)development objectives, provisional program, regulating and circulation plans.


Greenfield / Redevelopment Area E:
421/400 Southwest Quadrant
Greenfield Development Area B:
Dunes Plaza – South
Redevelopment Area A:
Marquette Mall
Redevelopment Area C:
421/20 Northeast Quadrant
Greenfield/Redevelopment Area D:
Cleveland Avenue
Ohio St.
Southwind Dr.
Westwind Dr.
Village Rd.
Larkspur Ln.
Meijer Dr.
St. Johns Rd.
S. Franklin St.
Kintz
Barker Rd.
Coolspring Ave.
CR W 400 N (Kieffer Rd)
CR 900 W
Cleveland Ave.
Pahs Rd.
Woodland Ave.
La Porte County
Michigan City
421
20
94





Redevelopment Area A:
Marquette Mall

Redevelopment Area A: Marquette Mall

Marquette Mall Alternative No. A1

Provisional Program Alternatives

As discussed in Section 3.4, *Corridor Redevelopment Areas*, three schematic design alternatives were developed for Marquette Mall, all of which incorporate elements of the "Mall Plus" redevelopment model described in Section *3.3, Corridor Redevelopment Goals, Principles and Strategies*, where elements of the existing mall structure remain intact while additional programmatic features are added to either the existing (or modified) building footprint or site. At the drafting of this chapter, an anchor tenant, JC Penney, had moved out of the mall.

Redevelopment Objectives

As the Marquette Mall site assumes a prominent position as a significant commercial gateway enterprise along US Highway 421, the redevelopment objective is to utilize the site to accommodate a mixed-use residential / commercial / entertainment development program that will attract residents and out of town visitors alike.

Of the three alternatives Mall Alternative A1 was identified as being most closely aligned with the redevelopment objectives and preferences of the owner's representative and Michigan City Redevelopment Commission.

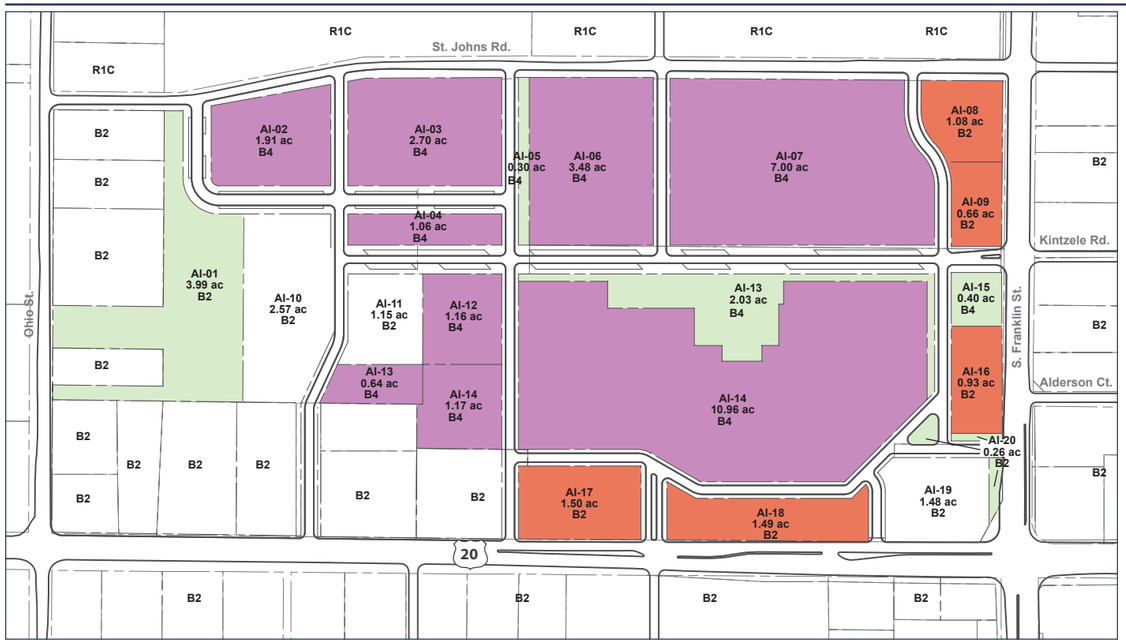


Figure 4.12 Marquette Mall No. A1 Regulating Plan

B2 General Commercial

B4 Urban Commercial/Mixed-Use

Park and Open Space

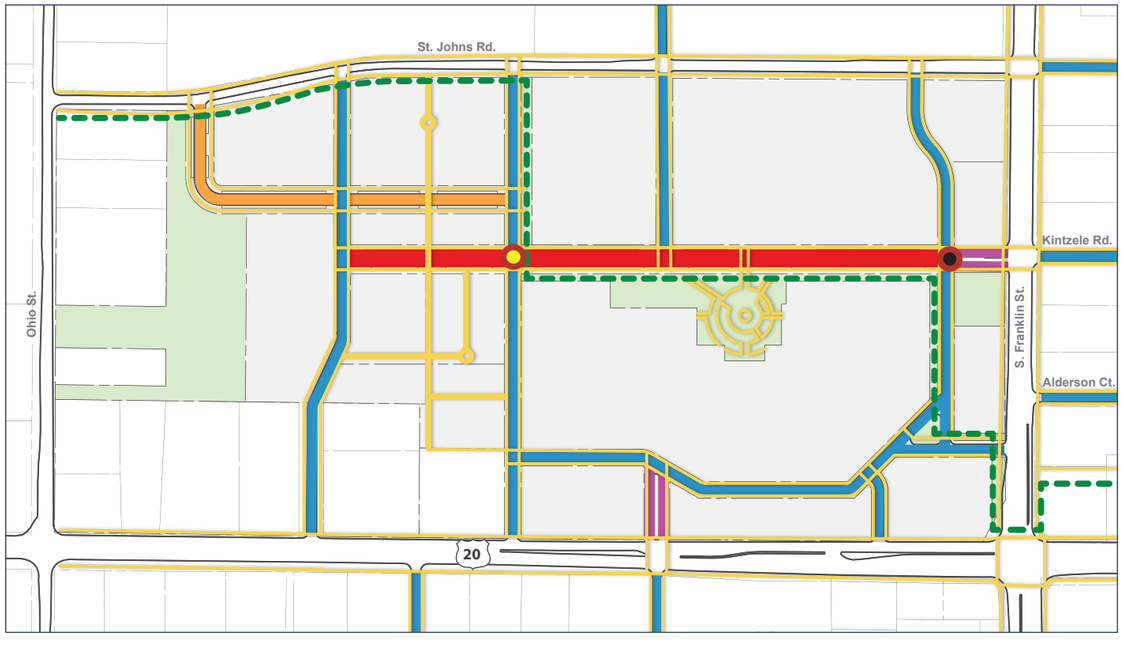


Figure 4.13 Marquette Mall No. A1 Circulation Plan

Street Section A: Access Road

Street Section B: Residential

Street Section C: Commercial

Street Section D: Single Lane Boulevard

Sidewalk

Recreational Trail

Existing Bus Stop

Proposed Bus Stop

0 200 400

Mall Alternative No. A1

The preferred alternative reduces the "connective tissue" between the anchor stores while salvaging the bulk of the functioning retail space to the south, which is currently leased (314,680 sq. ft), as well as the anchor stores and office tower. As identified within Table 4.2, *Mall Alternative No. A1: Redevelopment Program*, the stand-alone retail stores outside of the mall (e.g., Tire Barn, Walgreens, Ace Hardware, etc.) remain intact. 60,000 sq. ft. of additional retail building mass is oriented along a new "Main Street" corridor and central "Town Center" plaza. The office tower (66,344 sq. ft.) remains intact with retail (post office) on the first floor and offices in the upper six floors. Additional programmatic elements include:

A. 84,275 sq. ft. commercial/retail infill

B. Main Street flanked by 60,000 sq. ft. of attached/ freestanding commercial/retail

C. a medium density (30 du/acre) residential component consisting of nearly 12.2 acres of single family attached (townhomes) and multi-family residential buildings.

D. 4-story residential tower (50,000 sq. ft.)

E. 100,000 sq. ft. indoor sports facility

F. two structured parking facilities, both with with ground floor retail

G. 54,000 sq. ft. of commercial/ retail out parcels

H. park and civic space (7.0 acres)

Table 4.2 Mall Alternative No. A1: Redevelopment Program

	Acres	%
B4		
A. - F. Mixed-Use Commercial/ Residential	17.96	35%
B2		
G. Free-standing General Commercial/ Retail		
H. Park and Civic Space	6.42	12%
Total	**50.17**	

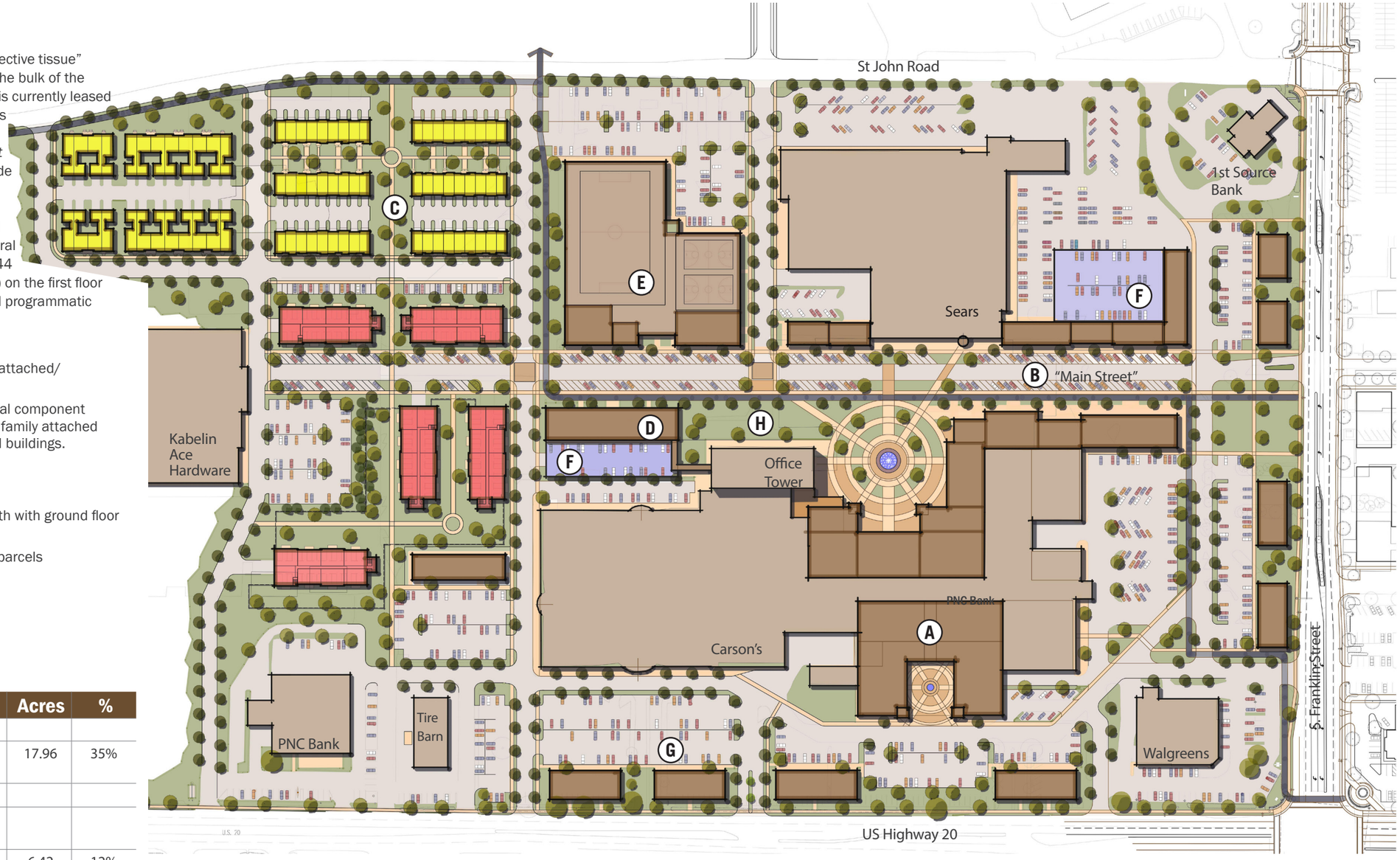


Figure 4.14 Marquette Mall Alternative No. A1 Illustrative Plan

Redevelopment Area A: Marquette Mall

Marquette Mall Alternative No. A2

The second alternative removes all of the connective tissue retail building mass but preserves the three anchor buildings (240,696 sq. ft.) and office tower (66,344 sq. ft.). As identified within Table 4.3, *Mall Alternative No. A2: Redevelopment Program*, the stand-alone retail stores outside of the mall (e.g., Tire Barn, Walgreens, Ace Hardware, etc.) remain intact. 100,000 sq. ft. of additional retail building mass is oriented along a new "Main Street" corridor and connector corridor to Dunes Plaza. The office tower (66,344 sq. ft.)remains intact with retail (post office) on the first floor and offices in the upper six floors. Additional programmatic elements include:

A. a medium density (30 du/acre) residential component consisting of nearly five acres of single family attached (townhomes).

B. a medium density (30 du/acre) residential component consisting of four acres of multi-family residential buildings.

C. new "Main Street" with 46,750 sq. ft. of attached/ freestanding commercial/retail

D. 37,500 sq. ft. of commercial/retail out parcels

E. 4-story residential tower with ground floor retail (50,000 sq. ft.)

F. 100,000 sq. ft. indoor sports facility

G. two structured parking facilities

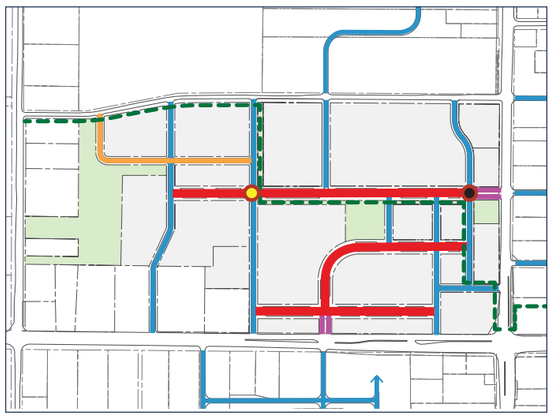
H. park and civic space (8.47acres)

Table 4.3 Mall Alternative No. A2: Redevelopment Program

	Acres	%
R2B		
A. Medium Density Townhouse (30 du/ac)	4.8	9%
R3A		
B. Low-Rise Multiple Family	4.05	8%
B4		
C. - G. Mixed-Use Commercial/ Residential	18.41	36%
H. Park and Civic Space	8.47	16%
Total	**50.17**	

Figure 4.15 Marquette Mall Alternative No. A2 Regulating Plan

Figure 4.16 Marquette Mall Alternative No. A2 Circulation Plan



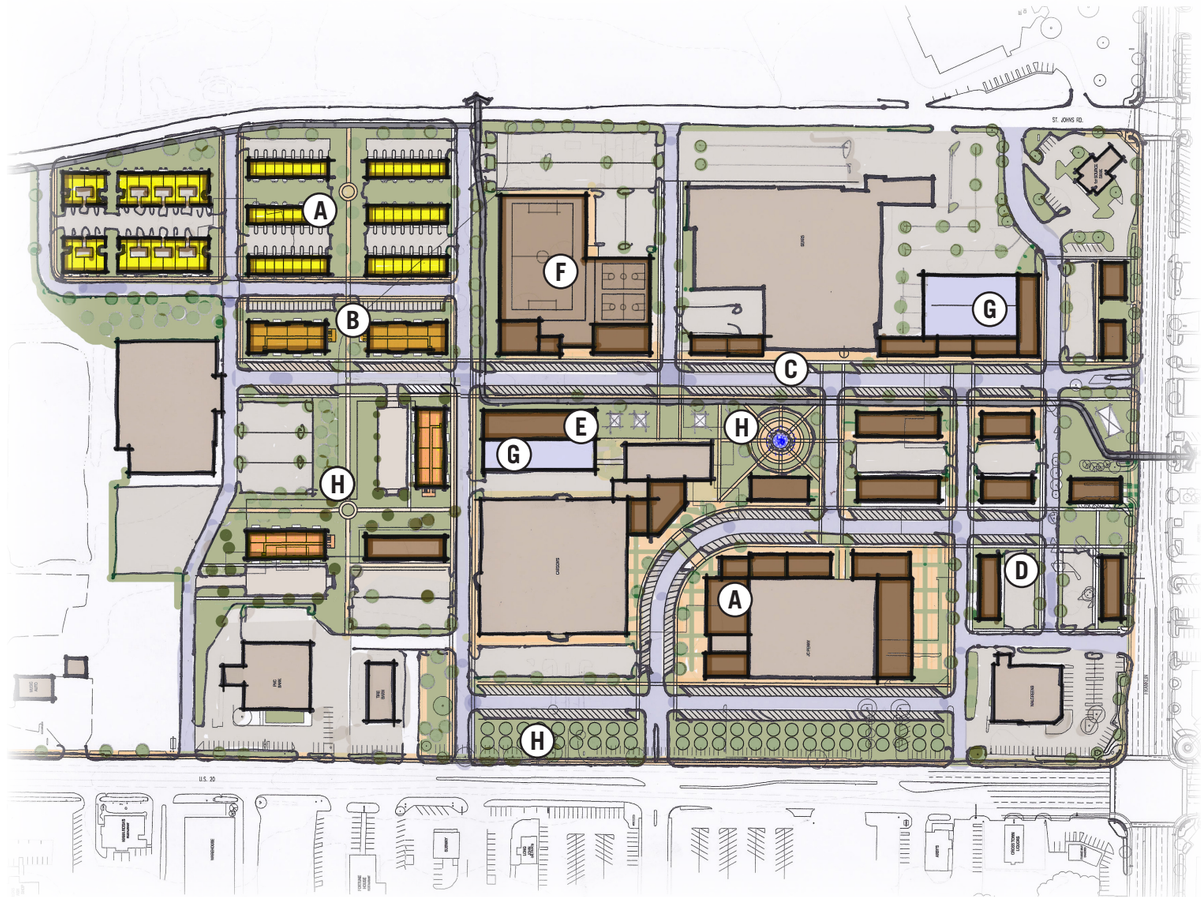


Figure 4.17 Marquette Mall Alternative No. A2 Illustrative Plan

0 150 300

Redevelopment Area A: Marquette Mall

Marquette Mall Alternative No. A3

The third alternative removes all of the mall except the office tower and emplaces on the site a conventional street grid. As identified within Table 4.4, *Mall Alternative A3: Redevelopment Program*, the stand-alone retail stores outside of the mall (e.g., Tire Barn, Walgreens, Ace Hardware, etc.) remain intact. Additional programmatic elements include a 102,225 sq. ft. of additional free-standing retail space, oriented around two principal east-west streets and as out parcels. The office tower (66,344 sq. ft.) remains intact with retail (post office) on the first floor and offices in the upper six floors. Additional programmatic elements include:

A. a medium density (30 du/acre) residential component consisting of nearly 5.5 acres of multi-family residential buildings.

B. a medium density (30 du/acre) residential component consisting of nearly 6.75 acres of single family attached residential buildings (townhouses).

C. Two east-west thoroughfares flanked by 65,800 of free-standing commercial/retail.

D. 4-story residential tower with ground floor retail (50,000 sq. ft.).

E. indoor sports facility (100,000 sq. ft.).

F. three structured parking facilities w/ 97,500 sq of commercial/retail (three stories each).

G. independent / assisted living center.

H. commercial/ retail out parcels (54,000 sq. ft.).

I. park and civic space (7.0 acres).

Table 4.4 Mall Alternative No. A3: Redevelopment Program

	Acres	%
R3A		
A. Low-Rise Multiple Family	5.48	10%
B4		
B. - G. Mixed-Use Commercial/ Residential	15.06	30%
B2		
H. Free-standing General Commercial/ Retail	6.84	13%
I. Park and Civic Space	10.04	20%
Total	**50.17**	

Figure 4.18 Marquette Mall Alternative No. A3 Regulating Plan

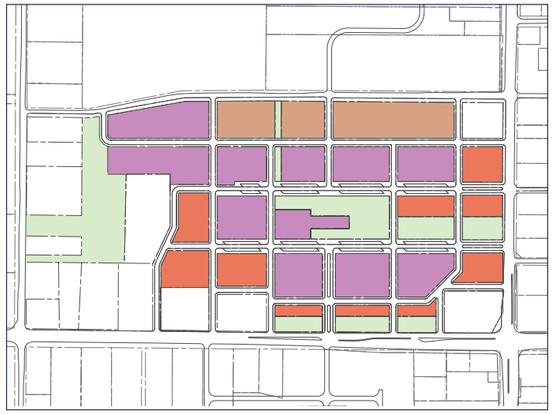
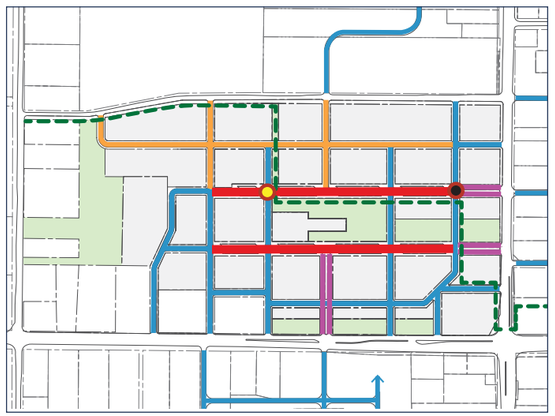


Figure 4.19 Marquette Mall Alternative No. A3 Circulation Plan



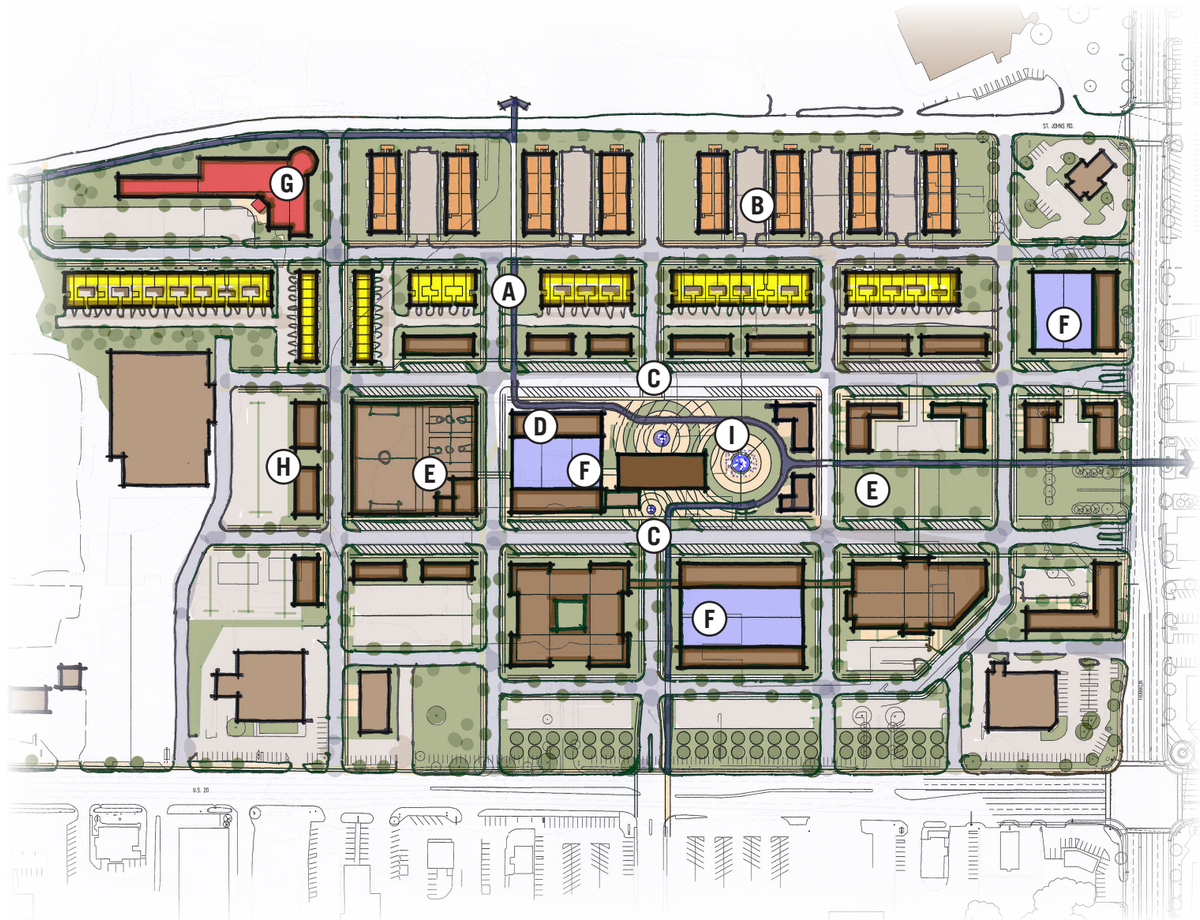
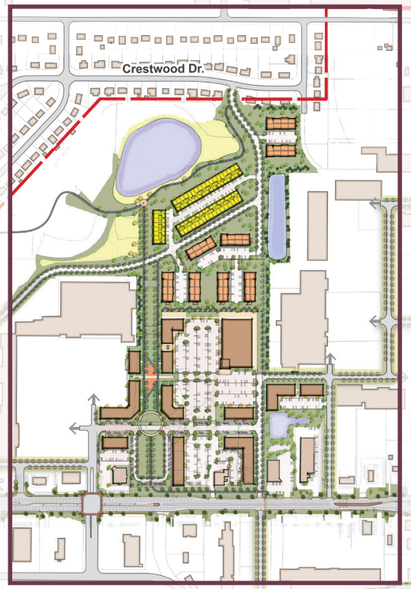
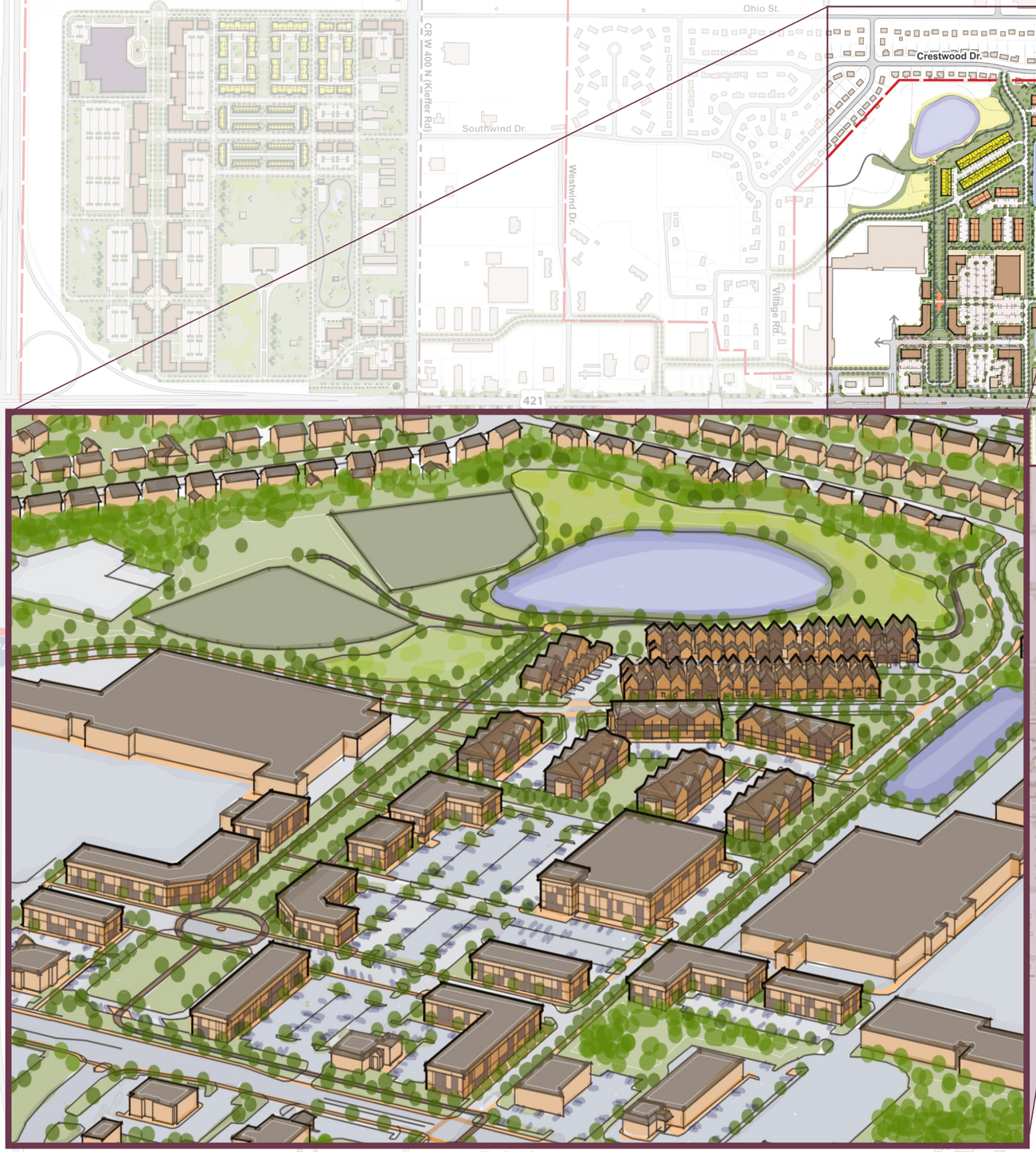


Figure 4.20 Marquette Mall Alternative No. A3 Illustrative Plan

0 150 300



Greenfield Development Area B:
Dunes Plaza – South



Greenfield Development Area B: Dunes Plaza – South

Greenfield Development Area B: Dunes Plaza – South

As discussed in Section *3.4,* Corridor Redevelopment Areas, this redevelopment area consists of approximately 30 acres of developable space, a portion of which must be allocated for a regional detention basin which has been programmed to function as a central recreational amenity for both existing and proposed residential development.

Redevelopment Objectives

The principal objective is to create a high-quality retail development environment composed of medium-sized and boutique commercial/retail which is connected to new medium- to high-density residential through a system of parks and open space amenities.

Provisional Program

The redevelopment program includes 366,600 sq ft. of additional free-standing retail development, oriented around internal surface parking and bounded to the south by a 4.0 acre linear park, which connects the retail component to approximately 3.72 acres of single-family residential (townhomes) and 7.45 acres of multi-family residential development. Access to the proposed residential development is by way of a connection from the existing neighborhood to the west. Although the redevelopment alternative has been designed so there is no vehicular connectivity between residential and retail components, a strip of land along the northern edge of the redevelopment area could accommodate a future vehicular thoroughfare.

Table 4.5, Dunes Plaza - South Redevelopment Program

	Acres	%
B2		
A. Freestanding Commercial/Retail	15.77	39%
R2B		
B. Medium Density Townhouse (30 du/ac)	3.72	9%
R3A		
C. Low-rise, Medium Density Multiple Family	7.45	18%
D. Park and Civic Space	12.92	32%
Total	**39.86**	

Figure 4.21 Dunes Plaza - South Regulating Plan

It is envisioned that commercial/retail development within this quadrant would be zoned B2 – General Commercial, with certain areas that contain environmental constraints (e.g., wetland) allocated for open space.

- R2B Townhome
- R3A Low-Rise Multiple Family
- B2 General-Commercial
- Park and Open Space

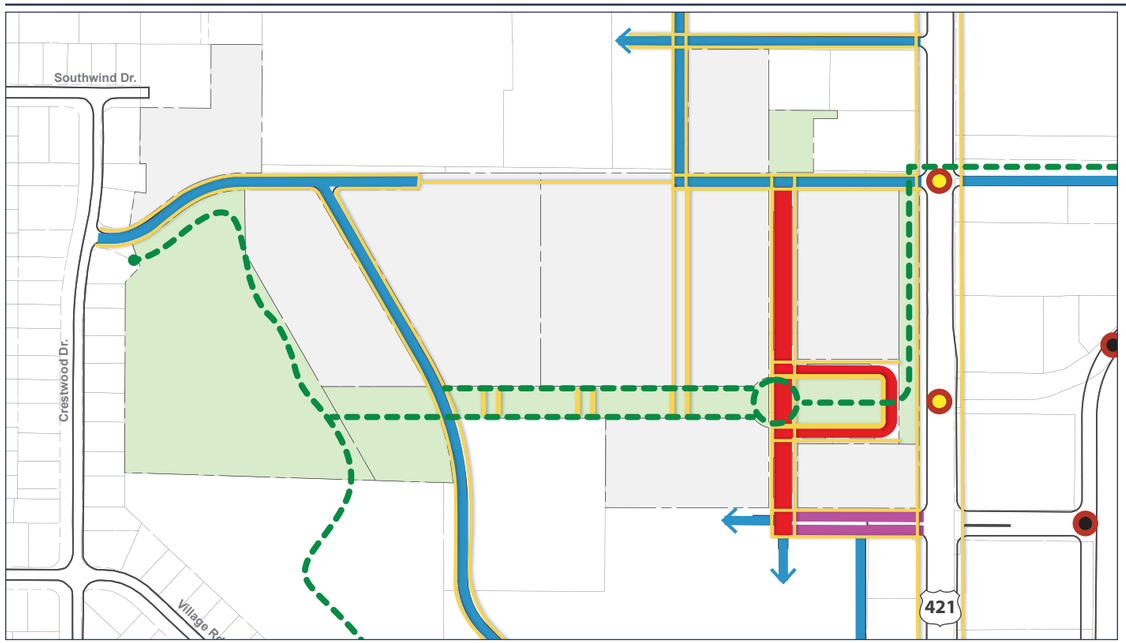
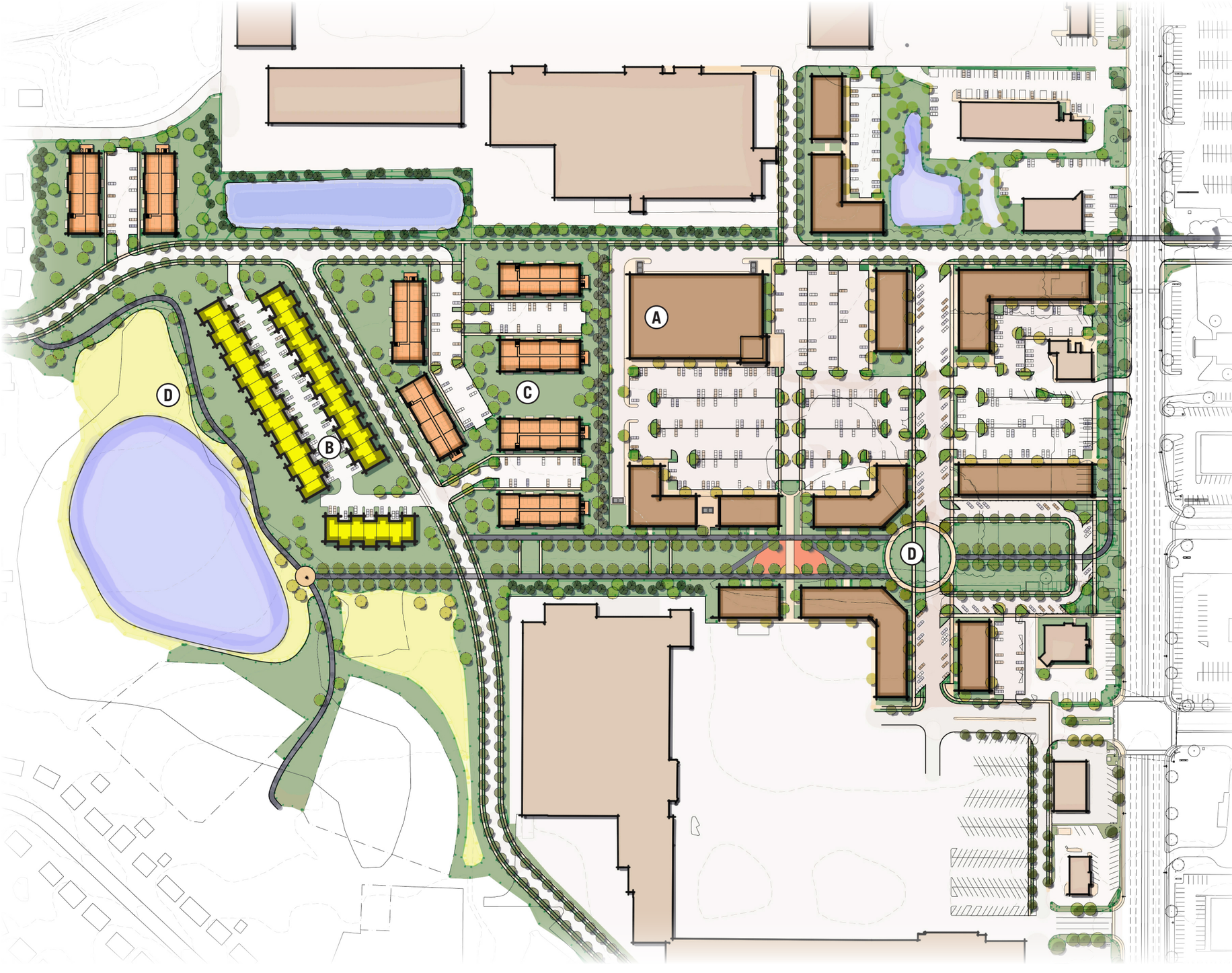


Figure 4.22 Dunes Plaza - South Circulation Plan

Vehicular circulation utilizes Street Types A: Access Road, C: Commercial, and D: Single Lane Boulevard A recreational trail extends from the northeastern corner of the 421 / 20 intersection eastward, where it splits and is aligned southward to where it crosses US Highway 20 in proximity to the Von Tobel Lumber and Hardware store. Further east, before it reaches Cleveland Avenue, the trail is aligned northward and provides

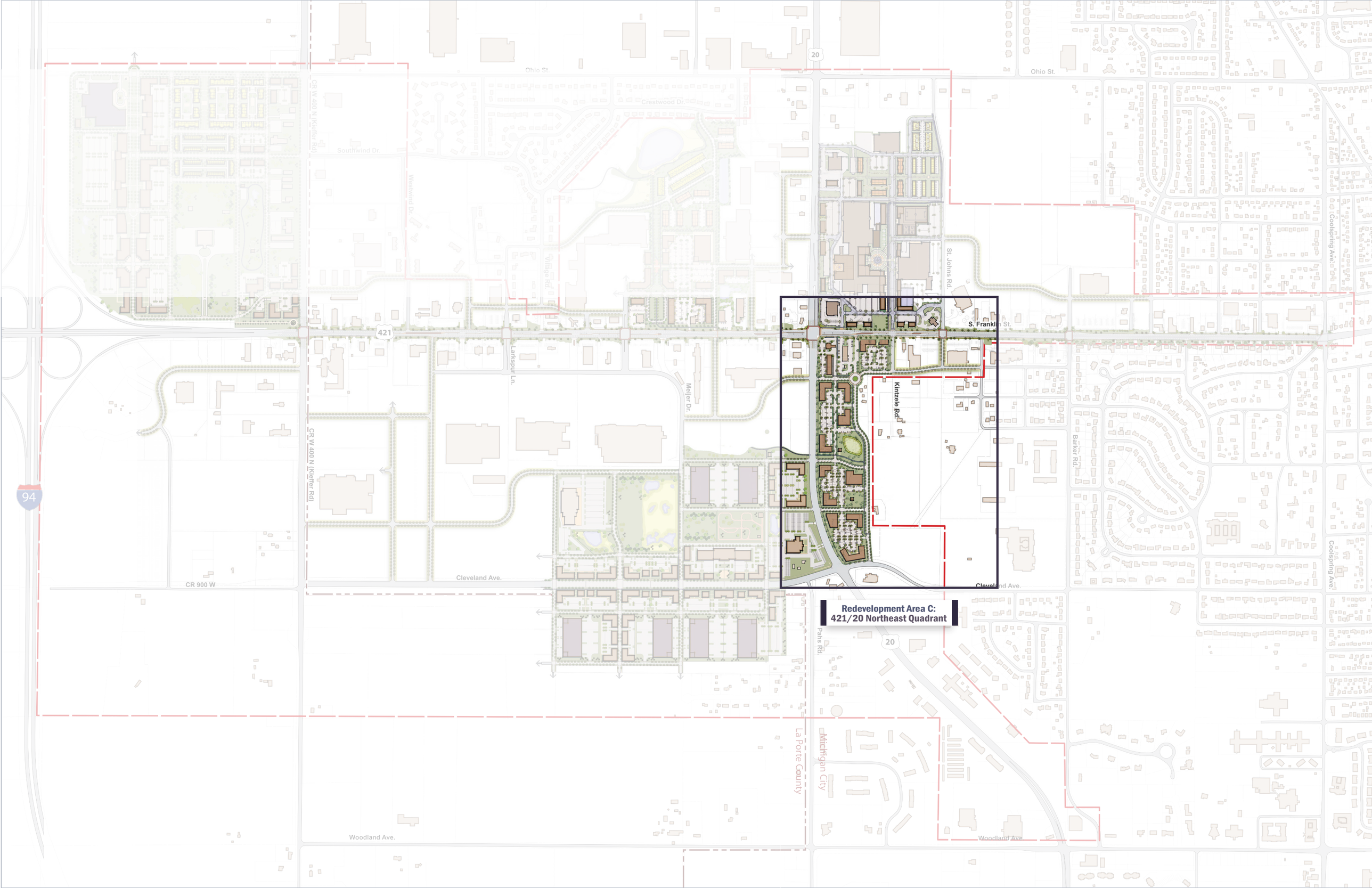
- Street Section A: Access Road
- Street Section C: Commercial
- Street Section D: Single Lane Boulevard
- Sidewalk
- Recreational Trail
- Existing Bus Stop
- Proposed Bus Stop

0 200 400



0 100 200

Figure 4.23 Dunes Plaza - South Rendered Plan


Redevelopment Area C:
421/20 Northeast Quadrant
Ohio St.
Crestwood Dr.
Southwind Dr.
Westwind Dr.
Village Rd.
CR W 400 N (Kiefer Rd)
421
20
94
Larkspur Ln.
Meijer Dr.
St. Johns Rd.
S. Franklin St.
Kintzele Rd.
Barker Rd.
Coolspring Ave.
Cleveland Ave.
CR 900 W
Paris Rd.
La Porte County
Michigan City
Woodland Ave.

Redevelopment Area C: 421/20 Northeast Quadrant

Redevelopment Area C: 421/20 Northeast Quadrant

Redevelopment Objectives

As indicated in Figure 2.14, *Ratio of Improvement Value to Total Assessed Value*, there are several parcels within this quadrant that contain blighted, sub-standard buildings, the improvement value of which are assessed below the value of the property itself. Traffic congestion is aggravated by each parcel having at least one access point onto either US Highway 20, which is a heavy haul route, or onto S. Franklin Street. The lack of sidewalks on either side of US Highway 20 reduces connectivity and pedestrian safety. Objectives include redeveloping this quadrant to support higher quality retail and office space and improving vehicular and pedestrian safety.

Provisional Program

The redevelopment program consists of four clusters of 14 one-two story commercial/retail/office buildings ranging in area from 15,000 to 25,000 sq. ft. (approx. 200,000 sq. ft.). A rear access road would reduce traffic congestion on both thoroughfares, extend the City's existing block system, and enable safe access to an internal network of streets, parking areas, parks and retail enterprises as well as undeveloped land to the north of this quadrant. Building configurations permit visual access into the interiors of the development. The access road would provide an effective means for Fire Station No. 4 vehicles to avoid the US Highway 421 / 20 interchange. Inter-parcel access through a system of internal streets would enable shared parking. Recreational trails would link parks and shops to surrounding neighborhoods.

Table 4.6, 421/20 Northeast Quadrant Redevelopment Program

	Acres	%
B4		
A. Freestanding Commercial/Retail	18.59	82%
B. Park and Civic Space	3.94	17%
Total	**22.53**	

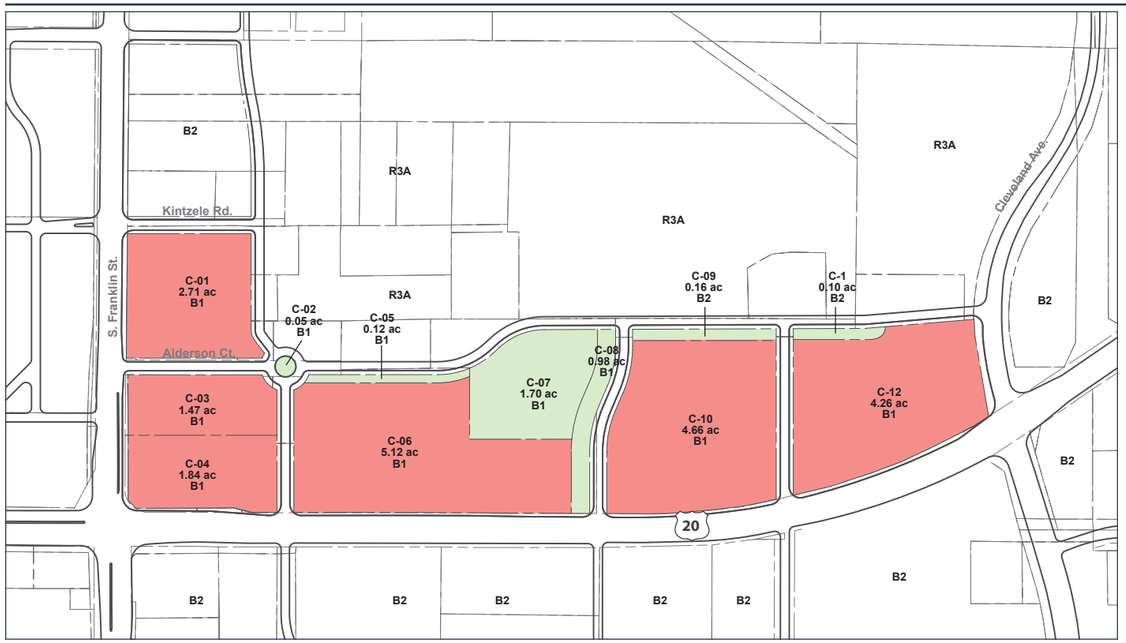


Figure 4.24 421/20 Northeast Quadrant Regulating Plan

As indicated, it is envisioned that commercial/retail development within this quadrant would be zoned B1 - Neighborhood Commercial, with certain areas that contain environmental constraints (e.g., wetland) allocated for parkland and open space.

B1 Neighborhood Commercial

Park and Open Space

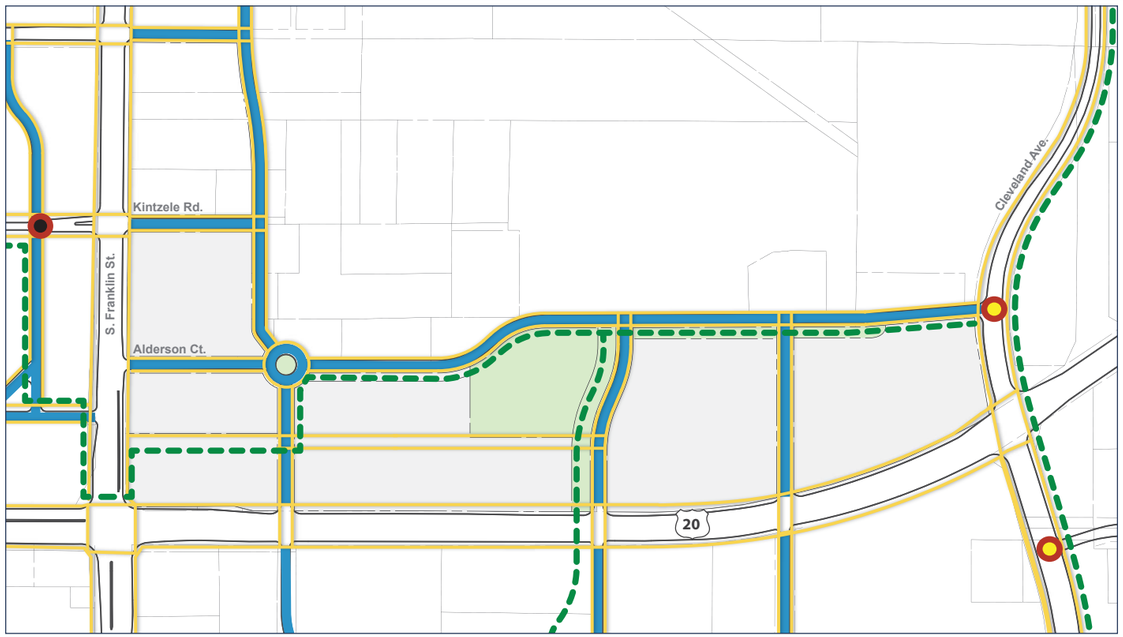


Figure 4.25 421/20 Northeast Quadrant Circulation Plan

Vehicular circulation utilizes Street Type A: Access Road. A recreational trail extends from the northeastern corner of the 421 / 20 intersection eastward, where it splits and is aligned southward to where it crosses US Highway 20 in proximity to the Von Tobel Lumber and Hardware store. Further east, before it reaches Cleveland Avenue, the trail is aligned northward and provides connections to Barker Middle School.

Street Section A: Access Road

Sidewalk

Recreational Trail

Existing Bus Stop

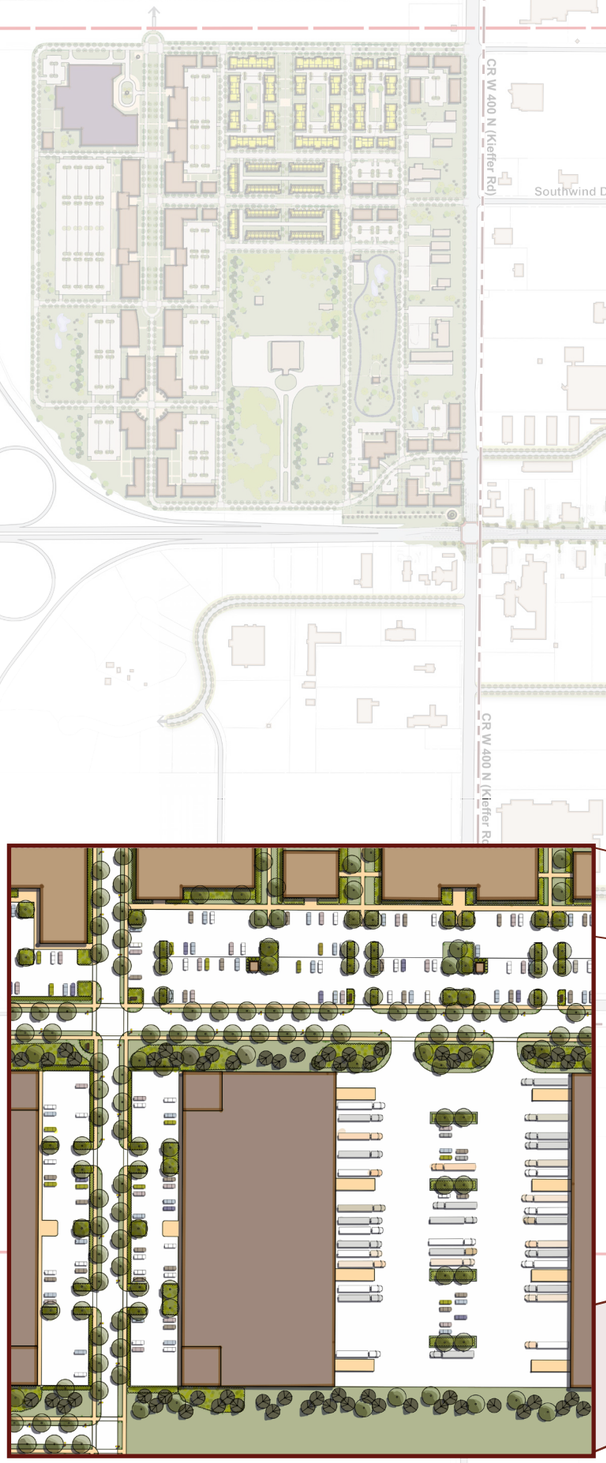
Proposed Bus Stop

0 200 400

0 100 200

Figure 4.26 421/20 Northeast Quadrant Rendered Plan

Greenfield/Redevelopment Area D:
Cleveland Avenue



Greenfield/Redevelopment Area D: Cleveland Avenue

Greenfield/Redevelopment Area D: Cleveland Avenue

Redevelopment Objectives

As development occurs along Cleveland Avenue it is important to ensure that the appropriate transportation infrastructure is in place to ensure that the efficiency of this corridor is not compromised due to haphazard development patterns and ill-conceived access management provisions. As the areas on either side of Cleveland Avenue are largely undeveloped there is an opportunity to implement a comprehensive, mixed-use development program that enables efficient access to Interstate 94 and US Highway 20 for needed commercial/office, logistics, flex and warehousing space.

Provisional Program

Working off of the City's existing street system, a network of streets provides access from Cleveland Avenue to a range of available greenfield properties. Commercial/office buildings are minimally setback from the roadway right-of-way to enable efficient access to the rear portions of the properties for inter-parcel connectivity and shared parking. Additional access from Cleveland Avenue to the large retail stores (e.g., Lowes, Meijers, and Menards) along US Highway 421. To the east of Cleveland Avenue, beyond the row of commercial/office buildings, are several large warehouse/flex buildings, arranged to enable shared parking and loading of semi-trucks between buildings, with employee and visitor parking on the opposite sides of each building.

Table 4.7, Cleveland Avenue Greenfield/ Redevelopment Program

	Acres	%
B2		
A. Automobile Dealership	8.14	11%
B. Freestanding Commercial/Retail	4.34	5%
B4		
C. Mixed-use Office and Commercial/ Retail	27.99	37%
M1		
D. Warehousing and Distribution	34.56	46%
E. Park and Civic Space	.52	.007%
Total	**75.01**	

Figure 4.27 Cleveland Avenue Regulating Plan

B4 Urban Commercial/Mixed-Use
B2 General Commercial
M1 Light Industrial
Park and Open Space

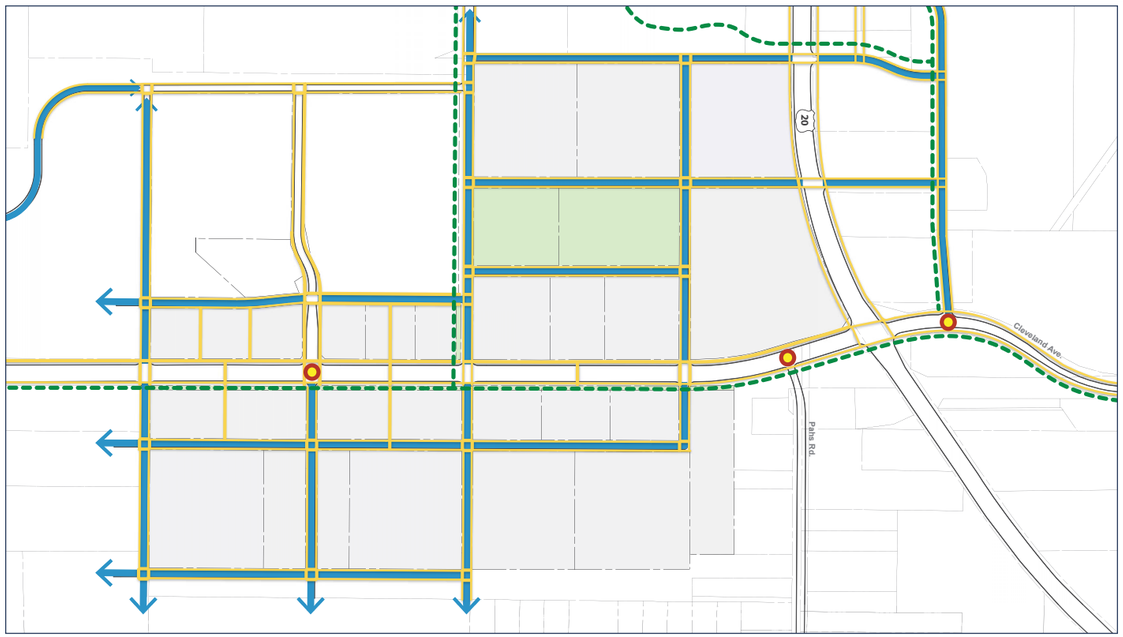
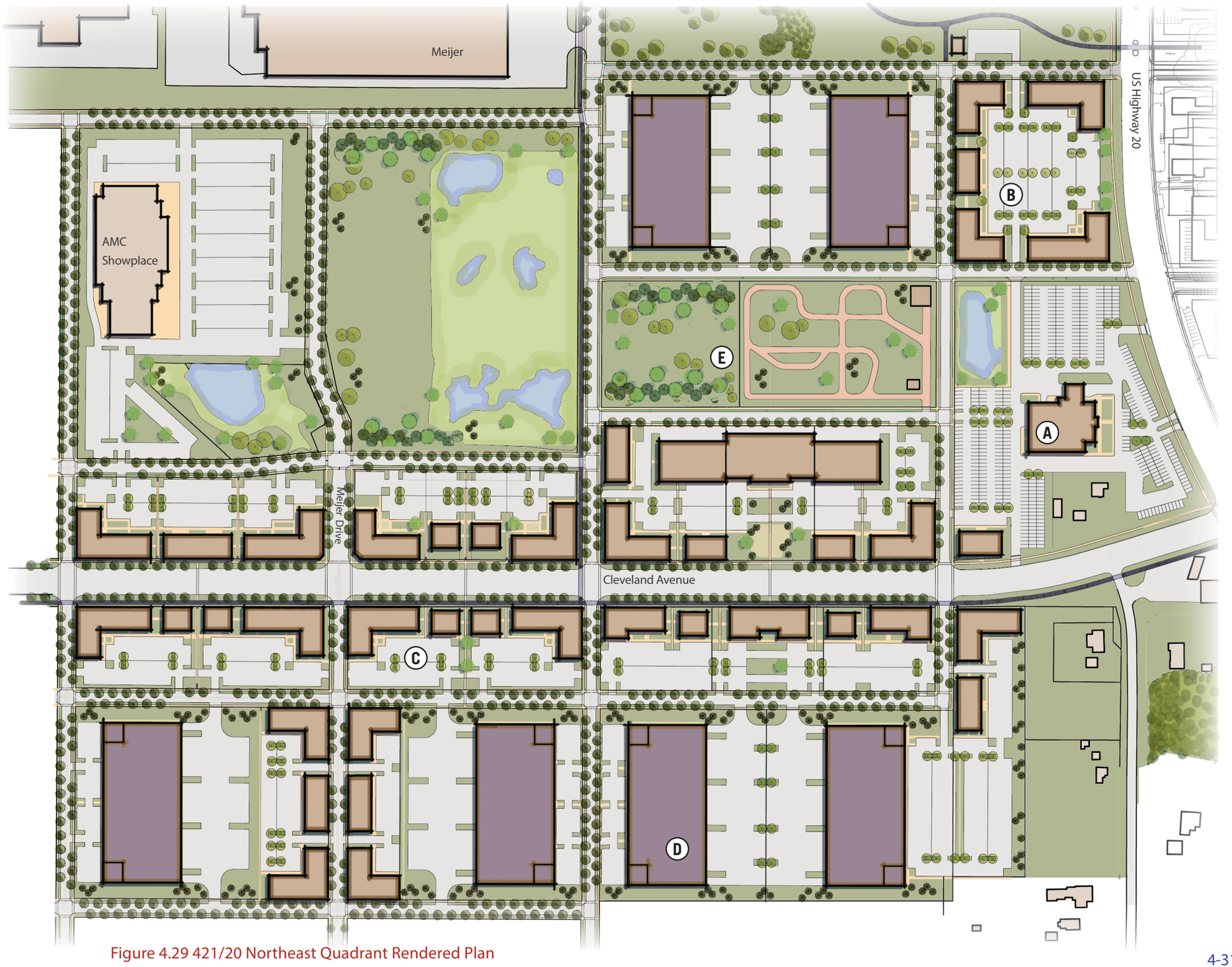


Figure 4.28 Cleveland Avenue Circulation Plan

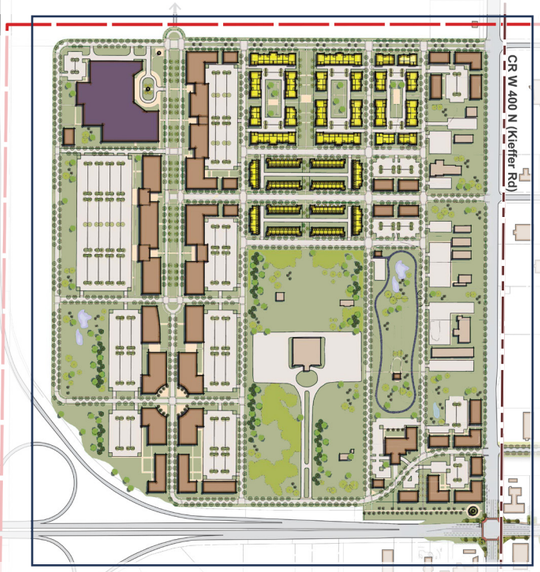
Street Section A: Access Road
Sidewalk
Recreational Trail
Proposed Bus Stop

0 300 600



0 100 200

Figure 4.29 421/20 Northeast Quadrant Rendered Plan



Greenfield / Redevelopment Area E:
421/400 Southwest Quadrant

Ohio St.
Crestwood Dr.
Southwind Dr.
Westwind Dr.
Village Rd.
Larkspur Ln.
Meijer Dr.
St. Johns Rd.
S. Franklin St.
Kintzele Rd.
Barker Rd.
Coolspring Ave.
Cleveland Ave.
Woodland Ave.
Pahs Rd.
La Porte County
Michigan City
CR W 400 N (Kiefer Rd)
CR 900 W
421
20
94

Greenfield/Redevelopment Area E: 421/400 Southwest Quadrant

Greenfield/Redevelopment Area E: 421/400 Southwest Quadrant

Redevelopment Objectives

In anticipation of the announcement that Franciscan St. Anthony Health-Michigan City plans to build a regional medical center on property they own along the northern edge of Interstate 94, a schematic mixed-use greenfield development program was prepared to illustrate how medium density residential and satellite office space might be organized around a regional hospital to create a semi-contained, walkable medical center village.

Provisional Program

A network of streets emanates off of Ohio Street and the US Highway 421 western frontage road and becomes the principal organizing element for the medical center village. The intersection of CR W 400 N and the US Highway 421 western frontage road has been redeveloped to support commercial/ retail space. The west-central portion of the site consists of single-family attached (townhome) and multi-family residential development. Extending across the southern portion of the site is a double row of one-two story doctors offices oriented around a tree-lined boulevard. Ohio Street has been extended south to the proposed hospital site, which is located in the southwest corner of the property.

Table 4.8, 421/400 Southwest Quadrant Greenfield/Redevelopment Program

	Acres	%
R2B		
A. Medium Density Residential (30 du/ac)	14.84	16%
B1		
B. Commercial/Retail/Service	4.05	4%
B2		
C. Freestanding Commercial/Retail	6.89	7%
01		
D. Professional/Office	45.61	50%
E. Park and Civic Space	19.5	21%
Total	**90.89**	

Figure 4.30 421/400 Southwest Quadrant Regulating Plan

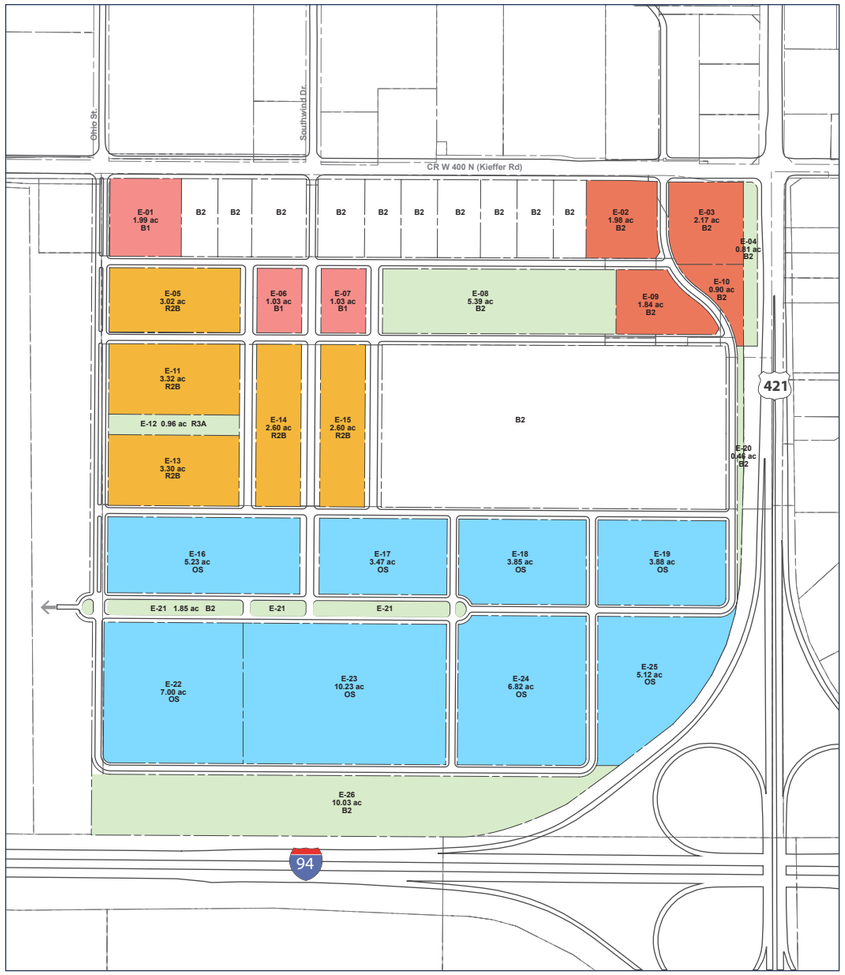


Figure 4.31 421/400 Southwest Quadrant Circulation Plan

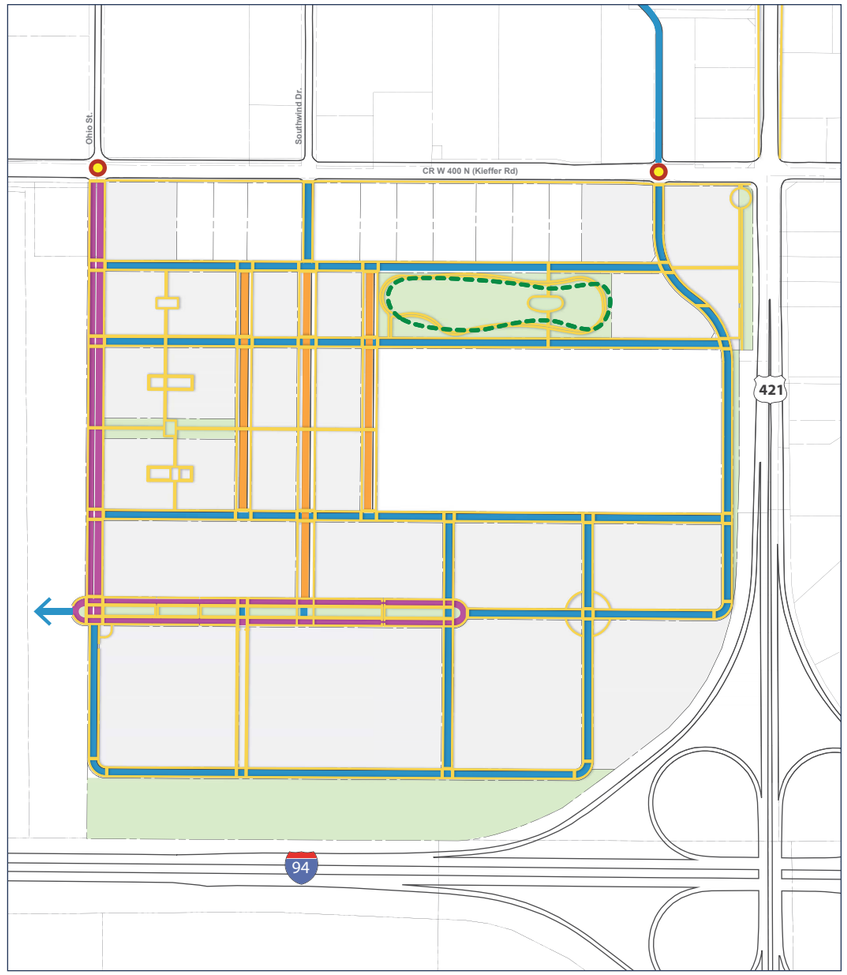


Figure 4.32 421/400 Southwest Quadrant Rendered Plan

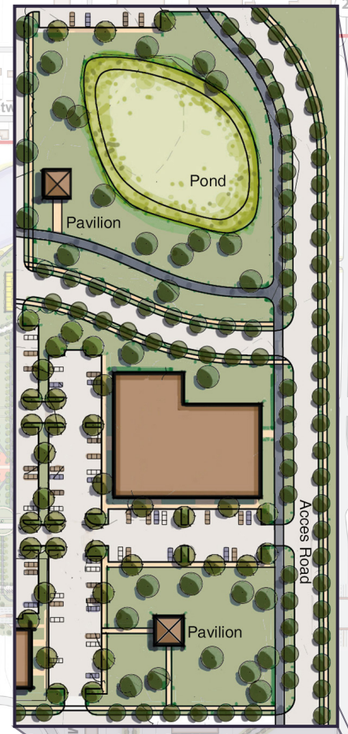
0 125 250

4.7 Parks and Open Space

Parkland and Open Space Improvements

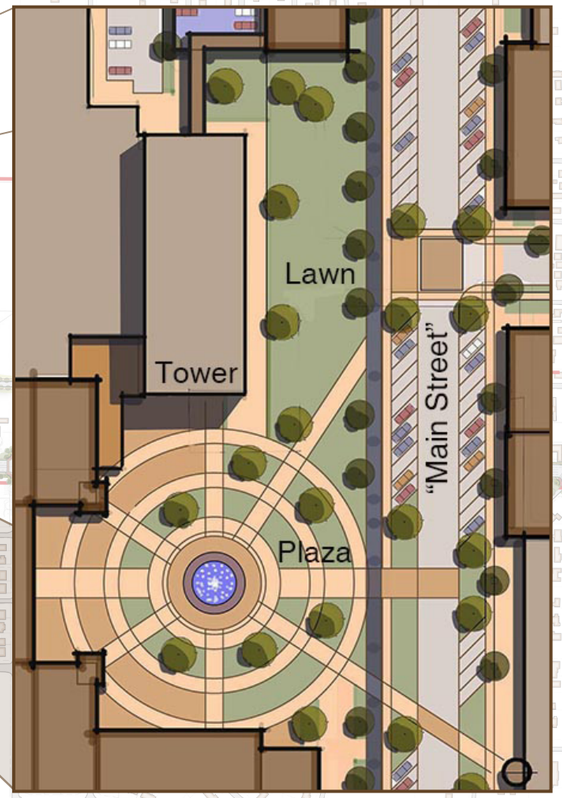
Each redevelopment scenario includes a generous amount of parkland and open space. In the case of Redevelopment Area A: Marquette Mall, Option 1A, (refer to opposing page) as is typical of mall redevelopment projects, two urban plazas have been developed for programming outdoor entertainment venues such as live music, festivals etc.; the larger plaza of which is part of an open space associated with the new, east-west 'Main Street' spine that cuts through the original mall building.

Several small pocket parks have been sprinkled amidst Greenfield/ Redevelopment Area D: Cleveland Avenue. Additionally, some land associated with the proposed auto mall has been programmed to function as an off-road Jeep mudding track.

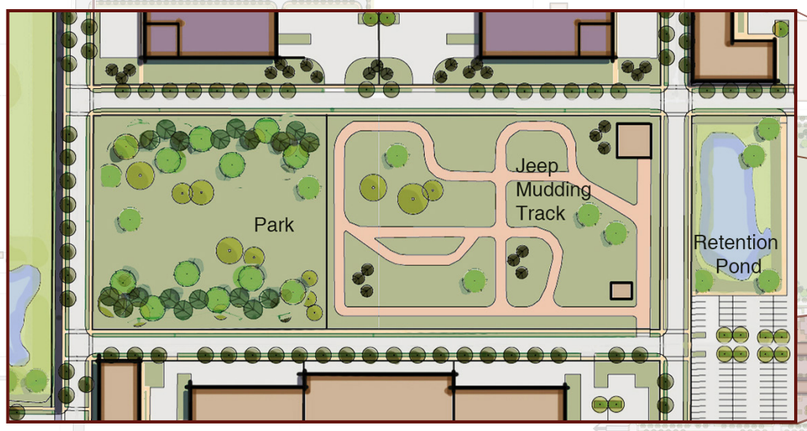


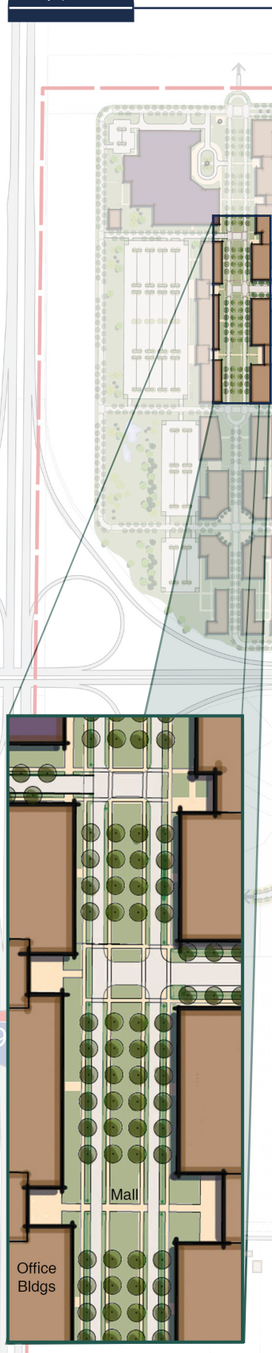
US Highway 421 / 20 Northeast Quadrant Park

With some redevelopment areas, existing wetlands and stormwater detention areas have been preserved and enhanced to serve as significant open space amenities. As part of Redevelopment Area C: 421/20 Northeast Quadrant, an existing wetland has been preserved and enhanced to provide a small, 1.7 acre neighborhood park amenity.

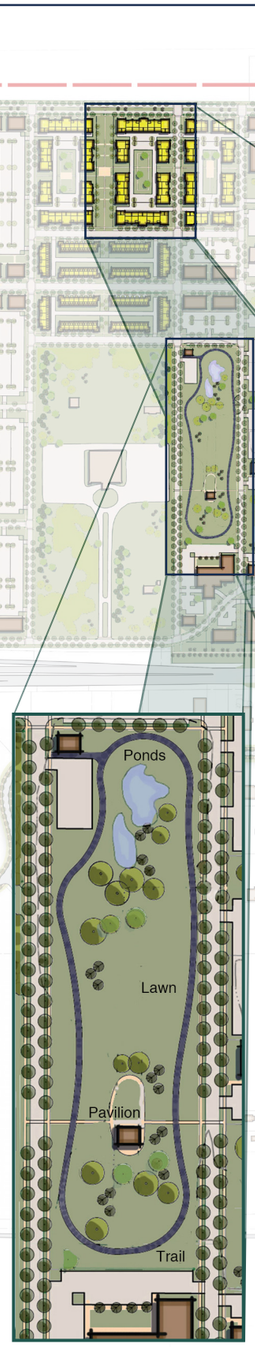


Marquette Mall Plaza

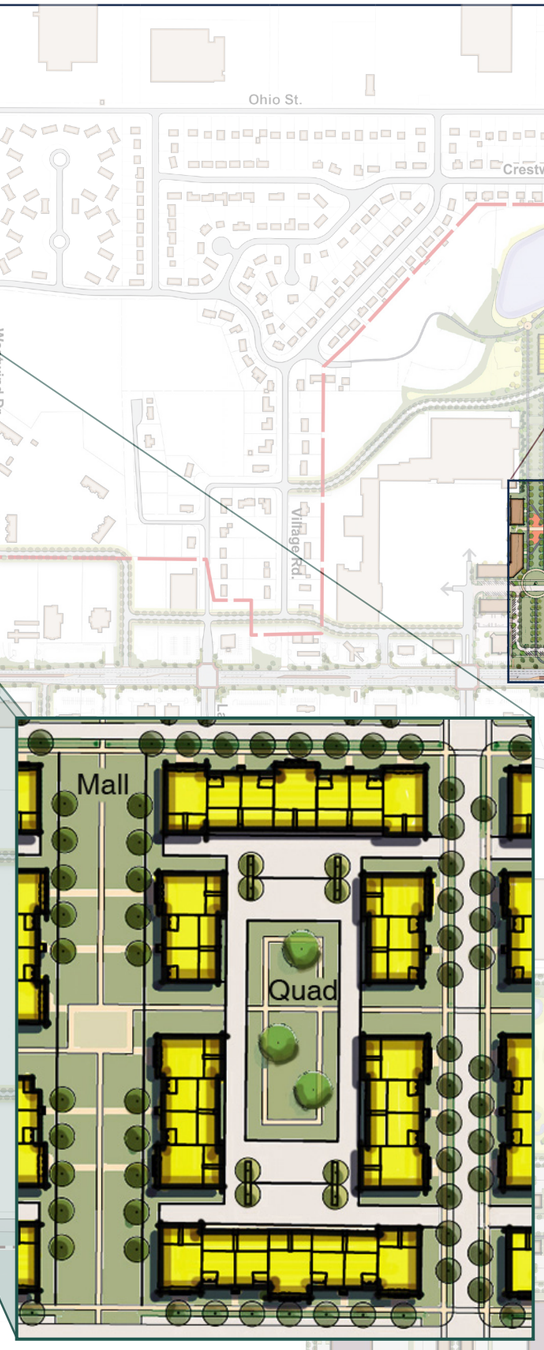




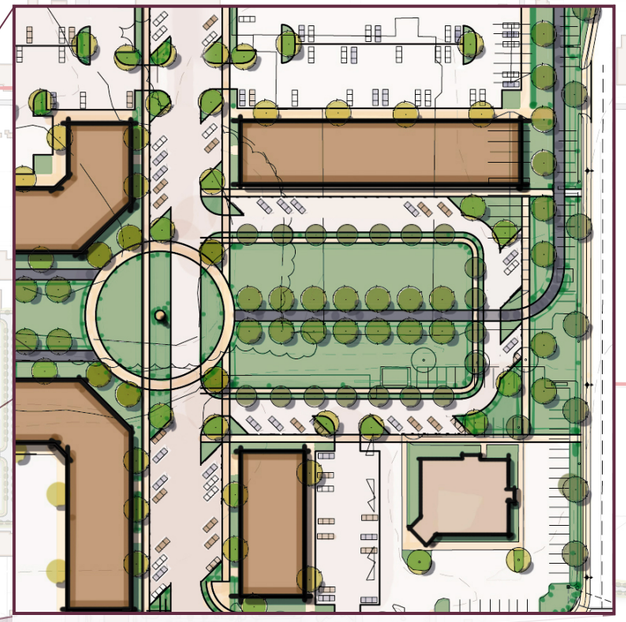
421/400 Southwest Quadrant Mall



421/400 Southwest Quadrant Park



421/400 Southwest Quadrant Residential Area



Dunes Plaza - South Detail

With Greenfield Development Area B, Dunes Plaza-South, an area slated for regional stormwater detention is proposed to become a major water feature, part of a new linear, passive recreational park amenity for a proposed townhouse and multi-family residential development.

Greenfield/Redevelopment Area E: 421/400 Southwest Quadrant contains a major park facility, just north of the Orak Shrine. Professional offices associated with the medical center have been organized around a large, formal mall, complete with a double alley of trees. The single family attached townhouse development is organized around a series of formal quads and open space areas that are connected by sidewalks.

Water

There is an extensive water main network already in place throughout the project study area. Because of this, extending service to the proposed redevelopment areas will not pose any specific challenges. Additionally, as this area has already seen significant development, a water booster station has already been installed immediately north of the intersection of Pahs Road and Lindsey Lane which provides adequate water pressure and volume for industrial, commercial, and residential use in the project study area.

Sanitary Sewer

The sanitary sewer network in a large portion of the project area was assessed in 1997 by the Michigan City Sanitary District for future capacity needs. Because of this, most of the proposed redevelopment areas within the project study area are already served with sanitary infrastructure that will accommodate the proposed development.

The redevelopment area south of 400 north will likely require a new lift station as the land in this area drops to a lower elevation making connection to existing sanitary sewers via gravity flow unlikely. This area, and the new lift station and force main, could connect to the existing 18” dia. sanitary sewer located in the Westwind Drive corridor. The MCSD is currently metering flows in this sewer to determine its actual available capacity, but in the meantime, the remaining capacity in this sewer is estimated to be approximately 750 gpm during peak flow periods. A new lift station would be limited to less than this pumping rate during peak flow periods. A more detailed assessment of available capacity must be completed prior to development in this area and/or construction of a new lift station.

In regard to the redevelopment area south of the Dunes Plaza development, there is a lift station located immediately east of the Dunes Plaza development which pumps to the existing 12” dia. sanitary sewer along the east side of Franklin Street. The design pumping capacity of this station is 643 gpm. The Dunes Plaza development does not currently utilize all of this capacity, so the remaining capacity may be available for use by a new development in this area. If there is not enough capacity in this lift station, then a new lift station would need to be installed to reach the 12” dia. sanitary sewer on the east side of Franklin Street.

Storm Sewer

All development in this project area will be required to abide by the stormwater management requirements set forth in the zoning ordinance as well as any additional requirements set forth by the SDMC. Provided the ordinance is followed, there are no specific challenges to providing adequate drainage in most of the redevelopment areas.

The area south of 400 North has two depressions that may cause some restrictions to development. These areas may be wetlands which would require significant mitigation if development was desired. Additionally, these low areas would most likely require significant fill in order to be developed which may be a significant factor in development.

Fiber Optics

There are no specific challenges preventing expansion of the existing fiber optic network in any of the redevelopment areas. This network is privately owned, but informal discussion with the owner suggests that they would not be opposed to expanding the network to all of the proposed redevelopment areas.

Figure 4.33, Redevelopment Area A: Marquette Mall Alternative No. A1 Utilities Improvements

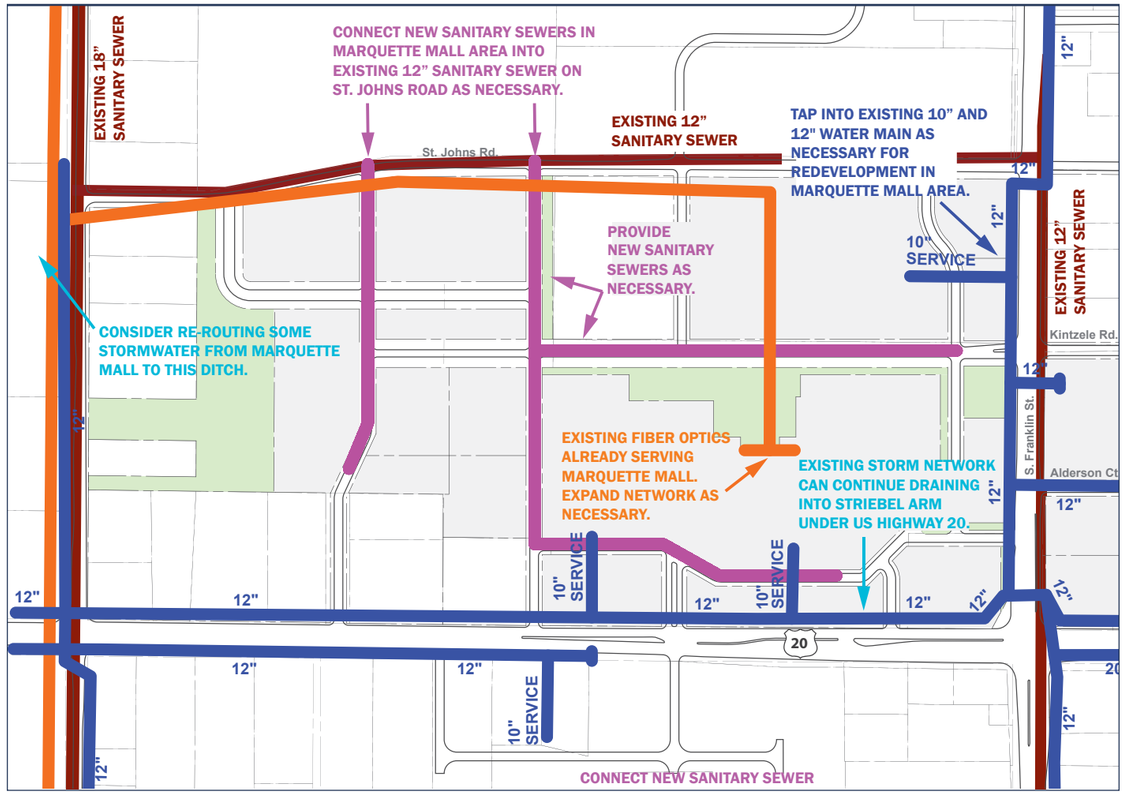
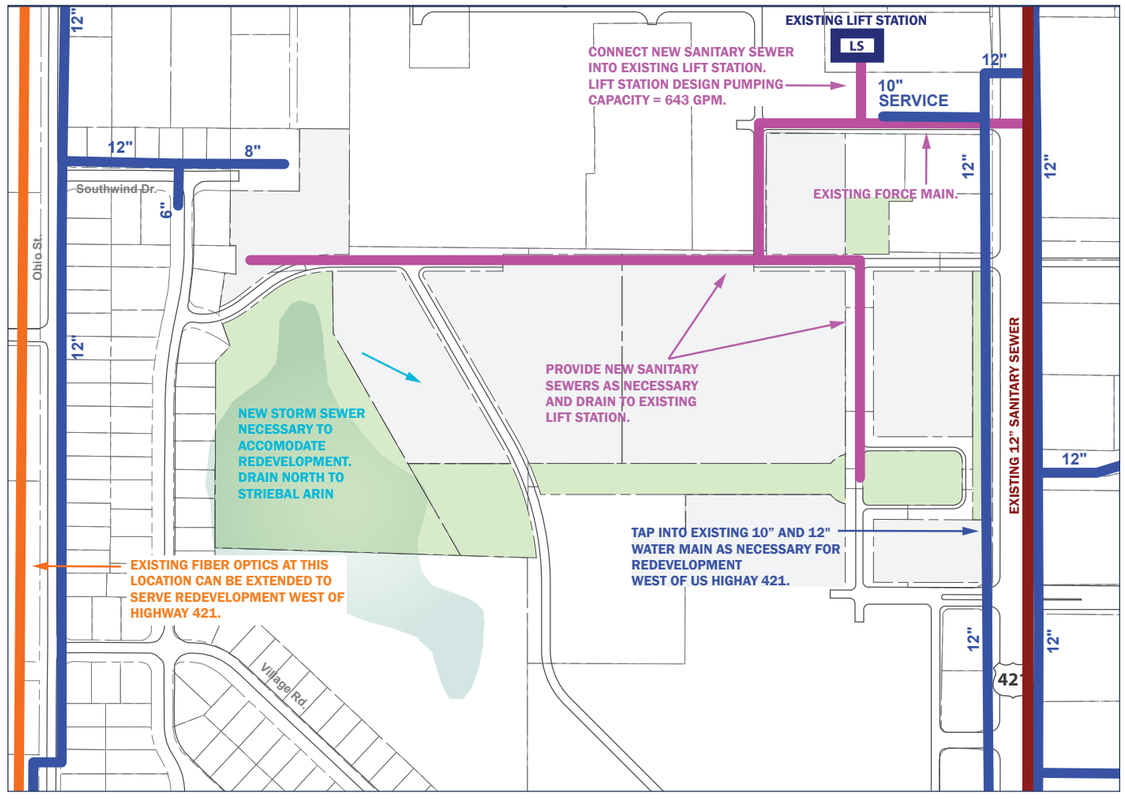


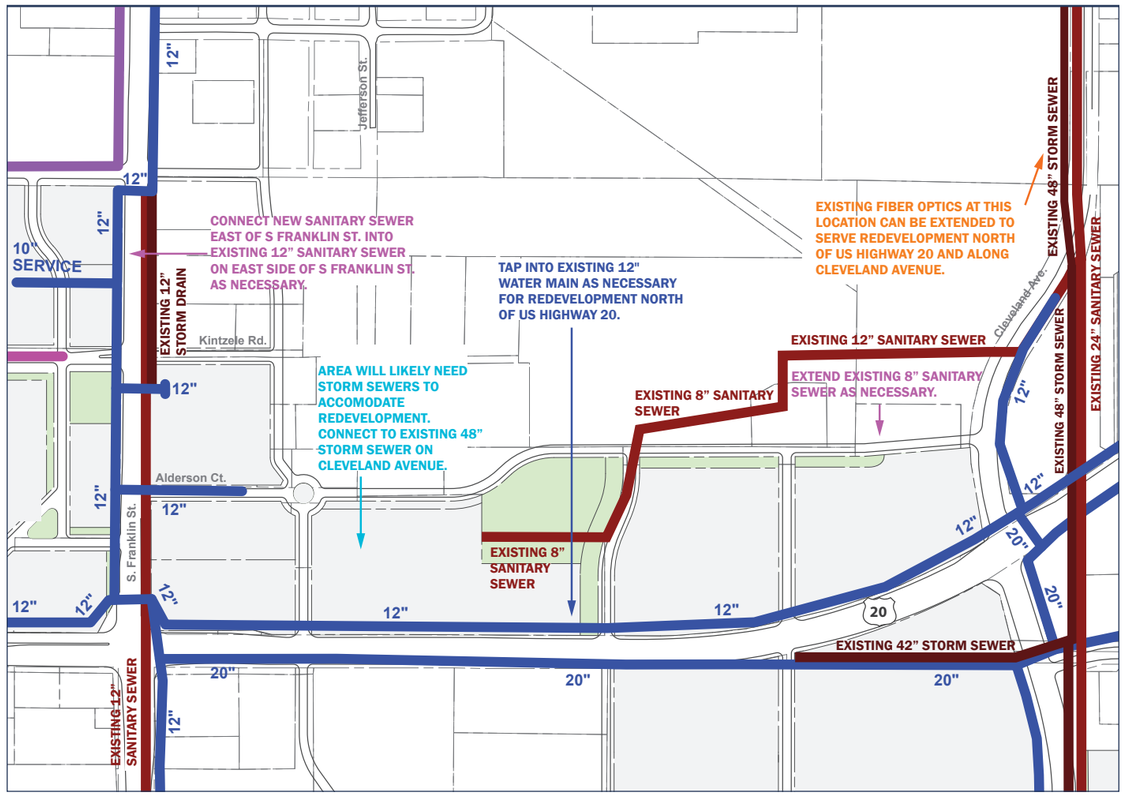
Figure 4.34, Greenfield Development Area B: Dunes Plaza - South Utilities Improvements



Water
Proposed Sanitary Sewer
Existing Sanitary Sewer
Fiber Optics

0 200 400

Figure 4.35, Redevelopment Area C: 421/20 Northeast Quadrant Utilities Improvements



Water
Proposed Sanitary Sewer
Existing Sanitary Sewer
Existing Storm Sewer
Fiber Optics

0 200 400

Figure 4.36, Greenfield/Redevelopment Area D: Cleveland Avenue Utilities Improvements

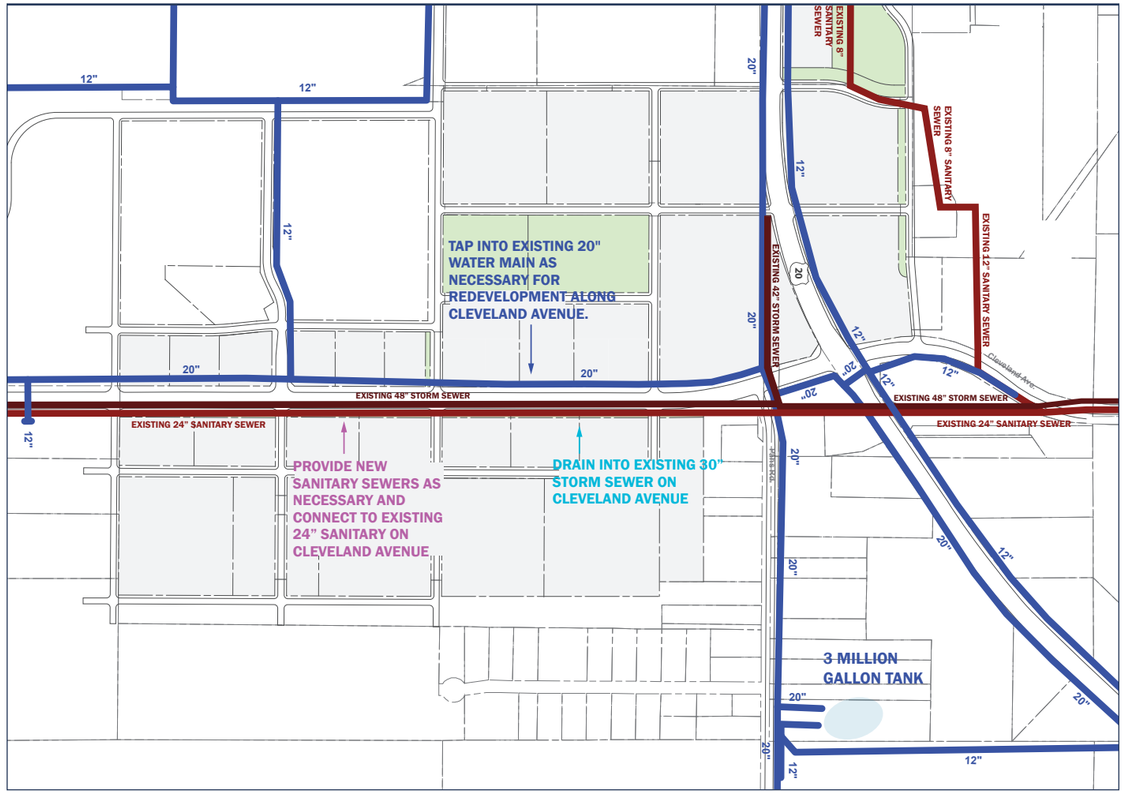
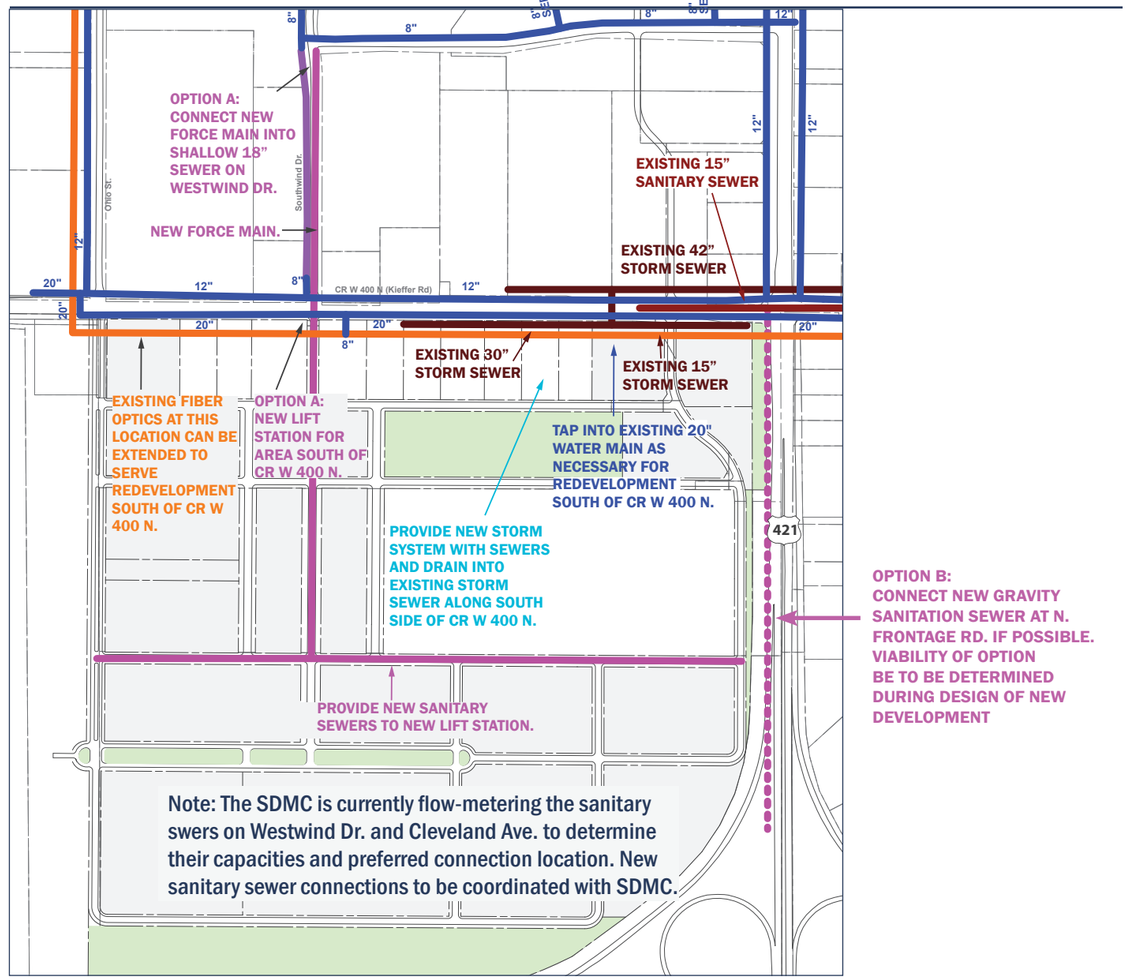


Figure 4.37, Redevelopment Area C: 421/400 Southwest Quadrant Utilities Improvements



4.9 Michigan City: Live-Work Haven in the New Mobile Economy

As the Midwest emerges from its prolonged economic malaise, Michigan City is well positioned to become the de-facto eastern node of what has been termed, the Chicago Global Mega-City. The city's long-term fundamentals and attraction-factors are excellent: The advent of express commuter rail via the South Short Line will bring it fully into orbit of the Chicago market while the still very real possibility of a Midwest High Speed network connecting through Michigan City, could do the same vis-à-vis Metro Detroit.

Meanwhile, the addition of the Franciscan Hospital will help anchor the city's south end with a new, high-profile cluster of professional service employment while further adding to the city's visitor base. Taken together, these are potentially transformational changes that will help round-out Michigan City's primarily pass-through leisure economy and place it firmly in-league with the full-form Chicago satellite cities of Schaumburg, Aurora/Naperville, Elgin and Joliet (only with the coastal amenities that these communities sorely lack). The City can accelerate this transformation with strategic "place-quality" enhancing investments in the public domain, and aggressive co-investment in quality development projects that stimulate a virtuous cycle of follow-on investment.

All of these factors bode well for the gradual redevelopment of the Franklin Street corridor which, in future incarnations, will consist of comparatively less retail and more mixed-use. Like the larger city itself, a fully sustainable Franklin corridor will depend on the increasing growth and diversification of the city's population and economy particularly its base of professional employment and year-around middle-class households. In the new economic era of lifestyle-driven, talent-dictated, place-dependent corporate location decisions, the city's increasing access and complement of services and amenities, along with its special land/lake features, make a compelling live-work proposition for both people and companies.

5.0 Implementation

5.1 Introduction

Plans are never intended to simply exist as a binder that is forever sitting on the shelf. These are collaborative works that involve many different contributors and include directions for many aspects of development, within Michigan City's corporate limits as well as in the unincorporated areas of LaPorte County. Indeed, a great many people put time and effort into chronicling 'the next step' for the US Highway 421 corridor. At the same time, experience dictates that plans become unused and reduced to so much shelf clutter. The addition of this Implementation chapter is intended to avoid that near term fate. Using this Corridor Redevelopment Plan on a frequent basis for policy, planning, regulatory, and capital decisions for the 421 Gateway District will lead to its commonplace acceptance and reference. This is the goal of this chapter and moreover, this Corridor Redevelopment Plan as a whole.

The Corridor Redevelopment Plan should be considered a "living document," that is, a document that is frequently referred to for guidance in community decision-making. Its assumptions, goals, policies and action strategies must also be revisited periodically to ensure that it is providing clear and reliable direction on a range of matters, including land development issues and public investments in infrastructure and services. Implementation is not just about a list of action items. It is a challenging process that will require the commitment of Michigan City's elected and appointed officials, staff, residents, business owners, major institutions, other levels of government, and other organizations and individuals who will serve as champions of the plan and its particular direction and strategies. Equally important are formalized procedures for the ongoing monitoring and reporting of successes achieved, difficulties encountered, new opportunities, and challenges that have emerged. This is in addition to any other change in circumstances, which may require rethinking of Plan priorities.

5.1.1 Purpose

The Corridor Redevelopment Plan will be the basis for decision-making on the future development and enhancement of the US Highway 421 / S. Franklin Street corridor. This final chapter breathes life into the rest of the plan by setting out a practical, prioritized and sequenced implementation program. The key objective of this chapter is to integrate the different elements of the plan in such a way as to provide a clear path for sound decisions. This chapter is also intended to establish accountability for plan implementation and provide guidance on essential processes to maintain its relevance to the City and its citizens.

Simply setting out an implementation framework in this chapter is not enough to ensure that the action items of this plan will be carried out and the community's vision and goals ultimately achieved. The policies and action priorities in this plan should be consulted frequently and should be widely used by decision-makers as a basis for judgments regarding:

- the timing and availability of infrastructure improvements;
- proposed development and redevelopment applications;
- City-initiated and landowner-requested annexations;
- zone change requests and other zoning-related actions;
- expansion of public facilities, services and programs;
- annual capital budgeting;
- potential redrafting and amendments to the City's Zoning Ordinance and related code elements;
- intergovernmental coordination and agreements; and
- operations, capital improvements, and programming related to individual City departments.

There are seven general methods for plan implementation:

1. policy-based decisions;
2. land development regulations and engineering standards;
3. capital improvements programming;
4. coordination and partnerships;
5. special projects, programs, and initiatives;
6. specific plans and studies; and
7. formation of new policies.

5.2.1 Policy-based Decisions

Land use and development decisions should be made based on the policies that are set out in this Corridor Redevelopment Plan. In some measure, the adoption of new or amended land development regulations (e.g., zoning, subdivision, landscaping, sign controls, etc.) will establish a specific framework for evaluating private development proposals against the City's articulated policies. However, decisions regarding annexation, infrastructure investment, future land use and development character map amendments, and right-of-way acquisitions are generally left to the broad discretion of the City Council. This plan provides the common policy threads that should connect those decisions.

5.2.2 Land Development Guidelines

As summarized in Section 5.3, *Design Guidelines*, developing regulations and engineering standards are fundamental for ensuring the desired quality and character of development within the 421 Gateway District. It is plain—but often under-appreciated—that private investment decisions account for the more substantive aspects of any city's physical form. Consequently, zoning and subdivision regulations and associated development criteria and technical engineering standards are the basic keys to ensuring that the form, character and quality of development reflect the City's and County's planning objectives.

These ordinances should reflect the community's desire for quality development outcomes while recognizing economic factors. They should not delay or interfere unnecessarily with appropriate new development or redevelopment that is consistent with plan goals and policies.

5.2.3 Capital Improvements Programming

A capital improvements program, or "CIP," is a multi-year plan (typically five years) that identifies budgeted capital projects, including street infrastructure; water, wastewater and drainage facilities; open space, trails and recreation facility construction and upgrades; construction of public buildings; and purchase of major equipment. As outlined in Section 5.5.1, *Sources of Funding* (page 45), budgeting and identifying sources of funding for major capital improvements will be essential to implementing this plan. Decisions regarding the prioritization of proposed capital improvements should take into account the policy and management directives of this plan.

5.2.6 Specific Plans and Studies

There are a number of areas where additional planning and engineering work may be required, at a "finer grain" level of detail than is appropriate in a corridor plan. As such, some parts of this plan will be implemented only after some additional planning or special study.

5.2.4 Coordination and Partnerships

Some community initiatives identified in the Corridor Redevelopment Plan cannot be accomplished by City government on its own. They may require direct coordination, intergovernmental agreements, or funding support from other public entities or levels of government. Additionally, the unique role of potential private and non-profit partners to advance the community's action agenda should not be underestimated. This may occur through cooperative efforts, volunteer activities and in-kind services (which can count toward the local match requirements for various grant opportunities), and public/private financing of community improvements. Indeed, the role of committees, commissions and organizations in the successful and sustainable implementation of the plan cannot be understated.

5.2.5 Special Projects, Programs and Initiatives

Special projects or initiatives may include initiating or adjusting City programs; entering into interlocal agreements; expanding citizen participation programs; providing training; and other types of special projects.

5.2.7 Formation of New Policies

As new development or redevelopment plans are proposed, staff and the City's advisory boards and commissions, together with the City Council, must take the policies and recommendations of this plan into consideration. The text of this prioritization of programs, and projects within this chapter, coupled with economic development-related initiatives outlined within Chapter 3.0, *Envision 421*, and the discussion regarding land acquisition prioritization, as illustrated in Section 4.6, *Redevelopment / Greenfield Development Areas*, should weigh heavily in future decisions by City officials, residents and other stakeholders in achieving the shared community vision for the 421 Gateway District.

Perspective rendering of proposed redevelopment improvements associated with Redevelopment Area A: Marquette Mall. The view captures the character of the proposed east-west "Main Street" spine that connects S. Franklin Street with Ace Hardware and passes by the proposed central plaza.

5.3 Design Guidelines

The Corridor Redevelopment Plan's development standards follow a fundamentally urban approach. The development regulations in this chapter guide the design of buildings that will line streets, overlook outdoor spaces, and create a ground-floor environment that is decidedly human-scaled and pedestrian-oriented.

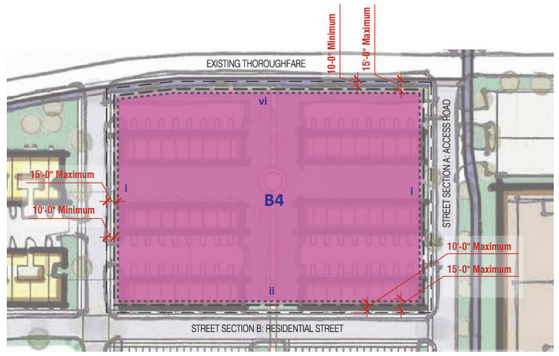
To achieve this goal, this chapter provides standards for block development types, buildings, open spaces and the ground-floor frontages. For each block type development, building placement and frontage standards have been assigned based on the adjacent street type. The standards create a developable area in which the building, parking and required open space would be placed. Because each block type is unique, additional frontage and building standards have been developed. When applied, the standards create a framework for development that accounts for the buildable space, building type, frontage guidelines and open space.

Additional building standards and guidelines, parking and loading design standards and guidelines, open space and landscape guidelines and sign regulations towards the end of this Chapter are common to all areas of the Plan.

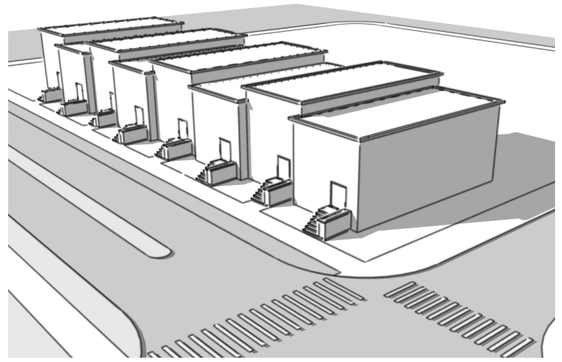
The design standards and guidelines are intended to provide Michigan City's greenfield development and redevelopment sites with the following:

1. Ensure building placement and frontage along the street reflects an urban downtown character.
2. Maintain a consistent street frontage or "street wall" throughout the downtown area.
3. Utilize building architecture to announce gateways, key intersections and public spaces.
4. Create architectural variation along a block face through diversity of massing, articulation and architectural detailing.
5. Create a built environment that emphasizes pedestrian scale and variety by activating ground floor frontages, using ample fenestration, awnings and frequent building entries.
6. Ensure that streets and spaces with high volumes of pedestrian traffic are comfortable, protected from the sun, and visually and physically engaging at the ground level.
7. Design parking structures so they do not dominate the built environment.
8. Encourage a variety of building and development types throughout the site.

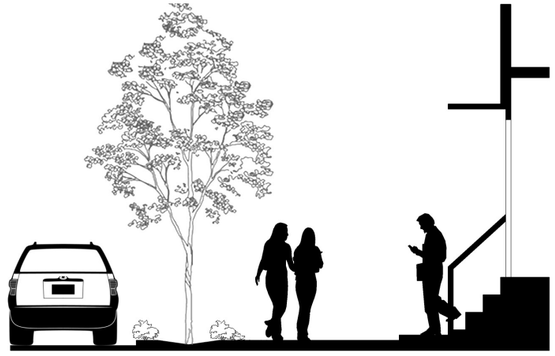
The Corridor Redevelopment Plan, and the standards included in this chapter will be the basis for decision-making on the character of future development, redevelopment and enhancement of State Route 421.



Block Standards
Block standards provide building placement standards, alley and block access point locations, and allowed building and frontage types.



Building Type Standards
Building type standards include facade, massing, and green space requirements as well as type-specific frontage and height standards.



Frontage Standards
Frontages are the interface between new the public spaces and private development.

5.3.1 Block Type Development Standards

The block type development standards regulate development within the Plan area. In order to respond to a number of unique conditions throughout the redevelopment sites, standards for each development type are provided.

The redevelopment sites include five development types, as illustrated in Chapter 4 *Redevelopment Scenarios* (Figures 4.10-4.30). The following pages depict the applicable development standards for each type. All new development must adhere to the standards presented on these pages.

EXPLANATION OF STANDARDS

The use development standards cover the following:

A. Use Intent Statement

The use intent statement describes the development intent for the respective use group and points out specific design opportunities.

B. Building Placement and Frontage Standards

Functional type development standards are identified by adjacent street type. For each applicable street type, a series of standards are identified that create a developable area for each use group.

Building placement standards describe where on the property buildings shall be located and include build-to lines, setbacks, minimum frontage occupancy, and service and access points.

Build-to and setback lines are measured from the property line at street frontages. Setbacks may include minimum setbacks and maximum setbacks from the property line. Building fronts may be placed at the minimum setback, the maximum setback, or anywhere in between. For additional clarity, build-to and setback line requirements are presented in the block diagram and in the block frontage standards table.

Where a build-to line is specified, the building front may be placed at or within a line located ten inches behind the build-to line.

Minimum frontage occupancy is the minimum percentage of a blockfront at which a building frontage is set either at or within ten inches of the build-to line or within the minimum and maximum setback lines, as required by the block development standards. As shown in Figure 5.1, the minimum frontage occupancy shall be measured as a linear distance parallel to the property line.

The remaining frontage length may be set behind the build-to or setback lines or may be left unoccupied. Service and access point standards regulate curb cut locations for each use group.

C. Maximum Building Height Standards

Height standards regulate the maximum building height.

D. Service and Access Points

Use type development standards identify which street types allow for vehicular access points for proposed development. The proposed guidelines included at the use type level do not dictate the future alignment of streets or alleys. Proposed streets and alleys are illustrated in Chapter 4, Redevelopment Scenarios.

Final alignments shall be approved through the development review process. Where possible, entrances to alleys should line up across streets.

E. Permitted Frontage Types

The permitted frontage types table outlines which frontage types are permitted along each street type. Developments must also comply with the permitted frontage types of the selected building type.

F. Permitted Building Types

This standard provides a table of permitted building types.

G. Permitted Open Space Types

The proposed open space table outlines which spaces are intended to ensure that a variety of functional, well-designed open spaces are distributed throughout the greenfield development and redevelopment sites. More than one open space type may be used in combination to meet the open space requirement. Where three or more individual open spaces are proposed to meet the requirements, at least two different types must be provided.

For the purposes of this plan, a generic diagrammatic plan view has been created to illustrate the development standards for a variety of street types. The diagrams are intended to show typical conditions only. Figure 5.2 explains the elements of the Block Type Development Standards provided for each block group.

RESIDENTIAL BLOCK

A. Block Intent Statement

The Residential Block provides for a mix of single family attached and multi-family buildings. Buildings are primarily 1-4 stories and can include duplexes, row and townhomes, condominiums and traditional apartment buildings. The buildings utilize traditional

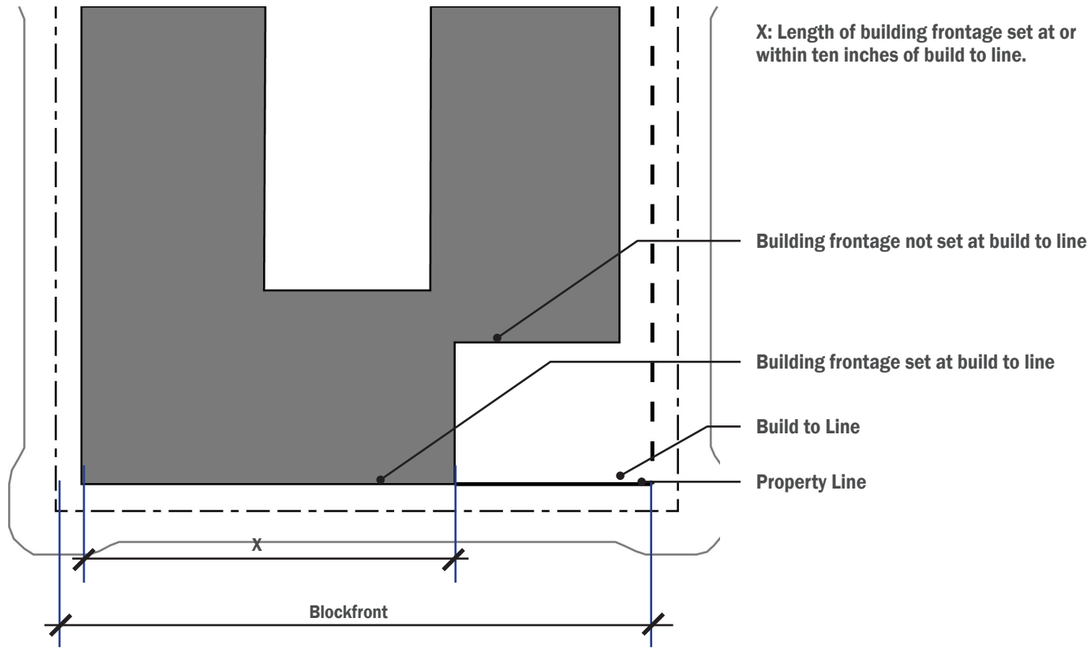


Figure 5.1 Minimum Building Frontage Occupancy

This diagram illustrates the relationship between the building frontage and the build-to line. The block front standards require a minimum length of the building frontage to be set at or within 10 inches of the build-to line (X). The remainder of the building frontage may be set any distance behind the build-to line.

Similarly, at block fronts with maximum and minimum setbacks, a minimum percentage of the building frontage shall be set between the maximum and minimum setback lines (X). The remainder of the building frontage may be set any distance behind the minimum setback line.

The minimum building frontage occupancy varies by block front and is regulated by the block standards.

Figure 5.2 Typical Block Development Standards Diagram

The block development standards are represented graphically and in tables. Information such as setbacks and build-to lines can be found in both the plan graphic and the table. Other standards, such as frontage occupancy requirements, are only presented in tabular form.

Block frontage designations link the plan elements to the tables.

Diagrammatic plan view has been created to illustrate the development standards for a variety of street types. The diagrams are intended to show typical conditions only.

Property Line

The property line is shown in relationship to the setback or build- to lines.

Blockfront Designations:

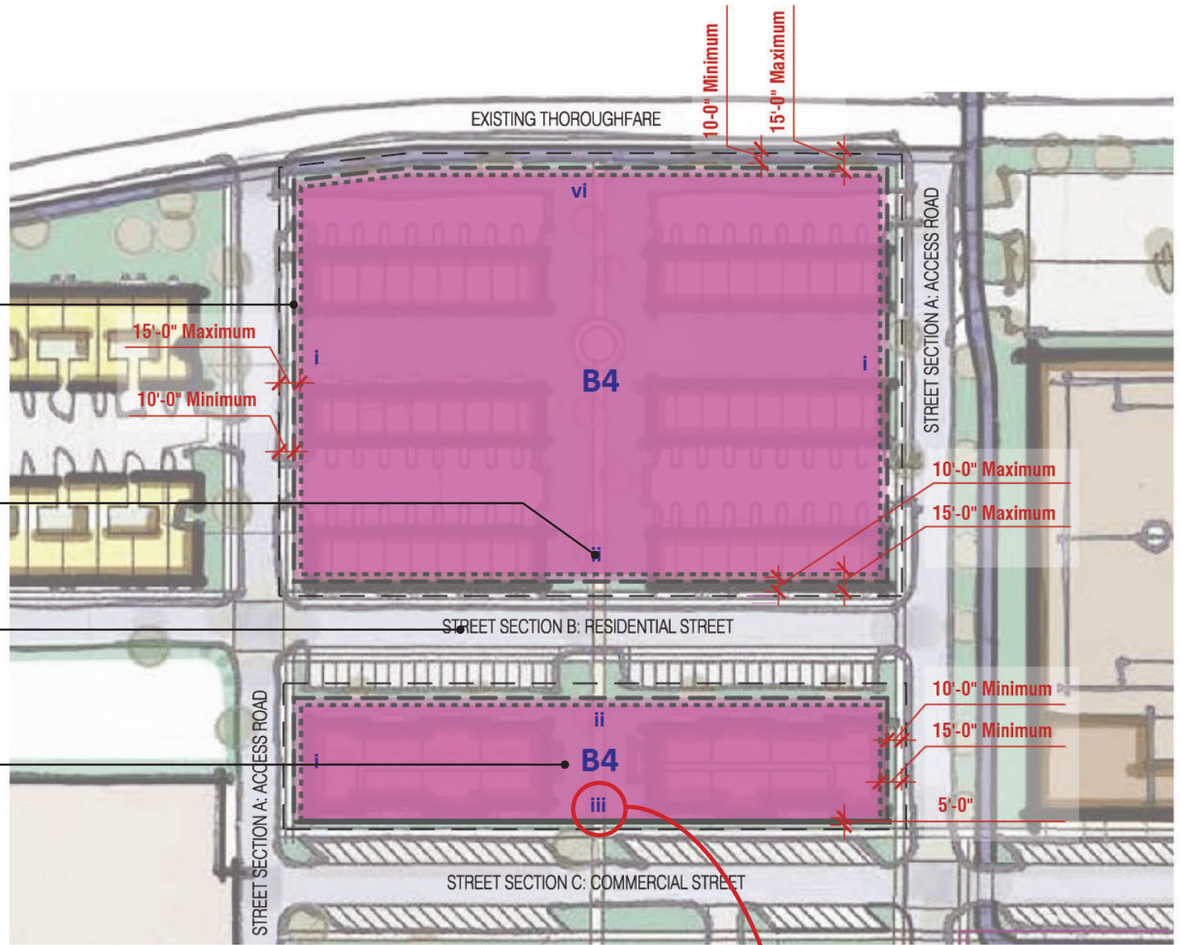
These numbers identify the different block front types within a use group. The standards for each blockfront designation are consistent within each development type and are organized by street types.

Typical Street Type Classification:

Block type development standards are identified by adjacent street type. For each applicable street type, a series of standards are identified that create a developable area for each block group.

Block Designation:

These designations identify the indivual blocks and refer to the Regulating Plans found in Section 4.X.



Key

	Developable area		Property line
	Developable area between minimum and maximum setback		Build to line
XXXX	Block zoning designations, See Regulating Plans Section 4-X		Minimum setback line
ii	Block front designation		Maximum setback line

Table 5.X Building Placement and Frontage Standards

	STREET TYPES					
	Street Type A	Street Type B	Street Type C	Street Type D	Street Type E	Street Type F
	Access Road	Residential Street	Commercial Street	Single Lane Boulevard	Single Lane Boulevard with Bike Lanes and On-Street Parking	Existing Thoroughfare
Block Frontage Standards	i	ii	iii	iv	v	vi
Build to Line (from ROW)			5'	10'	10'	
Min. Setback	10'	10'				
Max. Setback	15'	15'				
Min. Frontage Occupancy	75%	75%	75%			
Service and Access Points	X	X	X[1]	X[1]	X[1]	

architecture characteristics and materials (see Section 5.3.2, *Building Type Standards and Guidelines*). Residential Block buildings are oriented towards local streets, and vehicular access is by way of rear alleys. Parking is accommodated in garages (single family attached), in shared surface lots (multi-family buildings), and on-street parking.

B. Building Placement and Frontages

Buildings shall be located in conformance with the build-to and setback lines depicted in the Building Placement and Frontage Standards, Table 5.1, *The Building Placement and Frontage Standards* are illustrated in Figure 5.3 *Residential Block Development Diagrams*.

C. Service and Access Points

Developments may provide vehicular access along the street types identified in Table 5.1, *Building Placement and Frontage Standards*. Additional service and access guidelines can be found in Section 5.3.4, *Parking and Loading Design Standards*.

D. Permitted Frontage Types

The frontage types listed in Table 5.2, *Permitted Frontage Types* shall be permitted on each designated street type. See Section 5.3.3, *Frontage Standards and Guidelines*, for additional guidelines.

E. Permitted Building Types

Building types shall conform to the types listed in the permitted building types table. See Section 5.3.2, *Building Type Standards and Guidelines*, for building type standards.

F. Maximum Building Height

Buildings shall conform to the height limits identified in Table 5.3, *Permitted Building Types*,

G. Permitted Open Space Types

Public open space shall conform to the types listed in the permitted Table 5.4, *Open Space Types*. See Section 5.3.6, *Open Space Standards*, for additional guidelines.

Table 5.1 Building Placement and Frontage Standards

Building Placement and Frontage Standards	STREET TYPES					
	Street Type A	Street Type B	Street Type C	Street Type D	Street Type E	Street Type F
	Access Road	Residential Street	Commercial Street	Single Lane Boulevard	Single Lane Boulevard with Bike Lanes and On-Street Parking	Existing Thoroughfare
	i	ii	iii	iv	v	vi
Build to Line (from ROW)			5’	10’	10’	
Min. Setback	10’	10’				10’
Max. Setback	15’	15’				15’
Min. Frontage Occupancy	75%	75%	75%			
Service and Access Points	X	X	X[1]	X[1]	X[1]	

[1] Access to residential garages and parking areas should be limited along Commercial and Single Lane Boulevard street types.

Table 5.2 Permitted Frontage Types

Permitted Frontage Types	STREET TYPES					
	Street Type A	Street Type B	Street Type C	Street Type D	Street Type E	Street Type F
	Access Road	Residential Street	Commercial Street	Single Lane Boulevard	Single Lane Boulevard with Bike Lanes and On-Street Parking	Existing Thoroughfare
	i	ii	iii	iv	v	vi
Storefront						
Storefront Cafe						
Urban Frontage			X			
Forecourt	X	X	X			
Dooryard	X	X	X[2]	X	X	X
Stoop	X	X	X[2]	X	X	

[2] Dooryard and stoop frontages should only be applied along Commercial Street types when residential or multi-family buildings are being developed.

Table 5.3 Permitted Building Types

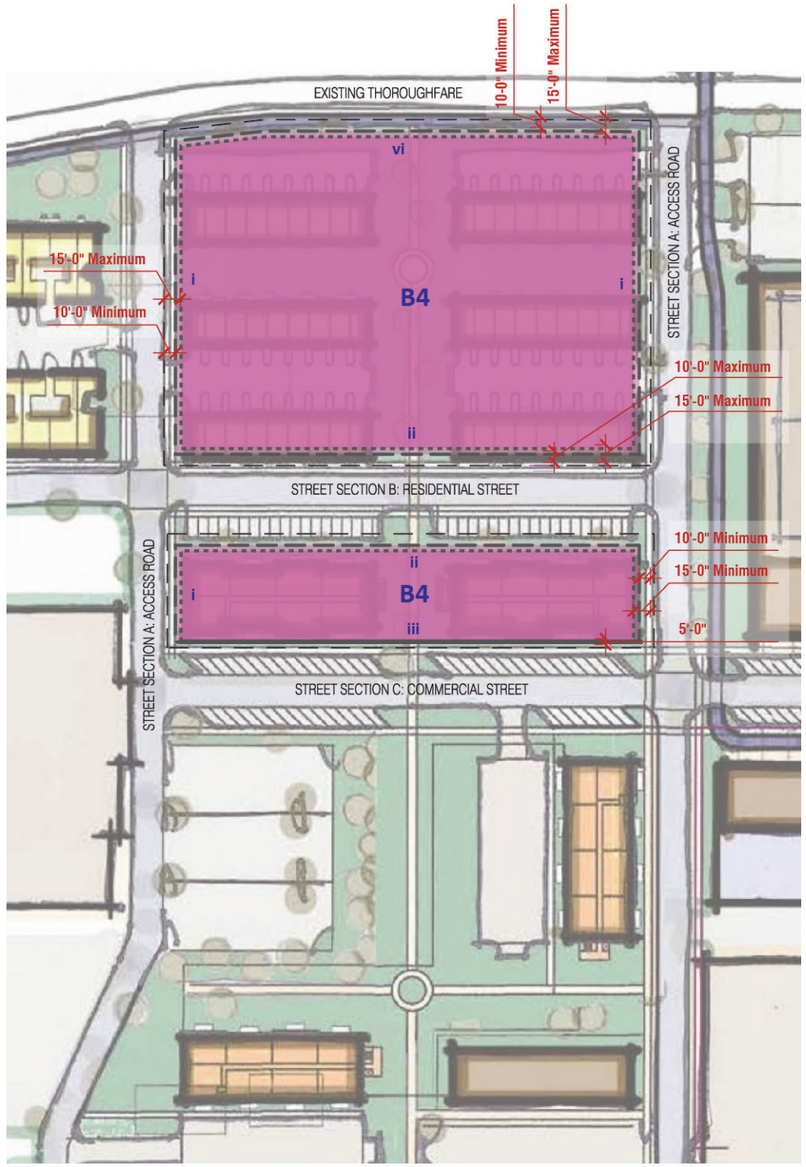
Permitted Building Types	MAXIMUM BUILDING HEIGHT	
	Height (Stories)	Height (Feet)
Attached Residential	2.5	30[1]
Multi-Family Residential	3	42[2]
Courtyard	3	42[2]

[1] Ceiling Height can range between 10 and 12 feet in height.

[2] Ceiling Height can range between 10 and 14 feet in height.

Table 5.4 Open Space Types

Open Space Types	
Pocket Plaza	
Pocket Park	X
Public Green	X
Plaza	
Park	X
Recreational Trails	X



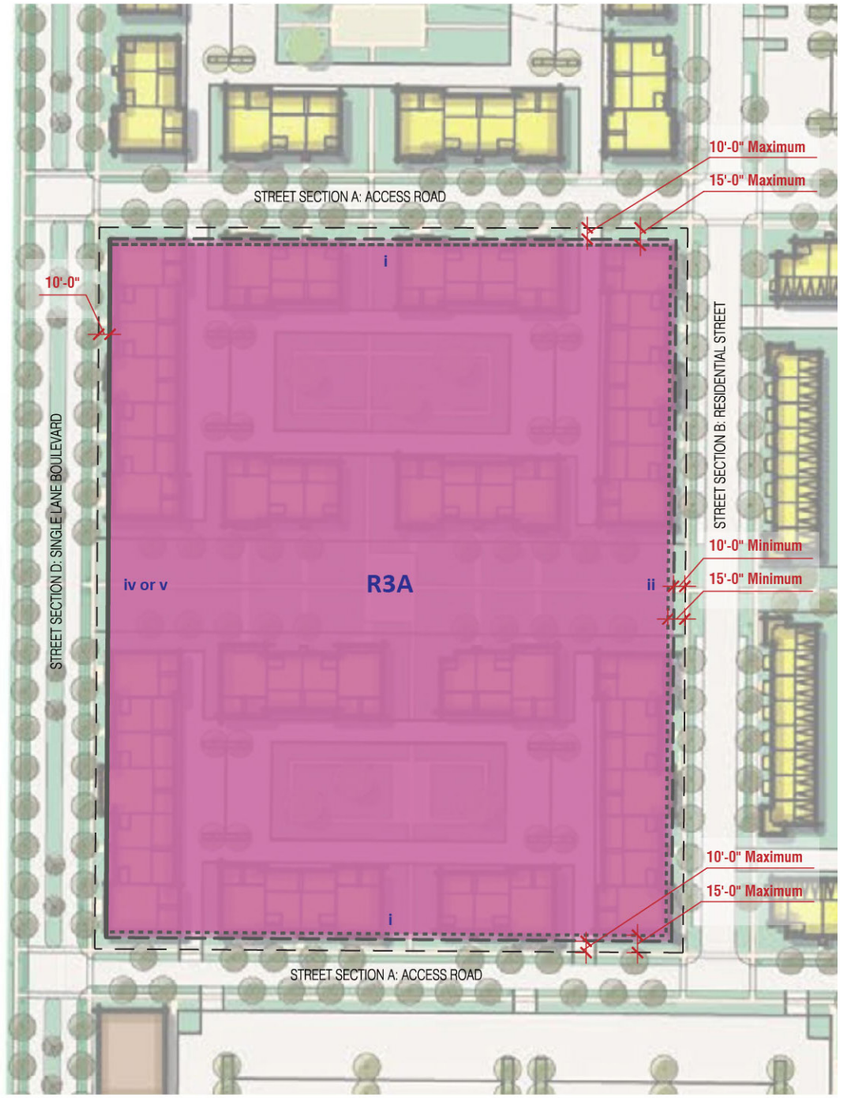


Figure 5.3 Residential Block Development Diagrams

See Regulating Plans, Section 4.X for limits of Residential Block Groups.

Key

- Developable area
- Developable area between minimum and maximum setback
- XXXX — Block zoning designations, See Regulating Plans Section X-X
- ii — Block front designation
- Property line
- Build to line
- Minimum setback line
- Maximum setback line

MIXED USE BLOCK

A. Block Intent Statement

The Mixed-Use Block provides a diverse mix of high activity uses. Mixed-Use Blocks provide opportunities for locally oriented retail, service commercial, professional office as well as multi-family housing options. Mixed-Use Blocks have an urban character with minimal to no building setbacks from the property line. Buildings have 360 degree architecture with active ground floor uses and storefronts. Buildings are primarily three to four stories with traditional architecture characteristics and materials (See Section 5.3.2: *Building Type Standards and Guidelines*, for additional information).

Mixed-Use Blocks are composed of a combination of service roads, residential and commercial streets; all feature a pedestrian-friendly environment with continuous sidewalks, and other amenities such as street lights, benches, waste receptacles, or bollards. Mixed-Use Blocks utilize primarily parking structures and on-street parking to accommodate vehicular access. Mixed-Use Blocks also incorporate a central concentration of buildings that open onto a common open space or plaza.

B. Building Placement and Frontages

Buildings shall be located in conformance with the build-to and setback lines depicted in Table 5.5, *Building Placement and Frontage Standards*.

C. Service and Access Points

Developments may provide vehicular access along the street types identified in Table 5.3.1.6, *Building Placement and Frontage Standards*. Additional service and access guidelines can be found in Section 5.3.4, *Parking and Loading Design Standards*..

D. Permitted Frontage Types

The frontage types listed in Table 5.6, *Permitted Frontage Types* shall be permitted on each designated street type. See Section 5.4, Frontage Standards and Guidelines, for frontage standards.

E. Permitted Building Types

Building types shall conform to the types listed in Table 5.7, *Permitted Building Types*. See Section 5.3.2, *Building Type Standards and Guidelines*, for building type standards.

F. Maximum Building Height

Buildings shall conform to the height limits identified in Table 5.7, *Permitted Building Types*.

G. Permitted Open Space Types

Public open space shall conform to the types listed in the permitted Table 5.8, *Open Space Types*. See Section 5.3.6, *Open Space Standards*, for additional guidelines.

Table 5.5 Building Placement and Frontage Standards

	STREET TYPES					
	Street Type A	Street Type B	Street Type C	Street Type D	Street Type E	Street Type F
Building Placement and Frontage Standards	Access Road i	Residential Street ii	Commercial Street iii	Single Lane Boulevard iv	Single Lane Boulevard with Bike Lanes and On-Street Parking v	Existing Thoroughfare vi
Build to Line (from ROW)			0’			
Min. Setback	0’			0’	0’	
Max. Setback	5’			5’	5’	
Min. Frontage Occupancy	75%		95%	95%	95%	
Service and Access Points	X		X	X	X	

Table 5.6 Permitted Frontage Types

	STREET TYPES					
	Street Type A	Street Type B	Street Type C	Street Type D	Street Type E	Street Type F
Permitted Frontage Types	Access Road i	Residential Street ii	Commercial Street iii	Single Lane Boulevard iv	Single Lane Boulevard with Bike Lanes and On-Street Parking v	Existing Thoroughfare vi
Storefront	X		X	X	X	
Storefront Cafe	X		X	X	X	
Urban Frontage	X		X	X	X	
Forecourt	X					
Dooryard	X					

Table 5.7 Permitted Building Types

	MAXIMUM BUILDING HEIGHT	
Permitted Building Types	Height (Stories)	Height (Feet)
Courtyard	3	42[1]
Urban Block	4	64[2]
Linear Building with Garage	4	64[2]
High Rise	7	98[1]

[1] Ceiling Height can range between 10 and 14 feet in height.

[2] Ceiling Height can range between 12 and 16 feet in height.

Table 5.8 Open Space Types

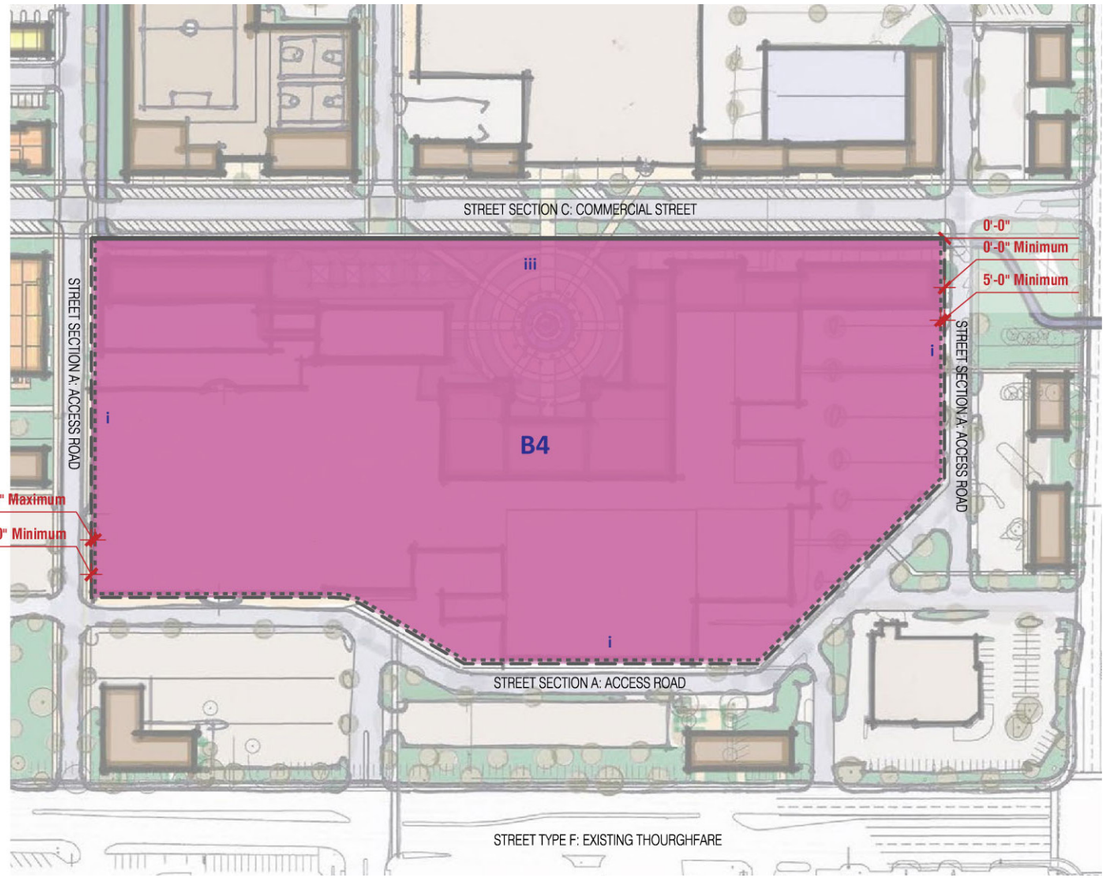
Open Space Types	
Pocket Plaza	X
Pocket Park	
Public Green	
Plaza	X
Park	
Recreational Trails	X

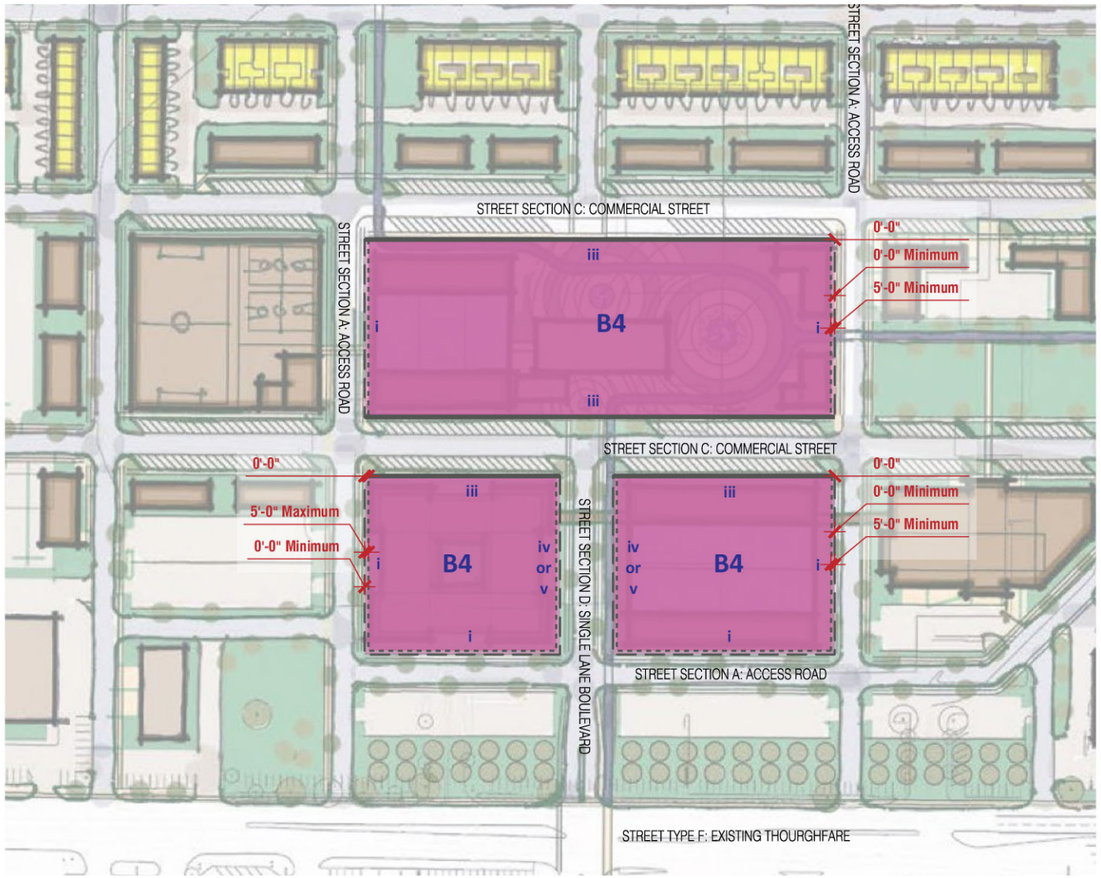
Figure 5.4 Mixed Use Block Development Diagrams

See Regulating Plans, Section 4.X for limits of Mixed Use Block Groups.

Key

- Developable area
- Developable area between minimum and maximum setback
- XXXX Block zoning designations, See Regulating Plans Section X-X
- ii Block front designation
- Property line
- Build to line
- Minimum setback line
- Maximum setback line





COMMERCIAL/ RETAIL BLOCK

A. Block Intent Statement

The Commercial/Retail Block provides for a concentration of retail, service commercial, and professional office uses. Commercial/Retail Blocks are traditionally located adjacent to primary roadway corridors with a high level of vehicular access and visibility with buildings prominently located directly adjacent to rights of way. Commercial/Retail Blocks can be used to transition between existing development and more intense development blocks. Parking within the Commercial/Retail Block is predominately well-landscaped surface lots. When possible, surface parking lots are located to the side and rear of the building, and larger surface parking lots are placed within the interior and arranged to maximize sharing between multiple uses. Buildings are predominately one to two stories with traditional, modern architecture characteristics and materials (See Section 5.3.2, *Building Type Standards and Guidelines*). Buildings incorporate a high level of transparency and incorporate a 360 degree architecture façade treatment.

B. Building Placement and Frontages

Buildings shall be located in conformance with the build-to and setback lines depicted in Table 5.9, *Building Placement and Frontage Standards*. The Building Placement and Frontage Standards are illustrated in Figure 5.5, *Commercial/ Retail Block Development Diagrams*.

C. Service and Access Points

Developments may provide vehicular access along the street types identified in Table 5.9, *Building Placement and Frontage Standards*. Additional service and access guidelines can be found in Section 5.3.4, *Parking and Loading Design Standards*.

D. Permitted Frontage Types

The frontage types listed in Table 5.10, *Permitted Frontage Types,* shall be permitted on each designated street type. See Section 5.3.3, *Frontage Standards and Guidelines*, for frontage standards.

E. Permitted Building Types

Building types shall conform to the types listed in Table 5.11, *Permitted Building Types*. See Section 5.3.2, *Building Type Standards and Guidelines*, for building type standards.

F. Maximum Building Height

Buildings shall conform to the height limits identified in Table 5.11, *Permitted Building Types*.

G. Permitted Open Space Types

Public open space shall conform to the types listed in Table 5.12, *Open Space Types*. See Section 5.3.6, *Open Space Standards*, for additional guidelines.

Table 5.9 Building Placement and Frontage Standards

Building Placement and Frontage Standards	STREET TYPES					
	Street Type A	Street Type B	Street Type C	Street Type D	Street Type E	Street Type F
	Access Road	Residential Street	Commercial Street	Single Lane Boulevard	Single Lane Boulevard with Bike Lanes and On-Street Parking	Existing Thoroughfare
	i	ii	iii	iv	v	vi
Build to Line (from ROW)			0’			
Min. Setback	0’			0’	0’	20’
Max. Setback	5’			5’	5’	25’
Min. Frontage Occupancy	75%		95%	95%	95%	60%
Service and Access Points	X					

Table 5.10 Permitted Frontage Types

Permitted Frontage Types	STREET TYPES					
	Street Type A	Street Type B	Street Type C	Street Type D	Street Type E	Street Type F
	Access Road	Residential Street	Commercial Street	Single Lane Boulevard	Single Lane Boulevard with Bike Lanes and On-Street Parking	Existing Thoroughfare
	i	ii	iii	iv	v	vi
Storefront	X		X	X	X	
Storefront Cafe	X		X	X	X	
Urban Frontage	X		X	X	X	
Forecourt	X					
Dooryard	X			X	X	X
Stoop						

Table 5.11 Permitted Building Types

Permitted Building Types	MAXIMUM BUILDING HEIGHT	
	Height (Stories)	Height (Feet)
Urban Block	2	32[1]

[1] Building Height can range between 12 and 16 feet in height.

Table 5.12 Open Space Types

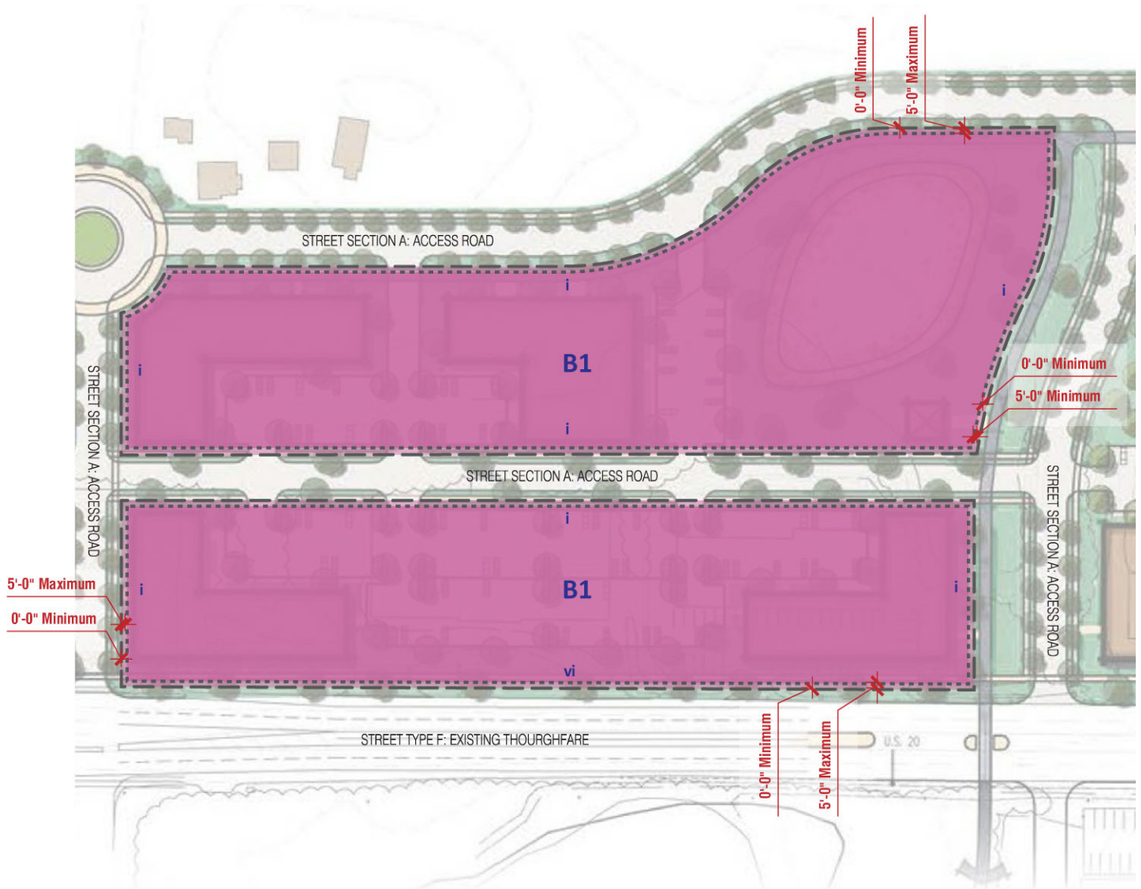
Open Space Types	
Pocket Plaza	
Pocket Park	X
Public Green	
Plaza	
Park	X
Multi-Use Paths	X

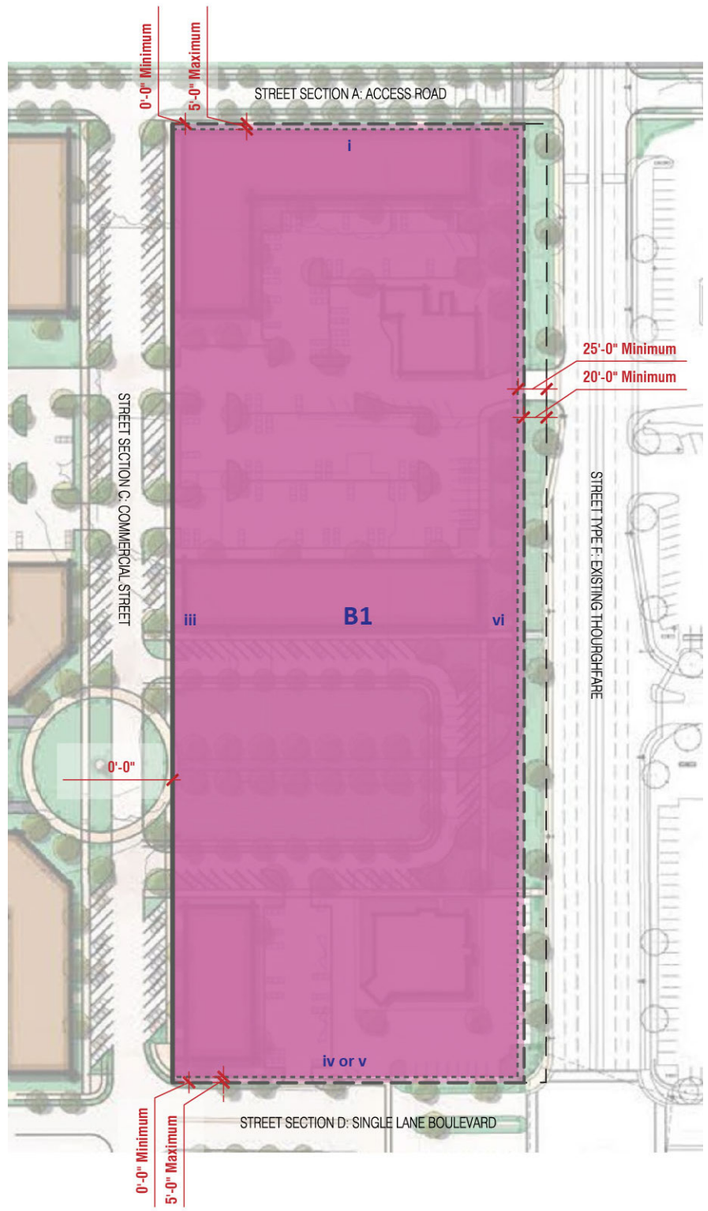
Figure 5.5 Commercial/ Retail Block Development Diagrams

See Regulating Plans, Section 4.X for limits of Mixed Use Block Groups.

Key

- Developable area
- Developable area between minimum and maximum setback
- XXXX Block zoning designations, See Regulating Plans Section X-X
- ii Block front designation
- Property line
- Build to line
- Minimum setback line
- Maximum setback line





INNOVATION/TECH BLOCK

A. Block Intent Statement

Innovation/Tech Blocks serve as activity and employment centers accommodating multi-story, larger footprint buildings, arranged in a campus-style setting. These blocks have a high level of vehicular access and visibility. Innovation/ Tech Blocks provide large surface parking lots at the rear of the building. Parking lots are well-landscaped and contain pedestrian walkways.

Buildings are typically three to five stories and use high quality building materials. Architecture uses queues from traditional regional architecture character, but incorporates modern shapes, forms and materials (See Section 5.3.2, *Building Type Standards and Guidelines*). Buildings are setback from the street and include high levels of transparency on the ground floors.

B. Building Placement and Frontages

Buildings shall be located in conformance with the build-to and setback lines depicted in Table 5.13, *Building Placement and Frontage Standards*. The *Building Placement and Frontage Standards,* are illustrated in Figure 5.6, *Innovation/Tech Block Development Diagram*.

C. Service and Access Points

Developments may provide vehicular access along the street types identified in Table 5.13, *Building Placement and Frontage Standards*. Additional service and access guidelines can be found in Section Section 5.3.4, *Parking and Loading Design Standards*.

D. Permitted Frontage Types

The frontage types listed in Table 5.14, *Permitted Frontage Types*, shall be permitted on each designated street type. See Section 5.3.3, *Frontage Standards and Guidelines*.

E. Permitted Building Types

Building types shall conform to the types listed in Table 5.15, *Permitted Building Types*. See Section 5.3.2, *Building Type Standards and Guidelines*, for building type standards.

F. Maximum Building Height

Buildings shall conform to the height limits identified in Table 5.15, *Permitted Building Types*.

G. Permitted Open Space Types

Public open space shall conform to the types listed in Table 5.16, *Open Space Types*. See Section 5.3.6, *Open Space Standards*, for additional guidelines.

Table 5.13 Building Placement and Frontage Standards

Building Placement and Frontage Standards	STREET TYPES					
	Street Type A	Street Type B	Street Type C	Street Type D	Street Type E	Street Type F
	Access Road	Residential Street	Commercial Street	Single Lane Boulevard	Single Lane Boulevard with Bike Lanes and On-Street Parking	Existing Thoroughfare
	i	ii	iii	iv	v	vi
Build to Line (from ROW)				10'[1]	10'[1]	
Min. Setback	10'	10'				
Max. Setback	15'	15'				
Min. Frontage Occupancy	60%			75%	75%	
Service and Access Points	X			X	X	

[1] A portion of the primary building frontage can be setback an additional 10 feet from the build to line as long as the affected area of the building does not exceed thirty three percent of the total building façade. This setback area should receive treatment per the open space guidelines.

Table 5.14 Permitted Frontage Types

Permitted Frontage Types	STREET TYPES					
	Street Type A	Street Type B	Street Type C	Street Type D	Street Type E	Street Type F
	Access Road	Residential	Commercial	Single Lane Boulevard	Single Lane Boulevard with Bike Lanes and On-Street Parking	Existing Thoroughfare
	i	ii	iii	iv	v	vi
Storefront				X	X	
Storefront Cafe				X	X	
Urban Frontage				X	X	
Forecourt	X			X	X	
Dooryard	X			X	X	
Stoop						

Table 5.15 Permitted Building Types

Permitted Building Types	MAXIMUM BUILDING HEIGHT	
	Height (St.)	Height (Ft.)
Linear Building with Garage	5	64[1]
High Rise	5[2]	64[1]

[1] Ceiling Height can range between 12 and 16 feet in height.

Table 5.16 Open Space Types

Open Space Types	
Pocket Plaza	X
Pocket Park	X
Public Green	X
Plaza	
Park	
Multi-Use Paths	

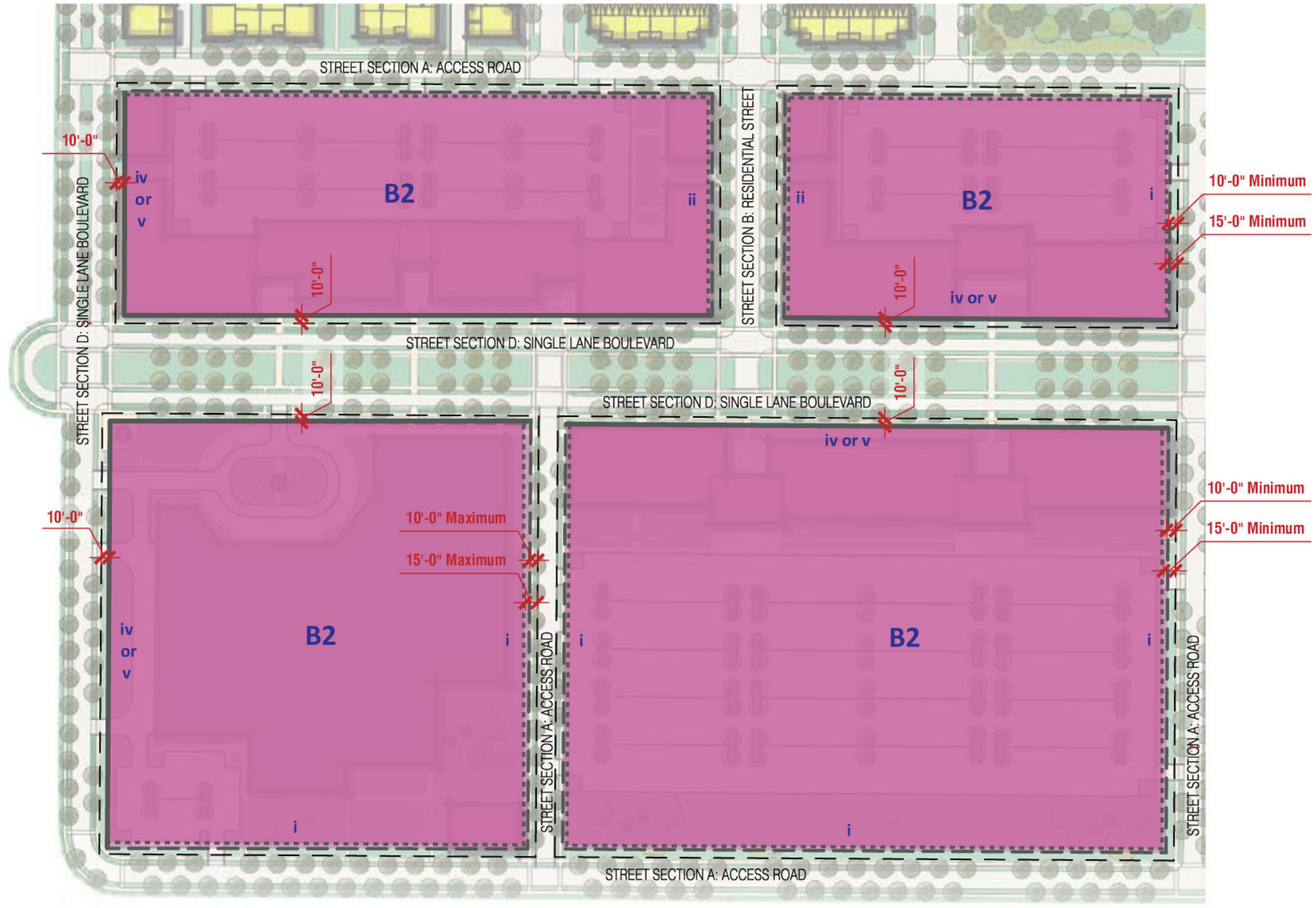


Figure 5.6 Innovation/Tech Block Development Diagram

See Regulating Plans, Section 4-X for limits of Innovation/ Tech Block Groups.

Key

- Developable area
- Developable area between minimum and maximum setback
- XXXX — Block zoning designations, See Regulating Plans Section X-X
- ii — Block front designation
- Property line
- Build to line
- Minimum setback line
- Maximum setback line

INDUSTRIAL MIXED-USE BLOCK

A. Block Intent Statement

Industrial Mixed-Use Blocks serve as employment and production hubs and provides for a broad range of uses that include office, research, assembly, clean manufacturing and warehousing space. Industrial Mixed-Use Blocks are accessed by service roads allowing for truck traffic. Industrial Mixed-Use Blocks are setback from the street and buffered from surrounding development by transitional uses or landscape areas that shield the view of structures, loading docks or parking areas.

Buildings are 1-2 stories and have large footprints (100-250,000 sf), with drives adjacent to the building and large surface lots for employee parking and bays for loading. Buildings are clustered so that uses that support or serve one another are located in the same areas. Buildings typically share parking, access and loading space, with employee parking on the opposite sides of the building. Buildings have minimal embellishments and are composed of at least two principal surface treatments/finishes (See Section 5.3.2, *Building Type Standards and Guidelines*).

B. Building Placement and Frontages

Buildings shall be located in conformance with the build-to and setback lines depicted in Table 5.17, *Building Placement and Frontage Standards*. The *Building Placement and Frontage Standards,* are illustrated in Figure 5.7, *Industrial/Mixed-use Block Development Diagram*.

C. Service and Access Points

Developments may provide vehicular access along the street types identified in Table 5.17, *Building Placement and Frontage Standards*. Additional service and access guidelines can be found in Section 5.3.4, *Parking and Loading Design Standards*.

D. Permitted Frontage Types

The frontage types listed in Table 5.18, *Permitted Frontage Types*, shall be permitted on each designated street type. See Section 5.3.3, *Frontage Standards and Guidelines*.

E. Permitted Building Types

Building types shall conform to the types listed in Table 5.19, *Permitted Building Types*. See Section 5.3.2, *Building Type Standards and Guidelines*, for building type standards.

F. Maximum Building Height

Buildings shall conform to the height limits identified in Table 5.18, *Permitted Building Types*.

G. Permitted Open Space Types

Public open space shall conform to the types listed in Table 5.3.1.20, *Open Space Types*. See Section 5.3.6, *Open Space Standards*, for additional guidelines.

Table 5.17 Building Placement and Frontage Standards

Building Placement and Frontage Standards	STREET TYPES					
	Street Type A	Street Type B	Street Type C	Street Type D	Street Type E	Street Type F
	Access Road	Residential Street	Commercial Street	Single Lane Boulevard	Single Lane Boulevard with Bike Lanes and On-Street Parking	Existing Thoroughfare
	i	ii	iii	iv	v	vi
Build to Line (from ROW)						
Min. Setback	15’					
Max. Setback	30’					
Min. Frontage Occupancy	50%					
Service and Access Points	X					

Table 5.18 Permitted Frontage Types

Permitted Frontage Types	STREET TYPES					
	Street Type A	Street Type B	Street Type C	Street Type D	Street Type E	Street Type F
	Access Road	Residential Street	Commercial Street	Single Lane Boulevard	Single Lane Boulevard with Bike Lanes and On-Street Parking	Existing Thoroughfare
	i	ii	iii	iv	v	vi
Storefront						
Storefront Cafe						
Urban Frontage						
Forecourt						
Dooryard	X					
Stoop						

Table 5.19 Permitted Building Types

Permitted Building Types	MAXIMUM BUILDING HEIGHT	
	Height (Stories)	Height (Feet)
Urban Block		45
Flex/ Warehouse		45

Table 5.20 Open Space Types

Permitted Open Space Types	
Pocket Plaza	
Pocket Park	
Public Green	
Plaza	
Park	
Multi-Use Paths	

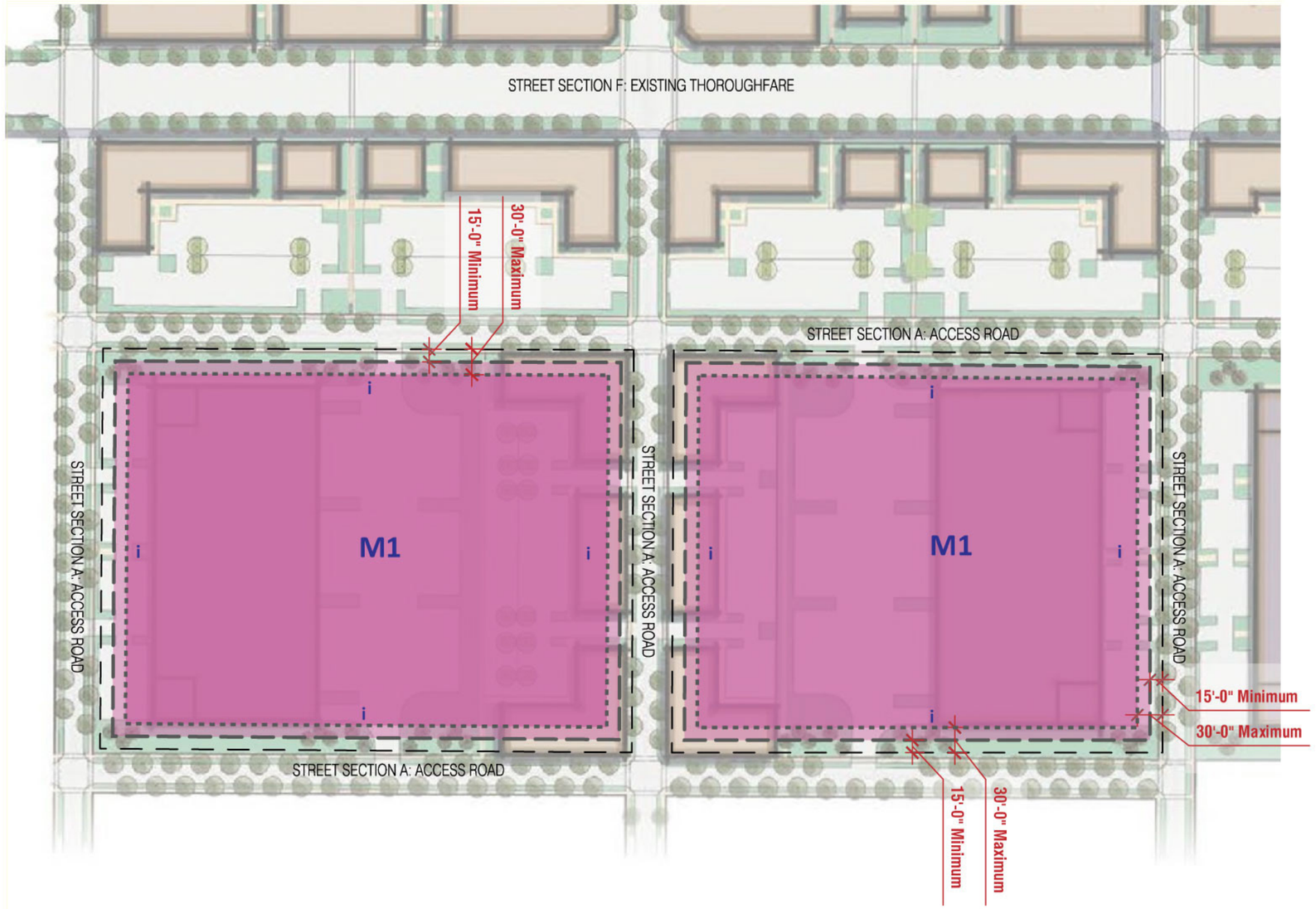


Figure 5.7 Industrial/Mixed Use Block Development Diagram

See Regulating Plans, Section 4-X for limits of Industrial/ Mixed Use Block Groups.

Key

- Developable area
- Developable area between minimum and maximum setback
- XXXX — Block zoning designations, See Regulating Plans Section X-X
- ii — Block front designation
- Property line
- Build to line
- Minimum setback line
- Maximum setback line

5.3.2 BUILDING TYPE STANDARDS AND GUIDELINES

The additional standards and guidelines of this section apply to all developments in the Plan area. They address the composition of buildings as well as functional aspects of building, parking, and outdoor space design. The goal of this section is to ensure that development within greenfield development and redevelopment sites is consistent with the goal of developing a human-scale mixed-use environment in which each individual building furthers the overall Plan vision.

Building Massing, Scale and Architecture

A. General Design Principles

The proposed development identified in this Plan should create an exciting built form when seen from a distance, and with an intimate, fine grained scale to the pedestrian when experienced from the street.

Whether utilizing traditional or more modern architecture, the design of buildings should generally embody the proper use of architectural design fundamentals, including:

1. Massing and Scale

The massing, scale, and architectural style of proposed buildings in the Plan area shall be varied to create a unique, attractive project and avoid a uniform and monotonous urban form. Employ techniques to break the building mass through interlocking volumes of differing heights and widths to avoid monolithic building. Incorporate a diversity of building scales and massing, such that the resulting deign appears as a neighborhood that has grown over time.

2. Visual Order

Proposed buildings should utilize a consistent sense of balance, rhythm, and proportion in the architectural components. Proposed buildings should convey a relationship between the parts of a building as well as relationships between buildings in a complex. Architectural features such as windows and doors should be used to contribute to overall unity of the design.

3. Balance

Balance is achieved through the use of rhythm, repetition, and symmetry. The proposed building architecture should incorporate either a central focal point or, in the case of an asymmetrical façade, more localized symmetry of building parts.

4. Rhythm

Rhythm is a consistent repetition of building forms or architectural components. Orderly repetition of proposed building elements, including windows, doors, and detailing, contribute to the perceived balance and/or order. Variations in rhythm are encouraged to be provided to develop visual interest and focal points. Buildings are encouraged to incorporate multiple rhythms or cadences (rather than a single repetitive rhythm). These multiple rhythms break down the scale of the building and create an interesting and rich facade.

5. Proportion

Proportion is the relationship between building elements. This includes window-to-wall ratios (solid-to-void), window width-to-height ratios, and proportions of buildings to distinct environmental features. Proposed building size should be proportional to the scale of streets and pathways to provide a well-defined street wall while still allowing adequate sun access and sky to the ground. Proposed building height should remain below 40 feet above ground level (two stories).

Proposed buildings should be designed with a clearly articulated organizational structure, including the inclusion of a recognizable base, middle, and top, and a strong emphasis on horizontal modulation.

6. Color and Light

Generally, color and light are two of the most important tools for an architect in trying to better define the fundamental principles of architecture. The proper use of color and light can better define a building's visual order as well as provide an interesting facade. The improper use of color and light can likewise create a visually and architecturally unappealing building that is a detriment to the natural environment and the community at large. Sun and shadow patterns are often considered in order to better define the design fundamentals. The proposed building architecture is encouraged to incorporate state-of-the-art building technologies with the finest design and support facilities available. In response to an ever-changing market, buildings are encouraged to be highly functional and flexible, to create timeless architecture.

7. 360 degree Architecture

- To ensure that buildings do not display unembellished walls visible from key public travel corridors, all sides of a building shall be given architectural treatment to meet the intent of this section by using two or more of the following: varying rooflines with one foot or greater changes of height at least every fifty feet; Transparent windows that comprise at least 25 percent of the visible façade;
- Secondary entrances that include glazing and landscape treatment;
- Awning/canopy;
- Planted trellises;

General Design Principles

Proposed buildings should utilize the recommended general design principles to create a well balanced series of facades that are scaled to pedestrians.

— At least two surface treatments, including masonry, stone, stucco or other textured surfaces;

— Projecting eaves at least 36 inches from façade;

— Variation in form and materials approved as meeting the intent.

B. Design Standards

1. Building facades

Buildings shall have fenestration that establishes a clear pattern on the facade (with special attention paid to facades that are visible from a public street) and that provides depth and additional articulation.

Building facades longer than 175 feet, measured along the property line, shall vary the facade such that the resulting façade segments appear to be individual building facades. Facade segments shall be separated by continuous vertical datum lines on either side of which the façade appearance differs. Facade segments can be differentiated by variations in fenestration size and rhythm, facade material, texture, color, pattern, or a combination thereof. Facade segments should generally correspond to interior uses and relate to ground-floor entries.

Building facades should articulate human scale proportions and architectural building details that emphasize and reflect the presence and importance of people are encouraged.

The building architecture is encouraged to contain a series of overlain orders. Belt courses, horizontal expressions such as a frieze band, cornice line at the parapet or eave of the roof, water tables, stone or brick ornamentation as well as details at the head and sill of windows are strongly encouraged to achieve these ends.

— The “top” of the building shall emphasize a distinct profile or outline with elements such as an extended, cantilevered cornices, upper level setback, or pitched roofline.

— Building facades should be articulated with a strong rhythm of horizontal elements and three-dimensional detailing to cast shadow and create visual interest.

— Corner buildings should actively face onto both streets with pedestrian friendly entries and similar fenestration patterns on both frontages. Creative corner treatments such as rounded or cut corners that mark the corner are strongly encouraged.

— Expansive blank and blind walls at the ground floor are prohibited. Frontage should not be used for utilities, storage, and refuse collection wherever possible; where they must be on the street, they should be integrated into the overall articulation and fenestration of the façade or hidden with notched-in sidewalls perpendicular to the street.

2. Entrances

Building entries should be located so that they are easily identifiable with convenient public access. Projects should provide a well-defined entry sequence for pedestrian and vehicular uses from the street to the building. Exterior openings may vary in size and pattern but are encouraged to be of vertical proportion of one horizontal to two vertical (1:2).

The primary entrance to buildings shall be oriented to the street front, rather than to the parking lot or garage, alley, or interior of lot.

Special paving, lighting, and landscaping should be included at primary entrances to clearly identify the entrance and to enhance the overall building design.

3. Passageways

Pedestrian passageways should be introduced to increase access within and across blocks.

Pedestrian passageways may be open or roofed, and may go between or through buildings, to courtyards, parking areas, or civic spaces.

Pedestrian passageways shall be no less than 15 feet wide.

If pedestrian passageways are covered, they require a floor to ceiling height of at least two times their width, but no greater than three times their width.

4. Windows

— Windows should overlook public areas to allow for increased safety.

Regardless of architectural style, it is recommended that windows be located in such a way so as to help avoid the creation of blank walls.

Windows in single-family attached and multifamily buildings shall have vertical proportions with architecturally or historically appropriate window divisions. Horizontally-oriented windows are permitted for these building types only on non-street facing building facades.

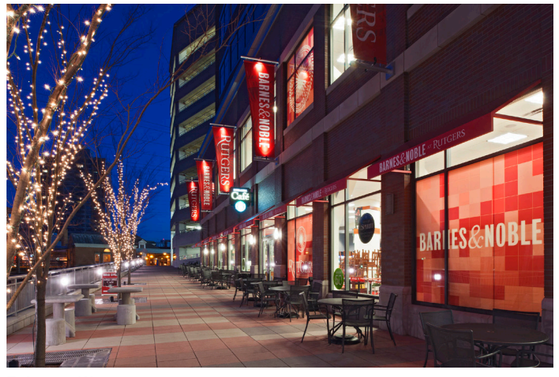
Windows should incorporate treatments to control/ improve heat loss/gain (glass type, window film, etc.). Treatments should allow for visibility from the outside (no mirror finishes, etc.).

Highly-reflective, mirrored, heavily-tinted and opaque glazing

Variations in Facades
Facade segments can be differentiated by variations in fenestration size and rhythm, facade material, texture, color, pattern, or a combination thereof.

Corner Treatments
Corner buildings should actively face onto both streets with pedestrian friendly entries similar fenestration pattern on both frontages. Creative corner treatments such as rounded or cut corners, that mark the corner are strongly encouraged.

Building Facades
Building facades longer than 175 feet, measured along the property line, shall vary the facade such that the resulting façade segments appear to be individual building facades.



Entrance Ways
Building entries should be conveniently located for public access. The primary entrance of the building shall be oriented to the street front.

are not permitted (except that opaque glazing may be used as spandrel glass).

In Mixed Use, Commercial/ Retail and Innovation/ Tech Use Types, windows should be operable and organized in strong horizontal bands. Smaller, equally proportioned windows should be used as accents only. Punched window (windows other than storefront or curtain wall systems) must be recessed by at least three inches from the wall plane.

In Mixed Use, Commercial/ Retail and Innovation/ Tech blocks, window glazing must be transparent with clear or limited UV tint so as to provide views to and from the inside of the building and the street.

Continuous horizontal bands of windows with little or no articulation between adjacent window units, or ribbon windows, are strongly discouraged.

5. Awnings and Shade Devices
Limit placement to over windows and doors, not walls in between.

Place awnings and other shading devices so as not to interfere with pedestrian signage for shops and businesses. Design awning heights on a building to be consistent along the facade or frontage line so as to maintain a consistent street edge.

Aim to provide continuous awnings or shade devices at southern and western exposures above storefronts and storefront cafés.

Awnings and canopies shall be attached to the building. Support structures that connect to the ground are not permitted. Use mountings that respect and enhance moldings that may be found above storefronts or sign panels.

Use materials that complement other materials on the building. Use colors that complement building colors and design.

Awnings and canopies may project up to the property line or 33 percent of the distance between the building face and the curb, whichever is less.

Minimum vertical clearance for awnings and canopies is eight feet if it is removable or retractable and 12 feet if is fixed or permanent. Awnings shall not obscure storefront signs.

6. Balconies
Balconies are encouraged on projects facing major public spaces such as parks, playgrounds, and plazas. Balconies are permitted on internal courtyard spaces.

Balconies fronting Single Lane Boulevards shall not project more than four feet from the building face. All other balconies shall not extend more than six feet from the building face or beyond the property line.

All projections shall have a minimum vertical clearance of nine feet from the adjacent sidewalk.

7. Additional Encroachments and Projections
Habitable projecting or encroaching space standards

- Habitable space (bay windows or other architectural projections) may project up to three feet from the building face, but shall not extend beyond the property line.
- No individual habitable projecting or encroaching space may exceed 15 feet in horizontal length.
- Minimum vertical clearance of projecting spaces is 21 feet from the adjacent sidewalk grade on storefront or storefront café frontages and nine feet on other frontage types.

Stoops

- Stoops may encroach up to eight feet from a building face, but shall not extend beyond the property line.

Outdoor furniture

- Outdoor furnishings such as seating, displays and plantings may encroach as long as pedestrian circulation is not impacted at the front of the building.

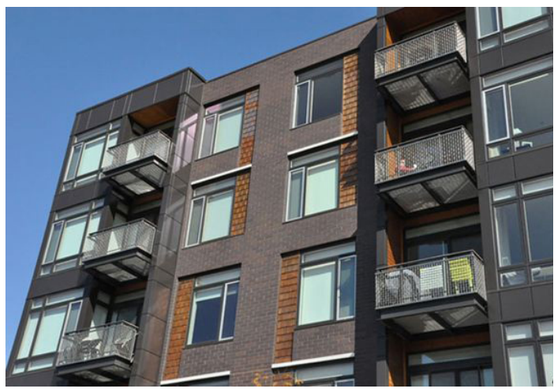
8. Walls, Hedges and Fences
Garden walls, retaining walls, hedges and fences may be used to define the edge between adjoining private properties. Walls, hedges, and fences facing the public street shall also comply with Section 5.4, Frontage Standards and Guidelines.

Fences, walls, and hedges should complement the architecture of the building that they enclose and be compatible with the land use intensity. For example, residential uses should incorporate a softer texture of enclosure such as wood fences and landscaped hedges, whereas commercial buildings may use masonry or concrete walls.

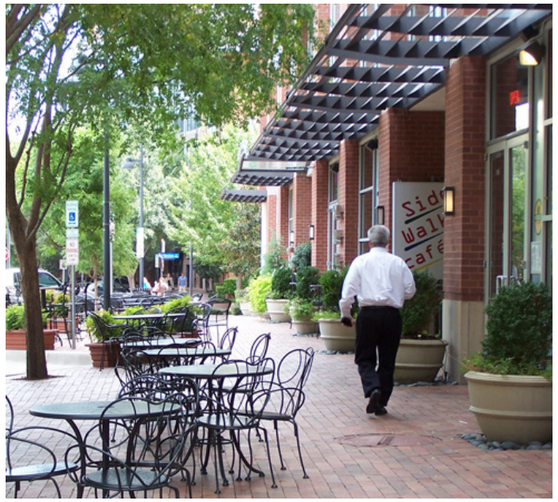
Walls and fences should be architecturally enhanced and complemented by adjoining landscaping. Tiered planting should be provided adjacent to perimeter walls to soften their appearance from surrounding areas.

Walls and fences shall not be used at storefronts or storefront cafés, except that retaining walls are permitted in situations where they are necessary to accommodate grade changes.

Passageways
Pedestrian passageways may be open or roofed, and may go between or through buildings, to courtyards, parking areas, or civic spaces.



Balconies
Awnings and canopies may project up to the property line or 33 percent of the distance between the building face and the curb, whichever is less.



Awnings and Shade Devices
Awnings and canopies may project up to the property line or 33 percent of the distance between the building face and the curb, whichever is less.

9. Lighting
Lighting on buildings shall be oriented to pedestrians in terms of scale, design, and location. Architectural lighting should encourage a pedestrian- friendly environment and enhance both community safety and business exposure.

Lighting fixtures attached to a building or utilized elsewhere on site are encouraged to be architecturally compatible with the building style, with each other, and with the adjacent public streetscape.

Building lighting may include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes and low-level accent lighting to highlight architectural features and landscape elements.

Increase lighting at entries to buildings and parking areas and structures to improve wayfinding and security.

Lights should use LED and other technologies to maximize energy efficiency. Use minimum allowable foot candles (measurement of light intensity) for security and visibility to reduce unnecessary lighting of the night sky and residential dwellings. House-side shields and automatic controllers could be utilized to further reduce unnecessary lighting and energy consumption.

10. Building Materials
Use high quality craftsmanship and materials at the ground level, with ample use of texture, articulation and use of natural materials like brick, wood, and stone. Natural materials and tones are encouraged; metals should primarily be used as accents or roofing.

Light, natural tones are encouraged for expansive wall surfaces. Strong, bright colors should be used as accent colors.

Building colors that turn a building into an extension of a brand are strongly discouraged.

11. Service and Utilities
Service, utility, and mechanical functions, including retail loading, shall be located in alleys whenever present. When alleys are not present, service functions shall be placed behind buildings and provisions for access shall be made.

Service, utility, and mechanical equipment that is visible from the street shall be screened from view with landscaping or enclosures. Backflow preventers and fire standpipes, along with utility box transformers shall be screened.

All screening devices shall be compatible with the architecture, materials and colors of adjacent buildings. Landscaping should be provided adjacent to the enclosure to screen them and deter graffiti.

Trash areas that are visible from public streets or other properties shall be enclosed by masonry walls. Entrances shall be enclosed by an opaque metal door.

12. Sustainability
All new development shall be designed with a commitment to sustainability at both the site and the building level.

Where consistent with the proposed street network, new buildings should be oriented and designed to provide passive solar energy gain.

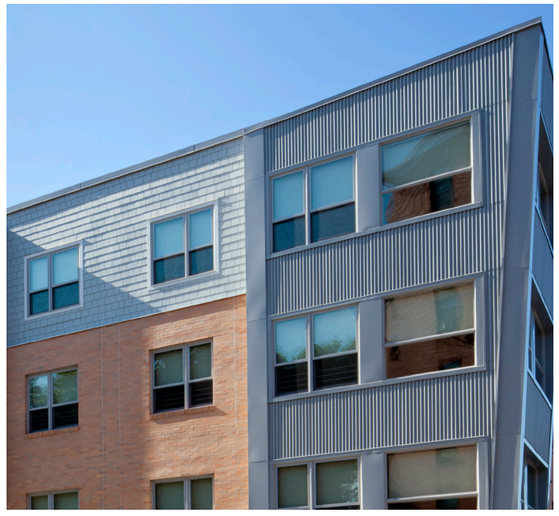
Site and building design should use natural ventilation and landscaping to reduce interior space cooling requirements.

Where rooftop solar panels are not installed and are not greened, use roofing materials that have a Solar Reflectance Index (SRI) equal to or greater than 78 for low sloped roofs (> 2.12) and 29 for steeply sloped roofs (<2.12) for a minimum of 75% of the roof surface of all buildings within the project.

Project proposals must outline the construction materials proposed for use and should include green construction materials including, materials with high recycled content, natural or renewable materials, locally manufactured building products (within 500 miles of the site) salvaged and refurbished materials, and materials that can be reused or recycled at the end of their useful life, consistent with the U.S. Green Building Council's (USGBC) LEED-CS (Core and Shell) Guidelines.

Walls, Hedges and Fences
Garden walls, retaining walls, hedges and fences may be used to define the edge between adjoining private properties.

Lighting
Building lighting may include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes and low-level accent lighting to highlight architectural features and landscape elements.



Building Materials
Use high quality craftsmanship and materials at the ground level, with ample use of texture, articulation and use of natural materials like brick, wood, and stone.

5.3.2 BUILDING TYPE STANDARDS AND GUIDELINES

In order to provide for a variety of household and business types and to create a varied and complex urban environment, this Plan provides for a diversity of building types, from row houses, and courtyard buildings to urban block buildings, liner buildings with garages, and podium high-rises. The standards for each block type mandate the permitted building types to be used. Once a particular building type is selected, development must adhere to the type-specific standards and guidelines. These include maximum facade width, lot width, pedestrian access, parking, outdoor space, landscape, frontage types, and building massing (see Figure 5.8, *Key Building Type Elements*.

All building types should be designed to encourage activation of the public realm and provide private outdoor spaces, such as gardens, courtyards, and porches for residents. The selected building types for each use will be chosen at the time of development. The building types provided in this Plan define the standards and guidelines that are applicable to the development. While there is flexibility within the choice of building types for each use, only certain building types may be appropriate for a particular development given adjacent uses and other requirements.

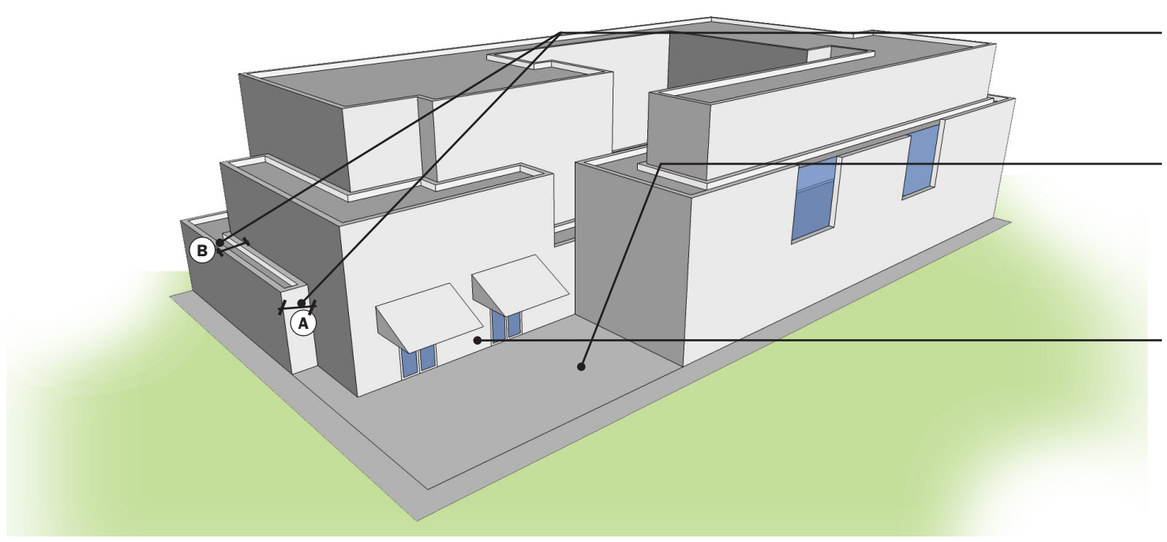


Figure 5.8 Key Building Type Elements

Explanation of Standards

The building type standards and guidelines cover the following:

A. Intent Statement

The intent statement describes the development intent and typical characteristics for the respective building type.

B. Façade Width

Facade width standards regulate the maximum width of a building facade. If the frontage length exceeds the maximum façade width, the facade must be broken by providing a change in building type.

Alternatively, any two of the following techniques may be employed:

1. Provide a horizontal plane break with one facade set behind the other by at least two feet.
2. Provide a material change.
3. Provide a change in the overall type, size, spacing, or proportion of windows or fenestration system or change in sill heights and head conditions. This option in applicable only to vertically proportioned windows.
4. Provide a change in facade compositional strategy including roof heights, and roof types. For example, a symmetrical facade may be placed next to a façade with a repetitive bay system that is not symmetrical.
5. Provide separate and additional primary entries from the street.

C. Building Height and Massing

Height standards regulate the maximum building height.

Some building types require horizontal or vertical plane breaks or both (see also Figure 5.8, *Key Building Type Elements*). Horizontal plane breaks shall not alleviate the minimum building frontage occupancy requirements from Section 5.3.1, *Block Type Development Standards*. Building facades facing build-to lines shall provide plane breaks in a manner such that the overall building frontage meets the minimum building frontage occupancy requirements. Plane breaks are only required at street-facing facades.

These standards intend to articulate new development and avoid monotonous, blocklike building designs in favor of more varied building designs with reduced bulk at the upper stories.

D. Building materials and Transparency

This standard lists the applicable building materials and minimum percentages of glazing required for ground floor and upper floor uses.

E. Corner Treatment

Some buildings require additional guidelines and recommendations for corner treatments to reinforce pedestrian scale and views in high priority areas.

F. Frontage Types

This standard lists which frontage types are permitted for each building type. Developments must also comply with the permitted frontage type standards of the applicable block development standards.

G. Pedestrian Access and Entries

This standard regulates the location and orientation of building entries.

H. Parking and Access

Building type parking standards provide parking design regulations that are specific to each building type.

I. Outdoor Space

Each building type requires a specific amount of outdoor space to be designated on site. Such outdoor space may either be private, only accessible to the occupants, or open to the general public. Outdoor space may be located at grade, atop a podium or at the rooftop unless the location is restricted by the selected building type. Regardless of location, the design of outdoor space shall maximize solar access. Setbacks less than 15 feet in depth shall not count towards fulfilling the required amount. Required outdoor space can be shared between adjacent building types, as long as the cumulative minimum requirements for each type are satisfied.

J. Landscape and Buffering

The landscape standards regulate the design of outdoor space including the amount of outdoor space that is required to be planted with vegetation.

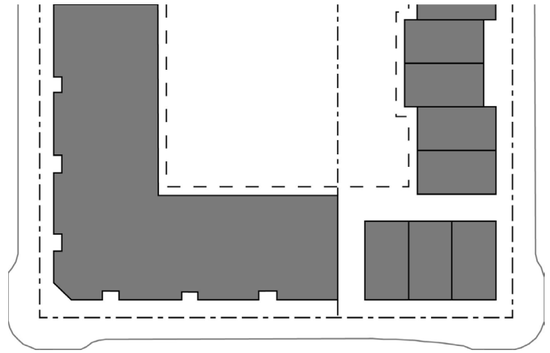


Figure 5.9 Shared Outdoor Space Diagram

Adjacent buildings may combine the required outdoor spaces into one shared space provided the cumulative minimum requirements for each building is met.

Attached Residential Building

A. Intent Statement

An attached residential structure consists of at least three primary residences connected with common walls. The structure has individual garages for each unit that is accessed by an alley, or may have a shared parking structure with dedicated spaces.

B. Façade Width

Maximum of 26 feet for each unit, except that the façade width of an attached residential building on block corners may be up to 30 feet.

The maximum number of attached residential units allowed is 10.

C. Building Height and Massing

Maximum building heights vary, see Section 5.3.1, *Block Type Development Standards*.

Facade strings shall have at least one encroachment per 100 linear feet, such as a porch, balcony, or plane break. The combined length of plane breaks shall occupy at least 10 percent of the façade length.

Building faces abutting side streets or yards shall provide at least one horizontal plane break of at least three feet, and one vertical plane break of at least two feet.

In a three-story building, a two-story row house can be stacked over a separate ground-floor unit.

D. Building Materials and Transparency

Building materials include stone, brick and glass.

For street facades: Minimum of 20 percent transparency

For non-street facades: Minimum of 15 percent transparency

E. Corner Treatment

None required

F. Frontage Types

Permitted frontage types: forecourt, dooryard, stoop and urban frontage. Developments must also comply with permitted frontage types of the block type development standards (See Section 5.3.1).

G. Pedestrian Access and Entries

The primary pedestrian entrance shall be accessible directly from the street, through the frontage.

Parking and Access

Parking shall be accessible from alley or service streets only.

Parking for no more than two cars shall be provided in individual garages integrated into the back of the attached residential unit.

Above ground garage structures are permitted but shall be integrated with building mass and exterior façade at the rear of the attached residential unit.

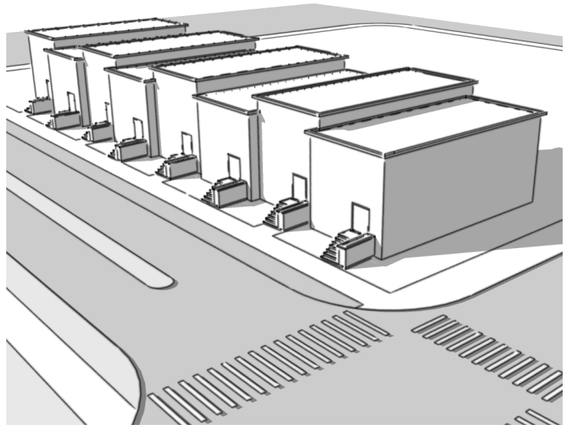
H. Outdoor Space

At least 10 percent of the lot area shall be provided as outdoor space.

Permitted outdoor space types that count towards the satisfaction of the required amount of outdoor space are designated in Section 5.8, Open Space Standards.

I. Landscape and Buffering

Building groups shall be separated by a minimum distance of 10 feet.



Attached Residential Diagram

Attached Rowhouse Illustrative Photo

Multi-family Residential Building

A. Intent Statement

A residential structure where multiple separate housing units are contained within one building or several buildings within one complex. The units have shared parking structures (either above or below ground) or shared surface lots (as referenced in the block type classifications) that are accessed by a secondary frontage road.

B. Façade Width

Maximum of 200 feet.

C. Building Height and Massing

Maximum building heights vary, see Section 5.3.1, *Block Type Development Standards*.

D. Building Materials and Transparency

Building materials include stone, brick and glass.

For street facades: Minimum of 20 percent transparency

For non-street facades: Minimum of 15 percent transparency

E. Corner Treatment

None required

F. Frontage Types

Permitted frontage types: forecourt, dooryard, stoop and urban frontage.

Developments must also comply with permitted frontage types of the block type development standards (See Section 5.3.1).

G. Pedestrian Access and Entries

The primary pedestrian entrance shall be accessible directly from the street, through the frontage.

H. Parking and Access

Parking shall be accessible from alley, service streets or access roads.

Access to residential garages and parking areas should be limited along Commercial and Single Lane Boulevard street types.

I. Outdoor Space

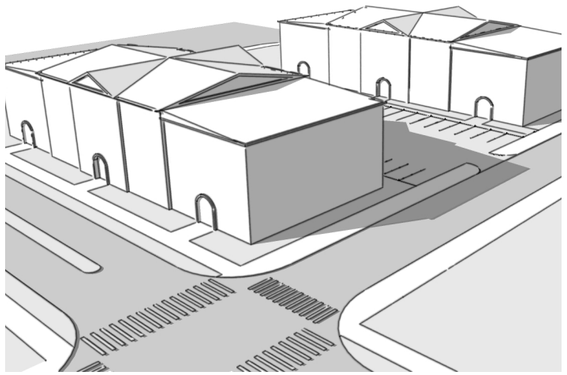
At least 15 percent of the lot area shall be provided as outdoor space.

Permitted outdoor space types that count towards the satisfaction of the required amount of outdoor space are designated in Section 5.3.6, *Open Space Standards*.

J. Landscape and Buffering

Building groups shall be separated by a minimum distance of 20 feet.

Service areas should be screened from view by either hedge rows, walls or fencing.



Multi-family Residential Building Diagram

Multi-family Resdiential Building Illustrative Photo

Courtyard Building

A. Intent Statement

A grouping of townhouses or multi-family buildings arranged around a central courtyard or series of courtyards at grade or above a parking podium. In mixed use areas the building may contain commercial uses and parking is accommodated in up to two above-ground podium levels.

B. Façade Width

Maximum of 200 feet or 10 attached residential units.

Building Height and Massing

Maximum building heights vary, see Section 5.3.1, *Block Type Development Standards*.

C. Building Materials and Transparency

Building materials include stone, brick and glass.

For street facades: Minimum of 20 percent transparency

For non-street facades: Minimum of 15 percent transparency

Blank, unarticulated walls facing streets are prohibited.

D. Corner Treatment

None required

E. Frontage Types

Permitted frontage types: forecourt, dooryard, stoop and urban frontage.

Developments must also comply with permitted frontage types of the block type development standards (See Section 5.3.1).

F. Pedestrian Access and Entries

The primary pedestrian entrance shall be accessible directly from the street, through the frontage.

The primary entrance to each ground floor unit shall be directly from the street or courtyard. Entrances for multi-family developments shall occur at a maximum interval of 60 feet.

Primary access to units above the ground floor shall be through a lobby accessed from the street or the courtyard.

The internal courtyard shall be accessible from the street, through the frontage. Where the internal courtyard is

located above the ground plane, a grand public stair and/or accessible route is encouraged.

G. Parking and Access

Parking may be accommodated in up to two levels of above ground podium, below ground, or both.

Above ground surface parking is permitted in the rear of the building. Surface parking areas should be shared between buildings.

In mixed-use areas, residential parking shall be separated from retail parking, except for any residential guest parking.

H. Outdoor Space

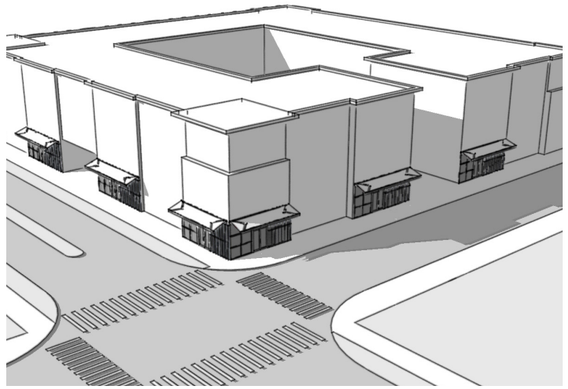
At least 15 percent of the lot area shall be provided as outdoor space.

Permitted outdoor space types that count towards the satisfaction of the required amount of outdoor space are designated in Section 5.3.6, *Open Space Standards*.

I. Landscape and Buffering

Building groups shall be separated by a minimum distance of 20 feet.

Service areas should be screened from view by either hedge rows, walls or fencing.



Courtyard Building Diagram

Courtyard Building Illustrative Photo

Urban Block Building

A. Intent Statement

A building designed for occupancy by retail, service, and/ or office on the ground floor, with upper floors also being configured for office and/or residential uses. Parking is accommodated in shared lots or in a parking structure.

B. Façade Width

Maximum of 225 feet.

Facades greater than 175 feet in length must have at least one façade break of at least 20 feet in length and 10 feet in depth.

C. Building Height and Massing

Maximum building heights vary, see Section 5.3.1, *Block Type Development Standards*.

D. Building Materials and Transparency

Building materials include stone, brick and glass.

For street facades: With a storefront or a storefront café a minimum of 70 percent transparency is required, 65 percent otherwise.

For non-street facades: Minimum of 65 percent transparency.

Upper story façades: Minimum of 30 percent transparency.

Blank, unarticulated walls facing streets are prohibited.

E. Corner Treatment

The corners of buildings located at the intersection of two streets should be emphasized in order to create identity, take advantage of the high visibility and enhance wayfinding.

F. Frontage Types

Permitted frontage types: storefront, storefront café, urban frontage and dooryard.

Developments must also comply with permitted frontage types of the block type development standards (See Section 5.3.1).

G. Pedestrian Access and Entries

Entrances shall be on the primary street façade of the building. When urban block buildings face existing thoroughfares, the primary entrance should be located along road corridors that provide vehicular access.

Secondary building entrances should also be located along other building facades when connections to pedestrian sidewalks can be made.

In mixed-use block types secondary entrances should be located along the central open space or plaza.

In linear retail areas, urban block building groupings longer than 250 feet shall include a mid-block pedestrian way.

H. Parking and Access

Vehicular access for parking and loading is at the rear and side of the building via Access Roads only.

Parking may be accommodated at the rear of the building in up to two levels of above ground podium, below ground, or both. A liner of developable space shall conceal above-ground podium parking from view.

Above ground surface parking is permitted in the rear of the building with frontage along Access Roads.

Above ground surface parking may be forward of the building when the building's primary frontage is along an existing thoroughfare.

Surface parking areas shall not front Commercial Streets or Single Lane Boulevards.

I. Outdoor Space

At least 15 percent of the lot area shall be provided as outdoor space.

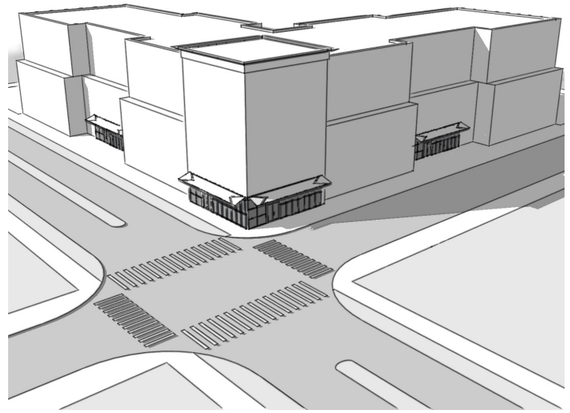
Urban block buildings in Mixed-Use Blocks shall organized around a central open space or plaza.

Permitted outdoor space types that count towards the satisfaction of the required amount of outdoor space are designated in Section 5.3.6, *Open Space Standards*.

J. Landscape and Buffering

Service areas should be screened from view by either hedge rows, walls or fencing.

Urban block buildings that have a façade along an existing Michigan City thoroughfare should incorporate screening in the form of trees and shrubs to further enhance the façade.



Urban Block Building Diagram

Urban Block Building Illustrative Photo

Urban Block Building with Garage

A. Intent Statement

A building designed for occupancy by retail, service, and/ or office on the ground floor, with upper floors also being configured for office and/or residential uses. Parking is accommodated in shared lots or in a parking structures.

B. Façade Width

Maximum of 225 feet.

Facades greater than 175 feet in length must have at least one façade break of at least 20 feet in length and 10 feet in depth.

Where the garage length exceeds 225 feet, a second similar building type may be attached and interconnected, but it must appear as a separate building and have its own entrance from the street.

C. Building Height and Massing

Maximum building heights vary, see Section 5.3.1, *Block Type Development Standards*.

D. Building Materials and Transparency

Building materials include stone, brick and glass.

For street facades: With a storefront or a storefront café a minimum of 70 percent transparency is required, 65 percent otherwise.

For non-street facades: Minimum of 65 percent transparency.

Upper story façades: Minimum of 30 percent transparency.

Blank, unarticulated walls facing streets are prohibited.

E. Corner Treatment

The corners of buildings located at the intersection of two streets should be emphasized in order to create identity, take advantage of the high visibility and enhance wayfinding.

F. Frontage Types

Permitted frontage types: storefront, storefront café, urban frontage and dooryard.

Developments must also comply with permitted frontage types of the block type development standards (See Section 5.3.1).

G. Pedestrian Access and Entries

Primary entrances for the development concealing the parking structure shall be on the primary street façade of the building.

Secondary entrances should be located on all sides of the parking garage and connected to public sidewalks or open space.

H. Parking and Access

Vehicular access for parking and loading is at the rear and side of the building via access roads only.

Structured parking is provided at the rear or side of the building. A liner of developable space shall conceal above-ground podium parking from view.

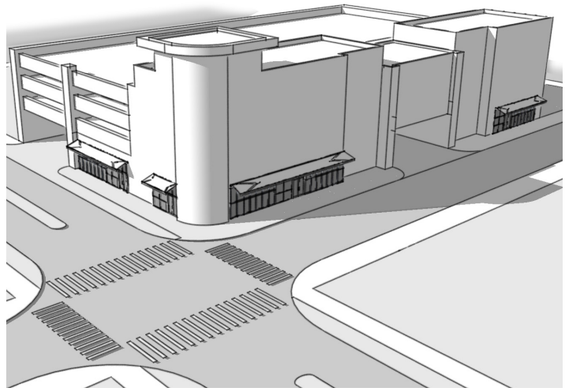
I. Outdoor Space

At least 10 percent of the lot area shall be provided as outdoor space.

Permitted outdoor space types that count towards the satisfaction of the required amount of outdoor space are designated in Section 5.3.6, *Open Space Standards*.

J. Landscape and Buffering

In mixed-use areas, structure parking that is visible from central open spaces or plazas should be screened from view by using architectural façade treatments, ornamental screens or vegetation.



Urban Block Building with Garage Diagram

Urban Block Building with Garage Illustrative Photo

High Rise Building

A. Intent Statement

A multi-level building organized around a central core. A building designed for occupancy by service and /or office on all floors. The first three floors may be expressed as a podium to enhance the visual aesthetic of the building. Parking should be provided in a structure, either below ground, or in a shared lot.

B. Façade Width

Maximum of 300 feet.

Facades greater than 175 feet in length must have at least one façade break of at least 20 feet in length and 10 feet in depth.

C. Building Height and Massing

Maximum building heights vary, see Section 5.3.1, *Block Type Development Standards*.

D. Building Materials and Transparency

Building materials include stone, brick and glass, architectural precast panels, architectural metal panels and ornamental metal.

Buildings must use a minimum of three materials to provide a sense of visual interest and richness in detail.

Building entrances should be clearly delineated and should be a major feature of the façade. For buildings that front two or more streets, all facades should have the same treatment with regards to a level of detail, material use and transparency.

Buildings should be designed with a minimum of eight external corners in order to eliminate box buildings.

If a lower podium is used, the tower shall step back from the face of the podium a minimum of ten feet.

For street facades: With a storefront or a storefront café a minimum of 70 percent transparency is required, 65 percent otherwise.

For non-street facades: Minimum of 65 percent transparency.

Upper story façades: Minimum of 30 percent transparency.

Blank, unarticulated walls facing streets are prohibited.

E. Corner Treatment

The corners of buildings located at the intersection of two streets should be emphasized in order to create identity, take advantage of the high visibility and enhance wayfinding.

F. Frontage Types

Permitted frontage types: storefront, storefront café, urban frontage, forecourt and dooryard.

Developments must also comply with permitted frontage types of the block type development standards (See Section 5.3.1).

G. Pedestrian Access and Entries

Entrances shall be on the primary street façade of the building. When urban block buildings face existing thoroughfares, the primary entrance should be located along road corridors that provide vehicular access.

Pedestrian walks should connect primary building entrances and employee/ guest parking areas.

In large surface parking areas pedestrian walkways should be extended through the lot to provide a protected path for pedestrians.

Additional sidewalk connections should be provided to adjacent public facilities where applicable.

H. Parking and Access

Above ground surface parking lots shall be located along secondary roadways with access being provided from access roads only. Multiple points of ingress/ egress should be provided for each parking lot to ensure efficiencies in vehicular movement during peak traffic times.

Where possible, surface parking areas should be shared between buildings.

I. Outdoor Space

At least 10 percent of the lot area shall be provided as outdoor space.

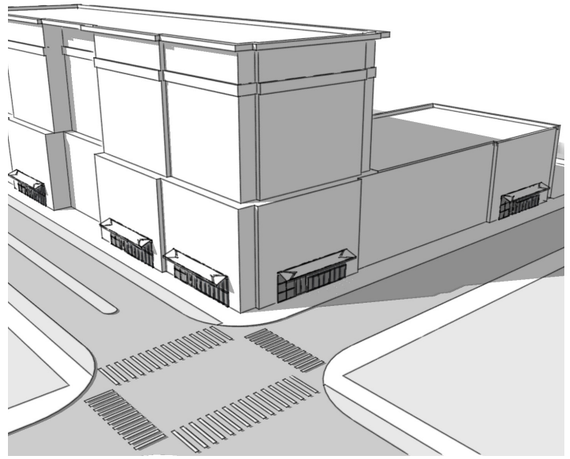
Permitted outdoor space types that count towards the satisfaction of the required amount of outdoor space are designated in Section 5.3.6, *Open Space Standards*.

J. Landscape and Buffering

Service areas should be screened from view by either hedge rows, walls or fencing.

Canopy trees shall be planted at the following intervals along street frontages:

- Large trees: 40’ on center;
- Medium trees: 30’ on center;
- Small trees: 20’ on center.



High Rise Building Diagram

High Rise Building Illustrative Photo

Flex/Warehouse Building

A. Intent Statement

A building primarily used for the storage and /or distribution of materials, goods and merchandise. The building can be designed to allow occupants flexibility for alternative uses of the space. Building typically include loading docks and doors on one side. Parking is provided in large surface lots, with wide turning radii to accommodate larger trucks and vehicles.

B. Façade Width

The façade width should be 50 percent of the primary frontage width.

C. Building Height and Massing

Maximum building heights vary, see Section 5.3.1, *Block Type Development Standards*.

D. Building Materials and Transparency

Building materials include stone, brick, glass, precast concrete, architectural metal, synthetic siding, concrete masonry units (split faced masonry units may be acceptable if used in combination of other masonry products to raise the level of visual quality, Tilt-Up Panels are acceptable if they contain a high degree of detail by the use of shadow lines, textural variations and/ or applied projections.

Structures can incorporate a combination of color (neutral base with accent colors) that will provide visual interest and be harmonious with the surrounding area.

Transparency requirements are not applicable.

E. Corner Treatment

None required

F. Frontage Types

Permitted frontage types: dooryard.

Developments must also comply with permitted frontage types of the block type development standards (See Section 5.3.1).

G. Pedestrian Access and Entries

Pedestrian walks should connect primary building entrances and employee/ guest parking areas.

Additional sidewalk connections should be provided to adjacent public facilities where applicable.

H. Parking and Access

Parking lots are acceded by access roads only. Vehicular access should be coordinated and shared between flex/ warehouse buildings to provide efficiencies for loading, unloading and turning movements.

Above ground surface parking lots shall be located in the front of all flex/warehouse buildings. Truck parking, access drives and loading areas should be located in the rear and shared between like facilities.

Overhead doors shall be located to the side or rear of structured to minimize visibility from public streets. Open service areas and loading docks shall be screened by an opaque barrier a minimum of six feet in height. Walls, fences or landscape screening shall have 100 percent opacity to effectively conceal service and loading operations from adjoining streets.

I. Outdoor Space

At least 10 percent of the lot area shall be provided as outdoor space.

Open space within the flex/ warehouse building lots are not intended to serve the public. The minimum requirement should be used to buffer the buildings from adjacent uses and public rights of way.

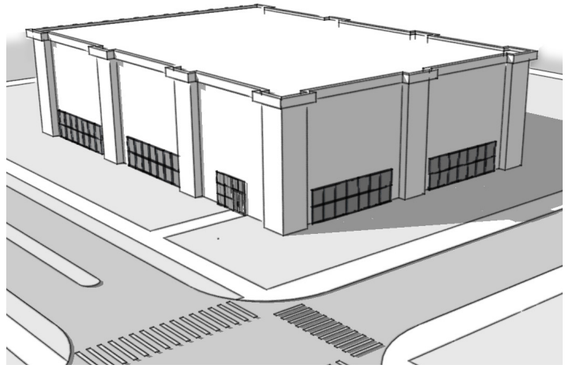
J. Landscape and Buffering

Flex/ warehouse buildings should include a greenbelt along the front/ primary frontage with a minimum of two canopy or evergreen trees and six shrubs for every 40 linear foot of frontage.

For buildings where parking is between the roadway and the building, a hedge row or low brick wall shall be provided for visual buffering

Service areas should be screened from view by either hedge rows, walls or fencing.

Side and rear property lines should be planted with a mixture of canopy and evergreen trees to provide visual buffering to adjacent uses.



Flex/ Warehouse Building Diagram

Flex/ Warehouse Building Illustrative Photo

5.3.3 FRONTAGE STANDARDS AND GUIDELINES

A building's frontage is the interface between the public realm and private development. This Plan recognizes that the successful design of this interface significantly contributes to the realization of an active and engaging urban environment.

Buildings within the Plan area have ground-floor frontages that are human-scaled, provide visual interest, and access to ground-floor uses. This section provides a palette of prototypical frontage types that are permitted. Standards include dimensional criteria, criteria for openings, as well as criteria for the ground plane immediately adjacent to the frontage, such as minimum glazing.

Explanation of Standards

A. Frontage Intent Statement

The intent statement describes the building-to street relationship that each frontage type is meant to achieve.

B. Entries

These standards address entries at the block fronts, not those that are internal to the site.

C. Dimensions

Specific dimensions of features like massing, entry height, openings, and setbacks are delineated here.

D. Paving and Landscaping

This standard addresses the area between the property line and building face.

E. Furnishing Zone

This standard addresses furnishing within front setbacks.

F. Additional Standards and Guidelines

These standards and guidelines provide additional direction in shaping the appropriate building-to-street relationship. They address glazing at the ground floor, frontages, and entries.

G. Storefront Guidelines

This standard addresses the design of building frontages, such as maximum length of a blank wall.

Storefront

A. Frontage Intent Statement

Storefront frontages provide direct access to ground floor spaces that are located adjacent to the sidewalk. Storefronts frontages can accommodate retail, commercial and dining uses. Storefront frontages may also provide for outdoor seating or outdoor display areas.

B. Entries

Entries should be set at the adjacent sidewalk or within an alcove that is adjacent to a sidewalk.

C. Dimensions

Storefronts shall be between 12 to 25 feet high, measured from the finished floor to the bottom of ceiling of the storefront space. Storefront spaces shall be set no more than twelve inches above the adjacent sidewalk at the primary entrance.

D. Paving and Landscaping

The area between the property line and the building face shall be paved.

E. Furnishing Zone

Where permitted, outdoor seating may be provided in front setbacks. Product displays (e.g. flowers, food, merchandise displays) are encouraged near storefront entries.

F. Additional Standards and Guidelines

At least 35-45% percent of the storefront façade area at the ground floor shall be glazed. Glazing shall be transparent and clear. Opaque, highly reflective, and dark, tinting are not permitted.

G. Storefront Guidelines

The maximum length of blank walls facing the street is limited to 15 horizontal feet for any one stretch.

Storefront Section
Storefront frontages provide direct access to ground floor spaces that are located adjacent to the sidewalk.

Storefront Illustrative Photo
Storefronts frontages can accommodate retail, commercial and dining uses.

Storefront Café

A. Frontage Intent Statement

Storefront cafés provide ground floor dining spaces directly accessible from the adjacent sidewalks. Storefront café frontages are similar to storefront frontages but provide specific provisions for outdoor seating.

B. Entries

Entries should be set at the adjacent sidewalk or within an alcove that is adjacent to a sidewalk.

C. Dimensions

Storefront cafés shall be between 12 to 25 feet high, measured from the finished floor to the bottom of ceiling of the storefront space. Storefront spaces shall be set no more than twelve inches above the adjacent sidewalk or terrace.

D. Paving and Landscaping

The area between the property line and the building face shall be paved.

E. Furnishing Zone

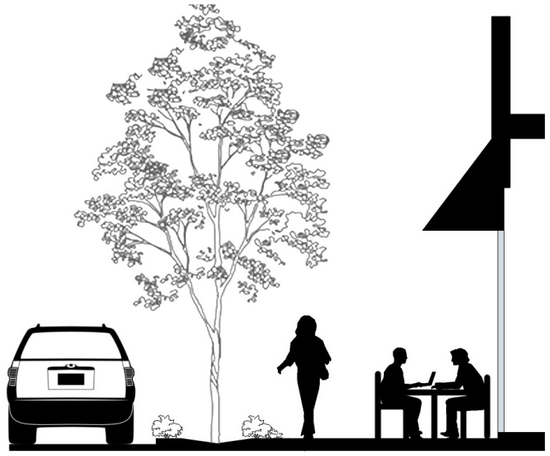
Where permitted, outdoor seating may be provided in front setbacks. Product displays (e.g. flowers, food, merchandise displays) are encouraged near storefront entries.

F. Additional Standards and Guidelines

At least 60 percent of the storefront café façade area at the ground floor shall be glazed. Glazing shall be transparent and clear. Opaque, highly reflective, and dark, tinting are not permitted.

G. Storefront Guidelines

This standard addresses the design of building frontages, such as maximum length of a blank wall.



Storefront Cafe Section
Storefront cafes provide ground floor dining space directly accessible from the adjacent sidewalks.

Storefront Cafe Illustrative Photo
Storefront cafe frontages are similar to storefront frontages but provide specific provisions for outdoor seating.

Urban Frontage

A. Frontage Intent Statement

An urban frontage is suitable for mixed use, commercial or office uses. It provides access to ground floor uses, but is primarily characterized by windows facing the sidewalk. Unlike storefronts there is no minimum ground floor height.

B. Entries

Urban frontages shall enter from the sidewalk. Entries should be articulated by canopies or awnings.

C. Dimensions

Urban frontages shall be set at grade or may be elevated up to 12 inches above the adjacent sidewalk.

D. Paving and Landscaping

Urban frontages are characterized by hardscape and may include landscaping where permitted.

E. Furnishing Zone

Not applicable.

F. Additional Standards and Guidelines

At least 35-45% percent of the storefront façade area at the ground floor shall be glazed. Glazing shall be transparent and clear. Opaque, highly reflective, and dark, tinting are not permitted.

G. Storefront Guidelines

Not applicable.

Urban Frontage Section
An urban frontage is suitable for mixed use, commercial or office uses. It provides access to ground floor uses, but is primarily characterized by windows facing the sidewalk.

Urban Frontage Illustrative Photo
Urban frontages shall enter from the sidewalk. Entries should be articulated by canopies or awnings.

Forecourt

A. Frontage Intent Statement

Forecourts are open areas located at primary building entrances. They may be designed as gardens or as a paved courtyard. Frontages utilizing a forecourt must also comply with the minimum frontage occupancy standards outlined in Section 5.3.1, *Block Type Development Guidelines*.

B. Entries

The forecourt shall enter from the adjacent sidewalk. Building entries opening onto the forecourt shall be at the finished floor of the forecourt or may be raised up to three feet above the forecourt.

C. Dimensions

Forecourts shall be set at grade or may be elevated up to 18 inches above the adjacent sidewalk.

Depth of the forecourt shall be between 10 and 40 feet.

Width of the forecourt shall be between 20 and 40 feet.

D. Paving and Landscaping

Forecourts may be planted with grass, shrubs, or other groundcover, or be paved. All walks shall be paved.

E. Furnishing Zone

Outdoor furniture is permitted in forecourts. High quality, durable fixed benches and planter pots are encouraged. Water features are permitted.

F. Additional Standards and Guidelines

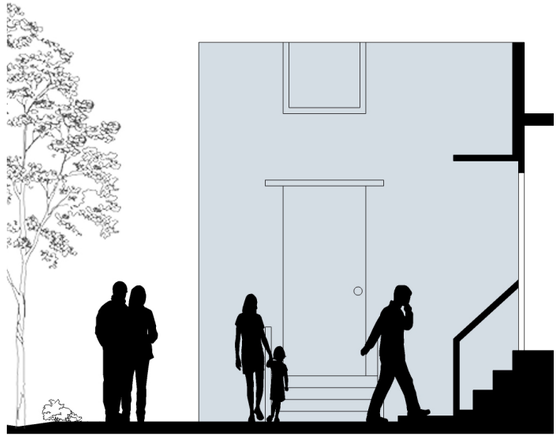
Outdoor amenities including fixed tables, chairs, benches, planters, public art and water amenities are encouraged.

Forecourts shall not be covered with a fixed or retractable roof, but tables with umbrella shades are permitted.

Forecourts may be gated.

G. Storefront Guidelines

Not applicable.



Forecourt Section
Forecourts are open areas located at primary building entrances.

Forecourt Illustrative Photo
Forecourts may be planted with grass, shrubs, or other ground cover, or paved. All walks shall be paved.

Dooryard

A. Frontage Intent Statement

Dooryard fronts are located in front setbacks and provide small landscaped and paved yards at building entrances. In residential settings dooryards can be enclosed by low walls, fences or hedges.

B. Entries

Attached residential development should have primary entries directly accessible from the street. For other developments (multi-family, mixed use, commercial or industrial) access to a sidewalk should be provided at all common building lobbies or entrances.

C. Dimensions

Not applicable.

D. Paving and Landscaping

Dooryards should be planted with grass, shrubs or other ground cover. Walks shall be paved with an appropriate hardscape material. In residential areas low retaining walls, fences or hedges may enclose a dooryard. Walls and hedges shall not exceed three feet in height measured from the adjacent sidewalk.

E. Furnishing Zone

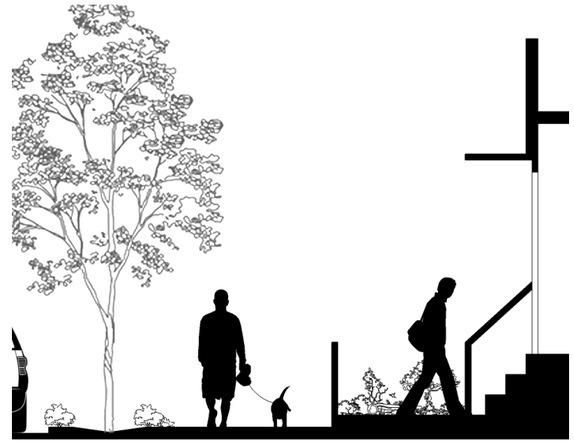
Loose furniture is permitted in dooryards.

Additional Standards and Guidelines

Where block type standards permit dooryard frontages and stoop frontage, elements of these frontage types may be combined.

F. Storefront Guidelines

This standard addresses the design of building frontages, such as maximum length of a blank wall.



Dooryard Section
Dooryard fronts are located in the front setbacks and provide small landscaped and paved yards at building entrances.

Dooryard Illustrative Photo
Dooryards should be planted with grass, shrubs or other ground cover. Walks shall be paved with an appropriate hardscape material.

Stoops

A. Frontage Intent Statement

Stoops are small staircases leading to the entrance of a residential building. The stoop elevation provides some privacy between the sidewalk and ground floor uses. Stoops may be covered by a building awning or canopy.

B. Entries

Entries fronting on public streets shall face the public sidewalk.

C. Dimensions

Stoops shall be at least four feet deep and four feet wide. The stoop entry should not be raised more than three feet above the adjacent sidewalk.

D. Paving and Landscaping

Yards should be planted with grass, shrubs or other ground cover. Walks shall be paved.

E. Furnishing Zone

None permitted.

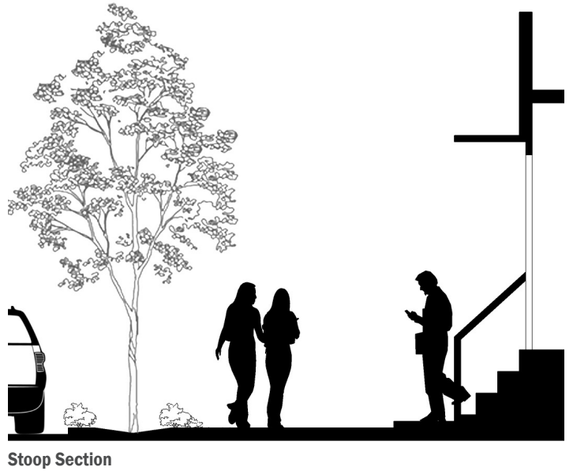
F. Additional Standards and Guidelines

Awnings or canopies may cover stoops. See Section 5.3.2, *Building Type Standards and Guidelines*: *Building, Massing, Scale, and Architecutre*, for awning and canopy standards.

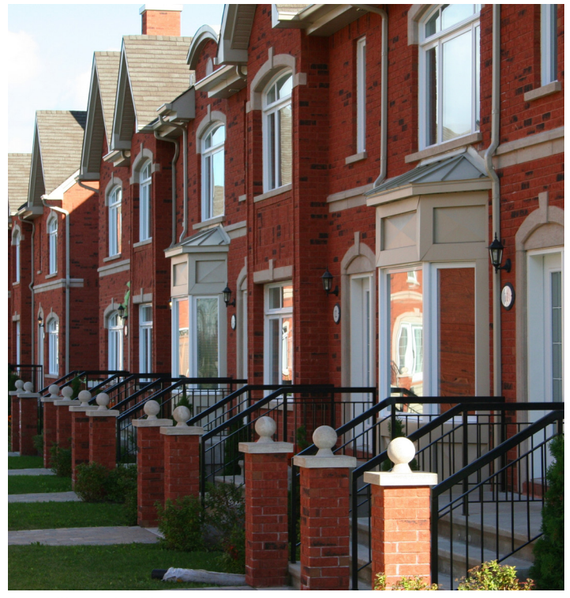
Where block type standards permit dooryard frontages and stoop frontage, elements of these frontage types may be combined.

G. Storefront Guidelines

Not applicable.



Stoop Section
Stoops are small staircases leading to the entrance of a residential building.



Stoop Illustrative Photo
The stoop elevation provides some privacy between the sidewalk and ground floor uses. Stoops may be covered by a building awning or canopy.

5.3.4 PARKING AND LOADING DESIGN STANDARDS

The relationship between the public realm, parking and loading, and vehicular access must be carefully planned and thought out. Such auto-oriented features must be minimized so that sidewalks and streets are not overwhelmed. Parking shall be designed to minimize conflicts between automobiles and pedestrians and create a clearly organized system of entrances, driveways, and parking lots, while still providing adequate and convenient parking spaces.

The following parking and loading design standards shall apply to all parking provided in the Plan area. Parking areas and landscaping, entrances, and driveways shall not qualify as outdoor space.

A. Parking location and access

Parking shall be located in parking garages, structures, on-street, or surface lots.

At block fronts facing public streets, at-grade or above-ground parking shall be screened by a habitable space no less than twenty feet deep, except when utilizing the exposed garage building type.

Parking shall be accessed from a public or private alley when present.

Pedestrian entrances to all parking shall be directly from the street, except that underground parking garages may be entered directly from a building.

B. Parking Design

Parking design shall conform to the City's off-street parking construction and maintenance standards, handicapped parking space standards, and bicycle parking standards. Notwithstanding the City's parking standards, off-street parking spaces shall not be less than nine feet wide and eighteen feet long.

Parking and loading should be designed to mitigate impacts to the urban design quality of building frontages. In no case should parking and loading entries have more than 24 feet of building width dedicated to auto and loading ingress and egress per block. In no case should individual garage doors and driveways be no more than 11 feet for parking, or 12 feet for parking and loading jointly.

Parking areas should be well-lit and well landscaped to create the appearance of "cars in a forest" rather than trees in a parking lot.

Parking lots, plazas, hardscape, and open space shall utilize paving material with a Solar Reflectance Index (SRI) of at least 29 and reduce the amount of surface area exposed to the sun.

Parking design shall conform to Michigan City's off-street parking construction and maintenance standards, handicapped parking space standards, and bicycle parking standards.

Notwithstanding the City's parking standards, off-street parking spaces shall not be less than nine feet wide and 18 feet long.

Bike, car share, and other alternative modes of transportation shall be given priority placement within parking structures.

Off-street bike racks should be provided in parking lots, or entry plazas.

Pedestrian walkways within parking areas may be included as part of the minimum requirements for interior parking lot landscaping if landscape treatment is provided on one side.

For parking lots that contain greater than fifty vehicle parking spaces, pedestrian connections through the parking lot shall be clearly defined in at least one of the following ways (except as walkways cross vehicular travel lanes): a raised walkway

1. Buttons or painted markings
2. Special paving, such as concrete masonry unit (cmu) pavers in an asphalt area
3. A continuous landscape area, a minimum of four feet wide along at least one side of the walkway.

C. Driveways

Driveways shall not be located within sixty feet of an intersection, measured the distance perpendicular from the property line closest to the intersection.

Driveways shall not be located at the terminus of a street.

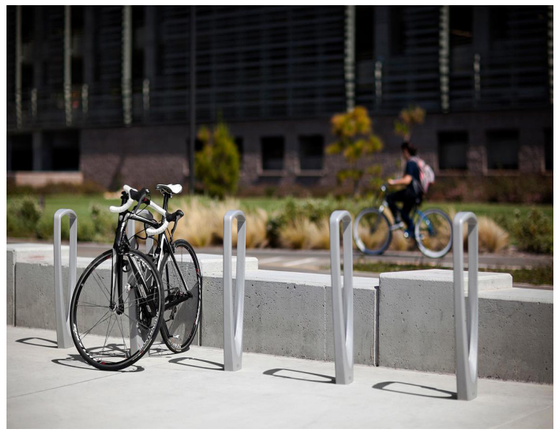
The maximum width for a one-way driveway is twelve feet and for a two-way driveway is twenty-two feet.

D. Loading Areas

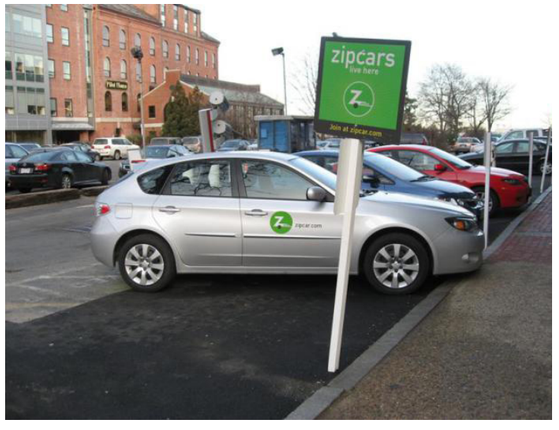
Service and loading areas shall be located away from public streets whenever possible. Entrances to loading areas shall be no more than eighteen feet wide.

On-street loading will only be provided if off-street loading is not available.

Parking Structure
At block fronts facing public street, at-grade or above-ground parking shall be screened by a habitable space no less than twenty feet deep, except when utilizing the exposed garage building type.



Bike Racks
Off-street bike racks should be provided in parking lots, or entry plazas.



Parking Lot
Bike, car share, and other alternative modes of transportation shall be given priority placement within parking structures.

Parking Lot
For parking lots that contain greater than fifty vehicle parking spaces, pedestrian connections through the parking lot shall be clearly defined.

E. Parking Requirements

The amount of parking provided should be reflective of the location and land uses the lot or structure is serving. The minimum number of parking spaces required are outlined in Table 5.21, *Required Parking Spaces.*

Table 5.21 Required Parking Spaces

REQUIRED PARKING SPACES	
Use type	**Minimum Number of Parking Stalls Required**
Residential	One and a half spaces per dwelling unit
Mixed Use	1 space per 250 square feet for the first 60,000 square feet and 1 space per 225 square feet above 60,000 square feet.
Commercial/ Retail	1 space per 300 square feet
Innovation/ Tech	1 space per 300 square feet
Industrial Mixed Use	1 space per 500 square feet

On-street parking created on new public streets can be used to meet minimum parking requirements. On street parking should be reserved exclusively for visitors, not for employees, commuters, or long-term visitors.

F. Parking Lot Screening and Design

Parking lots that abut the public right-of-way shall be screened with one or a combination of the following treatments.

1. Low walls made of concrete, masonry, or other similar material and not exceeding a maximum height of three feet
2. Raised planter walls planted with a minimum of 80 percent evergreen plan materials not to exceed a total height of three feet, including the plan material planted on top, at least a two-foot width.
3. Landscape planting consisting of eighty perfect evergreen trees, shrubs, and groundcover, generally of a five-foot width or more.

Walls and raised planters shall not exceed a maximum height of three feet, unless all of the following are provided:

4. Screen treatment does not create a safety hazard
5. Portion of treatment that is above three feet in height is a minimum of seventy-five percent transparent.

Chainlink fencing shall not be permitted to screen or enclose parking.

G. Parking Lot Lighting

Parking lot lighting shall be appropriate to create adequate visibility at night and evenly distributed to increase security.

Night lighting shall be provided where stairs, curbs, ramps, abrupt changes in walk direction, and crossing vehicle lanes occur.

All lighting shall be energy-efficient, glare-free and shielded from the night sky and adjacent properties to reduce off-site spill-over and preserve dark sky aesthetics.

All lighting should maintain the same lamp type.

On-Street Parking
On-street parking created on new public streets can be used to meet minimum parking requirements.

Parking Lot Screening
Parking lots that abut the public right of way shall be screened with a combination of low walls, raised planters or landscape plantings.

Parking Lot Screening
Parking lots that abut the public right of way shall be screened with a combination of low walls, raised planters or landscape plantings.

Parking Lot Lighting
Parking lot lighting shall be appropriate to create adequate visibility at night and evenly distributed to increase security.

5.3.5 SIGN DESIGN GUIDELINES

The guidelines set out in this section address issues related to sign legibility, placement, color/material and size, and illumination. They are intended to complement the recommendations within this planning document as well as the standards set out within the Michigan City Joint Zoning Ordinance. All signs shall comply with the City sign regulations except for signs permitted within the boundaries of the special sign districts.

A. Compatibility

Signs that are well-designed are those that complement rather than detract from a building's architecture. Generally, all signs must be designed in a manner so as to be compatible with the building and property for which they are attached or located.

1. Signs should contribute positively to the streetscape aesthetic and the character of development.
2. The scale of a sign relative to the building and other site improvements should be appropriate for the building on which it is placed and the area where it is located.
3. Signs should be designed as an integrated element of the building whereby its materials, colors, and shapes, and finishes complement the building architecture. New signs proposed for existing multi-tenant buildings should be compatible in size, scale, and type with the existing signage of other tenants.

B. Legibility

A sign that is effective in conveying its message should be designed to communicate its message clearly. To a large degree, this is accomplished by the readability of words and phrases. The most significant influence on legibility is lettering style and spacing. Legible signs tend to:

1. Use a brief message as it is less cluttered and easier to read;
2. Use common typefaces;
3. Limit the number of lettering styles to no more than two for most signs
4. Occupy no less than fifty percent and no more than seventy-fipercent of the sign area.
5. Use recognizable symbols and logos
6. Use regular shapes
7. Use substantially contrasting colors and materials between the background and the letters or symbols.

C. Placement

The placement of signs on buildings should be clearly visible and in logical locations where most patrons would expect to see a sign.

1. Signs should contribute positively to the streetscape aesthetic and the character of development.
2. Signs should be placed at or near the main entrance to a building or parking area to indicate the most direct access to the business.
3. To the extent practicable, signs should align to and be compatible with the architectural details of the building's façade and complement the building and overall character of the district.
4. Signs should not project above the edge of the rooflines or building walls

D. Color, material, scale

1. Color is an important consideration in attracting attention while at the same time clearly communicating the name and nature of the business.
2. The scale of a sign should be relative to the building, area character, and should relate to the pedestrian.
3. Select colors that enhance sign legibility taking into consideration the color of the building wall or awning to which the sign is to be attached. Dark letters on light colored background and light colored letters on dark backgrounds work best.
4. Sign colors should complement the materials and colors on the subject and adjacent buildings, including their accent and trim colors.
5. Select sign colors that complement the colors of the building and related accoutrements. Sign colors and finishes should be compatible with the development as a whole.
6. Avoid using too many colors and fluorescent colors to avoid illegibility and distraction.
7. Select high-quality, durable, and low maintenance materials for signs.
8. Materials should complement the design of the building, type of business being promoted, and building material on which they are placed.

E. Illumination

Well-designed signs are appropriately illuminated with careful consideration as to the type and strength of illumination. Reduce

General Signage Principles
All signs must be designed in a manner so as to be compatible with the building and property for which they are attached or located.

General Signage Principles
Color is an important consideration in attracting attention while at the same time clearly communicating the name and nature of the business.

General Signage Principles
The placement of the signs on buildings should be clearly visible and in logical locations where most patrons would expect to see a sign.

General Signage Principles
The scale of a sign should be relative to the building area character, and should relate to the pedestrian.

the level of brightness of sign lighting on developments that include a residential component by limiting external illumination to shielded or full-cutoff fixtures.

1. Place exterior sign lighting above the sign and in a manner that is does not obscure the text and graphics. Use only as many fixtures as are needed to adequately light the sign.
2. Direct exterior lights onto signs so as not to create off-site glare or hot spots.
3. Indirectly illuminated signs, which do not produce light from within, but are illuminated by spotlights, are preferred. External lighting fixtures should be small and unobtrusive and should not cast light or glare about the horizontal plane of the top of the sign in any direction other than the elements of the sign. Place lighting carefully so as to not create hot spots or dark areas.
4. Self-illuminated signs that emit light from within themselves and neon signs are discouraged.
5. No sign shall be permitted which, by virtue of the intensity, direction, or color of its lighting or illumination, interferes with or causes confusion to traffic in public streets.

F. Design Enhancements

Design enhancements for site and building signage include the following applications:

1. The design of the sign and its shapes, colors, and finishes mimic or reinforce the architectural lines and distinctive features of the building or development. This creates a natural connection between the sign and the building and reinforces the brand image.
2. Landscaping. A landscaped planting area at the base of a sign shall consist of a raised border of at least eight inches in height from the natural grade and constructed of landscape timbers brick, landscaping stone, or rock. This planting area shall be filled with mulch or a ground cover and planted with low-growing perennials. The area of the planting area must be a minimum of 32 square feet.
3. Organic and Natural Materials. A blend of natural materials (e.g. stone, brick), together with metals and plastic components of the sign can soften the image and make for an interesting and attractive sign.
4. Earthern Berm. An earthen berm with a maximum height of two feet above natural grade beneath the base of a sign creates a pedestal that may be landscaped with low-growing groundcover or foliage.
5. Accent Lighting. Concealed up lighting, down lighting, or concealed cove lighting accents onto a pole cover and selected segments of a sign can create dramatic effects to an otherwise plain sign design.
6. Decorative Elements. Decorative elements added to the design of a sign, such as, but not limited to, decorative lamp fixtures, sconce light fixtures, wrought iron gates or scrolled embellishments, and three-dimensional elements add character to a sign while creating a memorable image for potential customers.

Shingle Sign
A shingle sign of high quality materials is designed to complement the building design.

Building Sign
A building sign located above a storefront.

Wall Sign
A wall sign utilizes neon tubes. The tubes are shielded to contain light spill over. Wall signs can also have individual channel letters.

Window Graphics
Window graphics identify products and services without obsuring the window.

Awning Sign
A high-quality durable screen print on a storefront awning.

Ground signage
Ground mounted monument signage is appropriate in commercial/ retail and industrial mixed use areas.

The images above illustrate aspects of the sign guidelines of Section 5.3.5.

G. Freestanding Signs

As discussed in previous chapters of this Corridor Redevelopment Plan, the array of existing signage (types, sizes, materials, spacing, heights, etc.) contributes to the overall degraded and disharmonious visual quality and character of the US Highway 421 corridor. A freestanding signage ordiance should be developed for the 421 Gateway District that incents and regulates the replacement and installation of a uniform family of signage. The following *Sample Freestanding Sign Ordinance* requires freestanding signs within the 421 gateway District's commercial corridors to be uniform in character, consistent with other contrbuting elements (e.g., wave walls, bus stops, etc.), and constructed at essentially the eye level of motorists.

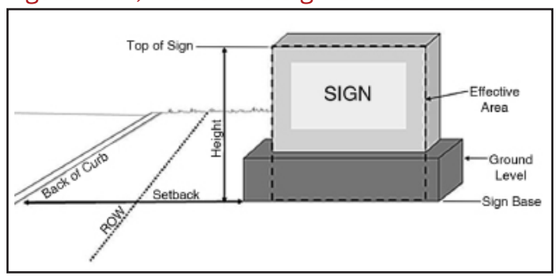
Sample Freestanding Sign Ordinance

Sec. X.XX Freestanding Signs.

A. Manner of Measurement.
   1. Size. The size of a Sign is determined by its Effective Area.
      a. For Monument Signs, the Effective Area includes the entire Structure on which the Sign is placed or mounted, including only the portion of the Sign Base that extends directly below the Sign Face (see Figure X.XX, *Monument Sign Effective Area*).
   2. Setback. The Setback is measured perpendicularly from the curbline to the closest point of the Sign.
   3. Height. The Height of a Freestanding Sign is measured from the natural ground level at the base of the Sign to the highest point of the Sign.
   4. Width. The width of a Freestanding Sign is measured along a line drawn from the outermost edges of the Sign, parallel to the ground.

B. Abandoned Freestanding Signs.
   1. Any Abandoned Freestanding Sign must be removed within one year of the date the Sign becomes an Abandoned Sign.
   2. Any Abandoned Freestanding Sign located on leased property must be removed within two years of the date the Sign becomes an Abandoned Sign.
   3. Within 60 days of the date a Freestanding Sign becomes an Abandoned Sign, the message portion of the Sign must be painted over, covered, removed, or modified so that the remaining sign structure is left visually unobtrusive, presents a solid facade,

Figure X.XX, Monument Sign Effective Area



and does not appear to be in disrepair or dismantled, as approved or required by the Director.

C. Monument Signs. Except as otherwise provided in this section, Monument Signs must comply with the following requirements:

1. Size. The following Table X.XX, *Size Requirements for Monument Signs*, details size requirements for Monument Signs:

Figure X.XX, Size Requirments for Monument Signs

Size Requirements for Monument Signs		
Requirements	**Frontage on US Highways 421 / 20**	**Frontage**
Maximum Effective Area (sq. ft.)	60	25
Maximum Height (ft.)	10	5
Minimum Setback (ft.)[1]	10	10
Number per feet of Frontage	1 for the first 125 ft., 1 for each additional 125 ft.	1 for the first 125 ft., 1 for each additional 125 ft.
1. Setback measured from the back of curb.		

2. Location.

a. Additional Spacing Requirements.

1) A Monument Sign may not be located within 50 feet of another Freestanding Sign on another premises.

2) A Monument Sign may not be located within 125 feet of another Freestanding Sign on the same premises.

3) An Off-premises Monument Sign may not be located within 2,000 feet of another Off-premises Freestanding Sign (refer to Sec. X.XX, *Off-Premises Signs*).

4) A Monument Sign may not be placed or located within the public Right-of-Way unless the City gives its written consent to the encroachment.

3. Materials. All Monument Signs must be designed and constructed to substantially appear as a solid mass, such as a cylinder, block, rectangle, or square, from ground level to the highest portion of the Sign. All Monument Signs must be made of masonry, metal, routed wood planks or beams, or durable plastic.

4. Number. All Signs [with] one common supporting Structure are counted together as one Sign for purposes of applying the regulations on the number of Monument Signs allowed on any one Premises.

5. Permit.

a. It is unlawful for any person to place, locate, relocate, erect, construct, replace or alter the size or shape of any part of a Monument Sign, including the face or other integral part, or to thereafter make use of a Sign without having first secured a Sign permit from the City as required, except as otherwise provided in this Chapter.

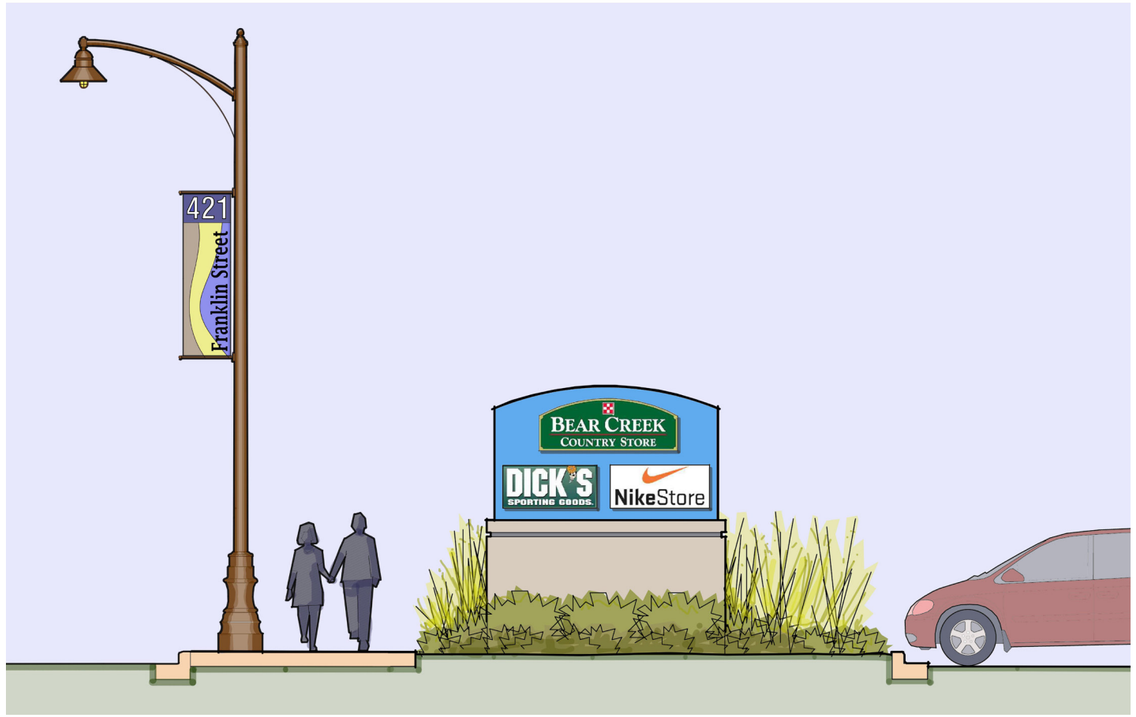
b. A Sign permit is not required to repaint a Sign or to restore a conforming Sign to its original condition if the Sign otherwise complies with this Chapter, or to periodically change only the letters, numbers or message portion of a conforming Sign.

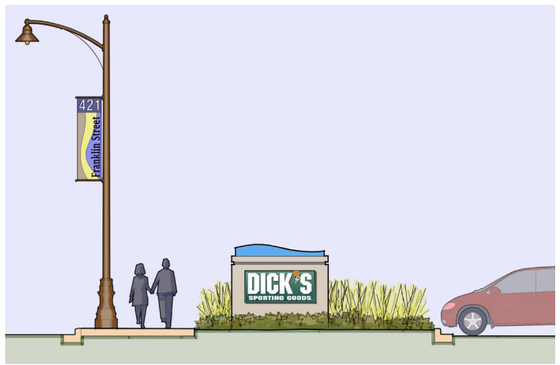
c. Unless earlier revoked, a Sign permit to construct, erect or place a Monument Sign is valid for 180 days from the date of issuance.

6. Additional Regulations.

a. Size Exception for Monument Signs in B1, B2, B3, B4, and 01 commercial districts. Any real property located in a B2, B3, B4, and/or 01 zoning district that would be allowed to have three or more Monument Signs under Table X.XX, *Size Requirements for Monument Signs,* of this Division, may choose to have one Monument Sign with a maximum Effective Area of 100 feet and another Monument Sign with a maximum Effective Area of 60 square feet, in lieu of all other Monument signs allowed under Table 4-24.1 of this Chapter.

b. Off-Premises Signs. The regulations of Table X.XX are applicable to Nonresidential Zoning Districts apply to all Off-Premises Monument Signs located in the City limits regardless of land use.





The renderings above illustrate the potential character of a uniform, freestanding monument signage program for the US Highway 421 corridor. The upper rendering reflects how several signs could be located within the Effective Area of a single monumnet sign for a retail strip center, for example. Based on the Sample Freestanding Sign Ordinance, monument signs could be up to 10 feet in height. The smaller rendering suggests what an individual monument sign might look like, similar in character to the photographs to the right, which depict the character of signs based on the provisions of the Sample Freestanding Sign Ordinance.

5.3.6 OPEN SPACE STANDARDS

Access to public green space significantly contributes to the quality of life in a city and this is particularly the case in urban development where individual access to private green space may be limited. It is this Plan's goal to provide public green spaces that vary in size, character, and activity level that are easily and conveniently accessible from all parts of the new downtown. Specifically, public open spaces should:

- Provide a network of public spaces and parks that serves the needs of residents, workers and visitors to the area.
- Ensure that public spaces foster and encourage civic and social gatherings and a sense of ownership for all Michigan City residents.
- Employ the "Power of 10" principle in each public space, where each destination provides ten things to do – activities and smaller-scale experiences that establish the space as a must-visit, beloved destination.
- Cluster activities together to create a busy, dynamic place for many different types of people at different times of the day.
- Foster connectivity and interaction between surrounding uses and public spaces, allowing activities to spill onto plazas from adjacent uses.
- Incorporate flexibility into the design of public spaces in order to maximize opportunities and uses, particularly in relation to seasonal changes.
- Incorporate the themes of health and fitness, food and gardening, tech-oriented amenities and activities, dynamic, interactive art, community celebrations and gatherings and spontaneity.
- Incorporate public art as an integral part of the public realm expedience throughout the downtown.

PUBLIC OPEN SPACE

While the final design and programming of the redevelopment site's public green spaces will occur in future planning phases, this Plan provides basic open space types and guidelines. The proposed open space types are intended to ensure that a variety of functional, well-designed open spaces are distributed throughout the redevelopment sites. Individual open spaces should complement adjacent land uses and contribute to the creation of a comprehensive, district-wide open space network that increase the sense of connectivity, access and permeability between adjacent neighborhood development and community parks, greenways and other designed open space areas.

Public open space requirements are identified in Section 5.2, Block Type Development Standards. More than one open space type may be used in combination to meet the open space requirement. Where three or more individual open spaces are proposed to meet the requirements, at least two different types must be provided.

As a part of the public realm network, the proposed open spaces shall be designed to increase the sense of connectivity, access and permeability between adjacent neighborhood development and community parks, greenways and other designed open space areas.

OPEN SPACE TYPES

A. Pocket Plaza

Pocket plazas are intended to provide a formal open space of relatively small scale to serve as an impromptu gathering place for civic, social, and commercial purposes. The pocket plaza is designed as a well-defined area of refuge separate from the public sidewalk. These areas contain a greater amount of impervious coverage than other open space types. Seating areas are required and special features, such as fountains and public art installations, are encouraged.

B. Pocket Park

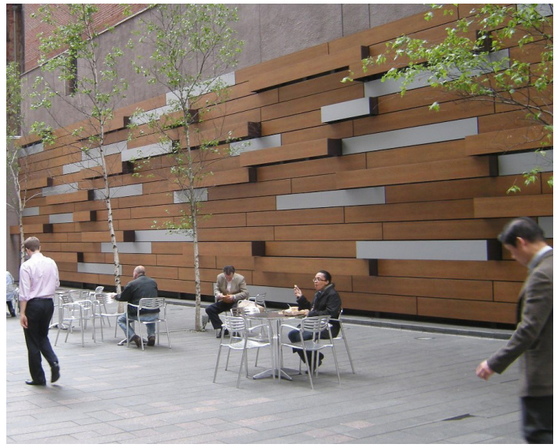
Pocket parks are intended to provide small scale, primarily landscaped active or passive recreation and gathering spaces for neighborhood residents within walking distance. The design and programming of pocket parks should respond to the needs of residents in the immediate vicinity.

C. Green

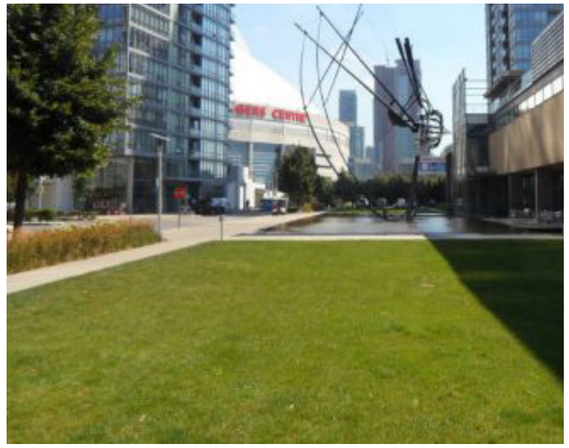
Greens are intended to provide informal, medium scale active or passive recreation for neighborhood residents or employees within walking distance.

D. Plaza

Plazas are intended to provide formal open space of medium scale to serve as a gathering place for civic, social, and commercial purposes. Plazas are usually located in areas where land uses are more diverse and there is potential for a greater level of pedestrian activity. The plaza may contain a greater amount of impervious coverage than any other open space type. Plazas contain both hardscape areas, such as paths, fountains, gazebos, public art, and street furniture, as well as landscaping.



Pocket Plaza
Pocket plazas are intended to provide a formal open space of relatively small scale to serve as an impromptu gathering place for civic, social, and commercial purposes.



Green
Greens are inteded to provide informal, medium scale active or passive recreation for neighborhood residents or employees within walking distance.

Pocket Park
Pocket parks are intended to provide small scale, primarily landscaped active or passive recreation and gathering spaces for neighborhood residents within walking distance.

Plaza
Plazas are intended to provide formal open space of medium scale to serve as a gathering space for civic, social, and commercial purposes.

E. Park

Parks are intended to provide informal active and passive larger-scale recreational amenities to city residents and visitors. Parks have natural plantings and can be created around existing natural features such as water bodies or tree stands. Parks can be used to define edges of neighborhoods and districts.

F. Multi-Use Paths

Multi-use paths are intended to provide a combination of informal and well organized, primarily linear open spaces that serve to connect open space types and major destinations within and outside of the identified development/ redevelopment sites. Multi-use paths may be incorporated into streetscapes and can also align with natural features in more open areas. Multi-use pathways can be used to define edges of neighborhoods and districts and may be directly adjacent to other open space types.

Private Open Space

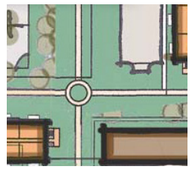
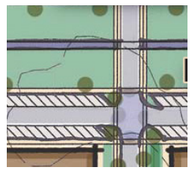
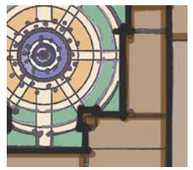
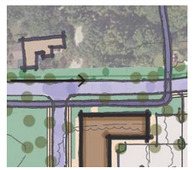
Required outdoor space may be accommodated in interior courtyards located on the ground plane or on a podium, as allowed by the relevant block type (see Section 5.2). When provided, interior courtyards shall adhere to the following standards:

- Interior courtyards shall include ample seating and planting areas. Low walls and steps may be used as alternative forms of seating.
- Interior courtyard landscaping shall include shade trees or shading devices. At least one 3 inch specimen tree is required per 1,000 SF of courtyard area.
- Lighting shall be provided that illuminates the courtyard, but does not negatively impact surrounding buildings.
- Minimum courtyard dimension shall be 30 feet on one side (exclusive of encroachments) unless indicated otherwise in the building types. If the courtyard is surrounded by 3 or more building frontages, the minimum dimension on one side shall be 40 feet.
- Blank walls should be avoided inside the perimeter of the courtyard.

Park
Parks are inteded to provide informal active and passive larger-scale recreational amenities to city residents and visitors.

Multi-Use Paths
Multi-use paths are intended to provide a combination of informal and well organized, primarily linear open spaces that serve to connect open space types and major destinations within the outside of the identified development/ redevelopment sites.

Table 5.22 Open Space Guidelines

Open Space Guidelines						
Open Space Type		Size			Permitted Use Types	Impervious/ Semi pervious Surface
		Minimum (Acres)	Maximum (Acres)	Minimum Dimension (Feet)		
	Pocket Plaza	300 Sq. Ft.	1200 Sq. Ft.	10	Mixed Use Block, Commercial/ Retail, Innovation Tech	80%
	Pocket Park	.10	.5	None	Residential, Commercial/ Retail, Innovation/ Tech	30%
	Green	.5	3	45	Residential, Commercial/ Retail, Innovation Tech	20%
	Plaza	.25	1	60	Mixed Use Block, Commercial/ Retail	80%
	Park	2	None	100	Residential	25%
	Multi Use Path[1,2]				Residential, Mixed Use Block	

[1] *Multiuse paths shall be continuous and connected. Private multiuse paths should be connected to City wide systems whenever possible.*
[2] *When the rear or side of a building is adjacent to a Greenway, that façade of the building shall be treated as if it were located on a principal frontage street.*

Landscaping and Irrigation

Landscaping should be used to define areas such as entrances to buildings and parking lots, provide transitions between neighboring properties and provide screening for outdoor storage, loading and equipment areas.

- Native perennials, ornamental grasses and other prairie vegetation are encouraged to provide special interest and highlight pedestrian areas such as building and site entrances, public open spaces, plazas and major pedestrian connections.
- Rocks pebbles sand, and similar non-living materials shall not be used as groundcover substitutes, but may be used as accent features provided such features do not exceed a maximum five percent of the total landscape area.
- All areas not otherwise devoted to landscape required by these standards, or by parking, structures, or other site improvements shall be planted or remain in native, non-invasive vegetation.
- Harvested rainwater, and recycled (gray) water should be retained and used for landscape irrigation and other uses, as permitted by health and building codes, rather than a potable water source.
- To reduce the requirement for irrigation, native and low water use vegetation that does not require permanent irrigation systems shall be used in public and private open spaces.
- Drip irrigation and bubblers should be installed at non-turf landscape areas to reduce water needs.
- Along road corridors street trees should be planted 40 feet on center. Where this spacing is not feasible due to a driveway or other obstruction, spacing elsewhere should be reduced or other means should be taken to achieve at least the same number of trees as would be provided at the 40 foot interval.
- Street trees planted with expanses of hardscape shall be located in tree pits with grates or in a continuous planting strip with other plant material.
- Where tree grates are required, they shall be ADA accessible and of a similar size and material as tree grates found in adjacent development.

Site Landscaping
Native perennials, ornamental grasses and other prairie vegetation are encouraged to provide special interest and highlight pedestrian areas.

Pervious Pavement
Where possible, install pervious pavement on sidewalks, pedestrian walkways, overflow parking areas, and other paved surfaces to reduce storm water runoff, and allow rainfall to recharge groundwater.

Street Trees
Along road corridors street trees should be planted 40 feet on center. Street trees planted with expanses of hardscape shall be located in tree pits with grates or in a continuous planting strip with other plan material.

Rain Gardens
Where possible, incorporate on-site micro-detention basins (e.g. rain gardens), storm water planters, vegetated swales (e.g. bioswales) adjacent to plaza, sidewalk, and off-street surface parking lot areas.

Low-Impact Development (Green Infrastructure and Stormwater Management

To maintain and/or restore the pre-development hydrologic regime of the site without solely using traditional storm drainage conveyance systems (e.g., gray infrastructure – pipes and culverts) to satisfy drainage and flood mitigation requirements. Integrate small-scale measures scattered throughout the development site, including such things as constructed green spaces, native landscaping, and a variety of innovative bioretention (e.g., bioswales) and infiltration techniques to capture and manage stormwater on-site and reduce peak runoff by allowing rainwater to soak into the ground, evaporate into the air, or collect in storage receptacles for irrigation and other beneficial uses. In areas with slow drainage or infiltration, capture the first flush before excess stormwater and divert into traditional storm conveyance systems.

- Where possible, throughout the site's ground surfaces, use surface materials with a low runoff coefficient (the rate that rainfall contributes to runoff).
- Where possible, install pervious pavement on sidewalks, pedestrian walkways, overflow parking areas, and other paved surfaces to reduce storm water runoff, and allow rainfall to recharge groundwater. Pervious paving that includes the use of liners and under drains can be successfully implemented in areas where infiltration restrictions exist.
- Where paved surfaces are not permeable, direct storm water flow across streets and sidewalks to bioswales or to central collection points such as cisterns or permeable areas with well-drained sands, gravels and soils with moderately coarse textures, to collect, absorb and filter rainwater.
- Where possible, incorporate on-site micro-detention basins (e.g., rain gardens), storm water planters, vegetated swales (e.g., bioswales) adjacent to plaza, sidewalk, and off-street surface parking lot areas.
- Building roofs should incorporate one or more devices for rainfall collection, storage and reuse. They may include, but not be limited to:
  - green roofs;
  - roof decks and terraces that provide equipment to harvest, filter and store rainfall;
  - rain barrels, water cisterns installed above or below ground (if technically feasible due to remediation efforts), or other systems that can filter and store water for use on-site, rather than direct water to a combined sewer system.

Dumpster Enclosure
Service, utility, and mechanical equipment that is visible from the street shall be screened from view with landscaping or enclosures.

Rain Gardens and Green Roofs
All new development shall be designed with a commitment to sustainability at both the site and buiding level.

5.4 Plan Administration

During the development of the US Highway 421 Corridor Redevelopment Plan, representatives from government, business, neighborhoods, civic groups, and others came together to inform the planning process. These community leaders, and new ones to emerge over the horizon of this plan, must maintain their commitment to the ongoing implementation of the Plan's policies—and to the periodic updating of the Plan to adapt to changing conditions, unanticipated opportunities, and/or unforeseen events.

5.4.1 Education

Although spatial plans such as a corridor plan are relatively general in nature, remaining at a "30,000 foot" level to a large extent, they are still complex policy documents that account for interrelationships among various policy choices. As such, educating decision-makers and administrators about plan implementation is an important first step after plan adoption. As the principal groups that will ultimitely be responsible for implementing the plan, the Michigan City City Council, Plan Commission, Redevelopment Commission and City department heads and staff should all be "on the same page" with regard to priorities, responsibilities and interpretations related to implementation of the US Highway 421 Corridor Redevelopment Plan.

Consequently, an education initiative should be undertaken immediately after plan adoption, which should include:

- a discussion of the individual roles and responsibilities of the City Council, Plan Commission, Redevelopment Commission (and other advisory bodies), and individual staff members;
- a thorough overview of the entire Corridor Plan, with emphasis on the parts of the plan that relate to each individual group;
- implementation tasking and priority setting, which should lead to each group establishing a one-year and three-year implementation agenda;
- facilitation of a mock meeting in which the use of the plan and its policies and recommendations is illustrated;
- an in-depth question and answer session, with support from planning personnel, members of the Redevelopment Commission and City Council, and other key staff.

5.4.2 Role Definition

A. City Council

As the community's elected officials, the City Council will assume the lead role in implementation of this plan. The key responsibilities of the City Council are to decide and establish priorities, set timeframes by which each action will be initiated and completed, and determine the budget to be made available for implementation efforts. In conjunction with the City Manager, City Council must also ensure effective coordination among the various groups that are responsible for carrying out the Corridor Plan's recommendations.

The City Council will take the lead in the following general areas:

- adopting and amending the plan by City Ordinance, after recommendation by the Plan Commission;
- adopting new or amended land development regulations to implement the Plan;
- approving interlocal agreements that implement the Plan;
- establishing the overall action priorities and timeframes by which each action item of the Plan will be initiated and completed;
- considering and approving the funding commitments that will be required;
- offering final approval of projects and activities and the associated costs during the budget process, keeping in mind the need for consistency with the Plan and its policies; and
- providing policy direction to the Plan Commission, the Redevelopment Commission, other appointed City boards and commissions, and City staff.

B. Plan Commission

The Plan Commission makes recommendations to City Council based on Corridor Plan principles. Periodically, the Commission should propose a docket of initiatives for City Council consideration. In addition to the following responsibilities, the Plan Commission should also host the education initiative previously described in Section 5.4.1, *Education*.

- Periodically obtain public input to keep the plan up to date, using a variety of community outreach and citizen and stakeholder involvement methods;
- Ensure that recommendations forwarded to the City Council are reflective of plan principles, policies, and action recommendations. This relates particularly to decisions involving development review and approval, zone change requests, and ordinance amendments;

After holding one or more public hearings annually to discuss new or evolving community issues and needs, and having discussed with City staff any and all legal underpinnings, make recommendations to the City Council regarding priority initiatives, as well as planned updates and amendments.

C. Redevelopment Commission

The Michigan City Redevelopment Commission has several roles to play in advancing the successful implementation of the US Highway 421 Corridor Redevelopmnent Plan. Responsibilities include but are not limited to the following (refer also to Section 5.4.3, *Partnerships*):

- acting as "champion" of the Corridor Plan;
- facilitating public-private partnerships in acquiring and aggregating land for redevelopment;
- facilitating the development of special plans and studies to advance the strategies and recommendations of this Plan;
- preparing development packages (including programs, schedules and budgets) for the greenfield development and redevelopment area plans discussed within the Plan and soliciting developers to participate in their development;
- expending funds for landscape site work improvements along US Highways 421 and 20, including landscaping, signage and gateway elements;
- liaise with county, regional, state (INDOT, OCRA, NIRPC) and federal agencies responsible for providing funding and technical assistance for the provision of transportation and utilities infrastructure improvements;
- developing promotional material and marketing shovel-ready sites to businesses interested in moving to Michigan City.

D. City Staff

City staff manages day to-day implementation of the plan. In particular, the Planning and Redevelopment Inspection Department is responsible for supporting the Plan Commission, Redevelopment Commission and City Council and generally shepherding plan implementation. Specific staff responsibilities include:

- Supporting and carrying out capital improvements planning efforts;
- Overseeing the drafting of new or amended zoning and land development regulations, working with the appropriate Boards and Commissions;
- Conducting studies and developing additional plans (including management of consultant efforts, as necessary).
- Reviewing applications for consistency with the Corridor Plan, as required by the City's zoning and land development regulations (UDO);
- In coordination with the City Council, negotiating the specifics of interlocal agreements;
- Administering collaborative programs and ensuring open channels of communication with various private, public, and non-profit implementation partners;
- Providing briefings on plan implementation progress and activities to the Plan Commission and City Council no less than annually; and
- Maintaining an inventory of potential plan amendments, as suggested by City staff and others, for consideration during annual and periodic plan review and update processes.

5.4.3 Partnerships

Non-profit and private entity partners can and will play an important role in advancing the community's initiatives identified in this planning process. It will be critical to identify potential partners early so they can be invited to participate in developing an implementation plan for the particular project, take ownership in the process, and help bring the project to reality through administrative or financial support. The goal of these partnerships should be to create a long-term relationship that is invested in the community and has the community's best interests in mind.

The potential partnership opportunities are vast and multi-faceted with the potential to provide support from a variety of perspectives and on a variety of issues. The following are a sampling of agencies, organizations, industries, etc. that have the opportunity to play a role in the implementation process.

A. Economic Development

Economic development agencies within the City, LaPorte County, and region will have a significant role in the implementation of the Corridor Plan. The Economic Development Corporation Michigan City (EDCMC) acts as a liaison between the City's private sector industries and the City of Michigan City and is tasked with implementing key goals and associated tasks in the following areas:

- Workforce Development and Education;
- Business Retention and Expansion;
- Business Attraction and Development;
- Integration with Community Development; and
- Organizational Sustainability.

Their primary role in advancing this Corridor Plan will be to advocate on the behalf of the private sector on issues relating to infrastructure development, zoning and development guidelines, and public assistance such as tax abatements, training assistance, and education resources with the goal to foster an environment that attracts and retains quality jobs. The EDCMC also has strong relationships with other local, regional, and state agencies that support the needs of the business industry and have their fingers on the pulse of the market. Their understanding of the market forces that are driving business decisions, particularly with regard to investments, will be integral as the plan moves to implementation. They have the ability to bring business decision makers to the table to carry out the economic development goals. The EDCMC also have the resources to implement certain strategies such as the Certified Shovel Ready sites.

The Northwest Indiana Forum, Northwestern Indiana Regional Planning Commission (NIRPC), and Northwest Indiana Regional Development Authority (RDA) are regional economic development and/or planning organizations that will also have significant implementation roles, particularly in terms of project funding. NIRPC is a multi-purpose, sub-state, area-wide planning agency serving the citizens of Lake, Porter, and LaPorte counties in Northwest Indiana. They also serve as the Metropolitan Planning Organization for northwestern Indiana responsible, together with state departments of transportation and public transit operators, for carrying out the transportation planning process for urbanized areas. This includes being the conduit for federal funds designated for transportation improvements. The Regional Development Authority was created to foster necessary partnerships to develop infrastructure that will make Northwest Indiana economically vibrant. The agency provides funding for a variety of priorities, but is primarily focused on job-creating economic development proposals.

B. Public-Private Partnerships

Public private partnerships are a potential and extremely valuable solution for implementing many of the initiatives in the Corridor Plan, particularly those relating to infrastructure and redevelopment. Partnerships between public sector and private economy participants create opportunities for new and innovative approaches to financing, developing and maintaining infrastructure projects. Innovative approaches to procure and fund civil and social infrastructure allow policy makers and industry leaders to engage in mutually beneficial relationships which serve the public good, creating much needed jobs in the process. The partnerships would allow for the sharing of risks and responsibilities while achieving the vision and goals established by all parties involved.

It will be essential to engage the real estate community (investors, developers, brokers, etc.) early and often, working collaboratively with the city to create solutions where there is ownership across the board. These long term relationships and comprehensive solutions will help to foster potential public private partnerships to move projects forward.

C. Education/Healthcare

The healthcare and education industries in and around Michigan City should not be overlooked for their potential to support the efforts of the Corridor Redevelopment Plan. As discussed, the Franciscan Alliance (Franciscan St. Anthony Health-Michigan City) has the distinct ability to provide support and resources to the strategy focused on developing US Highway 421 as a regional health care corridor. Their system includes 13 hospital campuses and outpatient facilities serving the region, with more than 300 physicians representing 50 medical specialties. Their partnerships in the health care industry can attract potential clients, investors, and end-users to move ideas to reality.

Education partners, such as Ivy Tech Community College, have the potential to bring administrative support and industry specific knowledge to this initiative. Whether the focus is on developing low impact development strategies or a specific green infrastructure project through their civil engineering program or providing general support during a public forum, their resources are endless.

D. Utilities

Utility partners will be critical as the community develops a comprehensive infrastructure expansion program to accommodate future development opportunities. While the city controls the water and wastewater utilities in the corridor and can plan those necessary facilities, gas, electric, and communications infrastructure are no less important to a potential development opportunity or end user. Partnering with Northern Indiana Power Service Company (NIPSCO), Frontier, and Comcast to create a comprehensive approach to providing the necessary utility services will help to limit some of the risks involved with any new development.

E. Foundations/Other Organizations

There are many additional foundations or other social organizations that may play a significant role in the future development of the US Highway 421 Corridor. This might include, but certainly wouldn't be limited to, the Valpo Parks Foundation in the development of new parks and recreation facilities or the Porter County Community Foundation in the creation of a public art or amenities program among other potential initiatives. Non-profit organizations such as the Kiwanis Club may also be able to provide volunteer support during various stages of the process.

5.4.4 Plan Amendment Process

The US Highway 421 Corridor Redevelopment Plan is meant to be a flexible document allowing for adjustment to changing conditions over time. Shifts in political, economic, physical, technological, and social conditions, as well as other unforeseen circumstances, may influence and change the priorities and fiscal outlook of the community. As the City grows and evolves, new issues related to the corridor will emerge while others will no longer be as relevant. Some action statements will be found impractical or outdated while other plausible solutions will arise. To ensure that the Corridor Plan continues to reflect the overall goals of the community and remains relevant and resourceful over time, the Plan must be revisited on a regular basis to confirm that the plan elements are still on point and the associated goals, policies and action statements are still appropriate.

Revisions to the Corridor Plan are two-fold, with minor plan amendments occurring as needed and more significant modifications and updates occurring every five to 10 years. Minor amendments may include revisions to certain elements of the plan as a result of the adoption of another specialized plan or the refinement of key concepts through engineering design development. Major updates will involve reviewing the base conditions and assumptions related to anticipated growth trends; re-evaluating the goals, policies and recommendations in the Corridor Plan—and formulating new ones as necessary; and adding, revising or removing action statements in the plan based on implementation progress.

A. Annual Progress Report

The Redevelopment Commission, supported by the Plan Commission and City staff, should prepare an annual progress report for presentation to the Mayor and City Council. This ensures that the plan is consistently reviewed and that any needed modifications or clarifications are identified for the bi-annual minor plan amendment process. Ongoing monitoring of consistency between the plan and the City's implementing ordinances and regulations should be an essential part of this effort.

The Annual Progress Report should include and highlight:

- significant actions and accomplishments during the past year, including the status of implementation for each programmed task in the Comprehensive Plan;
- obstacles or problems in the implementation of the plan, including those encountered in administering the land use and transportation aspects, as well as any other policies of the plan;
- proposed amendments that have come forward during the course of the year, which may include revisions to the individual plan maps or other recommendations or text changes; and
- recommendations for needed actions, programs, and procedures to be developed and implemented in the coming year, including recommendation of projects to be included in the City's Capital Improvement Program (CIP), other programs/projects to be funded, and priority coordination needs with public and private implementation partners.

B. Bi-annual Amendment Process

Based on the annual progress report, the opinions of City staff, planning commission and others, a determination will be made as to whether there is a need for a plan amendment. When considering a plan amendment, the City should ensure the proposed amendment is consistent with the goals and policies set forth in the Plan regarding character protection, development compatibility, infrastructure availability, conservation of environmentally sensitive areas, and other community priorities. Careful consideration should also be given to guarding against site specific plan changes that could negatively impact adjacent areas and uses or detract from the overall character of the area. Factors that should be considered in deciding on a proposed plan amendment include:

- consistency with the goals and policies set forth in the plan;
- adherence with the Future Land Use and/or Thoroughfare Plans;
- compatibility with the surrounding area;
- impacts on infrastructure provision including water, wastewater, drainage, and the transportation network;
- impact on the City's ability to provide, fund, and maintain services;
- impact on environmentally sensitive and natural areas; and
- whether the proposed amendment contributes to the overall direction and character of the community as captured in the plan vision and goals (and ongoing public input).

C. Five-year Update / Evaluation and Appraisal Report

An evaluation and appraisal report should be prepared every five years. This report should be prepared by City staff, having

received input from various City departments, the Plan Commission, other boards and commissions, and third-party consultation. The report process involves evaluating the existing plan and assessing how successful it has been in achieving the community's goals. The purpose of the report is to identify the successes and shortcomings of the plan, look at what has changed over the last five years, and make recommendations on how the plan should be modified in light of those changes.

The report should review baseline conditions and assumptions about trends and growth indicators. It should also evaluate implementation potential and/or obstacles related to any unmet goals, policies and recommendations. The evaluation report and process should result in an amended Corridor Plan, including identification of new or revised information that may lead to updated goals, policies and/or action recommendations. More specifically, the report should identify and evaluate the following:

- Summary of major actions and interim plan amendments undertaken over the last five years.
- Major issues in the community and how these issues have changed over time.
- Changes in the assumptions, trends and base studies data, including the following:
  - » the rate at which growth and development is occurring relative to the projections put forward in the plan;
  - » shifts in demographics and other growth trends;
  - » the area of land that is designated and zoned for urban development and its capacity to meet projected demands and needs;
  - » City-wide attitudes and whether apparent shifts, if significant, necessitate amendments to the stated goals or strategies of the plan; and
  - » other changes in political, social, economic, technological, or environmental conditions that indicate a need for plan amendments.

When considering the Corridor Redevelopment Plan's ability to continue to support progress toward achieving the community's goals, the following should be evaluated and revised as needed:

- individual statements or sections of the plan must be reviewed and rewritten, as necessary, to ensure that the plan provides sufficient information and direction to achieve the intended outcome;
- conflicts between goals and policies that have been discovered in the implementation and administration of the plan must be pointed out and resolved;
- the action agenda must be reviewed and major accomplishments highlighted. Those not completed by the specified timeframe should be re-evaluated to ensure their continued relevance and/or to revise them appropriately;
- as conditions change, the timeframes for implementing the individual actions of the plan should be re-evaluated where necessary. Some actions may emerge as a higher priority given new or changed circumstances while others may become less important to achieving the goals and development objectives of the community;
- changes in laws, procedures and missions may impact the ability of the community to achieve its goals. The plan review must assess these changes and their impacts on the success of implementation, leading to any suggested revisions in strategies or priorities.

D. Ongoing Community Outreach and Engagement

All review and updating processes related to the Corridor Redevelopment Plan should emphasize and incorporate ongoing public input. The annual and continual plan evaluation and reporting process should also incorporate specific performance measures and quantitative indicators that can be compiled and communicated both internally and to elected officials and citizens in a "report card" fashion. Examples might include:

- Acres of new development (plus number of residential units and square footage of commercial and industrial space) approved and constructed in conformance with this plan and related City codes.
- Various measures of service capacity (gallons, kilowatts, acre-feet, etc.) added to the City's major utility systems as indicated in this plan and associated utility master plans—and the millions of dollars allocated to fund the necessary capital projects.
- Miles of new bike routes and sidewalks added to the City's transportation system to provide alternative mobility options as illustrated in Figure 4.9, *Multi-Modal Circulation Plan Improvements*.
- Indicators of the benefits of redeveloped sites and structures (appraised value, increased property and/or sales tax revenue, new residential units, and retail and office spaces in urban mixed-use settings, etc.);
- The numbers of residents and other stakeholders engaged through City-sponsored education and outreach events related to Corridor Plan implementation and periodic review and updating, as outlined in this chapter.

Table 5.3, *Implementation Action Plan*, (beginning on Page 47) includes a prioritized list of action recommendations derived from the various plan elements of this Corridor Plan. The synthesized table does not include every action recommendation found throughout the plan. As configured, the Implementation Action Plan details the "to do" list of priority action items showing the general time frame for initial implementation and who is responsible for initiating, administering and participating in the implementation process.

Additionally, action items have been categorized regarding those actions that will require capital improvements; actions that require changes in policies, regulations, standards and operations; and those actions that require additional studies and programmatic support. All of the action items that require capital in order to be implemented will also require, to some degree, additional feasibility analyses, and in some cases, construction documentation, specifications and detailed cost estimates.

As mentioned, Table 5.3, *Implementation Action Plan*, provides a starting point for determining immediate, near-term, and longer term task priorities. This is an important first step toward plan implementation and should occur in conjunction with the City's annual budget process, during Capital Improvements Program (CIP) preparation, and in support of departmental work planning. Then, the City staff member designated as the Corridor Plan Administrator should initiate a first-year work program in conjunction with other municipal departments, and appropriate public and private implementation partners.

The near-term action priorities should be revisited by City officials and staff annually to recognize accomplishments, highlight areas where further attention and effort are needed, and determine whether some items have moved up or down on the priority list given changing circumstances and emerging needs. It should be kept in mind that early implementation of certain items, while perhaps not the uppermost priorities, may be expedited by the availability of related grant opportunities, by a state or federal mandate, or by the eagerness of one or more partners to pursue an initiative with the City. On the other hand, some high-priority items may prove difficult to tackle in the near term due to budget constraints, the lack of an obvious lead entity or individual to carry the initiative forward, or by the community's readiness to take on a potentially controversial new program.

5.5.1 Sources of Funding

Transportation and Roadway Programs

A. Federal-Aid Highway Program

The Federal-Aid Highway Program supports state highway systems by providing financial assistance for the construction, maintenance and operations of the nation's 3.9 million-mile highway network, including the interstate highway system, primary highways and secondary local roads. The Federal Highway Administration (FHWA) is charged with implementing the Federal-aid Highway Program in cooperation with the states and local government. Local government - primarily counties, cities and towns, or local public agencies (LPAs) - own and operate about 75 percent, or roughly 2.9 million miles, of the nation's highway network. LPAs build and maintain this network using a variety of funding sources, including the Federal-Aid Highway Program. An estimated 7,000 LPAs manage about $7 billion annually in federal-aid projects, or roughly 15 percent of the total program.

B. Surface Transportation Program

The Surface Transportation Program (STP) provides flexible funding that may be used for projects to preserve and improve the conditions and performance on any federal-aid highway, bridgethat have no nonattainment or maintenance areas still receive a minimum apportionment of Congestion Mitigation Air Quality (CMAQ) funding for either air quality projects or other elements of flexible spending.

C. U.S. EPA Brownfield Assessment Pilots/Grants

Assessment grants provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfields sites. An eligible entity may apply for up to $200,000 to assess a site contaminated by hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum) and up to $200,000 to address a site contaminated by petroleum. Applicants may seek a waiver of the $200,000 limit and request up to $350,000 for a site contaminated by hazardous substances, pollutants, or contaminants and up to $350,000 to assess a site contaminated by petroleum. Such waivers must be based on the anticipated level of hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum) at a single site. A coalition of three or more eligible applicants can submit one grant proposal under the name of one of the coalition members for up to $ 1,000,000. The performance period for these grants is three years.

D. U.S. EPA Brownfields Area-Wide Planning Grant

Brownfields Area-Wide Planning is an EPA grant program which provides funding to recipients to conduct research, technical assistance and training that will result in an area-wide plan and implementation strategy for key brownfield sites, which will help inform the assessment, cleanup and reuse of brownfields properties and promote area-wide revitalization. Funding is directed to specific areas, such as a neighborhood, downtown district, local commercial corridor, or city block, affected by a single large or multiple brownfield sites.

E. U.S. EPA Brownfield Cleanup Grants

Cleanup grants provide funding for a grant recipient to carry out cleanup activities at brownfield sites. An eligible entity may apply for up to $200,000 per site. Due to budget limitations, no entity can apply for funding cleanup activities at more than three sites. These funds may be used to address sites contaminated by petroleum and hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum). Cleanup grants require a 20 percent cost share, which may be in the form of a contribution of money, labor, material, or services, and must be for eligible and allowable costs (the match must equal 20 percent of the amount of funding provided by EPA and cannot include administrative costs). A cleanup grant applicant may request a waiver of the 20 percent cost share requirement based on hardship. An applicant must own the site for which it is requesting funding at time of application. The performance period for these grants is three years.

While it is not known whether brownfield-related contamination will be an issue in redeveloping the sites identified within the 421 Gateway District, The EPA's and the State of Indiana's Brownfield (summarized below, under State Programs) programs are sophisticated, well-endowed resources for determining the appropriate and most cost-effective approach to remediation.

F. Economic Development Administration (EDA)

The EDA provides strategic investments that foster job creation and attract private investment to support development in economically distressed areas of the United States. The EDA solicits applications from both rural and urban areas to provide investments that support construction, non-construction, technical assistance, and revolving loan fund projects under EDA's Public Works and Economic Adjustment Assistance programs. Grants made under these programs are designed to leverage existing regional assets to support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities. Within the parameters of a competitive grant process, all projects are evaluated to determine if they advance global competitiveness, create jobs, leverage public and private resources, can demonstrate readiness and ability to use funds quickly and effectively, and link to specific and measureable outcomes.

G. EDA Investment Programs

Public Works: Empowers distressed communities to revitalize, expand, and upgrade their physical infrastructure to attract new industry, encourage business expansion, diversify local economies, and generate or retain long-term, private sector jobs and investment.

Economic Adjustment: Assists state and local interests in designing and implementing strategies to adjust or bring about change to an economy. The program focuses on areas that have experienced or are under threat of serious structural damage to the underlying economic base.

H. National Park Service Land & Water Conservation Fund

The LWCF Program provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities (as well as funding for shared federal land acquisition and conservation strategies). The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources across the United States. Indiana Department of Natural Resources' Division of Outdoor Recreation administers the program in Indiana.

I. Federal Highway Administration Recreational Trails Program

The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. The RTP funds come from the Federal Highway Trust Fund, and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use: fuel used for off-highway recreation by snowmobiles, all-terrain vehicles, off-highway motorcycles, and off-highway light trucks. The Governor of Indiana has designated the Indiana Department of Natural Resources through its Division of Outdoor Recreation to administer the program.

J. U.S. EPA Sustain Our Great Lakes Program

Sustain Our Great Lakes (formerly broken into two programs: Stewardship Grants and Community Grants) is a public–private partnership among ArcelorMittal, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, U.S. Forest Service, National Fish and Wildlife Foundation, and National Oceanic and Atmospheric Administration. It awards competitive grants for on-the-ground habitat restoration and enhancement throughout the Great Lakes basin. Funding priority is given to projects that improve the quality and connectivity of stream, wetland and coastal habitats. Sustain Our Great Lakes helps support implementation of the Great Lakes Restoration Initiative, an outcomes-focused initiative designed to protect, maintain and restore the chemical, biological and physical integrity of the Great Lakes ecosystem.

State Programs

K. Indiana Finance Authority Brownfields Program Revolving Loan Fund

The purpose of the Indiana Brownfields Program's Revolving Loan Fund (RLF) Incentive is to facilitate the redevelopment of brownfield sites by making low-cost funding available through low-to-zero interest loans to finance environmental cleanups and facilitate the public or private redevelopment of brownfield sites throughout the state. Contact the Program for the maximum loan amount available.

L. Indiana Shovel Ready Program

The Indiana Office of Community and Rural Affairs' Shovel Ready program helps local communities identify and prepare sites and existing buildings for economic development; certifies sites and existing buildings to expedite the location and permitting processes for business development; and expedites state and local permits necessary for a specific site. For a site to qualify under the Shovel Ready program, a community must meet the following minimum standards:

- demonstrate that there is official executive-level local government support for developing the site;
- proof of clear title or development option (50-year title search);
- letter from property owner/option holder stating that site is for sale/lease;

- topographical and aerial maps showing the lot layout;
- Phase I Environmental Site Assessment (ESA) performed by a certified professional within the prior six months (Phase I Report and supporting information based on ASTM standards E 1527-00 or E 1527-05.);
- wetland delineation demonstrating that impacts to waters of the state will be avoided or mitigation plan approved by the Indiana Department of Environmental Management;
- water, wastewater, natural gas and electric infrastructure to property line or demonstrate the ability to construct and pay for the infrastructure up to property line; with capacity clearly defined;
- transportation infrastructure to property line or demonstrate the ability to construct and pay for the infrastructure up to property line; and
- high speed communications infrastructure to property line or demonstrate the ability to construct and pay for infrastructure up to property line; with capacity clearly identified.

M. IEDC Industrial Development Grant Fund (IDGF)

IDGF provides assistance to municipalities and other eligible entities to reimburse a portion (typically up to 50%) of eligible public infrastructure costs over a period of two full calendar years from the commencement of the project. The costs are associated with an economic development project supported by the Indiana Economic Development Corporation and must be negotiated prior to a location commitment from the end user. Eligible expenses include construction of water and sewer lines, roads and sidewalks, rail spurs, and fiber optics.

N. Indiana Certified Technology Parks (CTP) Program

The Certified Technology Parks program was created as a tool to support the attraction and growth of high-technology business in Indiana and promote technology transfer opportunities. Designation as a Certified Tech Park allows for the local recapture of certain state and local tax revenue which can be invested in the development of the park. The Indiana Economic Development Corporation (IEDC) has established the following requirements for approval of current and future applications for Certified Tech Park (CTP) status and grants from the Technology Development Grant Fund:

- Submission of a viable business plan that establishes a clear strategy for long-term growth;
- Demonstration that the designation of the CTP creates an opportunity to attract a specific high-tech business;
- Agreement on behalf of the applicant that funds from the CTP's tax increment account and grants awarded from the Technology Development Grant Fund will be expended according to CTP guidelines and agreements;
- Agreement on behalf of the applicant that IEDC may revoke the tax increment and recapture rights of the technology park in the event of noncompliance with any part of the agreements of the community, redevelopment commission, or any tenant of the park;
- Evidence of local government financial participation in the establishment of the CTP;
- An agreement with an Indiana institution of higher education whereby the institution makes a meaningful monetary or in kind contribution to the park; and
- Agreement between IEDC and the applicant regarding:
  - The types of businesses eligible to locate in the park; and
  - The types of businesses located within the park from which revenue may be recaptured for use within the park.

O. IDNR Lake Michigan Coastal Program

The Lake Michigan Coastal Program (LMCP) supports coordination and partnerships among local, state, and federal agencies and local organizations for the protection and sustainable use of natural and cultural resources in the Lake Michigan region. Through the LMCP, Indiana participates in the Coastal Zone Management Program with 33 other coastal states and territories to protect, restore, and responsibly develop Indiana's coastal area.

Development of the LMCP will make more than $1 million available annually to implement the LMCP and for grants to communities in northwest Indiana. Examples of how these funds might be used include:

- Protection and restoration of significant natural and cultural resources;
- Programs to prevent the loss of life and property in coastal hazard areas;
- Improved public access for recreational purposes;
- Revitalized urban waterfronts and ports;
- Improved coordination among government agencies in policy and decision-making processes; and
- Pollution prevention initiatives, including non-point source pollution into coastal waters.

P. IDNR Lake and River Enhancement Program

The goal of the Division of Fish and Wildlife's Lake and River Enhancement (LARE) Program is to protect and enhance aquatic habitat for fish and wildlife to ensure the continued viability of Indiana's publicly accessible lakes and streams for multiple uses, including recreational opportunities. This is accomplished through measures that reduce nonpoint sediment and nutrient pollution of surface waters to a level that meets or surpasses state water quality standards.

To accomplish this goal, the LARE Program provides technical and financial assistance for qualifying projects. Approved grant funding may be used for one or more of the following purposes:

- investigations to determine what problems are affecting a lake/lakes or a stream segment;
- evaluation of identified problems and effective action recommendations to resolve those problems;
- cost-sharing with land users in a watershed above upstream from a project lake or stream for installation or application of sediment and nutrient-reducing practices on their land;
- matching federal funds for qualifying projects;
- watershed management plan development;
- feasibility studies to define appropriate lake and stream remediation measures;
- engineering designs and construction of remedial measures;
- water quality monitoring of public lakes;
- management of invasive aquatic vegetation; and
- sediment removal from qualifying lakes.

IDNR Community Forestry Grant Programs

Cities, towns and non-profit organizations can receive funding to enhance urban trees and forests. The Indiana DNR, Division of Forestry offers four grant programs that help improve, protect, maintain and increase the number of trees in Indiana communities. This federal and state funding is provided on an annual basis by the Indiana Department of Natural Resources and the USDA. Forest Service Grantees must match the grant with an in-kind and/or monetary match.

Local Financing Options

Q. County Option Income Tax (COIT)

COIT provides tax revenues to local governments for general spending. Funds may also be allocated for communication, transportation systems, and financing economic development projects.

R. County Economic Development Income Tax (CEDIT)

CEDIT is a local option income tax that provides funding for local economic development projects with the goal to increase local employment opportunities and/or attract or retain businesses. In addition to direct investments, CEDIT funds can be used to back a bond issuance for an eligible economic development project, which is defined as a project that will promote significant opportunities for the gainful employment of its citizens, attract a major new business enterprise, or retain or expand a significant business enterprise.

Depending on how the City of Michigan City approaches future annexation, in light of the State of Indiana's new annexation laws, LaPorte County may or may not have a role to play within the Project study Area.

S. Tax Increment Financing

The tax increment finance (TIF) mechanism in Indiana permits a town, city or county, through a local redevelopment commission, to designate targeted areas for redevelopment or economic development. Those areas can then be designated as "allocation areas" which triggers the TIF process. After such a designation is made, property taxes generated from new construction in the area, rather than going to the normal taxing units (e.g., schools, cities, counties), can be set aside and invested back in the area to promote development. TIF revenues may be used directly to finance public infrastructure, land acquisition, site improvements, and other public improvements. Alternatively, TIF revenues may be pledged to the payment of bonds or lease rental obligations issued or incurred to finance such projects.

5.5 Implementation Action Plan

Implementation Action Plan

Table 5.23, *Implementation Action Plan*, includes a prioritized list of action recommendations derived from the various plan elements of this Corridor Redevelopment Plan. The synthesized table does not include every action recommendation found throughout the Plan. As configured, the Implementation Action Plan details the "to do" list of priority action items showing the general time frame for initial implementation and who is responsible for initiating, administering and participating in the implementation process.

As mentioned, Table 5.23, *Implementation Action Plan*, provides a starting point for determining immediate, near-term, and longer term task priorities. This is an important first step toward Plan implementation and should occur in conjunction with the City's annual budget process, during Capital Improvements Program (CIP) preparation, and in support of departmental work planning.

During the final Corridor Stakeholder Committee (CSC) meeting, members were given the opportunity to prioritize action items listed in Table 5.23. Based on committee member input, **items with 15 or more points were given primary priority, placing the action item in the 1-2 year timeframe. Action items with five to 14 points were given secondary priority and were placed in the 2-10 year timeframe.** Secondary priority items may be moved into the primary priority category over time based on available funding and initiative to begin the task**. The majority of the action items for the corridor plan received four or fewer points, placing them in the secondary priority category with a timeframe of 10+ years.** Tasks in this category may be of lesser priority yet can be implemented intermittently over the 10-year timeframe if funding is not able to complete larger projects, but the amount of funding can complete one or more minor projects. Action items with indicators in more than one timeframe are larger scale projects that may take years to implement; it is not intended to a variable priority.

The near-term action priorities should be revisited by the Michigan City Redevelopment Commission, City officials and staff annually to recognize accomplishments, highlight areas where further attention and effort are needed, and determine whether some items have moved up or down on the priority list given changing circumstances and emerging needs. It should be kept in mind that early implementation of certain items, while perhaps not the uppermost priorities, may be expedited by the availability of related grant opportunities, by a state or federal mandate, or by the eagerness of one or more partners to pursue an initiative with the City. On the other hand, some high-priority items may prove difficult to tackle in the near term due to budget constraints, the lack of an obvious lead entity or individual to carry to initiative forward, or by the community's readiness to take on a potentially controversial new program.

Progress on the Year 1-2 items, in particular, should be the focus of the first annual review and report a year after the Corridor Redevelopment Plan adoption. Then, similar to multi-year capital improvements programming, the entire action agenda list in Table 5.23 should be revisited annually to decide if any additional items are ready to move into the next near-term action timeframe, and what the priority should be.

Table 5.23 Implementation Action Plan

Goal 3.3.1: Enhance Transportation Efficiency

#		DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM)			PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
				1-2 Yrs	3-10 Yrs	10+ Yrs				
3.1.1 (Page 3-04)	**Strategy: Develop an access management plan to ensure safe and efficient vehicular circulation throughout the 421 Gateway District.**									
	Convenient access can make or break a commercial corridor. The primary benefit of having an access management plan is that it lays the foundation for correcting existing access management problems and preventing others from occurring in the future. Too many curb cuts are inefficient and dangerous for drivers and pedestrians alike. In order to accommodate access to existing and future development in a safe and efficient manner, INDOT actively implements a series of access management objectives, the intent of which is to 1) manage the location, design, and type of property access in order to reduce traffic congestion and frequency of crashes; 2) preserve the flow of traffic and existing road capacity; 3) support economic growth; 4) improve access to businesses and homes; 5) maintain or improve property values; and 6) preserve the public investment in the transportation infrastructure. Thoroughfare efficiency and convenience can be ensured through adoption and enforcement of specific access management regulations.								
	Actions and Initiatives									
	1.	Consolidate driveways and interconnect parcels through cross access easements wherever possible so that automobile and pedestrian circulation is possible without going out onto the arterial highway. Studies indicate that halving the number of access points results in about a 30 percent decrease in the vehicular accident rate.	Primary	■	■		Office of the City Engineer	Planning and Redevelopment Inspection Department	Indiana Department of Transportation (INDOT)	Federal Aid Highway Program via INDOT
	2.	Regulate the design and spacing of driveways. Locate driveways away from intersections. Within the Michigan City Appendix C, Joint Zoning Ordinance, amend Section 18.04, *Driveway Access Management*, Part (d) (3) *Number of Driveways*, to prohibit a second driveway onto the same road per property, irrespective of the length of roadway frontage. Additional driveway access points to frontage/rearage access roads and other municipal streets is permitted and encouraged.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Indiana Department of Transportation	City of Michigan City
	3.	Design intersections and access points to simplify and coordinate signal sequences and to minimize congestion.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Indiana Department of Transportation	City of Michigan City
	4.	Limit curb cuts to avoid excessive turning motions that snarl traffic; manage this process through zoning ordinances, design requirements, or comprehensive codes.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Indiana Department of Transportation	City of Michigan City
	6.	Integrate raised medians and appropriate median breaks to limit potential conflicts.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Indiana Department of Transportation	Federal Aid Highway Program via INDOT
	7.	Protect the Interstate 94 interchange. To maintain the functional integrity of the I-94 interchange, access points should be located as far away from interchange ramps as possible (INDOT requirement: 1,250 feet from interchange).	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Indiana Department of Transportation	Federal Aid Highway Program via INDOT
	8.	Within the Michigan City Appendix C, *Joint Zoning Ordinance*, amend Section 18.04, *Driveway Access Management* to require property owners of developed parcels along US Highway 421 / S. Franklin Street, to comply with recommended access point closures, based on the following triggers: — if there is a change in ownership of said property; — if there is a zoning change or re-platting; — if the property owner applies for a development application or building permit to expand a building by 30 to 70 percent of the gross floor area, or increase the parking requirements by 20 percent; — contingent on there being a minimum of two points of access / egress remaining after the recommended access point closure.	Primary	■	■	■	Planning and Redevelopment Inspection Department	Office of the City Engineer	Indiana Department of Transportation	City of Michigan City

Table 5.23 Implementation Action Plan - Continued

Goal 3.3.1: Enhance Transportation Efficiency

#		DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM)			PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
				1-2 Yrs	3-10 Yrs	10+ Yrs				
3.1.2 (Page 3-04)	**Strategy: Implement the US Highway 421 Access Road Plan**									
	Design an internal system of supporting access / frontage roads for the 421 Gateway District that adheres to the existing street grid system and existing signalized intersections, and enables provide opportunities for parallel movement along the corridor. Create a secondary street pattern where appropriate, and modify setback requirements to pull retail and restaurant facilities close to the arterial and secondary streets. Access, parking and service-related functions would be organized to the rear of the parcel.									
	Actions and Initiatives									
	1.	In partnership with the City of Michigan City and others, consider Michigan City Redevelopment Commission capital participation in the preparation of construction documents, specifications, cost estimates and project schedules for access roads proposed within the 421 Gateway District, as per Figure 4.1, *Access Road Plan*.	Secondary			■	MC Redevelopment Commission	Office of the City Engineer - Planning and Redevelopment Inspection Department	Private Engineering Consultant	City of Michigan City - MC Redevelopment Commission
	2.	Connect parking lots and relocate driveways to promote efficient and effective access.	Secondary		■	■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	PPP City of Michigan City - Private Landowners
3.1.3 (Page 3-04)	**Strategy: Within the Michigan City Code of Ordinances, amend Article 06, Design Standards, Section 06.04, Streets, Table 06.04 (d), Minimum Right-of-Way and Street Width to include the following additional commercial and residential street types:**									
	1.	Commercial Access Road Residential Local Street with Bike Lanes and On-Street Parking Commercial Collector Street with Angled On-Street Parking Single Lane Boulevard with On-Street Bike Lanes Single Lane Boulevard with on-Street Bike Lanes and On-Street Parking	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	City of Michigan City
3.1.4 (Page 3-04)	**Strategy: Consider extending Ohio Street south of CR W 400 N and (signalization) improvements to the CR W 400 N / Ohio Street intersection.**									
	Actions and Initiatives									
	1.	Consider Michigan City Redevelopment Commission capital participation in design and construction costs associated with Ohio Street extended.	Secondary			■	MC Redevelopment Commission	Office of the City Engineer - Planning and Redevelopment Inspection Department	Private Engineering Consultant	Federal Aid Highway Program
	2.	Consider Michigan City Redevelopment Commission capital participation in the signalization of the CR W 400 N / Ohio Street intersection, striped pedestrian crosswalks and sidewalk improvements.	Secondary			■	MC Redevelopment Commission	Office of the City Engineer - Planning and Redevelopment Inspection Department	Private Engineering Consultant	Federal Aid Highway Program
	3.	Upon annexation, consider Michigan City Redevelopment Commission capital participation in the construction of sidewalks along CR W 400 N as well as access management-related improvements.	Secondary			■	MC Redevelopment Commission	Office of the City Engineer - Planning and Redevelopment Inspection Department	Private Engineering Consultant	Federal Aid Highway Program

Table 5.23 Implementation Action Plan - Continued

Goal 3.3.2: Improve Transportation Safety

Whether dealing with motorists, pedestrians, or bicyclists, proper care must be taken to ensure that the thoroughfares, sidewalks, driveways, and intersections within the 421 Gateway District are properly designed and fitted with adequate safety features and bicycle accommodations. Strategies for the future of the corridor should create destinations/centers promoting the broader goals for creating places that are walkable, transit supportive, carbon reducing and energy efficient.

#		DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM)			PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
				1-2 Yrs	3-10 Yrs	10+ Yrs				
3.2.1 (Page 3-05)	**Strategy: Confirm feasibility of lane narrowing along US Highway 421.**									
	Actions and Initiatives									
	1.	Meet with INDOT to discuss and confirm the feasibility of proposed lane narrowing and raised medians along US Highway 421 / S. Franklin Street.	Primary	■			Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	Federal Aid Highway Program via INDOT
3.2.2 (Page 3-05)	**Strategy: Improve pedestrian safety and reduce pedestrian-vehicular conflict areas.**									
	Actions and Initiatives									
	1.	Provide adequate crosswalks at major signalized intersections.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	Federal Aid Highway Program via INDOT / NIRPC
	2.	Provide pedestrian cross connections between businesses whenever possible.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	City of Michigan City - Federal Aid Highway Program via INDOT / NIRPC
	3.	Provide a continuous network of Americans with Disabilities Act (ADA) compliant sidewalks along thoroughfares and access roads. Configure sidewalks so people feel safe and comfortable. Make sidewalks wide, appealing, and shady.	Primary		■	■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	City of Michigan City - Federal Aid Highway Program via INDOT / NIRPC
	4.	Where possible, employ traffic calming techniques to increase pedestrian safety (e.g., bulb-outs, textured paving, medians, pedestrian refuges), see sidebar, Traffic Calming Best Practices.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	City of Michigan City - Federal Aid Highway Program via INDOT / NIRPC
3.2.3 (Page 3-05)	**Strategy: Develop safe and efficient active transportation (pedestrian, bicycle) routes throughout the 421 Gateway District.**									
	Informed by the Michigan City Trails Master Plan, and in concert with the development of a comprehensive internal access road system within the 421 Gateway District, develop a network of on- and off-street recreational trails that connect neighborhoods to parks and open space areas, commercial/retail centers, and schools.									
	Actions and Initiatives									
	1.	Ensure that significant roadway improvements are context-sensitive and adhere to ‘complete streets” principles.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	Federal Aid Highway Program via INDOT / NIRPC - Recreational Trails Program (RTP)
	2.	Develop an interconnected network of on-street bicycle lanes and off-street recreational trails that connect neighborhoods, commercial centers and public facilities within the 421 Gateway District.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	Federal Aid Highway Program; Recreational Trails Program (RTP)

Table 5.23 Implementation Action Plan - Continued

Goal 3.3.2: Improve Transportation Safety

Whether dealing with motorists, pedestrians, or bicyclists, proper care must be taken to ensure that the thoroughfares, sidewalks, driveways, and intersections within the 421 Gateway District are properly designed and fitted with adequate safety features and bicycle accommodations. Strategies for the future of the corridor should create destinations/centers promoting the broader goals for creating places that are walkable, transit supportive, carbon reducing and energy efficient.

#		DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM)			PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
				1-2 Yrs	3-10 Yrs	10+ Yrs				
3.2.4 (Page 3-05)	**Strategy: In conformance with the 2015 Michigan City Transit Strategic Plan, expand public transit service throughout the 421 Gateway District.**									
	Actions and Initiatives									
	1.	Increase Ride the Wave ridership by three percent annually.	Secondary			■	MC Transit Department	Office of the City Engineer - Planning and Redevelopment Inspection Department	INDOT - NIRPC	City of Michigan City
	2.	Evaluate the possibility to changing transit system to a “Bus Stop Only” service.	Secondary			■	MC Transit Department	Office of the City Engineer - Planning and Redevelopment Inspection Department	INDOT - NIRPC	Federal Aid Highway Program via NIRPC / INDOT
	3.	Update Bus Stop Signage.	Secondary			■	MC Transit Department	Office of the City Engineer - Planning and Redevelopment Inspection Department	INDOT - NIRPC	City of Michigan City - Federal Aid Highway Program via INDOT / NIRPC
	4.	Survey the need for shelters at key bus stops within the 421 Gateway District.	Seconday			■	MC Transit Department	Office of the City Engineer - Planning and Redevelopment Inspection Department	INDOT - NIRPC	City of Michigan City
	5.	Develop a distinctive bus shelter design that is unique to the 421 Gateway District; as illustrated in Figure 3.4, *Proposed Bus Shelter*.	Seconday			■	MC Transit Department	Planning and Redevelopment Inspection Department	Private Design Consultant	City of Michigan City
	6.	Continue to explore all federal and state funding options to help fund transit service expansion.	Primary	■	■	■	MC Transit Department	Office of the City Engineer - Planning and Redevelopment Inspection Department	INDOT - NIRPC	City of Michigan City - Federal Aid Highway Program via INDOT / NIRPC
	7.	Develop knowledge of transit benefits through school education programs.	Secondary			■	MC Transit Department	Office of the City Engineer - Planning and Redevelopment Inspection Department	INDOT - NIRPC	City of Michigan City
	8.	Continue to build partnerships with public agencies and community groups.	Secondary			■	MC Transit Department	Office of the City Engineer - Planning and Redevelopment Inspection Department	INDOT - NIRPC	City of Michigan City

Table 5.23 Implementation Action Plan - Continued

Goal 3.3.3: Synchronize Land Development Regulations with Planning Policies

#		DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM)			PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
				1-2 Yrs	3-10 Yrs	10+ Yrs				
3.3.1 (Page 3-06)	**Strategy: Revise Michigan City Land Development Regulations to enable the scale and character of proposed development and redevelopment options within the 421 Gateway District.**									
	Actions and Initiatives									
	1.	Integrate public facilities into the 421 Gateway District's redevelopment strategy. Public facilities should be sited in ways that help leverage private investment and provide a convenient destination where residents can accomplish multiple tasks, and help shape a more rational development pattern.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the Mayor - Michigan City Economic Development Corporation	Private Planning Consultant	City of Michigan City
	2.	Zoning must be clearly linked to the public's implementation plans, including effective by-right development standards as well as transfer of development rights in mature strips.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the Mayor - Office of the City Engineer	Private Planning Consultant	City of Michigan City
	3.	Scale retail-zoned land to reflect a realistic assessment of the size, strength, and character of the market.	Secondary			■	Planning and Redevelopment Inspection Department	Michigan City Economic Development Corporation - Office of the Mayor	Private Planning Consultant	City of Michigan City
	4.	Structure zoning within development nodes to encourage denser forms of development that can be reached by multiple modes of transportation.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer - Office of the Mayor	Private Planning Consultant	City of Michigan City
	5.	Provide regulatory options that facilitate parceling and land assembly to accommodate recommended changes in land use configurations. This may involve changes that eliminate setbacks, provide streetfront and midblock development on multiple sites, or combine separately owned parcels to create new development options.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the Mayor - Office of the City Engineer	Private Planning Consultant	City of Michigan City
	6.	Set Parcel Size Standards. Adopt zoning regulations that set a minimum parcel size along the strip so as to constrain curb cuts and encourage more coordinated development and fewer stand-alone stores.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer - Office of the Mayor	Private Planning Consultant	City of Michigan City
	7.	Prevent "deadening" uses, such as mini-storage facilities, from dominating the 421 Gateway District.	Secondary		■	■	Planning and Redevelopment Inspection Department	Office of the City Engineer	Private Planning Consultant	City of Michigan City
	8.	Stimulate infill, new forms of mixed-use, and pedestrian-oriented retail development on remaining retail-zoned land.	Secondary			■	Planning and Redevelopment Inspection Department	Michigan City Economic Development Corporation - Office of the City Engineer	Private Planning Consultant	City of Michigan City
	9.	Review the City's Capital Improvement Program (CIP) for infrastructure projects within the 421 Gateway District to determine whether the scope of any project may be amended in order to advance the development of the proposed comprehensive access road program, as delineated in Figure 4.1, Access Road Plan.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	City of Michigan City

Table 5.23 Implementation Action Plan - Continued

Goal 3.3.3: Synchronize Land Development Regulations with Planning Policies

#	DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM)			PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
			1-2 Yrs	3-10 Yrs	10+ Yrs				
3.3.2 (Page 3-06)	**Strategy: Amend the Michigan City Appendix C, Joint Zoning Ordinance, Article 7. Business Districts, to include an Urban Commercial / Mixed-Use (B4) District.**								
	The UC District retains the fabric, character, design and densities of a traditional "downtown" central business district. This urban environment is characterized by taller, larger buildings that occupy most if not all of the site and are set at the street edge with parking largely on-street and in structures, with reduced common surface parking lots. Sidewalks are scaled for pedestrian rather than automobile use, and are wide enough to contain seating areas for outdoor cafes. Any original buildings with historic or design significance have been mostly well-preserved. Permitted uses would include: Mixed-use (on single sites and within individual structures); residential above commercial or office; live/work units; attached and multi-family residential; commercial retail/services; office; public/ institutional; places of worship; entertainment; parking structures and on street public or commercial parking areas (surface parking lots may be considered as a limited use); and parks and public spaces. District characteristics would include the following provisions: 1. Greatest site coverage. Streets and other public spaces framed by buildings with zero/minimal front setbacks, creating "architectural enclosure" versus the progressively more open feel in other character areas (General, Suburban, Rural). 2. Mostly on-street parking and minimal surface parking (until the urban character begins to give way to typical site design oriented toward the automobile). The only place where structured parking may make sense and be financially viable. 3. One of the few commercial districts where structured parking may be financially viable. 4. Multi-story, mixed-use structures are encouraged. Public/institutional uses designed to match Urban character. 5. Conducive for pedestrian activity and interaction, with public plazas and pocket parks providing green space amidst the Urban environment, and a place to gather and host community events. 6. Streetscape enhancements in public ways usually emphasized given limited area for private landscaping relative to other character areas. 7. Public/institutional uses designed to match urban character.								
	Actions and Initatives								
	Amend Michigan City Appendix C, Joint Zoning Ordinance to include Urban Commercial / Mixed-use (B4) District.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer - Office of the Mayor	Private Planning Consultant	City of Michigan City - MC Redevelopment Commission
3.3.3 (Page 3-06)	**Strategy: Within the Michigan City Appendix C, Joint Zoning Ordinance, amend provisions of Light Industrial District (M1), Section 09.03, Lot Area and Width Requirements, to enable minimal building setbacks (0-5 ft) for commercial uses.**								
	Actions and Initatives								
	Amend Michigan City Appendix C, Joint Zoning Ordinance to include provisions of Light Industrial District (M1), Section 09.03, Lot Area and Width Requirements, to enable minimal building setbacks (0-5 ft) for commercial uses.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer - Office of the Mayor	Private Planning Consultant	City of Michigan City - MC Redevelopment Commission

Table 5.23 Implementation Action Plan - Continued

Goal 3.3.4: Improve Visual Appearance and Engender a Sense of Place

Improve the visual appearance of the thoroughfares and built environment within the 421 Gateway District. The visual environment along the US Highway 421 / S. Franklin Street corridor suffers from several acute problems; including an over-abundance of signage of varying types and sizes; overhead utilities, dilapidated and vacant buildings, little to no landscape continuity.

#		DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM)			PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
				1-2 Yrs	3-10 Yrs	10+ Yrs				
3.4.1 (Page 3-07)	**Strategy: Eliminate Blighted Development.**									
	Create an aggressive nuisance abatement program to eliminate problems that inhibit achieving the kind of environment that facilitates the community's vision for the 421 Gateway District. Dilapidated or abandoned buildings, and incompatible land uses and activities are some of the more common problems affecting suburban strip development, especially along US Highway 20.									
	Actions and Initiatives									
	1.	Create an aggressive nuisance abatement program.	Primary	■	■		Planning and Redevelopment Inspection Department	Office of the Mayor - Office of the City Engineer	Private Planning Consultant	City of Michigan City
3.4.2 (Page 3-07)	**Strategy: Create a safe, comfortable environment in which people can live, work, shop, and play.**									
	Actions and Initiatives									
	1.	Plan for different types of redevelopment subdistricts within the 421 Gateway District, ranging from traditional, low-density strip shopping centers to denser and more urban nodes of activity.	Secondary			■	Planning and Redevelopment Inspection Department	Michigan City Economic Development Corporation - Office of the City Engineer	Private Planning Consultant	City of Michigan City
	2.	Accommodate a range of nonretail uses, including housing, hotels, offices, civic uses, and cultural, entertainment, and recreational activities.	Secondary			■	Planning and Redevelopment Inspection Department	Michigan City Economic Development Corporation - Office of the City Engineer	Private Planning Consultant	City of Michigan City
	3.	Arrange the diverse land uses in ways that encourage walking and discourage driving for short trips and errands.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer	Private Planning Consultant	City of Michigan City
	4.	Rezone designated areas in mature strips for urban mixed-use projects and higher-density housing.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer	Private Planning Consultant	City of Michigan City
	5.	Concentrate mixed uses along the major arteries to preserve single-family neighborhoods.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer	Private Planning Consultant	City of Michigan City
	6.	Reserve some of the previously zoned retail land for housing, office space, civic uses, recreational facilities, and open space.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer	Private Planning Consultant	City of Michigan City
	7.	Add vitality by requiring active uses along the sidewalks such as outdoor dining (except along the arterial), interactive displays in shop windows, entertainment, and diverse architectural elements, styles, and setbacks.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer	Private Planning Consultant	City of Michigan City

Table 5.23 Implementation Action Plan - Continued

Goal 3.3.4: Improve Visual Appearance and Engender a Sense of Place

#		DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM)			PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
				1-2 Yrs	3-10 Yrs	10+ Yrs				
3.4.3 (Page 3-07)	**Strategy: Develop design guidelines for architecture and landscape site work improvements within the 421 Gateway District.**									
	Create sophisticated development standards to accompany new zoning regulations. As will be discussed in greater detail in subsequent chapters of this Plan, developing regulations and engineering standards are fundamental for ensuring the desired quality and character of development within the 421 Gateway District. It is often under-appreciated, but private investment decisions account for the more substantive aspects of any city's physical form. Consequently, zoning and subdivision regulations and associated development criteria and technical engineering standards are the basic keys to ensuring that the form, character and quality of development reflect the City's planning objectives. Design guidelines should reflect the community's desire for quality development outcomes while recognizing economic factors. They should not delay or interfere unnecessarily with appropriate new development or redevelopment that is consistent with plan goals and policies.								
	Actions and Initiatives									
	1.	Strive to achieve architectural excellence, higher-quality building design and retail-friendly, first-floor facades through the development of 421 Gateway District-specific design guidelines.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer	Private Planning Consultant	City of Michigan City - MC Redevelopment Commission
3.4.4 (Page 3-07)	**Strategy: Develop rigorous parking guidelines and standards to ensure that the location and configuration of parking remains subordinate to the preferred character of development.**									
	The success of mixed-use development within the 421 Gateway District is predicated on free and plentiful parking. Unfortunately, parking lots commonly dominate the landscape of the strip. Conventional practice requires that every development along the strip provide for all of its parking needs on its own site between its structure and the roadway, even though this is inefficient and contributes substantially to the wasteland aesthetics of today's commercial strip.									
	Actions and Initiatives									
	1.	Size prime parking lots and structures for reasonable demand; provide for peak parking in overflow areas.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	PPP City of Michigan City - Private Landowners
	2.	Encourage and plan for shared parking among adjacent uses.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	PPP City of Michigan City - Private Landowners
	3.	Look for alternative parking and building configurations that provide convenience and avoid visual blight. Parking should be located in courtyards, behind buildings, and in innovative arrangements as properties are redeveloped in new and denser configurations; this will reduce the visual blight of endless parking lots.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	PPP City of Michigan City - Private Landowners
	4.	When justified by higher land prices, introduce structured parking to open up parking lots for new development in more urban settings.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	PPP City of Michigan City - Private Landowners
3.4.5 (Page 3-08)	**Strategy: Amend Section 18.02, Off-Street Parking Facility Design, to include provisions for multi-level, structured parking.**									
	Actions and Initiatives									
	1.	Amend Michigan City Appendix C, Joint Zoning Ordinance, Section 18.02, *Off-Street Parking Facility Design*, to include provisions for structured parking.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer	Private Planning Consultant	City of Michigan City

Table 5.23 Implementation Action Plan - Continued

Goal 3.3.4: Improve Visual Appearance and Engender a Sense of Place

Improve the visual appearance of the thoroughfares and built environment within the 421 Gateway District. The visual environment along the US Highway 421 / S. Franklin Street corridor suffers from several acute problems; including an over-abundance of signage of varying types and sizes; overhead utilities, dilapidated and vacant buildings, little to no landscape continuity.

#		DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM) 1-2 Yrs	3-10 Yrs	10+ Yrs	PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
3.4.6 (Page 3-08)	**Strategy: Develop a streetscape enhancement program for the 421 Gateway District with unique applications to specific thoroughfares while maintaining overall continuity.**									
	Streetscape elements should include generous use of vegetation (while bearing in mind snow removal), ornamental street lights, decorative signage, special paving where appropriate, and other landscape treatments. Install well-designed family of high-quality street furniture to reinforce the strong image and comfort of the place, including a benches, bollards and waste receptacles.									
	Actions and Initiatives									
	1.	Provide a continuous, enhanced greenspace that separates the roadway from adjacent businesses.	Secondary			■	Planning and Redevelopment Inspection Department	Michigan City Parks and Recreation Dept.	Private Landscape Architiectural Consultant	City of Michigan City
	2.	Design and landscape parking areas so that cars are in a park rather than trees that are in a parking lot.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer	Private Landscape Architiectural Consultant	City of Michigan City
	3.	Incorporate gateway and entrance treatments at key points along the US Highway 421 and US Highway 20 thoroughfares.	Secondary			■	Planning and Redevelopment Inspection Department	Michigan City Gateway Public Art Committee (MAC)	Private Planning Consultant	City of Michigan City - Michigan City Gateway Public Art Committee (MAC) - MC Redevelopment Commission
	4.	Design attractive corners and gateways to the development nodes.	Secondary			■	Planning and Redevelopment Inspection Department	Michigan City Gateway Public Art Committee (MAC)	Private Landscape Architiectural Consultant	Same as above
	5.	Consider Michigan City Redevelopment Commission capital participation in developing landscape and streetscape (including sidewalks) construction documents and specifications for US Highway 421 / S. Franklin Street and US Highway 20 based on the recommendations within the Plan.	Secondary			■				
	6.	Identify a suite of streetscape furnishings types (e.g., ornamental street light, bench, bollard, waste receptacle, bike rack, planter, signage stanchion) that can be used to further brand the 421 Gateway District. The suite of streetscape furnishings should acknowledge and relate to recommended fixtures in and around the area; for example, the Sternberg Harborside Pendant fixture (Model # CRS22) that has been selected for the Interstate 94 Bridge enhancements at US Highway 421. Refer to Figure 4.X, Recommended Streetscape Furnishings and Finishes Specifications.	Secondary			■				

Table 5.23 Implementation Action Plan - Continued

Goal 3.3.4: Improve Visual Appearance and Engender a Sense of Place

#		DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM)			PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
				1-2 Yrs	3-10 Yrs	10+ Yrs				
3.4.7 (Page 3-08)	**Strategy: Improve lighting and signage throughout the corridor.**									
	Actions and Initiatives									
	1.	Develop a unique brand for directional, wayfinding and interpretive signage, banners for the 421 Gateway District.	Secondary			■	Planning and Redevelopment Inspection Department	Michigan City Gateway Public Art Committee (MAC)	Private Planning Consultant	City of Michigan City - Michigan City Gateway Public Art Committee (MAC) - MC Redevelopment Commission
	2.	Develop a district-specific lighting program that provides a hierarchy of pedestrian-scaled, direct and indirect lighting that illuminates walkways, ensures safety, highlights buildings and landmark elements, and provides sight lines to other retail uses—such as a view from a café to cinemas, bookstores, and unique shops.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer	Private Engineering Consultant	Federal Aid Highway Program via INDOT / NIRPC
3.4.8 (Page 3-08)	**Strategy: Consider Michigan City Redevelopment Commission capital participation in developing gateway treatments for significant entrances into the 421 Gateway District.**									
	Actions and Initiatives									
	1.	Develop a unique brand for directional, wayfinding and interpretive signage, banners for the 421 Gateway District.	Secondary			■	Planning and Redevelopment Inspection Department	Michigan City Gateway Public Art Committee (MAC)	Private Planning Consultant	City of Michigan City - Michigan City Gateway Public Art Committee (MAC) - MC Redevelopment Commission
3.4.9 (Page 3-08)	**Strategy: Develop a vegetation management program for the 421 Gateway District that would be focused on mature tree and forest canopy preservation and management, landscape screening and buffering.**									
	Actions and Initiatives									
	1.	Develop a vegetation management program for the 421 Gateway District.	Secondary			■	Planning and Redevelopment Inspection Department	Michigan City Parks and Recreation Dept.	Private Planning Consultant	City of Michigan City

Table 5.23 Implementation Action Plan - Continued

Goal 3.3.4: Improve Visual Appearance and Engender a Sense of Place

#		DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM) 1-2 Yrs	3-10 Yrs	10+ Yrs	PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
3.4.10 (Page 3-08)	**Strategy: Work with the local utility and cable companies to determine the financial feasibility of either placing all power lines underground; or, relocating power lines to the rear of parcels.**									
	Beyond the enhanced visual appearance, utilities maintenance, weather-related repair, and service disruption costs would be reduced.									
	Actions and Initiatives									
	1.	Determine feasibility of installing overhead utilities underground.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Planning Consultant	City of Michigan City
3.4.11 (Page 3-09)	**Strategy: Incorporate low-impact development strategies, tools, and techniques into all new development within the 421 Gateway District.**									
	Actions and Initiatives									
	1.	Encourage development patterns that respect natural systems such as watersheds and wildlife corridors. Site fingerprinting, a term that refers to implementing minimal site disturbance techniques, can be used to further reduce the limits of clearing and grading on a greenfield site, thereby minimizing the hydrologic impacts.	Secondary		■	■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Landscape Architiectural Consultant	PPP City of Michigan City - Private Landowners
	2.	Design and install grassed filter strips and vegetated (bio)swales into site plans and rights-of-way to filter pollutants from stormwater.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Landscape Architiectural Consultant	PPP City of Michigan City - Private Landowners
	3.	Require and/or incent the installation of pervious paving materials in parking lots and other hardscape areas to reduce the total site imperviousness and stormwater runoff.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Landscape Architiectural Consultant	PPP City of Michigan City - Private Landowners
	4.	Consider means of incenting the installation of high-performance, green building best practices into all new construction projects within the 421 Gateway District.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Landscape Architiectural Consultant	PPP City of Michigan City - Private Landowners

Table 5.23 Implementation Action Plan - Continued

Goal 3.3.5: Foster a Diverse Business Climate

The strength and vitality of business activity along the thoroughfares within the 421 Gateway District is of paramount concern to the Michigan City Redevelopment Commission. Finding ways through which to improve the business climate within the 421 Gateway District will require multiple strategies as well as coordination and integration with transportation and appearance recommendations.

Use the range of public development implementation tools such as tax increment financing (TIF), transfer of development rights, business improvement districts, tax abatement policies, urban design guidelines, vertical zoning, and accelerated approval of development projects to achieve the "pulse points" of live/work, high-value community development.

#		DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM) 1-2 Yrs	3-10 Yrs	10+ Yrs	PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
3.5.1 (Page 3-10)	**Strategy: Establish Pulse Nodes of Development.**									
	Within the 421 Gateway District use key intersections or major transit stops to create cores of development that are unique points of reference; nodes of intense activity; and places that are friendly, attractive, and walkable, but that differ from each other in character, development intensity, function, or purpose. Create centers by solving for the places in between. Refer to the diagram in Sidebar, Pulse Nodes of Development.									
	Actions and Initiatives									
	1.	Plan and zone higher densities in these nodes of development to facilitate vertical mixed use of three or more stories and to achieve pedestrian concentrations that create a lively, safe, attractive, and entertaining streetscape.	Secondary		■	■	Planning and Redevelopment Inspection Department	Office of the City Engineer - Michigan City Economic Development Corporation	Private Planning Consultant	City of Michigan City
	2.	Direct public investments and site public facilities in the higher-density zones to raise surrounding property values and encourage higher-value land uses within the zone; as well as to serve as anchors and inducements for spin-off private investment.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Planning Consultant	City of Michigan City
3.5.2 (Page 3-11)	**Strategy: To increase the degree of control, regulation and enforcement of land use within the 421 Gateway District, the City of Michigan City should develop an annexation program to incorporate the remaining areas of the district / corridor in to the City's corporate limits; in particular, the parcels east of Cleveland Avenue; and the parcels south of CR W 400 N, west of US Highway 421.**									
	Actions and Initiatives									
	1.	Develop an annexation program to incproprate key parcels into the 421 Gateway District.	Primary	■			Office of the Mayor	Planning and Redevelopment Inspection Department - Office of the City Engineer		City of Michigan City
3.5.3 (Page 3-11)	**Strategy: Develop a phased utilities and transportation infrastructure expansion program that will accommodate future growth, that is synchronized with the City's capital improvement program.**									
	Actions and Initiatives									
	1.	Develop a phased utilities and transportation infrastructure expansion program.	Secondary		■	■	Office of the City Engineer	Planning and Redevelopment Inspection Department - Office of the Mayor	Private Engineering Consultant	City of Michigan City

Table 5.23 Implementation Action Plan - Continued

Goal 3.3.5: Foster a Diverse Business Climate

The strength and vitality of business activity along the thoroughfares within the 421 Gateway District is of paramount concern to the Michigan City Redevelopment Commission. Finding ways through which to improve the business climate within the 421 Gateway District will require multiple strategies as well as coordination and integration with transportation and appearance recommendations.
Use the range of public development implementation tools such as tax increment financing (TIF), transfer of development rights, business improvement districts, tax abatement policies, urban design guidelines, vertical zoning, and accelerated approval of development projects to achieve the "pulse points" of live/work, high-value community development.

#		DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM) 1-2 Yrs	3-10 Yrs	10+ Yrs	PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
3.5.4 (Page 3-11)	**Strategy: Prepare wetland delineations for all jurisdictional and non-jurisdictional wetlands within the proposed greenfield / redevelopment areas, in particular, Greenfield Development Area B: Dunes Plaza-South, and Redevelopment Area C: 421 / 20 Northeast Quadrant.**									
	Actions and Initiatives									
	1.	Consider Michigan City Redevelopment Commission capital participation in wetland mitigation efforts for the Town Center Road Extension project.	Secondary		■	■	Office of the City Engineer	Office of the City Engineer	Private Engineering Consultant	MC Redevelopment Commission - City of Michigan City
3.5.5 (Page 3-11)	**Strategy: Work with owners of vacant and redevelopable parcels within the 421 Gateway District to enroll/participate in the Indiana Office of Community and Rural Affairs' Shovel Ready Certification program.**									
	Actions and Initiatives									
	1.	Work with private property owners within the 421 Gateway District to enroll/participate in the Indiana Office of Community and Rural Affairs' Shovel Ready Certification program.	Secondary			■	Office of the City Engineer	Office of the City Engineer	Private Engineering Consultant	MC Redevelopment Commission - City of Michigan City
3.5.6 (Page 3-11)	**Strategy: Consider Michigan City Redevelopment Commission capital participation in assembling and purchasing parcels that compose the southwest quadrant of US Highway 421 and CR W 400 N, and formulate a redevelopment program which would be complimentary to the Franciscan Alliance Regional Medical Center development.**									
	Actions and Initiatives									
	1.	Develop a unique brand for directional, wayfinding and interpretive signage, banners for the 421 Gateway District.	Secondary		■		Planning and Redevelopment Inspection Department	Office of the City Engineer - Michigan City Economic Development Corporation	Private Planning Consultant	MC Redevelopment Commission - City of Michigan City
3.5.6 (Page 3-11)	**Strategy: Work with property owners in the 421 Gateway District to enroll/participate in the Indiana Office of Community and Rural Affairs' Site Certified program.**									
	1.	Develop a unique brand for directional, wayfinding and interpretive signage, banners for the 421 Gateway District.	Secondary			■				

Table 5.23 Implementation Action Plan - Continued

Goal 3.3.6: Manage the 421 Corridor as a District

#	DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM)			PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
			1-2 Yrs	3-10 Yrs	10+ Yrs				
3.6.1 (Page 3-12)	**Strategy: Coordinate transportation corridor decisions with land use, economic development, environmental stewardship, water management, and other public and private decisions and identify opportunities to accomplish multiple objectives.**								
	Actions and Initiatives								
	1. Coordinate transportation corridor decisions with land use, economic development, environmental stewardship, water management, and other public and private decisions and identify opportunities to accomplish multiple objectives.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the Mayor	NCIRPC	City of Michigan City
3.6.2 (Page 3-12)	**Strategy: Develop an ongoing public engagement program.**								
	Develop an ongoing public engagement program through which the Michigan City Redevelopment Commission is the caretaker of the vision for the 421 Gateway District, and has the responsibility of building consensus around implementing the vision.								
	Actions and Initiatives								
	1. Reach consensus, with the active participation of public and private stakeholders, on the community's vision of what the US Highway 421 corridor should become.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the Mayor	NCIRPC	City of Michigan City
	2. Participate in the development and redevelopment of the 421 Gateway District consistent with the 421 Corridor Redevelopment Plan's vision.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer - Office of the Mayor	Private Planning Consultant	City of Michigan City
	3. Consider the creation of a parking management district to bring multiple facilities under common management in order to create greater efficiencies.	Secondary			■	Planning and Redevelopment Inspection Department	Office of the City Engineer - Office of the Mayor	Private Planning Consultant	City of Michigan City
3.6.3 (Page 3-12)	**Strategy: Promote the 421 Gateway District as a regional health care corridor for Northern Indiana**								
	Actions and Initiatives								
	1. Promote the 421 Gateway District as a regional health care corridor.	Secondary			■	Michigan City Economic Development Corporation		Private real estate/ marketing consultant	City of Michigan City

Table 5.23 Implementation Action Plan - Continued

Goal 3.3.6: Manage the 421 Corridor as a District

#		DESCRIPTION	PRIORITY (PRIMARY-SECONDARY)	TIMEFRAME (SHORT-MEDIUM-LONG-TERM)			PRIMARY RESPONSIBLE PARTY	SECONDARY RESPONSIBLE PARTY	POTENTIAL OUTSIDE RESOURCE	POTENTIAL OUTSIDE FUNDING RESOURCE
				1-2 Yrs	3-10 Yrs	10+ Yrs				
3.6.3 (Page 3-12)	**Strategy: Commission, evaluate and disseminate relevant information pertaining to guiding and directing development within the 421 Gateway District.**									
	Actions and Initiatives									
	1.	Coordinate the collection and dissemination of market, economic, social, demographic, and traffic data and information to prospective investors, developers, retailers, consumers, and public agencies.	Secondary			■	Michigan City Economic Development Corporation	Planning and Redevelopment Inspection Department	Private Planning Consultant	City of Michigan City
	2.	Stay on top of traffic issues and manage parking efficiently so that its presence does not dominate the landscape.	Secondary			■	Office of the City Engineer	Planning and Redevelopment Inspection Department	Private Engineering Consultant	City of Michigan City
	3.	Coordinate and participate in real estate development and infrastructure financing.	Secondary			■	Michigan City Economic Development Corporation	Planning and Redevelopment Inspection Department	Private marketing consultant	City of Michigan City
	4.	Coordinate the actions of public agencies that are responsible for government services.	Secondary			■	Michigan City Economic Development Corporation	Planning and Redevelopment Inspection Department	NIRPC	City of Michigan City
	5.	Identify the market forces that will drive value and become catalysts for change.	Secondary			■	Michigan City Economic Development Corporation	Planning and Redevelopment Inspection Department	Private marketing consultant	City of Michigan City
	6.	Facilitate marketing and promotion of the 421 Gateway District.	Secondary		■	■	Michigan City Economic Development Corporation	Planning and Redevelopment Inspection Department	Private marketing consultant - NIRPC	City of Michigan City
	7.	Maintain the accuracy of the 421 Corridor Redevelopment Plan's Appendix A, *Parcel Database*, in order to determine likely redevelopment projects in the future.	Secondary			■	Michigan City Economic Development Corporation	Planning and Redevelopment Inspection Department	Private marketing consultant	City of Michigan City
	8.	Work with the real estate community to advance redevelopment initiatives within the 421 Gateway District.	Secondary			■	Michigan City Economic Development Corporation	Planning and Redevelopment Inspection Department	Private real estate consultant	City of Michigan City

5.6 Order of Magnitude Costs

Unit / aggregate order of magnitude costs for proposed and utilities and transportation infrastructure improvements and landscape enhancements have been developed for the 421 Gateway District Project Study Area and are based on the following assumptions:

1. Improvements and enhancements are provide for property within the public right-of-way.
2. Costs do not include land acquisition.

Table 5.6.1 Redevelopment Area A - Marquette Mall

Table 5.6.1 Redevelopment Area A - Marquette Mall

Item Description	Unit	Qty.	Unit Price Low	Unit Price High	Extension Low	Extension High	Remarks
Sanitary Infrastructure							
Sanitary Sewer Main Line (12")	LFT	4,000	$80	$100	$320,000	$400,000	
Sanitary Laterals (6")	LFT	3,500	$40	$70	$140,000	$245,000	Estimated # of buildings is 35 with 100 LFT per building
Sanitary Structures	EACH	13	$3,000	$8,000	$37,500	$100,000	Total sanitary sewer divided by 400 times 1.25
Subtotals (low & high) =					$497,500	$745,000	
25% Construction Contingency =					$124,375	$186,250	
20% Soft Costs =					$99,500	$149,000	
Rounded Total Estimates =					$700,000	$1,100,000	
Water Infrastructure							
Water Main (8")	LFT	4,000	$70	$90	$280,000	$360,000	
Water Service Line	LFT	3,500	$30	$50	$105,000	$175,000	Estimated # of buildings is 35 with 100 LFT per building
Fire Hydrant	EACH	10	$4,500	$6,000	$45,000	$60,000	
Subtotals (low & high) =					$385,000	$535,000	
25% Construction Contingency =					$96,250	$133,750	
20% Soft Costs =					$77,000	$107,000	
Rounded Total Estimates =					$600,000	$800,000	
Total Water & Sanitary Cost Estimate =					**$1,300,000**	**$1,900,000**	

Table 5.6.2 Greenfield Development Area B: Dunes Plaza - South

Table 5.6.2 Greenfield Development Area B: Dunes Plaza – South

Item Description	Unit	Qty.	Unit Price Low	Unit Price High	Extension Low	Extension High	Remarks
Sanitary Infrastructure							
Sanitary Sewer Main Line (8")	LFT	1,000	$70	$90	$70,000	$90,000	Existing sanitary is fairly extensive
Sanitary Laterals (6")	LFT	1,400	$40	$70	$56,000	$98,000	Estimated # of buildings is 14 with 100 LFT per building
Sanitary Structures	EACH	5	$3,000	$8,000	$15,000	$40,000	
Subtotals (low & high) =					$141,000	$228,000	
25% Construction Contingency =					$35,250	$57,000	
20% Soft Costs =					$28,200	$45,600	
Rounded Total Estimates =					$200,000	$300,000	
Water Infrastructure							
Water Main (8")	LFT	2,200	$70	$90	$154,000	$198,000	
Water Service Line	LFT	1,400	$30	$50	$42,000	$70,000	Estimated # of buildings is 14 with 100 LFT per building
Fire Hydrant	EACH	5	$4,500	$6,000	$22,500	$30,000	
Subtotals (low & high) =					$196,000	$268,000	
25% Construction Contingency =					$49,000	$67,000	
20% Soft Costs =					$39,200	$53,600	
Rounded Total Estimates =					$300,000	$400,000	
Total Water & Sanitary Cost Estimate =					$500,000	$700,000	

Table 5.6.3 Redevelopment Area C: 421 / 20 Northeast Quadrant

Table 5.6.3 Redevelopment Area C: 421/20 Northeast Quadrant							
Item Description	Unit	Qty.	Unit Price Low	Unit Price High	Extension Low	Extension High	Remarks
Sanitary Infrastructure							
Sanitary Sewer Main Line (8")	LFT	3,500	$70	$90	$245,000	$315,000	No exist sewer. All new. Utilize ex. Pump station
Sanitary Laterals (6")	LFT	2,200	$40	$70	$88,000	$154,000	Estimated # of buildings is 22 with 100 LFT per building
Sanitary Structures	EACH	15	$3,000	$8,000	$44,250	$118,000	Total sanitary sewer divided by 400 plus 6
Subtotals (low & high) =					$497,500	$745,000	
25% Construction Contingency =					$124,375	$186,250	
20% Soft Costs =					$99,500	$149,000	
Rounded Total Estimates =					$700,000	$1,100,000	
Water Infrastructure							
Water Main (12")	LFT	4,200	$80	$100	$336,000	$420,000	
Water Service Line	LFT	2,200	$30	$50	$66,000	$110,000	Estimated # of buildings is 22 with 100 LFT per building
Fire Hydrant	EACH	5	$4,500	$6,000	$22,500	$30,000	
Subtotals (low & high) =					$402,000	$530,000	
25% Construction Contingency =					$100,500	$132,500	
20% Soft Costs =					$80,400	$106,000	
Rounded Total Estimates					$600,000	$800,000	
Total Water & Sanitary Cost Estimate =					$1,100,000	$1,700,000	

Table 5.6.4 Greenfield / Redevelopment Area D: Cleveland Avenue

Table 5.6.4 Greenfield/Redevelopment Area D: Cleveland Avenue							
Item Description	Unit	Qty.	Unit Price Low	Unit Price High	Extension Low	Extension High	Remarks
Sanitary Infrastructure							
Sanitary Sewer Main Line (8")	LFT	6,800	$70	$90	$476,000	$612,000	80% total water main length
Sanitary Laterals (6")	LFT	4,500	$40	$70	$180,000	$315,000	Estimated # of buildings is 45 with 100 LFT per building
Sanitary Structures	EACH	22	$3,000	$8,000	$66,000	$176,000	Total sanitary main line div. by 400 plus 5
Subtotals (low & high) =					$722,000	$1,103,000	
25% Construction Contingency =					$180,500	$275,750	
20% Soft Costs =					$144,400	$220,600	
Rounded Total Estimates =					$1,000,000	$1,600,000	
Water Infrastructure							
Water Main (12")	LFT	8,000	$80	$100	$640,000	$800,000	
Water Main (8")	LFT	500	$70	$90	$35,000	$45,000	
Water Service Line	LFT	4,500	$30	$50	$135,000	$225,000	Estimated # of buildings is 45 with 100 LFT per building
Fire Hydrant	EACH	17	$4,500	$6,000	$76,500	$102,000	Total water main div. by 500
Subtotals (low & high) =					$810,000	$1,070,000	
25% Construction Contingency =					$202,500	$267,500	
20% Soft Costs =					$162,000	$214,000	
Rounded Total Estimates =					$1,200,000	$1,600,000	
Total Water & Sanitary Cost Estimate =					$2,200,000	$3,200,000	

Table 5.6.5 Greenfield / Redevelopment Area E: 421 / 400 Southwest Quadrant

Table 5.6.5 Greenfield/Redevelopment Area E: 421/400 Southwest Quadrant							
Item Description	Unit	Qty.	Unit Price Low	Unit Price High	Extension Low	Extension High	Remarks
Sanitary Infrastructure							
Force Main (6")	LFT	1,100	$70	$90	$77,000	$99,000	
Lift Station	LS	1	$400,000	$600,000	$400,000	$600,000	1.3 MGD estimated, 750 gpm
Sanitary Sewer Main Line (12")	LFT	5,000	$80	$100	$400,000	$500,000	
Sanitary Laterals (6")	LFT	4,500	$40	$70	$180,000	$315,000	Estimated # of buildings is 45 with 100 LFT per building
Sanitary Structures	EACH	23	$3,000	$8,000	$67,500	$180,000	Total main line div. by 400 + 10
				Subtotals (low & high) =	$1,124,500	$1,694,000	
				25% Construction Contingency =	$281,125	$423,500	
				20% Soft Costs =	$224,900	$338,800	
				Rounded Total Estimates =	$1,600,000	$2,500,000	
Water Infrastructure							
Water Main (12")	LFT	8,000	$80	$100	$640,000	$800,000	
Water Main (8")	LFT	2,000	$70	$90	$140,000	$180,000	
Water Service Line	LFT	4,500	$30	$50	$135,000	$225,000	Estimated # of buildings is 45 with 100 LFT per building
Fire Hydrant	EACH	20	$4,500	$6,000	$90,000	$120,000	Total water main div. by 500
				Subtotals (low & high) =	$915,000	$1,205,000	
				25% Construction Contingency =	$228,750	$301,250	
				20% Soft Costs =	$183,000	$241,000	
				Rounded Total Estimates =	$1,300,000	$1,700,000	
Total Water & Sanitary Cost Estimate =					**$2,900,000**	**$3,200,000**	

5.6 Order of Magnitude Costs

Circulation improvements include the construction of all access roads (refer to Figure 4.4, *Street Type A*) identified within Figure 4.1, *Access Road Plan*. The cost estimate does not include land aquisition or miscellaneous costs associated with providing rear / side access from individual parcels to the new access roads.

Additional circulation improvements include eight (8) additional bus stops, which are estimated to cost approximately $90,000 each, including streetscape furnishings, shelter, and roadway modifications; for a total of **$720,000**.

Order of magnitude costs for proposed off-street recreational trails includes miscellaneous grading, drainage, and stabilization improvements, six inches of compacted subbase material, a 10 foot wide concrete sidwalk (the unit price of which is $76 per linear foor) the following segments (as depicted in Figure 4.11, *Multi-modal Circulation Plan Improvements*):

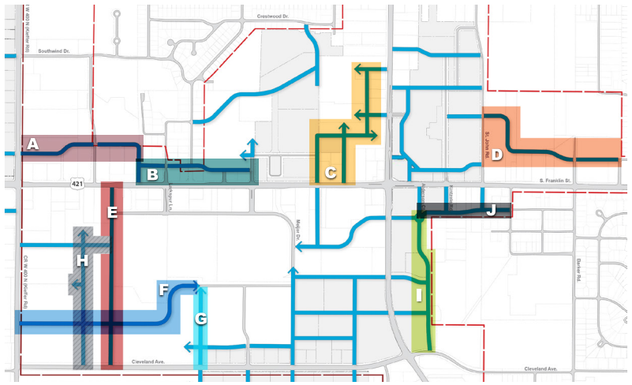
1. Cleveland Avenue, from Belmont Court to the proposed Walmart access road (8,500 lin. ft.): **$646,000**
2. Ohio Street, from St. John Road to CR W 400 N (6,400 lin. ft.): **$486,400**
3. St. John Road to the Marquette Mall access road (1,250 lin. ft.): **$95,000**
4. 421/20 Northeast Quadrant (2,750 lin. ft.): **$209,000**
5. Meijer Drive, from Cleveland Avenue to US Highway 421 (2,600 lin. ft.): **$197,600**

The total cost for proposed recreational trails is: **$1,634,000**.

Table 5.6.6 Circulation Improvements

Table 5.6.6 Circulation Improvements

Item Description	$ / Unit	Access Road A: CR W 400 N to Westwind Drive (1,100 lin. ft.)	Access Road B: Westwind Drive to Village Road (1,400 lin. ft.)	Access Road C: Village Road to Dunes Plaza Drive (1,200 lin. ft.)	Access Road D: St. John Road to Barker Road (1,900 lin. ft.)	Access Road E: US Highway 421 to Cleveland Ave. (2,500 lin. ft.)	Access Road F:Meijer Drive to CR 400 (3,300 lin. ft.)	Access Road G: Meijer Drive to Cleveland Ave. (1,200 lin. ft.)	Access Road H: Meijer Drive Ext. to Lowes Drive Ext. (1,750 lin. ft.)	Access Road I: Cleveland Ave. to Alderson Ct. (2,100 lin. ft.)	Access Road J: Alderson Ct. to St. John Road (900 lin. ft.)
General											
Construction Engineering (15%)		$109,243	$139,036	$119,179	$188,716	$248,302	$327,727	$119,179	$173,842	$208,581	$89,392
Mobilization/Demobilization (5%)		$36,414	$46,345	$39,726	$62,905	$82,767	$109,242	$39,726	$57,947	$69,527	$29,797
Demolition (5%)		$36,414	$46,346	$39,726	$62,905	$82,768	$109,242	$39,726	$57,948	$69,527	$29,798
Erosion Control (1%)		$7,282	$9,269	$7,945	$12,581	$16,553	$21,848	$7,945	$11,589	$13,905	$5,959
Maintenance of Traffic (2%)		$14,565	$18,538	$15,890	$25,162	$33,107	$43,697	$15,890	$23,179	$27,811	$11,919
Earthwork											
Subgrade Treatment	$16 /cubic yard	$51,900	$66,100	$56,600	$89,700	$118,000	$155,700	$56,600	$82,600	$99,100	$42,500
Aggregate Pavement and Bases											
Structure Backfill, Drainage Improvements	$90/linear foot	$98,910	$125,900	$107,900	$170,900	$224,800	$296,730	$107,900	$157,400	$188,800	$80,900
Common Excavation (assumed depth 1.5 ft)	$25 / cubic yard	$73,325	$93,300	$80,000	$126,650	$166,650	$220,000	$80,000	$116,700	$140,000	$60,000
Asphalt Pavement											
HMA Pavement	$90 / ton	$174,240	$221,760	$190,080	$300,960	$396,000	$522,720	$190,080	$277,200	$332,640	$142,560
HMA for tack coat	$290 / ton	$290	$290	$300	$600	$700	$800	$300	$600	$650	$290
Concrete Curb and Gutter	$25/linear foot	$55,000	$70,000	$60,000	$95,000	$125,000	$165,000	$60,000	$87,500	$105,000	$45,000
Hydro-seeding/mulching/ sodding	$10 / square yard	$12,222	$15,600	$13,400	$21,100	$27,800	$36,700	$13,400	$19,500	$23,400	$10,000
Incidental Construction											
Pavement Striping	$1.59 / linear foot	$3,300	$4,200	$3,600	$5,700	$7,500	$9,900	$3,600	$5,250	$6,300	$2,700
Sidewalk, Concrete (5 ft. wide)	$50 / square yard	$61,100	$77,760	$66,650	$105,500	$138,900	$183,300	$66,650	$97,200	$116,650	$50,000
Trees, 50 ft. O.C.	$500 / each	$44,000	$56,000	$48,000	$76,000	$100,000	$132,000	$48,000	$70,000	$84,000	$36,000
Ornamental street lights (100 ft. O.C., staggered)	$7,000 / each	$154,000 (12)	$196,000 (15)	$168,000 (13)	$266,000 (20)	$350,000 (26)	$462,000 (34)	$168,000 (13)	$245,000 (18)	$294,000 (22)	$126,000 (10)
Total		$728,287	$926,910	$794,530	$1,258,110	$1,655,350	$2,184,850	$794,530	$1,158,950	$1,390,540	$595,950
Contingency (20%)		$145,657	$185,382	$158,906	$251,622	$331,070	$436,970	$158,906	$231,790	$278,108	$119,190
Grand Total		**$1,077,862**	**$1,371,826**	**$1,175,902**	**$1,862,000**	**$2,449,917**	**$3,233,576**	**$1,175,902**	**$1,715,245**	**$2,057,999**	**$882,004**



Location of streets on map

5.6 Order of Magnitude Costs

The cost estimate for improvements to US Highway 421 / S. Franklin Street includes narrowing of the thoroughfare through saw-cutting and removing asphalt pavement and subbase; miscellaneous drainage, backfilling, grading, and drainage improvements; the construction of concrete curbs and gutters on both sides of the roadway; the construction of sidewalks; the installation of ornamental street lights and street trees; and restriping of the thoroughfare. The cost estimate does not include roadway resurfacing.

Table 5.6.7 US Highway 421 / S. Franklin Street Improvements

Table 5.6.7 US Highway 421 / S. Franklin Street Improvements		
Item Description	**$ / Single Unit**	**US Highway 421 / S. Franklin Street from CR 400N to Coolspring Avenue Transportation Improvements (Lane narrowing & drainage for 10,560')**
General		
Construction Engineering (15%)		$906,613
Mobilization/Demobilization (5%)		$302,204
Demolition (5%)		$302,204
Erosion Control (1%)		$60,441
Maintenance of Traffic (2%)		$120,882
Earthwork		
Subgrade Treatment		0
Aggregate Pavement and Bases		
Structure Backfill, Drainage Improvements	$157	$1,657,920
Common Excavation (assumed depth 1.5 ft)	$49.50	$522,720
Asphalt Pavement		
HMA Pavement	$62.85	$663,696
HMA for tack coat	$1	$10,560
Concrete Curb and Gutter	$50	$528,000
Hydro-seeding/mulching	$26.70	$281,952
Incidental Construction		
Pavement Striping	$24	$25,344
Sidewalk, Concrete (5 ft. wide)	$13.90	$146,854
Trees, 50 ft. O.C.	$45	$475,200
Ornamental street lights (100 ft. O.C., staggered)	$140	$1,478,400
Removal Items	$24	$253,440
Total		$6,044,086
Contingency (20%)		$1,208,974
Grand Total		**$8,945,404**

The cost estimate for extending Ohio Street south of CR W 400 N includes signalization at the intersection of Ohio Street and CR W 400 N; clearing and grading, the construction of the roadway; finish grading;and stabilization; the construction of a 10 ft. wide recreational trail; and the installation of street trees and ornamental street lights. The estimate does not include land aquisition.

Table 5.6.8 Extension of Ohio Street South

Table 5.6.8 Extension of Ohio Street South			
Item Description	**Unit**	**Extension of Ohio Street South (Note 1)**	**Signalization at Ohio Street and CR W 400 N**
General			
Construction Engineering (15%)		$251,265	$52,500
Mobilization/Demobilization (5%)		$83,755	$17,500
Clearing ROW (2%)		$33,502	$7,000
Erosion Control (1%)		$16,751	$3,500
Maintenance of Traffic (2%)		$33,502	$7,000
Earthwork			
Subgrade Treatment		(2) $111,100	
Aggregate Pavement and Bases			
Structure backfill, Drainage Improvements		(2) $225,000	
Common Excavation (assumed depth 1.5 ft)		(2) $260,000	
Asphalt Pavement			
HMA Pavement		(2) $412,500	
HMA for tack coat		(2) $500	
ROW Stabilization			
Finish grading		(3) $25,000	
Hydro-seeding/mulching		(3) $10,000	
Recreational Trail (10 ft. wide)	linear foot	(4) $216,000	
Incidental Construction			
Striping	linear foot	(5) $15,000	
Trees, 50 ft. O.C.		$50,000	
Ornamental street lights (100 ft. O.C., staggered)		$350,000	
Total (in 2015 dollars)		$1,675,100	$353,000
Contingency (20%)		$335,020	$70,600
Grand Total		**$2,428,895**	**$423,600**

(1) Extension of Ohio Street south (CR 1050 W) to Interstate 94 ROW: two lane road (25 ft. width) approx. 2,500 lin. feet (62,500 sq. ft.)
(2) Area of roadway = 62,500 sq. ft.
(3) Area of disturbance = 25 ft. on either side of roadway (total area; 125,000 sq. ft.)
(4) Total approximate length: 2,500 lin. ft. ($76 per lin. ft = 10' wide, on 6" compacted stone subbase, 2 ft. of earth-work, stabilization

The cost estimate includes landscape enhancements to all corners of each principal intersection along US Highway 421 and S. Franklin Street, as illustrated in Section 4.4, *Landscape Enhancements* (pages 4-08 - 4-11).

Table 5.6.9 Landscape Enhancements at Principal Intersections

Table 5.6.9 Landscape Enhancements at Principal Intersections								
Item Description	**Unit**	**Intersection Feature A: 421 / 400 (Note 4)**	**Intersection Feature B: 421 / Larkspur Lane (Note 5)**	**Intersection Feature C: 421 / Big R Driveway (Note 6)**	**Intersection Feature D: 421 / US Hwy 20 (Note 7)**	**Intersection Feature E: S. Franklin St. / St. John Road (Note 8)**	**Intersection Feature F: S. Franklin St. / Barker Road (Note 9)**	**Intersection Feature G: S. Franklin St. / Coolspring Avenue (Note 10)**
General								
Construction Engineering (15%)		$24,030	$13,344	$14,400	$24,695	$17,500	$11,748	$7,998
Mobilization/Demobilization (5%)		$8,010	$4,448	$4,800	$8,232	$2,500	$3,916	$2,666
Demolition		$1,500	$1,500	$1,500	$1,500	$1,500	$1,500	$1,000
Erosion Control (1%)		$1,602	$890	$960	$1,646	$500	$783	$533
Maintenance of Traffic (2%)		$3,204	$1,780	$1,920	$3,293	$1,000	$1,566	$1,066
Incidental Construction								
Special crosswalk paving (Note 1)	intersection	$35,200	$38,960	$46,000	$49,632	$40,000	$28,320	$28,320
Wave Walls (Note 2)	intersection	$40,000	$40,000	$40,000	$30,000	$40,000	$40,000	$20,000
Landscape Enhancements (Note 3)	intersection	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000	$5,000
Sculptural Element and Special Paving	lump sum	$75,000	--	--	$75,000	--	--	--
Total (in 2015 dollars)		$160,200	$88,960	$96,000	$164,632	$50,000	$78,320	$53,320
Contingency (20%)		$32,040	$17,792	$19,200	$32,926	$10,000	$15,664	$10,664
Grand Total		**$230,586**	**$128,714**	**$138,780**	**$229,514**	**$83,000**	**$113,497**	**$77,247**

(1) Special crosswalk paving. 6 ft. wide
- saw cut and remove asphalt
- subbase preparation
- lay CMU pavers

(2) 4 wave walls (one on each corner) - decorative free-standing concrete walls, 20 ft. long, 4 ft. ht. (high end construction)
(3) 4 landscape enhancements (one on each corner) - including ornamental grasses and shrubs (24" spacing), topsoils and mulch, irrigation: 400 sq. ft./corner - 1,600 sq. ft. total/intersection
(4) Special crosswalk paving to cross CR W 400 N (four-lane road) twice, and US Highway 421 (six lane road) twice
(5) Special crosswalk paving to cross Larkspur Lane (four-lane road) twice, and US Highway 421 (seven lane road) twice
(6) Special crosswalk paving to cross Big R Driveway (six-lane road) twice, and US Highway 421 (seven lane road) twice
(7) Special crosswalk paving to cross US Highway 20 (seven-lane road) twice, and US Highway 421 (seven lane road) twice
(8) Special crosswalk paving to cross St John Road (four-lane road) twice, and S. Franklin Street (five lane road) twice
(9) Special crosswalk paving to cross Barker Road (three-lane road) twice, and S. Franklin Street (five lane road) twice
(10) Special crosswalk paving to cross Coolspring Avenue (three-lane road) twice, and S. Franklin Street (five lane road) twice

5.6 Order of Magnitude Costs

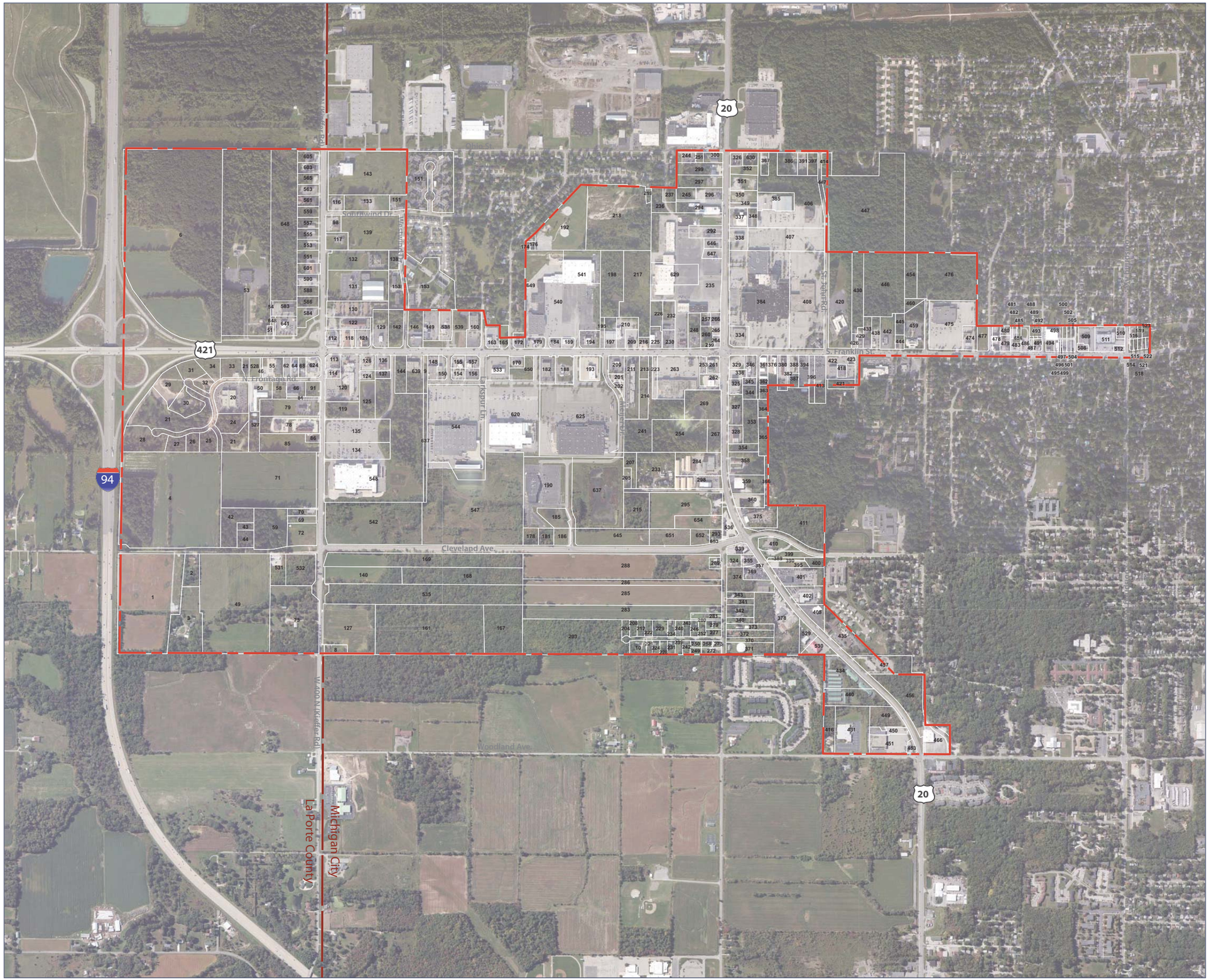
The cost estimate for the construction of all proposed raised medians and dividers along US Highway 421 and S. Frankiln Street, and includes saw-cutting, demolition and removal of asphalt pavement and subbase material; the construction of contrete curbs and gutter, backfilling and stabilization; and the installation of small street trees.

Table 5.6.10 Raised Medians along US Highway 421 / S. Franklin Street

Table 5.6.10 Raised Medians along US Highway 421 / S. Franklin Street								
Item Description	**Raised Median A: Walmart Drive to Lowes Entry Drive**	**Raised Divider B: Menards Entrance to Larkspur Lane**	**Raised Median C: Larkspur Lane to Lowes Entrance**	**Raised Divider D: Lowes Entrance to Big R Driveway**	**Raised Divider E: Big R Driveway to Meijer Drive**	**Raised Median F: Dunes Plaza Entry to US Highway 20**	**Raised Median G: US Highway 20 to Kintzele Road**	**Raised Median H: Kintzele Road to St. John Road**
General								
Construction Engineering (15%)	$6,578	$2,100	$5,715	$2,119	$1,695	$4,852	$7,282	$4,380
Mobilization/Demobilization (5%)	$2,193	$700	$1,905	$706				
Clearing ROW (2%)	$877	$280	$762	$283	$226	$647	$971	$584
Erosion Control (1%)	$439	$140	$381	$142	$113	$323	$485	$292
Maintenance of Traffic (2%)	$877	$280	$762	$283	$226	$647	$971	$584
Landscape Enhancements (5)	$7,500	$3,000	$5,000		$1,000	$4,500	$3,000	$1,000
Total (in 2015 dollars)	$51,350	$17,000	$43,100	$14,125	$12,300	$36,850	$51,550	$30,200
Contingency (20%)	$10,270	$3,400	$8,620	$2,825	$2,460	$7,370	$10,310	$6,040
Grand Total	**$61,620**	**$20,400**	**$51,720**	**$16,950**	**$14,760**	**$44,220**	**$61,860**	**$36,240**

(1) Extension of Ohio Street south (CR 1050 W) to Interstate 94 ROW: two lane road (25 ft. width) approx. 2,500 lin. feet (62,500 sq. ft.)
(2) Area of roadway = 62,500 sq. ft.
(3) Area of disturbance = 25 ft. on either side of roadway (total area; 125,000 sq. ft.)
(4) Total approximate length: 2,500 lin. ft. ($76 per lin. ft = 10' wide, on 6" compacted stone subbase, 2 ft. of earthwork, stabilization
(5) Landscape enhnacements include small, evergeen trees, 10 ft. O.C.; ornamental grasses, finish grading and mulching (lump sum)

Appendix A
Parcel Database



SOUTH FRANKLIN STREET

South Gateway Corridor Plan

Parcel Inventory

- LaPorte County - Michigan City Line
- Study Area Boundary
- Parcel Lines
- **354** "FID" number in Parcel Inventory Spreadsheet

0 300' 600' 1200'

Client: Michigan City Redevelopment Commission (RDC)

Consultants: Kendig Keast Collaborative; Schaefer Land Design; Haas & Associates, LLC; American Structurepoint, Inc.

Disclaimer: This map is intended for general informational purposes only and does not represent a legal record. No warranty is made by the City of Michigan City regarding specific accuracy or completeness, and the data may be subject to revision at any time without notification. For additional information, contact the Sanitary Department at (219) 874-7799.

(FID) ID # on Parcel Inventory Map	No. of parcels	parcel_num	Improvement Type	Year Built	Condition	ACREAGE	Parcel SF	Land Use	ZONE (new)	Parcel Description	Owner	Vacancy	Undeveloped Parcels	Environmental and Land Use Constraints	Environmental and Land Use Constraints Description	Assessed Value per SF	2014_Land	2014_Impro	2014_Total	Improvement Value to Assessed Value	Land Value as % of Total Value	Land Value Minus Improvement Value
1	1	46-05-16-200-010.000-046				**24.77**	**1,078,981.2**	Agriculture	B2	farm and woodland	Tonn & Blank Construction LLC	vacant?		24.77	Palustrine system with broad leaved deciduous trees with seasonally flooded wetland. Natural watershed to trail creek flows thru this palustrine system totaling 0.01 acres.	$ 0.05	$ 47,000	$ 4,600	$ 51,600	0.1	110%	$ 42,400
2	2	46-05-16-200-011.000-046	DWELL	1984	AV	**2.00**	**87,120.0**	SF Residential	B2	residence						$ 1.53	$ 30,000	$ 103,400	$ 133,400	0.8	22%	$ (73,400)
3	3	46-05-16-200-012.000-046	DWELL	1991	AV	**6.00**	**261,360.0**	SF Residential	B2	residence						$ 0.57	$ 27,100	$ 120,600	$ 147,700	0.8	18%	$ (93,500)
4	4	46-05-16-176-001.000-046				**39.19**	**1,707,116.4**	Agriculture	B3	farm, pond and woodland	Tonn & Blank Construction LLC	vacant	39.19			$ 0.04	$ 60,800	$ -	$ 60,800	0.0	100%	$ 60,800
6	5	46-05-17-200-004.000-046				**70.61**	**3,075,858.7**	Agriculture	B3	farm and woodland	Franciscan Alliance Inc	vacant	70.61			$ 0.03	$ 80,100	$ -	$ 80,100	0.0	100%	$ 80,100
8	6	46-05-09-400-008.000-046	DWELL	1957	AV	**0.94**	**40,728.6**	SF Residential	B2	residence						$ 2.99	$ 24,300	$ 97,300	$ 121,600	0.8	20%	$ (73,000)
9	7	46-05-09-300-023.000-009				**0.60**	**26,310.2**	Open Space	B2		Chalikian, John	vacant	0.60			$ 0.46	$ 12,100	$ -	$ 12,100	0.0	100%	$ 12,100
10	8	46-05-09-203-013.000-073	DWELL	1953	F	**1.00**	**43,560.0**	SF Residential	R1A	residence						$ 1.98	$ 25,000	$ 61,200	$ 86,200	0.7	29%	$ (36,200)
20	9	46-05-16-151-004.000-046	MEDOFF	2011	AV	**4.11**	**179,031.6**	Office	B3	Medical Clinic or Offices	Michigan City Mob LLC					$ 26.26	$ 134,600	$ 4,566,000	$ 4,700,600	1.0	3%	$ (4,431,400)
21	10	46-05-16-151-003.000-046				**10.29**	**448,232.4**	Office	B3	LaPorte Regional Hospital System	Hp Lrhs Land LLC	vacant	10.29			$ 0.55	$ 247,000	$ -	$ 247,000	0.0	100%	$ 247,000
24	11	46-05-16-151-005.000-046				**2.20**	**95,832.0**	Office	B3		Hp Lrhs Land LLC	vacant	2.20			$ 0.55	$ 52,800	$ -	$ 52,800	0.0	100%	$ 52,800
25	12	46-05-16-151-006.000-046				**2.23**	**97,138.8**	Office	B3		Hp Lrhs Land LLC	vacant	2.23			$ 0.55	$ 53,500	$ -	$ 53,500	0.0	100%	$ 53,500
26	13	46-05-16-151-007.000-046				**1.01**	**43,995.6**	Office	B3		Hp Lrhs Land LLC	vacant	1.01			$ 0.14	$ 6,100	$ -	$ 6,100	0.0	100%	$ 6,100
27	14	46-05-16-151-008.000-046				**1.20**	**52,272.0**	Office	B3		Hp Lrhs Land LLC	vacant	1.20			$ 0.46	$ 24,200	$ -	$ 24,200	0.0	100%	$ 24,200
28	15	46-05-16-151-009.000-046				**3.99**	**173,804.4**	Office	B3		Hp Lrhs Land LLC	vacant	3.99			$ 0.55	$ 95,800	$ -	$ 95,800	0.0	100%	$ 95,800
29	16	46-05-16-151-011.000-046				**2.78**	**121,096.8**	Office	B3		Hp Lrhs Land LLC	vacant	2.78			$ 0.55	$ 66,700	$ -	$ 66,700	0.0	100%	$ 66,700
30	17	46-05-16-151-010.000-046				**2.38**	**103,672.8**	Office	B3		Hp Lrhs Land LLC	vacant	2.38			$ 0.55	$ 57,100	$ -	$ 57,100	0.0	100%	$ 57,100
31	18	46-05-16-151-012.000-046				**1.60**	**69,696.0**	Office	B3		Hp Lrhs Land LLC	vacant	1.60			$ 0.55	$ 38,400	$ -	$ 38,400	0.0	100%	$ 38,400
32	19	46-05-16-151-013.000-046				**0.99**	**43,124.4**	Office	B3		Hp Lrhs Land LLC	vacant	0.99			$ 0.55	$ 23,800	$ -	$ 23,800	0.0	100%	$ 23,800
33	20	46-05-16-151-015.000-046				**1.73**	**75,358.8**	Office	B3		Hp Lrhs Land LLC	vacant		1.73	Wetland classified historic totaling 0.80 acres and existing surface water.	$ 0.55	$ 41,500	$ -	$ 41,500	0.0	100%	$ 41,500
34	21	46-05-16-151-014.000-046				**1.61**	**70,131.6**	Office	B3		Hp Lrhs Land LLC	vacant	1.61			$ 0.55	$ 38,600	$ -	$ 38,600	0.0	100%	$ 38,600
42	22	46-05-16-126-008.000-046				**3.65**	**158,994.0**	Open Space	B3	Residence excess acreage		vacant	3.65			$ 0.12	$ 18,300	$ -	$ 18,300	0.0	100%	$ 18,300
43	23	46-05-16-126-009.000-046				**0.53**	**23,086.8**	Open Space	B3	Residence excess acreage		vacant	0.53			$ 0.09	$ 2,100	$ -	$ 2,100	0.0	100%	$ 2,100
44	24	46-05-16-126-010.000-046	DWELL	1976	P	**1.27**	**55,321.2**	SF Residential	B3	Residence						$ 1.36	$ 26,400	$ 48,800	$ 75,200	0.6	35%	$ (22,400)
46	25	46-05-16-101-027.000-046				**0.15**	**6,446.9**	Open Space	B3			vacant		0.15	Wetland classified historic totaling 0.07 acres.	$ 1.61	$ 10,400	$ -	$ 10,400	0.0	100%	$ 10,400
49	26	46-05-16-200-009.000-046				**27.62**	**1,203,214.3**	Agriculture	B2	farm and woodland		vacant		27.62	Palustrine system with broad leaved deciduous trees with seasonally flooded wetland. Natural watershed to trail creek flows thru this palustrine system totaling 2.77 acres.	$ 0.03	$ 40,600	$ -	$ 40,600	0.0	100%	$ 40,600
50	27	46-05-16-102-017.000-046	GENRET	1989, 1997	AV	**1.92**	**83,809.4**	Commercial	B3	Amber's Antiques, retail						$ 3.50	$ 115,400	$ 177,800	$ 293,200	0.6	39%	$ (62,400)
51	28	46-05-17-200-007.000-046	GENRET	2004	AV	**0.20**	**8,494.2**	Commercial	B3	small retail	Access Mobility Wheelchair Shop					$ 14.40	$ 37,700	$ 84,600	$ 122,300	0.7	31%	$ (46,900)
53	29	46-05-17-200-016.000-046	THEATRE UTLSTOR	1983, 2012	AV	**35.59**	**1,550,213.3**	Institutional / Civic	B3	Orak Shrine	Orak Temple Building Corp					$ 1.69	$ 1,157,900	$ 1,463,200	$ 2,621,100	0.6	44%	$ (305,300)
54	30	46-05-17-200-039.000-073				**0.14**	**6,098.4**	Open Space	B3			vacant	0.14			$ 0.82	$ 5,000	$ -	$ 5,000	0.0	100%	$ 5,000
55	31	46-05-16-101-025.000-046	HOUNIT	1995	AV	**1.64**	**71,525.5**	Commercial	B3	Comfort Inn						$ 15.19	$ 287,400	$ 799,300	$ 1,086,700	0.7	26%	$ (511,900)
58	32	46-05-16-102-021.000-046				**0.90**	**39,116.9**	Institutional / Civic	B3		City of Michigan City	vacant		0.90	No Impact.	$ 0.55	$ 21,600	$ -	$ 21,600	0.0	100%	$ 21,600
59	33	46-05-16-126-005.000-046				**5.58**	**243,064.8**	Agriculture	B3	farm and woodland	Zolvinski Estate	vacant	5.58			$ 0.02	$ 5,400	$ -	$ 5,400	0.0	100%	$ 5,400
62	34	46-05-16-101-013.000-046				**0.60**	**26,092.4**	Commercial	B3	Culver's parking lot						$ 2.31	$ 49,200	$ 11,200	$ 60,400	0.2	81%	$ 38,000
64	35	46-05-16-101-012.000-046	FASTFOOD	2004	AV	**0.60**	**26,179.6**	Commercial	B3	Culver's fast food						$ 21.46	$ 49,400	$ 512,400	$ 561,800	0.9	9%	$ (463,000)
66	36	46-05-16-102-014.000-046	HOUNIT	2004	AV	**1.12**	**48,613.0**	Commercial	B3	Country Inn and Suites by Carlson						$ 42.38	$ 183,100	$ 1,877,100	$ 2,060,200	0.9	9%	$ (1,694,000)
68	37	46-05-16-101-011.000-046	DWELL FASTFOOD	1974, 2004	AV	**0.60**	**26,310.2**	SF Residential	B3	Residence						$ 5.74	$ 49,700	$ 101,300	$ 151,000	0.7	33%	$ (51,600)
69	38	46-05-16-126-003.000-046	DWELL	1949	AV	**0.98**	**42,558.1**	SF Residential	B3	Residence	Zolvinski Estate					$ 2.58	$ 24,700	$ 85,000	$ 109,700	0.8	23%	$ (60,300)
70	39	46-05-16-126-002.000-046	DWELL	1928	AV	**0.89**	**38,724.8**	SF Residential	B3	Residence						$ 2.99	$ 23,800	$ 92,100	$ 115,900	0.8	21%	$ (68,300)
71	40	46-05-16-126-001.000-046				**21.81**	**950,217.8**	Agriculture	B3	farm, pond and woodland	Zolvinski Estate	vacant	21.81			$ 0.04	$ 34,400	$ -	$ 34,400	0.0	100%	$ 34,400
72	41	46-05-16-126-004.000-046				**3.65**	**158,863.3**	Agriculture	B3	farm and woodland	Zolvinski Estate	vacant?	3.65			$ 0.06	$ 7,000	$ 2,700	$ 9,700	0.3	72%	$ 4,300
73	42	46-05-16-200-002.000-046	DWELL	1938	AV	**13.32**	**580,132.1**	SF Residential	B2	Residence, farm and woodland						$ 0.29	$ 30,500	$ 138,800	$ 169,300	0.8	18%	$ (108,300)
78	43	46-05-16-102-006.000-046	DWELL HOUNIT	1943, 2010	VP, AV	**4.35**	**189,398.9**	Commercial	B3	Microtel Inn and Suites by Wyndham						$ 16.88	$ 760,900	$ 2,436,300	$ 3,197,200	0.8	24%	$ (1,675,400)
79	44	46-05-16-102-005.000-046	MEDOFF	1998	AV	**4.35**	**189,398.9**	Office	B3	Medical Clinic or Offices						$ 2.78	$ 317,400	$ 209,700	$ 527,100	0.4	60%	$ 107,700
81	45	46-05-16-102-015.000-046				**0.24**	**10,410.8**	Open Space	B3			vacant	0.24			$ 0.13	$ 1,400	$ -	$ 1,400	0.0	100%	$ 1,400
85	46	46-05-16-102-008.000-046				**4.10**	**178,596.0**	Agriculture	B3	farm and wetlands		vacant	4.10			$ 0.04	$ 7,500	$ -	$ 7,500	0.0	100%	$ 7,500
86	47	46-05-16-102-007.000-046				**0.58**	**25,264.8**	Open Space	B3	Residence excess acreage		vacant	0.58			$ 0.11	$ 2,900	$ -	$ 2,900	0.0	100%	$ 2,900
91	48	46-05-16-102-013.000-046				**0.93**	**40,641.5**	Open Space	B3			vacant	0.93			$ 1.61	$ 65,300	$ -	$ 65,300	0.0	100%	$ 65,300
98	49	46-05-08-476-016.000-009	MEDOFF	2006	AV	**1.11**	**48,220.9**	Office	B2	Medical Clinic or Offices						$ 17.95	$ 263,500	$ 601,900	$ 865,400	0.7	30%	$ (338,400)
111	50	46-05-08-477-010.000-009				**0.05**	**2,003.8**	Office	B2	driveway to accounting offices						$ 0.05	$ 100	$ -	$ 100	0.0	100%	$ 100
112	51	46-05-08-477-033.000-009	CONVMRKT	1996	AV	**1.07**	**46,609.2**	Commercial	B2	Family Express gas station						$ 16.92	$ 374,500	$ 413,900	$ 788,400	0.5	48%	$ (39,400)
113	52	46-05-09-300-014.000-009	CONVMRKT	1988	AV	**0.74**	**32,234.4**	Commercial	B2	Speedway						$ 21.02	$ 310,800	$ 366,800	$ 677,600	0.5	46%	$ (56,000)

(FID) ID # on Parcel Inventory Map	No. of parcels	parcel_num	Improvement Type	Year Built	Condition	ACREAGE	Parcel SF	Land Use	ZONE (new)	Parcel Description	Owner	Vacancy	Undeveloped Parcels	Environmental and Land Use Constraints	Environmental and Land Use Constraints Description	Assessed Value per SF	2014_Land	2014_Impro	2014_Total	Improvement Value to Assessed Value	Land Value as % of Total Value	Land Value Minus Improvement Value
114	53	46-05-09-300-013.000-009				**0.50**	**21,562.2**	Commercial	B2	Clarion Inn and restaurant						$ 6.72	$ 144,800	$ -	$ 144,800	0.0	100%	$ 144,800
116	54	46-05-08-451-011.000-009	BANK	2005	AV	**1.02**	**44,431.2**	Commercial	R3A	Laporte Community Federal Credit Union						$ 8.60	$ 81,400	$ 300,700	$ 382,100	0.8	21%	$ (219,300)
117	55	46-05-08-476-015.000-009	GENOFF	1999	AV	**1.50**	**65,252.9**	Office	B2	Medical Clinic or Offices						$ 4.93	$ 70,800	$ 251,100	$ 321,900	0.8	22%	$ (180,300)
118	56	46-05-08-477-006.000-009	HOUNIT	1985	AV	**1.08**	**47,044.8**	Commercial	B2	Super 8 Motel						$ 13.07	$ 270,000	$ 345,100	$ 615,100	0.6	44%	$ (75,100)
119	57	46-05-09-300-025.000-009				**2.25**	**97,879.3**	Open Space	B2	Woodlands and wetland	Walmart Real Estate Trust	vacant		2.25	No Impact.	$ 0.40	$ 39,300	$ -	$ 39,300	0.0	100%	$ 39,300
120	58	46-05-09-300-005.000-009	HOUNIT	1972	F	**4.95**	**215,622.0**	Commercial	B2	Clarion Inn and restaurant						$ 13.96	$ 928,100	$ 2,081,900	$ 3,010,000	0.7	31%	$ (1,153,800)
121	59	46-05-08-477-031.000-009	GENRET	1978	AV	**1.03**	**44,953.9**	Commercial	B2	Texas Corral restaurant						$ 10.88	$ 258,000	$ 230,900	$ 488,900	0.5	53%	$ 27,100
122	60	46-05-08-477-013.000-009	HOUNIT	1973	AV	**2.26**	**98,445.6**	Commercial	B2	Red Roof Inn						$ 7.93	$ 395,500	$ 385,000	$ 780,500	0.5	51%	$ 10,500
124	61	46-05-09-300-030.000-009				**0.59**	**25,613.3**	Commercial	B2	Parking lot		vacant?	0.59			$ 3.96	$ 88,200	$ 13,300	$ 101,500	0.1	87%	$ 74,900
125	62	46-05-09-300-041.000-009				**2.26**	**98,402.0**	Open Space	B2	Woodlands and wetland	Walmart Real Estate Trust	vacant		2.26	Surface water totaling 0.11 acreas.	$ 0.40	$ 39,500	$ -	$ 39,500	0.0	100%	$ 39,500
126	63	46-05-09-300-004.000-009	FASTFOOD	2000	AV	**0.92**	**39,988.1**	Commercial	B2	McDonald's						$ 19.31	$ 361,500	$ 410,800	$ 772,300	0.5	47%	$ (49,300)
127	64	46-05-09-400-007.000-046				**8.34**	**363,290.4**	Agriculture	B2	farm and woodland		vacant	8.34			$ 0.04	$ 13,800	$ -	$ 13,800	0.0	100%	$ 13,800
129	65	46-05-08-477-029.000-009	FASTFOOD	1994	AV	**2.53**	**110,206.8**	Commercial	B2	Steak and Shake restaurant						$ 6.55	$ 482,500	$ 239,100	$ 721,600	0.3	67%	$ 243,400
130	66	46-05-08-477-027.000-009	HOUNIT	1986	F	**3.42**	**149,149.4**	Commercial	B2	Knight's Inn						$ 9.33	$ 599,200	$ 791,700	$ 1,390,900	0.6	43%	$ (192,500)
131	67	46-05-08-477-024.000-009	HEALTH ULTSTOR	1976	AV, F	**7.36**	**320,601.6**	Commercial	B2	Northwest Athletic Club						$ 2.19	$ 151,600	$ 549,400	$ 701,000	0.8	22%	$ (397,800)
132	68	46-05-08-477-028.000-009	GENOFF	1997	AV	**4.74**	**206,648.6**	Office	B2	Rowley Bushue accounting offices						$ 2.96	$ 191,000	$ 420,600	$ 611,600	0.7	31%	$ (229,600)
133	69	46-05-08-451-010.000-009	THEATRE	1972	AV	**2.89**	**125,888.4**	Institutional / Civic	R3A	Southwind Immanuel Church						$ 3.57	$ 149,300	$ 300,200	$ 449,500	0.7	33%	$ (150,900)
134	70	46-05-09-300-022.000-009				**4.07**	**177,419.9**	Commercial	B2	Walmart Parking lot	Walmart Real Estate Trust	vacant?	4.07			$ 4.02	$ 712,800	$ -	$ 712,800	0.0	100%	$ 712,800
135	71	46-05-09-300-021.000-009				**5.82**	**253,519.2**	Commercial	B2	Walmart Parking lot	Walmart Real Estate Trust	vacant?	5.82			$ 4.02	$ 1,018,500	$ -	$ 1,018,500	0.0	100%	$ 1,018,500
136	72	46-05-09-300-011.000-009	DINING	1991	G	**0.91**	**39,639.6**	Commercial	B2	Denny's restaurant						$ 23.66	$ 238,900	$ 699,000	$ 937,900	0.7	25%	$ (460,100)
137	73	46-05-09-300-015.000-009				**0.46**	**19,994.0**	Commercial	B2	Denny's parking and woodlands		vacant?				$ 9.47	$ 189,300	$ -	$ 189,300	0.0	100%	$ 189,300
138	74	46-05-08-476-014.000-009				**0.79**	**34,368.8**	Open Space	R3A			vacant	0.79			$ 0.37	$ 12,600	$ -	$ 12,600	0.0	100%	$ 12,600
139	75	46-05-08-476-012.000-009				**7.18**	**312,543.0**	Open Space	R3A			vacant	7.18			$ 0.37	$ 114,800	$ -	$ 114,800	0.0	100%	$ 114,800
140	76	46-05-09-400-003.000-046				**6.51**	**283,575.6**	Agriculture	B2	farmland		vacant		6.51	Palustrine System, Minor forrested broad leaved deciduous and temporary flooded wetland area totals 2.02 Acres.	$ 0.04	$ 11,900	$ -	$ 11,900	0.0	100%	$ 11,900
142	77	46-05-08-476-010.000-009	FASTFOOD	2013	AV	**2.26**	**98,445.6**	Commercial	B2	Panera Bread						$ 13.73	$ 412,500	$ 938,900	$ 1,351,400	0.7	31%	$ (526,400)
143	78	46-05-08-451-008.000-009	LMFG	1999	AV	**14.21**	**619,031.2**	Light Industrial	M2	Frech USA Inc. manufacturing						$ 2.45	$ 275,400	$ 1,242,500	$ 1,517,900	0.8	18%	$ (967,100)
144	79	46-05-09-300-012.000-009				**1.72**	**75,010.3**	Open Space	B2			vacant		1.72	Palustrine system, with both scrub-shrub and emergent vegetations, 0.84 acres of seasonally flooded wetland primaraly encompassed by broad leaved deciduous trees.	$ 0.46	$ 34,400	$ -	$ 34,400	0.0	100%	$ 34,400
146	80	46-05-08-476-008.000-009	UTLSTOR	1990	AV	**2.26**	**98,576.3**	Commercial	B2	Cool Springs Car Wash						$ 5.42	$ 415,800	$ 118,000	$ 533,800	0.2	78%	$ 297,800
148	81	46-05-09-300-036.000-009	SUPRMRKT	1996	AV	**0.83**	**35,980.6**	Commercial	B2	GFS Marketplace						$ 29.37	$ 229,300	$ 827,300	$ 1,056,600	0.8	22%	$ (598,000)
149	82	46-05-08-429-009.000-009	DINING	2003	AV	**1.95**	**84,854.9**	Commercial	B2	Ryan's restaurant						$ 18.95	$ 487,100	$ 1,121,200	$ 1,608,300	0.7	30%	$ (634,100)
150	83	46-05-09-300-035.000-009	NBHSHOP	2005	AV	**0.71**	**30,927.6**	Commercial	B2	Jimmy John's and Sprint wireless						$ 21.95	$ 218,300	$ 460,600	$ 678,900	0.7	32%	$ (242,300)
151	84	46-05-08-451-001.000-009	APART	1970	F	**14.73**	**641,421.0**	MF Residential	R3A	apartments						$ 4.90	$ 441,800	$ 2,700,200	$ 3,142,000	0.9	14%	$ (2,258,400)
153	85	46-05-08-476-005.000-009	APART HOSERV	1974	AV	**11.57**	**504,207.0**	MF Residential	R3A	apartments						$ 3.99	$ 257,200	$ 1,753,400	$ 2,010,600	0.9	13%	$ (1,496,200)
154	86	46-05-09-300-034.000-009				**0.70**	**30,492.0**	Commercial	B2	Chili's parking lot						$ 7.45	$ 217,000	$ 10,200	$ 227,200	0.0	96%	$ 206,800
155	87	46-05-09-300-033.000-009	DINING	1996	AV	**0.74**	**32,016.6**	Commercial	B2	Chili's						$ 19.38	$ 222,200	$ 398,400	$ 620,600	0.6	36%	$ (176,200)
156	88	46-05-09-300-032.000-009				**0.68**	**29,707.9**	Commercial	B2	Sophia's House of Pancakes parking						$ 7.61	$ 214,800	$ 11,200	$ 226,000	0.0	95%	$ 203,600
157	89	46-05-09-300-031.000-009	DINING	2003	AV	**0.72**	**31,450.3**	Commercial	B2	sophia's house of pancakes						$ 21.66	$ 220,200	$ 461,100	$ 681,300	0.7	32%	$ (240,900)
160	90	46-05-08-429-008.000-009	GENRET	1998	AV	**1.94**	**84,550.0**	Commercial	B2	Vacant retail (former office max)						$ 18.12	$ 344,100	$ 1,187,800	$ 1,531,900	0.8	22%	$ (843,700)
161	91	46-05-09-400-006.000-046				**22.65**	**986,634.0**	Open Space	B2	Classified forest		vacant		22.65	Palustrine System, forrested bloard leaved deciduous totals 22.65 arces with temporary flooded wetland emcompassing the entire parcel throughout. Natural watershed to trail creek flows thru parcel.	$ 0.00	$ 100	$ -	$ 100	0.0	100%	$ 100
163	92	46-05-08-428-015.000-009	FASTFOOD	2005	AV	**1.21**	**52,489.8**	Commercial	B2	IHOP restaurant						$ 15.55	$ 301,300	$ 515,000	$ 816,300	0.6	37%	$ (213,700)
165	93	46-05-08-428-017.000-009	COMBLDG	2008	AV	**0.82**	**35,545.0**	Commercial	B2			vacant?	0.82			$ 2.37	$ 81,600	$ 2,800	$ 84,400	0.0	97%	$ 78,800
167	94	46-05-09-400-005.000-046				**7.50**	**326,700.0**	Open Space	B2	Classified forest		vacant		7.50	Palustrine System, with temporary flooded wetland area totaling 7.50 Acres encompassed by forested broad leaved deciduous environment.	$ 0.00	$ 100	$ -	$ 100	0.0	100%	$ 100

(FID) ID # on Parcel Inventory Map	No. of parcels	parcel_num	Improvement Type	Year Built	Condition	ACREAGE	Parcel SF	Land Use	ZONE (new)	Parcel Description	Owner	Vacancy	Undeveloped Parcels	Environmental and Land Use Constraints	Environmental and Land Use Constraints Description	Assessed Value per SF	2014_Land	2014_Impro	2014_Total	Improvement Value to Assessed Value	Land Value as % of Total Value	Land Value Minus Improvement Value
168	95	46-05-09-400-002.000-046				**8.66**	**377,447.4**	Open Space	B2	woodland		vacant		8.66	Palustrine System, forrested bloard leaved deciduous trees throughout with temporary flooded wetland acerage total of 4.05 Acres. Natural watershed to trail creek flows thru this parcel.	$ 0.01	$ 3,600	$ -	$ 3,600	0.0	100%	$ 3,600
169	96	46-05-09-400-001.000-046				**10.40**	**453,024.0**	Agriculture	B2	farm and woodland		vacant		10.40	Palustrine System, forrested bloard leaved deciduous trees throughout with temporary flooded wetland acerage total of 4.39 Acres. Natural watershed to trail creek flows thru parcel.	$ 0.01	$ 5,800	$ -	$ 5,800	0.0	100%	$ 5,800
170	97	46-05-09-300-027.000-009	GENRET	2000	AV	**0.73**	**31,798.8**	Commercial	B2	small retail						$ 18.12	$ 242,300	$ 333,800	$ 576,100	0.6	42%	$ (91,500)
172	98	46-05-08-426-017.000-009	CONVMRKT	2006	AV	**0.68**	**29,577.2**	Commercial	B2	Citgo gas station						$ 21.36	$ 267,400	$ 364,300	$ 631,700	0.6	42%	$ (96,900)
174	99	46-05-08-256-002.000-009	DWELL	1971	F	**0.00**	**-**	SF Residential	R1C	Residence						$ -	$ 6,900	$ 49,200	$ 56,100	0.9	12%	$ (42,300)
176	100	46-05-08-256-001.000-009	DWELL	1971	AV	**0.00**	**-**	SF Residential	R1C	Residence						$ -	$ 6,800	$ 74,900	$ 81,700	0.9	8%	$ (68,100)
178	101	46-05-09-127-027.000-009				**1.02**	**44,257.0**	Open Space	B2			vacant	1.02			$ 0.03	$ 1,400	$ -	$ 1,400	0.0	100%	$ 1,400
179	102	46-05-08-276-008.000-009	BANK	1992	AV	**0.86**	**37,461.6**	Commercial	B2	Chase Bank						$ 16.01	$ 164,100	$ 435,500	$ 599,600	0.7	27%	$ (271,400)
181	103	46-05-09-127-026.000-009				**1.02**	**44,257.0**	Open Space	B2			vacant	1.02			$ 1.61	$ 71,100	$ -	$ 71,100	0.0	100%	$ 71,100
182	104	46-05-09-151-012.000-009	NBHSHOP	1996	AV	**1.72**	**74,923.2**	Commercial	B2	small retail						$ 19.11	$ 322,000	$ 1,109,600	$ 1,431,600	0.8	22%	$ (787,600)
184	105	46-05-08-276-012.000-009	FASTFOOD	1992	AV	**0.54**	**23,522.4**	Commercial	B2	KFC Restaurant						$ 12.75	$ 138,900	$ 160,900	$ 299,800	0.5	46%	$ (22,000)
185	106	46-05-09-151-013.000-009				**2.00**	**87,120.0**	Open Space	B2			vacant		2.00	Excavated Palustrine system with unconsolidated bottom wetland totaling 0.54 acres surronded by 1.13 acres of swamp wetland. Total wetland is equal to 1.13 acres.	$ 0.10	$ 8,500	$ -	$ 8,500	0.0	100%	$ 8,500
186	107	46-05-09-127-025.000-009				**1.09**	**47,524.0**	Open Space	B2			vacant	1.09			$ 1.61	$ 76,400	$ -	$ 76,400	0.0	100%	$ 76,400
188	108	46-05-09-151-018.000-009	CONVMRKT	1997	AV	**1.51**	**65,644.9**	Commercial	B2	Meijer gas station						$ 15.13	$ 753,500	$ 239,500	$ 993,000	0.2	76%	$ 514,000
189	109	46-05-08-276-010.000-009	GENRET	1991	AV	**0.53**	**23,086.8**	Commercial	B2	small retail						$ 23.58	$ 138,200	$ 406,100	$ 544,300	0.7	25%	$ (267,900)
190	110	46-05-09-151-027.000-009	THEATRE	2004	AV	**11.51**	**501,549.8**	Commercial	B2	AMC Movie Theater						$ 10.59	$ 978,700	$ 4,334,000	$ 5,312,700	0.8	18%	$ (3,355,300)
192	111	46-05-08-253-006.000-009				**9.14**	**398,138.4**	Parks	R1C	Adams Park	City of Michigan City			9.14	Palustrine system with emergent vegetation and 2.73 acres of persistant saturated wetland.	$ 1.13	$ 412,800	$ 36,200	$ 449,000	0.1	92%	$ 376,600
193	112	46-05-09-151-007.000-009	GENRET	1992	AV	**1.92**	**83,635.2**	Commercial	B2	Aldi market						$ 14.79	$ 480,000	$ 757,200	$ 1,237,200	0.6	39%	$ (277,200)
194	113	46-05-08-276-015.000-009	DINING	1991	AV	**1.40**	**60,984.0**	Commercial	B2	Red Lobster Restaurant						$ 11.77	$ 245,000	$ 472,800	$ 717,800	0.7	34%	$ (227,800)
195	114	46-05-08-226-029.000-009				**0.53**	**23,217.5**	Commercial	B2			vacant	0.53			$ 5.99	$ 139,000	$ -	$ 139,000	0.0	100%	$ 139,000
197	115	46-05-08-226-025.000-009	GENRET	1982	AV	**1.47**	**63,989.6**	Commercial	B2	retail shops attached						$ 13.07	$ 257,100	$ 579,100	$ 836,200	0.7	31%	$ (322,000)
198	116	46-05-08-226-030.000-009				**5.89**	**256,481.3**	Open Space	B2			vacant		5.89	Vegatative Swamp wetland totaling 0.79 acres.	$ 1.61	$ 412,200	$ -	$ 412,200	0.0	100%	$ 412,200
200	117	46-05-09-151-003.000-009	GENRET	1996	AV	**1.18**	**51,183.0**	Commercial	B2	Buffalo Wild Wings Restaurant						$ 15.47	$ 293,800	$ 498,200	$ 792,000	0.6	37%	$ (204,400)
201	118	46-05-09-151-028.000-009	AUTOSERV	1999	AV	**0.50**	**21,780.0**	Commercial	B2	Valvoline						$ 16.17	$ 195,000	$ 157,200	$ 352,200	0.4	55%	$ 37,800
202	119	46-05-09-151-029.000-009	CARWASH	2003	AV	**0.50**	**21,780.0**	Commercial	B2	Awesome Car Wash						$ 13.02	$ 75,000	$ 208,600	$ 283,600	0.7	26%	$ (133,600)
203	120	46-05-09-251-008.000-046				**14.36**	**625,521.6**	Open Space	B2	Residential Excess Acreage		vacant?	14.36			$ 0.07	$ 35,900	$ 7,900	$ 43,800	0.2	82%	$ 28,000
204	121	46-05-09-251-011.000-046				**0.51**	**22,128.5**	Open Space	R1B	Residential plat		vacant	0.51			$ 0.11	$ 2,500	$ -	$ 2,500	0.0	100%	$ 2,500
205	122	46-05-09-126-010.000-009	DWELL	1968	AV	**0.50**	**21,780.0**	SF Residential	B2	Residential						$ 2.94	$ 18,200	$ 45,800	$ 64,000	0.7	28%	$ (27,600)
207	123	46-05-09-126-009.000-009				**1.37**	**59,677.2**	Open Space	B2	Residential Excess Acreage		vacant	1.37			$ 0.12	$ 6,900	$ -	$ 6,900	0.0	100%	$ 6,900
208	124	46-05-09-251-010.000-046				**0.52**	**22,477.0**	Open Space	R1B	Residential plat		vacant	0.52			$ 0.12	$ 2,600	$ -	$ 2,600	0.0	100%	$ 2,600
209	125	46-05-08-226-020.000-009	DINING	1979	AV	**0.95**	**41,164.2**	Commercial	B2	Rodini Restaurant						$ 7.86	$ 170,300	$ 153,200	$ 323,500	0.5	53%	$ 17,100
210	126	46-05-08-226-024.000-009	DISCOUNT	1978	AV	**1.68**	**73,355.0**	Commercial	B2	retail shops attached						$ 7.24	$ 318,400	$ 212,500	$ 530,900	0.4	60%	$ 105,900
211	127	46-05-09-101-005.000-009	HOUNIT	1972	AV	**3.63**	**158,122.8**	Commercial	B2	Quality Inn						$ 14.85	$ 907,500	$ 1,440,400	$ 2,347,900	0.6	39%	$ (532,900)
212	128	46-05-09-251-013.000-046				**0.49**	**21,388.0**	Open Space	R1B	Residential plat		vacant	0.49			$ 0.12	$ 2,500	$ -	$ 2,500	0.0	100%	$ 2,500
213	129	46-05-09-101-013.000-009				**0.98**	**42,688.8**	Open Space	B2	Empty Lot		vacant?	0.98			$ 2.36	$ 98,000	$ 2,800	$ 100,800	0.0	97%	$ 95,200
214	130	46-05-09-101-015.000-009				**1.69**	**73,616.4**	Open Space	B2			vacant	1.69			$ 2.30	$ 169,000	$ -	$ 169,000	0.0	100%	$ 169,000
215	131	46-05-09-127-003.000-009				**3.75**	**163,350.0**	Open Space	B2	Residential Excess Acreage		vacant	3.75			$ 0.12	$ 18,800	$ -	$ 18,800	0.0	100%	$ 18,800
216	132	46-05-08-226-013.000-009	GENOFF	1984	AV	**0.51**	**22,215.6**	Commercial	B2	Century 21						$ 12.52	$ 89,300	$ 188,800	$ 278,100	0.7	32%	$ (99,500)
217	133	46-05-08-226-023.000-009				**8.22**	**358,193.9**	Open Space	B2			vacant		8.22	Vegatative Swamp wetland totaling 0.24 acres.	$ 1.61	$ 575,600	$ -	$ 575,600	0.0	100%	$ 575,600
218	134	46-05-08-253-005.000-009				**16.66**	**725,709.6**	Open Space	R3A			vacant		16.66	Palustrine system with emergent vegetation including a saturated wetland totaling 5.72 acres and swamp wetland totaling 0.36 acres.	$ 0.03	$ 20,000	$ -	$ 20,000	0.0	100%	$ 20,000
219	135	46-05-08-203-004.000-009				**0.32**	**13,808.5**	Open Space	R3A	Residential plat		vacant	0.32			$ 0.12	$ 1,600	$ -	$ 1,600	0.0	100%	$ 1,600
221	136	46-05-09-203-011.000-073	DWELL	1963	AV	**0.34**	**14,984.6**	SF Residential	R1B	Residential						$ 5.39	$ 17,900	$ 62,800	$ 80,700	0.8	22%	$ (44,900)
222	137	46-05-09-251-009.000-073	DWELL	1970	F	**0.49**	**21,518.6**	SF Residential	R1B	Residential						$ 3.80	$ 19,500	$ 62,200	$ 81,700	0.8	24%	$ (42,700)
223	138	46-05-09-101-004.000-009				**0.91**	**39,639.6**	Commercial	B2	attached retail side parking		vacant?				$ 1.61	$ 63,700	$ -	$ 63,700	0.0	100%	$ 63,700
224	139	46-05-09-203-010.000-073	DWELL	1960	F	**0.46**	**20,037.6**	SF Residential	R1B	residential						$ 3.65	$ 19,000	$ 54,200	$ 73,200	0.7	26%	$ (35,200)
225	140	46-05-08-226-011.000-009	GENRET	1993	AV	**1.23**	**53,578.8**	Commercial	B2	Auto Zone						$ 10.79	$ 179,000	$ 399,100	$ 578,100	0.7	31%	$ (220,100)
226	141	46-05-08-226-041.000-009				**1.27**	**55,321.2**	Commercial	B2	Working Well rehab parking and detention						$ 1.62	$ 88,900	$ 800	$ 89,700	0.0	99%	$ 88,100
228	142	46-05-09-203-009.000-073	DWELL	1960	AV	**0.46**	**20,037.6**	SF Residential	R1B	residential						$ 4.67	$ 19,000	$ 74,500	$ 93,500	0.8	20%	$ (55,500)
229	143	46-05-09-202-011.000-073	DWELL	1959	AV	**1.00**	**43,560.0**	SF Residential	R1B	residential						$ 2.61	$ 25,000	$ 88,900	$ 113,900	0.8	22%	$ (63,900)

(FID) ID # on Parcel Inventory Map	No. of parcels	parcel_num	Improvement Type	Year Built	Condition	ACREAGE	Parcel SF	Land Use	ZONE (new)	Parcel Description	Owner	Vacancy	Undeveloped Parcels	Environmental and Land Use Constraints	Environmental and Land Use Constraints Description	Assessed Value per SF	2014_Land	2014_Impro	2014_Total	Improvement Value to Assessed Value	Land Value as % of Total Value	Land Value Minus Improvement Value
230	144	46-05-08-226-032.000-009	MEDOFF	1979	AV	**1.08**	**47,044.8**	Commercial	B2	Working Well rehab, parking and detention						$ 21.97	$ 189,000	$ 844,400	$ 1,033,400	0.8	18%	$ (655,400)
231	145	46-05-09-203-008.000-073	DWELL	1951	F	**0.46**	**20,037.6**	SF Residential	R1B	residential						$ 3.43	$ 19,000	$ 49,800	$ 68,800	0.7	28%	$ (30,800)
232	146	46-05-08-226-031.000-009				**1.43**	**62,290.8**	Commercial	B2	Working Well rehab, parking and detention						$ 1.78	$ 100,100	$ 10,700	$ 110,800	0.1	90%	$ 89,400
233	147	46-05-09-126-018.000-009				**5.34**	**232,610.4**	Commercial	B2	junkyard, behind von tobel		vacant	5.34			$ 0.20	$ 46,700	$ -	$ 46,700	0.0	100%	$ 46,700
234	148	46-05-09-202-006.000-073	DWELL	1948	P	**0.50**	**21,780.0**	SF Residential	R1B	residential						$ 3.18	$ 19,500	$ 49,800	$ 69,300	0.7	28%	$ (30,300)
235	149	46-05-08-226-049.000-009	NBHSHOP DISCOUNT	1981, 2014	F, AV	**21.39**	**931,704.8**	Commercial	B2	Community Shopping Center, TJ Maxx						$ 4.43	$ 1,150,700	$ 2,972,600	$ 4,123,300	0.7	28%	$ (1,821,900)
236	150	46-05-08-253-008.000-009				**1.66**	**72,396.7**	Open Space	B2			vacant	1.66			$ 1.61	$ 116,300	$ -	$ 116,300	0.0	100%	$ 116,300
237	151	46-05-08-201-013.000-009				**0.45**	**19,645.6**	Open Space	B2			vacant	0.45			$ 0.55	$ 10,800	$ -	$ 10,800	0.0	100%	$ 10,800
239	152	46-05-09-203-007.000-046				**0.46**	**20,037.6**	SF Residential	R1B	Residential plat		vacant	0.46			$ 0.11	$ 2,300	$ -	$ 2,300	0.0	100%	$ 2,300
240	153	46-05-09-202-005.000-073	DWELL	1954	F	**0.50**	**21,780.0**	SF Residential	R1B	residential						$ 4.62	$ 19,500	$ 81,100	$ 100,600	0.8	19%	$ (61,600)
241	154	46-05-09-101-007.000-009				**7.23**	**314,938.8**	Open Space	B2			vacant		7.23	Existing deciduous trees throughout parcel.	$ 0.03	$ 10,000	$ -	$ 10,000	0.0	100%	$ 10,000
242	155	46-05-09-203-006.000-073	DWELL	1965	P	**0.46**	**20,037.6**	SF Residential	R1B	residential						$ 2.75	$ 19,000	$ 36,200	$ 55,200	0.7	34%	$ (17,200)
243	156	46-05-09-202-004.000-046				**0.50**	**21,780.0**	SF Residential	R1B	Residential plat		vacant	0.50			$ 0.11	$ 2,500	$ -	$ 2,500	0.0	100%	$ 2,500
244	157	46-05-08-201-018.000-009				**0.80**	**34,848.0**	Commercial	B2	Hearthside food solutions parking lot						$ 1.45	$ 19,200	$ 31,200	$ 50,400	0.6	38%	$ (12,000)
245	158	46-05-08-201-015.000-009	DWELL	1943	P	**0.99**	**42,906.6**	Open Space	B2			vacant	0.99			$ 0.14	$ 5,900	$ -	$ 5,900	0.0	100%	$ 5,900
246	159	46-05-09-202-003.000-073	DWELL	1945	F	**0.50**	**21,780.0**	SF Residential	R1B	Residence						$ 3.79	$ 19,500	$ 63,000	$ 82,500	0.8	24%	$ (43,500)
248	160	46-05-08-226-016.000-009	DWELL FASTFOOD	1942, 1984	F, G	**1.87**	**81,413.6**	Commercial	B2	Starbucks						$ 5.56	$ 327,100	$ 125,200	$ 452,300	0.3	72%	$ 201,900
249	161	46-05-09-203-005.000-046				**0.33**	**14,374.8**	SF Residential	R1B	Residential Excess Acreage		vacant	0.33			$ 0.12	$ 1,700	$ -	$ 1,700	0.0	100%	$ 1,700
250	162	46-05-09-203-003.000-073	DWELL	1953	F	**0.34**	**14,810.4**	SF Residential	R1B	Residence						$ 7.18	$ 17,700	$ 88,600	$ 106,300	0.8	17%	$ (70,900)
251	163	46-05-08-201-003.000-009	DWELL GENRET	1956, 1999	G, AV	**0.42**	**18,121.0**	SF Residential	B2	Residence						$ 3.60	$ 9,400	$ 55,900	$ 65,300	0.9	14%	$ (46,500)
252	164	46-05-09-202-002.000-073	DWELL	1962	AV	**0.50**	**21,780.0**	SF Residential	R1B	Residence						$ 3.94	$ 19,500	$ 66,300	$ 85,800	0.8	23%	$ (46,800)
253	165	46-05-09-101-014.000-009				**0.48**	**20,734.6**	Commercial	B2	Speedway Carwash						$ 7.19	$ 119,000	$ 30,100	$ 149,100	0.2	80%	$ 88,900
254	166	46-05-09-101-009.000-009				**7.20**	**313,632.0**	Open Space	B2	Wetland	Lake County Trust Company Trustee Trust	vacant	7.20		Palustrine system with emergent vegetation and seasonally flooded wetland totaling 1.24 acres, swamp wetland totaling 1.08 acres, and a second palustrine system with a aquatic bed unconsolidated bottom that is a semipermanently flooded wetland totaling 1.50 acres. All three wetlands overlap each other totaling 2.25 acres of wetland.	$ 0.23	$ 72,000	$ -	$ 72,000	0.0	100%	$ 72,000
257	167	46-05-08-226-017.000-009				**0.52**	**22,651.2**	Commercial	B2	Arby's parking lot		vacant?				$ 1.61	$ 36,400	$ -	$ 36,400	0.0	100%	$ 36,400
258	168	46-05-09-203-002.000-046	DWELL	1955	AV	**0.33**	**14,374.8**	SF Residential	R1B	Residence						$ 0.21	$ 1,700	$ 1,300	$ 3,000	0.4	57%	$ 400
259	169	46-05-08-226-006.000-009				**0.06**	**2,439.4**	Commercial	B2	Fannie May Candies parking lot						$ 1.02	$ 1,300	$ 1,200	$ 2,500	0.5	52%	$ 100
260	170	46-05-08-226-007.000-009	DWELL	1955	AV	**1.15**	**50,137.6**	SF Residential	B2	residence						$ 2.08	$ 25,800	$ 78,500	$ 104,300	0.8	25%	$ (52,700)
261	171	46-05-09-101-011.000-009	SERVICEB CONVMRKT	1965, 1997	G, AV	**1.60**	**69,696.0**	Commercial	B2	Speedway Gas Station						$ 11.20	$ 400,000	$ 380,700	$ 780,700	0.5	51%	$ 19,300
262	172	46-05-09-101-012.000-009	GENRET	2008	AV	**0.97**	**42,122.5**	Commercial	B2	Advance Auto Parts						$ 20.51	$ 246,600	$ 617,500	$ 864,100	0.7	29%	$ (370,900)
263	173	46-05-09-101-010.000-009	NBHSHOP	1970	AV	**7.54**	**328,442.4**	Commercial	B2	El Bracero Restaurant, MC Sports, Big Lots, Office Depot, Anytime Fitness, attached retail						$ 6.59	$ 842,600	$ 1,322,900	$ 2,165,500	0.6	39%	$ (480,300)
264	174	46-05-08-226-005.000-009	GENRET	1960	AV	**0.77**	**33,323.4**	Commercial	B2	Fannie May Candies						$ 3.62	$ 53,700	$ 67,000	$ 120,700	0.6	44%	$ (13,300)
265	175	46-05-08-226-004.000-009	GENRET	1969	AV	**0.34**	**14,897.5**	Commercial	B2	Crosstown Liquors						$ 6.87	$ 42,700	$ 59,600	$ 102,300	0.6	42%	$ (16,900)
266	176	46-05-08-226-018.000-009	FASTFOOD	1968	EX	**0.47**	**20,386.1**	Commercial	B2	Arby's						$ 16.67	$ 133,500	$ 206,400	$ 339,900	0.6	39%	$ (72,900)
267	177	46-05-09-101-008.000-009				**1.54**	**67,082.4**	Open Space	B2			vacant	1.54		Palustrine system with emergent vegetation, 0.84 acres of seasonally flooded wetland, and 0.72 acres of swamp wetland. Total wetlands cover 0.88 acres of the existing parcel.	$ 0.23	$ 15,400	$ -	$ 15,400	0.0	100%	$ 15,400
269	178	46-05-09-101-006.000-009				**4.20**	**182,952.0**	Open Space	B2			vacant	4.20		Palustrine system with emergent vegetation and seasonally flooded wetland totaling 1.84 acres, swamp wetland totaling 0.75 acres, and a second palustrine system with a aquatic bed unconsolidated bottom that is a semipermanently flooded wetland totaling 1.15 acres. Total wetland acreage for the parcel is equal to 1.85 acres.	$ 0.05	$ 10,000	$ -	$ 10,000	0.0	100%	$ 10,000
272	179	46-05-09-203-004.000-046	DWELL	1952, 2000	F, AV	**0.67**	**29,185.2**	SF Residential	R1B	Residence						$ 2.86	$ 19,800	$ 63,800	$ 83,600	0.8	24%	$ (44,000)

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273	180	46-05-09-203-001.000-073	DWELL	1957	AV	0.33	14,374.8	SF Residential	R1B	Residence						$ 5.73	$ 17,600	$ 64,700	$ 82,300	0.8	21%	$ (47,100)
277	181	46-05-09-202-010.000-046				0.56	24,262.9	SF Residential	R1B	Residential Excess Acreage		vacant	0.56			$ 0.12	$ 2,800	$ -	$ 2,800	0.0	100%	$ 2,800
279	182	46-05-09-202-001.000-073	DWELL	1951	AV	0.61	26,353.8	SF Residential	R1B	Residence						$ 4.07	$ 20,600	$ 86,600	$ 107,200	0.8	19%	$ (66,000)
280	183	46-05-09-201-004.000-073				0.20	8,712.0	SF Residential	R1B	Residential Excess Acreage		vacant	0.20			$ 0.11	$ 1,000	$ -	$ 1,000	0.0	100%	$ 1,000
281	184	46-05-09-201-008.000-073	DWELL	1920	F	0.80	34,848.0	SF Residential	R1B	Residence						$ 2.36	$ 22,800	$ 59,500	$ 82,300	0.7	28%	$ (36,700)
283	185	46-05-09-201-005.000-073	DWELL	1948	AV	11.10	483,516.0	Agriculture	B2	Residence and farmland						$ 0.28	$ 43,400	$ 92,900	$ 136,300	0.7	32%	$ (49,500)
284	186	46-05-09-126-017.000-009	GENRET LUTLSTOR	1953, 1987	AV	2.20	95,832.0	Commercial	B2	Von Tobel Lumber and Hardware						$ 10.13	$ 332,000	$ 638,900	$ 970,900	0.7	34%	$ (306,900)
285	187	46-05-09-201-006.000-073				15.28	665,683.9	Agriculture	B2	farmland		vacant	15.28			$ 0.04	$ 27,900	$ -	$ 27,900	0.0	100%	$ 27,900
286	188	46-05-09-201-007.000-046				5.09	221,894.6	Agriculture	B2	farmland (other agricultural use)		vacant?	5.09			$ 0.04	$ 9,300	$ 300	$ 9,600	0.0	97%	$ 9,000
288	189	46-05-09-201-002.000-073				19.29	840,359.5	Agriculture	B2	farmland		vacant	19.29			$ 0.04	$ 35,200	$ -	$ 35,200	0.0	100%	$ 35,200
289	190	46-05-09-201-001.000-073	DWELL	1959	AV	0.67	29,359.4	SF Residential	B2	Residence						$ 4.09	$ 21,400	$ 98,700	$ 120,100	0.8	18%	$ (77,300)
292	191	46-05-08-202-016.000-009	DINING	1970	AV	1.85	80,586.0	Commercial	B2	Fortune House Restaurant						$ 4.66	$ 111,000	$ 264,700	$ 375,700	0.7	30%	$ (153,700)
293	192	46-05-09-127-010.000-009	DWELL	1951	AV	0.55	24,132.2	SF Residential	B2	Residence						$ 4.71	$ 20,100	$ 93,600	$ 113,700	0.8	18%	$ (73,500)
294	193	46-05-08-202-001.000-009	LWRHSE	1965	AV	2.03	88,426.8	Commercial	B2	Warehouse						$ 4.06	$ 85,800	$ 273,400	$ 359,200	0.8	24%	$ (187,600)
295	194	46-05-09-127-008.000-009	DWELL GENRET	1940, 1995	F, AV	8.52	371,131.2	Commercial	B2	Driving Range						$ 1.96	$ 473,700	$ 251,900	$ 725,600	0.3	65%	$ 221,800
296	195	46-05-08-201-014.000-009	GENRET	1993	AV	1.33	57,717.0	Commercial	B2	Mama Rosa's Restaurant						$ 7.00	$ 67,800	$ 336,400	$ 404,200	0.8	17%	$ (268,600)
297	196	46-05-08-201-005.000-009	GENRET	1959	AV	2.50	108,900.0	Commercial	B2	Checks for Cash Pawn Shop						$ 1.31	$ 82,800	$ 59,900	$ 142,700	0.4	58%	$ 22,900
298	197	46-05-09-126-016.000-009	GENRET LUTLSTOR	1985, 1987, 1994	AV	2.00	87,120.0	Commercial	B2	Vacant commerical Building	Van Tobel					$ 9.23	$ 236,400	$ 567,500	$ 803,900	0.7	29%	$ (331,100)
299	198	46-05-08-201-004.000-009	DWELL COMBLDG	1952, 2006	F, AV	2.50	108,900.0	Commercial	B2	Chris's Car Care						$ 3.61	$ 165,000	$ 228,500	$ 393,500	0.6	42%	$ (63,500)
300	199	46-05-08-201-019.000-009	GENRET	1991	AV	0.77	33,541.2	Commercial	B2	Carquest						$ 3.31	$ 54,100	$ 56,900	$ 111,000	0.5	49%	$ (2,800)
324	200	46-05-04-452-041.000-009	DWELL	1964	AV	0.83	36,329.0	SF Residential	B2	Residence						$ 3.42	$ 23,100	$ 101,300	$ 124,400	0.8	19%	$ (78,200)
325	201	46-05-04-353-008.000-009	GENRET	1990	AV	1.03	44,866.8	Commercial	B2	20 Furniture Outlet						$ 5.12	$ 180,100	$ 49,600	$ 229,700	0.2	78%	$ 130,500
326	202	46-05-05-451-007.000-009	GENRET	1982	AV	1.00	43,560.0	Commercial	B2	King Gyros						$ 6.53	$ 175,000	$ 109,400	$ 284,400	0.4	62%	$ 65,600
327	203	46-05-04-353-009.000-009	GENOFF UTLSTOR	1943, 2000	VP, P	2.07	90,169.2	Commercial	B2	vacant commercial building						$ 2.06	$ 142,800	$ 43,300	$ 186,100	0.2	77%	$ 99,500
328	204	46-05-04-353-016.000-009	GENRET	1987	F	1.50	65,340.0	Commercial	B2	Attached retail shops						$ 4.37	$ 94,200	$ 191,600	$ 285,800	0.7	33%	$ (97,400)
329	205	46-05-04-353-017.000-009				0.71	30,884.0	Commercial	B2	Parking lot	Bank Centier	vacant?	0.71			$ 1.68	$ 49,600	$ 2,300	$ 51,900	0.0	96%	$ 47,300
334	206	46-05-05-476-003.000-009	GENRET	1999	AV	1.58	68,607.0	Commercial	B2	Walgreens						$ 22.84	$ 200,500	$ 1,366,700	$ 1,567,200	0.9	13%	$ (1,166,200)
336	207	46-05-04-353-019.000-009	GENOFF	1968	AV	0.60	25,961.8	Commercial	B2	Church Ministries? Life in the Word Church						$ 8.38	$ 142,900	$ 74,600	$ 217,500	0.3	66%	$ 68,300
337	208	46-05-05-451-018.000-009	BANK	1979	AV	1.62	70,393.0	Commercial	B2	PNC Bank						$ 8.49	$ 116,200	$ 481,500	$ 597,700	0.8	19%	$ (365,300)
338	209	46-05-05-451-011.000-009	AUTOSERV	1972	P	1.69	73,572.8	Commercial	B2	Tire Barn						$ 2.06	$ 126,700	$ 24,600	$ 151,300	0.2	84%	$ 102,100
339	210	46-05-04-378-004.000-009	CONVMRKT	1988	AV	0.91	39,770.3	Commercial	B2	Marathon Gas Station						$ 14.32	$ 335,500	$ 234,200	$ 569,700	0.4	59%	$ 101,300
340	211	46-05-04-452-038.000-009	DWELL	1952, 1989	AV	0.69	30,187.1	SF Residential	R3A	House						$ 2.10	$ 21,700	$ 41,700	$ 63,400	0.7	34%	$ (20,000)
341	212	46-05-04-452-019.000-009				0.69	30,187.1	SF Residential	R3A	Residential Excess Acreage						$ 0.54	$ 3,500	$ 12,700	$ 16,200	0.8	22%	$ (9,200)
342	213	46-05-04-452-039.000-009	DWELL	1952	AV	1.39	60,374.2	SF Residential	R3A	Home						$ 1.82	$ 26,900	$ 82,900	$ 109,800	0.8	24%	$ (56,000)
343	214	46-05-04-452-018.000-009	DWELL	1956	F	0.73	31,842.4	SF Residential	R3A	Home						$ 3.38	$ 22,100	$ 85,600	$ 107,700	0.8	21%	$ (63,500)
344	215	46-05-04-353-005.000-009				0.90	39,247.6	Open Space	B2	woodland		vacant	0.90			$ 0.23	$ 9,000	$ -	$ 9,000	0.0	100%	$ 9,000
345	216	46-05-04-353-004.000-009				0.41	17,859.6	Commercial	B2	Burger King Drive Thru and Parking						$ 1.61	$ 28,700	$ -	$ 28,700	0.0	100%	$ 28,700
346	217	46-05-04-353-020.000-009	FASTFOOD	1991	G	0.96	41,686.9	Commercial	B2	Burger King						$ 15.19	$ 170,800	$ 462,300	$ 633,100	0.7	27%	$ (291,500)
348	218	46-05-05-451-013.000-009				0.75	32,844.2	Commercial	B2	PNC Bank parking lot						$ 1.21	$ 30,200	$ 9,500	$ 39,700	0.2	76%	$ 20,700
349	219	46-05-05-451-014.000-009				0.65	28,314.0	Commercial	B2	Driveway to Ace Hardware		vacant	0.65			$ 0.92	$ 26,000	$ -	$ 26,000	0.0	100%	$ 26,000
350	220	46-05-05-451-009.000-009				1.50	65,340.0	Open Space	B2		Kabelin Hardware Company Inc	vacant	1.50			$ 0.92	$ 60,000	$ -	$ 60,000	0.0	100%	$ 60,000
351	221	46-05-05-451-019.000-009	AUTOSERV	1973	AV	1.94	84,462.8	Commercial	B2	Music Towing and Auto Center						$ 1.42	$ 100,000	$ 20,200	$ 120,200	0.2	83%	$ 79,800
352	222	46-05-05-451-020.000-009				1.04	45,237.1	Open Space	B2	Residential Excess Acreage		vacant	1.04			$ 0.11	$ 5,200	$ -	$ 5,200	0.0	100%	$ 5,200
353	223	46-05-04-353-012.000-009				2.78	121,096.8	Open Space	B2	woodland		vacant			Forested Palustrine system seasonally flooded with 0.39 acres of historic wetland and 0.41 acres of swamp wetland. Total wetland for parcel is equal to 0.49 acres.	$ 0.16	$ 19,800	$ -	$ 19,800	0.0	100%	$ 19,800
354	224	46-05-04-353-011.000-009				1.00	43,560.0	Open Space	B2	Empty Lot		vacant		1.00	Forested Palustrine system seasonally flooded with 0.07 acres of historic wetland and 0.63 acres of swamp wetland. Total wetland is equal to 0.63 acres.	$ 0.92	$ 40,000	$ -	$ 40,000	0.0	100%	$ 40,000
355	225	46-05-04-452-043.000-009	GENOFF	1993	AV	0.71	30,927.6	Commercial	B2	Quick Auto						$ 7.37	$ 152,800	$ 75,100	$ 227,900	0.3	67%	$ 77,700
357	226	46-05-04-452-042.000-009				0.14	6,098.4	Commercial	B2	Parking lot of Burgess Motors			0.14			$ 0.57	$ 3,500	$ -	$ 3,500	0.0	100%	$ 3,500
358	227	46-05-04-377-002.000-009	APART HOUNIT	1952	F	3.50	152,460.0	Commercial	B2	Christy's Motel						$ 1.22	$ 98,400	$ 86,900	$ 185,300	0.5	53%	$ 11,500

(FID) ID # on Parcel Inventory Map	No. of parcels	parcel_num	Improvement Type	Year Built	Condition	ACREAGE	Parcel SF	Land Use	ZONE (new)	Parcel Description	Owner	Vacancy	Undeveloped Parcels	Environmental and Land Use Constraints	Environmental and Land Use Constraints Description	Assessed Value per SF	2014_Land	2014_Impro	2014_Total	Improvement Value to Assessed Value	Land Value as % of Total Value	Land Value Minus Improvement Value
359	228	46-05-04-377-007.000-009	GENRET	1973	F	**3.00**	**130,680.0**	Commercial	B2	Captain Ed's General Store and Furniture						$ 2.46	$ 210,000	$ 111,600	$ 321,600	0.3	65%	$ 98,400
360	229	46-05-04-377-010.000-009	DINING	1973	AV	**1.61**	**70,131.6**	Commercial	B2	Elk's Lodge						$ 11.70	$ 281,800	$ 538,800	$ 820,600	0.7	34%	$ (257,000)
361	230	46-05-04-352-010.000-009	HOUNIT	1953, 65	F	**0.74**	**32,365.1**	Commercial	B2	ABC Motel						$ 7.35	$ 133,700	$ 104,100	$ 237,800	0.4	56%	$ 29,600
362	231	46-05-04-352-011.000-009				**0.25**	**10,890.0**	Commercial	B2	Empty Lot	Patel, Ashwin K & Pami A	vacant	0.25			$ 0.28	$ 3,000	$ -	$ 3,000	0.0	100%	$ 3,000
363	232	46-05-04-352-012.000-009	DWELL	1939	AV	**0.47**	**20,429.6**	SF Residential	B2	Home						$ 3.01	$ 19,100	$ 42,300	$ 61,400	0.7	31%	$ (23,200)
364	233	46-05-04-352-018.000-009	DWELL	1948	F	**0.74**	**32,147.3**	SF Residential	B2	Home						$ 2.65	$ 22,100	$ 63,000	$ 85,100	0.7	26%	$ (40,900)
365	234	46-05-04-352-019.000-009				**1.53**	**66,690.4**	Open Space	B2	Residential Excess Acreage		vacant		1.53	Forested Palustrine system seasonally flooded with 0.34 acres of historic wetland and 0.45 acres of swamp wetland. Total wetland area equal to 0.55 acres.	$ 0.12	$ 7,700	$ -	$ 7,700	0.0	100%	$ 7,700
366	235	46-05-04-377-001.000-009				**0.75**	**32,670.0**	Open Space	B2	Residential Excess Acreage		vacant	0.75			$ 0.12	$ 3,800	$ -	$ 3,800	0.0	100%	$ 3,800
367	236	46-05-05-451-004.000-009	UTLSTOR	1975	AV	**0.75**	**32,670.0**	Institutional / Civic	B2	Power	Nipsco			0.75	No Impact.	$ 0.39	$ 7,500	$ 5,300	$ 12,800	0.4	59%	$ 2,200
369	237	46-05-04-452-005.000-009	AUTOSERV	1980	AV, F	**1.00**	**43,560.0**	Commercial	B2	Burgess Motors						$ 5.90	$ 175,000	$ 81,800	$ 256,800	0.3	68%	$ 93,200
370	238	46-05-04-452-024.000-009	DWELL	1963	P	**0.96**	**41,599.8**	Institutional / Civic	R3A	Waterworks Michigan City	City Of Michigan City Department Of Water Works	vacant?		0.96	No Impact.	$ 0.28	$ 11,500	$ -	$ 11,500	0.0	100%	$ 11,500
371	239	46-05-04-452-025.000-009	COMBLDG	1963	AV	**2.46**	**107,201.2**	Institutional / Civic	R3A	Waterworks Michigan City	City Of Michigan City Department Of Water Works			2.46	No Impact.	$ 1.16	$ 73,800	$ 50,300	$ 124,100	0.4	59%	$ 23,500
372	240	46-05-04-452-023.000-009	DWELL	1975	AV	**1.41**	**61,593.8**	SF Residential	R3A	Home						$ 1.96	$ 27,100	$ 93,700	$ 120,800	0.8	22%	$ (66,600)
373	241	46-05-04-452-022.000-009	DWELL	1960	AV	**1.23**	**53,622.4**	SF Residential	R3A	Home						$ 0.56	$ 24,400	$ 5,700	$ 30,100	0.2	81%	$ 18,700
374	242	46-05-04-452-017.000-009	GENRET	1996	AV	**3.32**	**144,793.4**	Commercial	R3A	Bike Stop Cycling Equipment						$ 1.68	$ 152,200	$ 91,400	$ 243,600	0.4	62%	$ 60,800
375	243	46-05-04-377-008.000-009	AUTOSERV	1943	F	**2.75**	**119,790.0**	Commercial	B2	Cloverleaf garage						$ 1.71	$ 127,800	$ 77,000	$ 204,800	0.4	62%	$ 50,800
376	244	46-05-04-352-005.000-009	HOUNIT	1961	F	**1.22**	**53,273.9**	Commercial	B2	Travel Inn Motel						$ 5.37	$ 155,000	$ 131,100	$ 286,100	0.5	54%	$ 23,900
378	245	46-05-04-452-036.000-009	AUTOSHOW AUTOSERV	1964, 1977	F	**7.74**	**337,154.4**	Commercial	B2	RV Super store and American Auto Body						$ 1.15	$ 293,000	$ 94,500	$ 387,500	0.2	76%	$ 198,500
380	246	46-05-04-352-001.000-009	GENRET	1965	AV	**1.52**	**66,211.2**	Commercial	B2	Lindos Restaurant						$ 7.18	$ 296,300	$ 178,800	$ 475,100	0.4	62%	$ 117,500
384	247	46-05-05-476-002.000-009	GENRET DEPTSTOR	1967, 1969	F	**23.91**	**1,041,301.8**	Commercial	B2	Marquette Mall	Marquette Mall Properties Ltd & Sterling Capital Lp					$ 4.69	$ 1,792,900	$ 3,085,900	$ 4,878,800	0.6	37%	$ (1,293,000)
385	248	46-05-05-451-016.000-009	GENRET	1983	AV	**2.61**	**113,778.7**	Commercial	B2	Kabelin Ace Hardware	Kabelin Hardware Company Inc					$ 7.11	$ 166,700	$ 642,600	$ 809,300	0.8	21%	$ (475,900)
386	249	46-05-05-451-003.000-009	DWELL	1953	AV	**2.00**	**87,120.0**	Commercial	B2	Home / Members Advantage Credit Union						$ 1.16	$ 30,000	$ 71,100	$ 101,100	0.7	30%	$ (41,100)
387	250	46-05-04-351-012.000-009				**0.59**	**25,744.0**	Commercial	B2	Parking/Empty Lot		vacant?	0.59			$ 0.59	$ 14,800	$ 400	$ 15,200	0.0	97%	$ 14,400
388	251	46-05-04-351-011.000-009	FASTFOOD	1994	AV	**0.75**	**32,626.4**	Commercial	B2	Taco Bell						$ 13.28	$ 222,800	$ 210,600	$ 433,400	0.5	51%	$ 12,200
389	252	46-05-04-451-009.000-009				**0.45**	**19,602.0**	Institutional / Civic	B2	Back lot of Fire Station	City of Michigan City	vacant		0.45	No Impact.	$ 1.61	$ 31,500	$ -	$ 31,500	0.0	100%	$ 31,500
390	253	46-05-04-376-008.000-009				**0.09**	**4,094.6**	Institutional / Civic	B2	Empty Lot		vacant		0.09	No Impact.	$ 0.93	$ 3,800	$ -	$ 3,800	0.0	100%	$ 3,800
391	254	46-05-05-451-002.000-009	BANK	1991	AV	**1.00**	**43,560.0**	Commercial	B2	Members Advantage Credit Union						$ 19.18	$ 250,000	$ 585,400	$ 835,400	0.7	30%	$ (335,400)
394	255	46-05-04-351-003.000-009	AUTOSERV	1969	AV	**1.50**	**65,340.0**	Commercial	B2	Sauer's Ford						$ 7.80	$ 300,000	$ 209,700	$ 509,700	0.4	59%	$ 90,300
395	256	46-05-04-451-006.000-009				**0.94**	**40,946.4**	Commercial	B2	Parking lot Michigan City Chrysler		vacant	0.94			$ 0.92	$ 37,600	$ -	$ 37,600	0.0	100%	$ 37,600
396	257	46-05-04-351-002.000-009				**0.91**	**39,639.6**	Commercial	B2	Sauer's Ford						$ 2.57	$ 91,000	$ 11,000	$ 102,000	0.1	89%	$ 80,000
397	258	46-05-05-451-001.000-009	DWELL	1955	AV	**1.00**	**43,560.0**	SF Residential	B2	Home						$ 2.38	$ 25,000	$ 78,800	$ 103,800	0.8	24%	$ (53,800)
399	259	46-05-04-376-011.000-009				**1.37**	**59,807.9**	Institutional / Civic	B2	Old ROW / back lot of Fire Station	City of Michigan City	vacant		1.37	No Impact.	$ 4.10	$ 240,300	$ 4,800	$ 245,100	0.0	98%	$ 235,500
400	260	46-05-04-376-014.000-009				**0.72**	**31,276.1**	Open Space	B2	woodland		vacant	0.72			$ 0.92	$ 28,700	$ -	$ 28,700	0.0	100%	$ 28,700
401	261	46-05-04-451-003.000-009	AUTOSHOW	1972	AV	**3.86**	**167,967.4**	Commercial	B2	Michigan City Chrysler						$ 5.11	$ 674,800	$ 184,000	$ 858,800	0.2	79%	$ 490,800
402	262	46-05-04-451-008.000-009	AUTOSHOW AUTOSERV	1970, 2000	AV	**2.41**	**104,979.6**	Commercial	B2	Bosak Honda						$ 5.16	$ 421,800	$ 120,200	$ 542,000	0.2	78%	$ 301,600
405	263	46-05-04-451-002.000-009	THEATRE	1970	AV	**1.43**	**62,377.9**	Commercial	B2	VFW American Legion						$ 9.44	$ 220,400	$ 368,300	$ 588,700	0.6	37%	$ (147,900)
406	264	46-05-05-451-017.000-009	THEATER UTLSTOR	1970, 1980	P	**13.34**	**581,264.6**	Commercial	B2	Theater / woodlands	Marquette Mall Properties Ltd & Sterling Capital Lp	vacant?				$ 1.27	$ 555,300	$ 183,900	$ 739,200	0.2	75%	$ 371,400
407	265	46-05-05-451-006.000-009				**7.30**	**317,988.0**	Commercial	B2	Marquette Mall Parking Lot	Marquette Mall Properties Ltd & Sterling Capital Lp	vacant				$ 1.79	$ 547,500	$ 21,800	$ 569,300	0.0	96%	$ 525,700
408	266	46-05-05-476-001.000-009	DEPTSTOR	1967	F	**13.23**	**576,429.5**	Commercial	B2	Marquette Mall	Marquette Mall Properties Ltd & Sterling Capital Lp					$ 5.07	$ 992,500	$ 1,927,700	$ 2,920,200	0.7	34%	$ (935,200)
411	267	46-05-04-376-013.000-009	AUTOSERV	1999	AV	**10.16**	**442,569.6**	Open Space	R3A	Fire Station ?	City of Michigan City	vacant?		10.16	Forested Historic wetland totaling 0.58 acres	$ 2.95	$ 490,000	$ 816,900	$ 1,306,900	0.6	37%	$ (326,900)
413	268	46-05-04-351-001.000-009				**2.27**	**98,881.2**	Commercial	B2	Sauer's Ford Parking lot						$ 1.76	$ 152,000	$ 22,000	$ 174,000	0.1	87%	$ 130,000
414	269	46-05-05-401-004.000-009	DWELL	1960	AV	**1.00**	**43,560.0**	SF Residential	R1C	Home						$ 3.25	$ 25,000	$ 116,400	$ 141,400	0.8	18%	$ (91,400)
416	270	46-05-04-427-006.000-009	GENOFF	1968	AV	**2.22**	**96,572.5**	Commercial	B2	Animal Clinic of Michigan City						$ 1.28	$ 59,200	$ 64,700	$ 123,900	0.5	48%	$ (5,500)
418	271	46-05-04-308-013.000-009	DISCOUNT	1986	AV	**0.42**	**18,295.2**	Commercial	B2	Goodwill Store						$ 30.45	$ 185,900	$ 371,100	$ 557,000	0.7	33%	$ (185,200)
420	272	46-05-05-426-036.000-009	THEATRE	1968	AV	**9.91**	**431,897.4**	Institutional / Civic	R1C	St John's Church						$ 6.58	$ 1,291,500	$ 1,549,000	$ 2,840,500	0.5	45%	$ (257,500)
421	273	46-05-04-308-004.000-009	DWELL	1913	AV	**1.00**	**43,560.0**	SF Residential	R1C	Home						$ 2.51	$ 28,300	$ 81,100	$ 109,400	0.7	26%	$ (52,800)

(FID) ID # on Parcel Inventory Map	No. of parcels	parcel_num	Improvement Type	Year Built	Condition	ACREAGE	Parcel SF	Land Use	ZONE (new)	Parcel Description	Owner	Vacancy	Undeveloped Parcels	Environmental and Land Use Constraints	Environmental and Land Use Constraints Description	Assessed Value per SF	2014_Land	2014_Impro	2014_Total	Improvement Value to Assessed Value	Land Value as % of Total Value	Land Value Minus Improvement Value
422	274	46-05-04-308-012.000-009	DISCOUNT	1986	AV	**2.11**	**91,911.6**	Commercial	B2	Save a lot Grocery Store and Parking						$ 11.00	$ 527,500	$ 483,700	$ 1,011,200	0.5	52%	$ 43,800
423	275	46-05-04-308-001.000-009	CONVMRKT	1977	F	**0.32**	**13,939.2**	Commercial	B2	LA Tan						$ 20.94	$ 209,500	$ 82,400	$ 291,900	0.3	72%	$ 127,100
426	276	46-05-05-426-020.000-009	GENRET	1977	AV	**0.38**	**16,422.1**	Commercial	B2	Midas Garage						$ 20.89	$ 180,000	$ 163,000	$ 343,000	0.5	52%	$ 17,000
429	277	46-05-05-426-042.000-009	FASTFOOD	1978	AV	**0.54**	**23,696.6**	Commercial	B2	Gourmet House Restaurant						$ 7.85	$ 95,300	$ 90,700	$ 186,000	0.5	51%	$ 4,600
430	278	46-05-05-426-041.000-009				**3.46**	**150,630.5**	Open Space	R1C	Woodland		vacant		3.46	Forested Palustrine System with bloard leaved deciduous trees throughout and temporary flooded wetland acerage totaling 1.32 Acres	$ 2.30	$ 345,800	$ -	$ 345,800	0.0	100%	$ 345,800
431	279	46-05-04-427-010.000-009	BOWL	1997, 1999	AV	**6.61**	**287,888.0**	Commercial	B2	City Lanes Bowling Center						$ 3.50	$ 201,700	$ 804,900	$ 1,006,600	0.8	20%	$ (603,200)
433	280	46-05-05-426-027.000-009	MEDOFF	1954	AV	**1.06**	**46,130.0**	Office	B2	Franklin Clinic						$ 9.56	$ 239,300	$ 201,500	$ 440,800	0.5	54%	$ 37,800
434	281	46-05-04-427-001.000-009	MWRHSE	1998, 1999	AV	**4.00**	**174,240.0**	Commercial	B2	Mini Storage Depot						$ 7.91	$ 700,000	$ 678,100	$ 1,378,100	0.5	51%	$ 21,900
435	282	46-05-04-406-016.000-009	NURSHOME UTLSTOR	1965, 1999	AV	**4.03**	**175,546.8**	Institutional / Civic	B2	Life Care Center Assisted Living						$ 20.89	$ 241,800	$ 3,425,700	$ 3,667,500	0.9	7%	$ (3,183,900)
438	283	46-05-05-426-025.000-009	FASTFOOD	1976	G	**1.06**	**46,130.0**	Commercial	B2	Wendy's						$ 9.36	$ 315,000	$ 116,700	$ 431,700	0.3	73%	$ 198,300
440	284	46-05-04-427-002.000-009	MWRHSE	1998, 1999, 2000	AV	**4.02**	**175,024.1**	Commercial	B2	Mini Storage Depot						$ 4.85	$ 350,000	$ 499,000	$ 849,000	0.6	41%	$ (149,000)
442	285	46-05-05-426-030.000-009	DINING	1973	AV	**1.90**	**82,589.8**	Commercial	B2	Holly's Restaurant						$ 4.61	$ 237,700	$ 143,000	$ 380,700	0.4	62%	$ 94,700
444	286	46-05-05-426-024.000-009	GENOFF	1974	AV	**0.48**	**20,995.9**	Commercial	B2	Optical One						$ 15.22	$ 233,900	$ 85,700	$ 319,600	0.3	73%	$ 148,200
445	287	46-05-05-426-023.000-009				**0.80**	**34,978.7**	Open Space	B2	woodland		vacant		0.80	Forested Palustrine System with bloard leaved deciduous trees throughout and temporary flooded wetland acerage totaling 0.01 Acres	$ 0.40	$ 14,100	$ -	$ 14,100	0.0	100%	$ 14,100
446	288	46-05-05-426-002.000-009				**10.45**	**455,202.0**	Open Space	R1C	Residential Excess Acreage	City of Michigan City	vacant		10.45	Forested Palustrine System with bloard leaved deciduous trees throughout and temporary flooded wetland acerage totaling 4.99 Acres	$ 0.11	$ 52,300	$ -	$ 52,300	0.0	100%	$ 52,300
447	289	46-05-05-401-005.000-009				**26.63**	**1,160,002.8**	Open Space	R1C	Residential Excess Acreage		vacant	26.63			$ 0.02	$ 26,600	$ -	$ 26,600	0.0	100%	$ 26,600
449	290	46-05-04-427-016.000-009				**2.64**	**114,998.4**	Open Space	B2	Empty Lot	Michigan City Business Park & Gillette Jeanne & David G Trust Etal	vacant		2.64	Forested Palustrine sytem with 1.01 acres of swamp wetland and 1.03 acres of historic wetland.	$ 0.36	$ 41,600	$ -	$ 41,600	0.0	100%	$ 41,600
450	291	46-05-04-427-013.000-009	GENRET	1983	AV	**1.20**	**52,272.0**	Institutional / Civic	B2	Brown Mackie College - Michigan City						$ 8.67	$ 210,000	$ 243,300	$ 453,300	0.5	46%	$ (33,300)
451	292	46-05-04-427-018.000-009	GENRET	1983	AV	**2.88**	**125,452.8**	Institutional / Civic	B2	Brown Mackie College - Michigan City						$ 13.81	$ 399,000	$ 1,333,000	$ 1,732,000	0.8	23%	$ (934,000)
453	293	46-05-04-427-017.000-009	GENOFF	1983	AV	**0.42**	**18,295.2**	Commercial	B2	Allegius Credit Union						$ 12.26	$ 74,300	$ 150,000	$ 224,300	0.7	33%	$ (75,700)
454	294	46-05-05-426-048.000-009				**2.07**	**90,343.4**	Open Space	R1C	Residential Excess Acreage	City of Michigan City	vacant		2.07	Forested Palustrine System with bloard leaved deciduous trees throughout and temporary flooded wetland acerage totaling 2.20 Acres	$ 0.25	$ 23,000	$ -	$ 23,000	0.0	100%	$ 23,000
456	295	46-05-04-426-002.000-009				**6.43**	**280,090.8**	Open Space	B2	woodland		vacant	6.43			$ 0.66	$ 184,300	$ -	$ 184,300	0.0	100%	$ 184,300
457	296	46-05-04-426-006.000-009	BANK	1995	AV	**3.99**	**173,804.4**	Commercial	B2	First Trust Credit Union						$ 8.45	$ 489,300	$ 979,800	$ 1,469,100	0.7	33%	$ (490,500)
459	297	46-05-05-426-045.000-009	BANK	1997	AV	**3.54**	**154,202.4**	Commercial	B2	Horizon Bank	Bank Horizon Na					$ 9.24	$ 354,200	$ 1,070,200	$ 1,424,400	0.8	25%	$ (716,000)
460	298	46-05-05-426-049.000-009				**0.58**	**25,264.8**	Open Space	R1C	woodland	Bank Horizon Na	vacant		0.58	Forested Palustrine System with bloard leaved deciduous trees throughout, 0.09 acres of surface water, and temporary flooded wetland acerage totaling 0.50 Acres. Total acreage impacted in parcel is equal to 0.51 acres.	$ 0.40	$ 10,200	$ -	$ 10,200	0.0	100%	$ 10,200
466	299	46-05-04-277-007.000-009	GENOFF	1972	AV	**2.55**	**110,990.9**	Office	B2	La Porte County Division of Family Resources	South Woodland LLC					$ 5.06	$ 69,900	$ 491,500	$ 561,400	0.9	12%	$ (421,600)
474	300	46-05-05-280-011.000-009	CONVMRKT	2003	AV	**1.43**	**62,073.0**	Commercial	B2	Phillips 66 Gas Station						$ 9.33	$ 121,100	$ 457,800	$ 578,900	0.8	21%	$ (336,700)
475	301	46-05-05-280-010.000-009	DISCOUNT	1988	AV	**7.96**	**346,694.0**	Commercial	B2	Al's Grocery Store						$ 7.49	$ 285,400	$ 2,311,100	$ 2,596,500	0.9	11%	$ (2,025,700)
476	302	46-05-05-280-012.000-009	DWELL	1960	AV	**10.87**	**473,584.3**	Open Space	R1C	Residential Excess Acreage	City of Michigan City	vacant		10.87	Palustrine System, forrested bloard leaved deciduous throughout and temporary flooded wetland acerage totals 7.93 Acres	$ 0.03	$ 16,100	$ -	$ 16,100	0.0	100%	$ 16,100
477	303	46-05-05-279-001.000-009				**1.14**	**49,658.4**	Open Space	B2	Empty Lot		vacant	1.14			$ 0.78	$ 38,800	$ -	$ 38,800	0.0	100%	$ 38,800
478	304	46-05-05-277-019.000-009	UTLSTOR	1960	F, AV	**0.76**	**33,105.6**	Commercial	B2	Pizza Restaurant						$ 7.56	$ 178,700	$ 71,500	$ 250,200	0.3	71%	$ 107,200
479	305	46-05-05-277-018.000-009	FASTFOOD	1964, 1975	EX, AV	**0.19**	**8,276.4**	Commercial	B2	McDonald's						$ 73.04	$ 164,700	$ 439,800	$ 604,500	0.7	27%	$ (275,100)
480	306	46-05-05-277-020.000-009	UTLSTOR	1975	AV	**0.40**	**17,511.1**	Commercial	B2	McDonald's parking lot and drive thru	Kenwood Lubeznik Enterprises Lp					$ 7.98	$ 100,500	$ 39,300	$ 139,800	0.3	72%	$ 61,200
481	307	46-05-05-277-009.000-009				**0.10**	**4,312.4**	Commercial	B2	McDonald's parking lot	Lubeznik Glen N Trustee Trust					$ 12.66	$ 49,400	$ 5,200	$ 54,600	0.1	90%	$ 44,200
482	308	46-05-05-277-007.000-009				**0.20**	**8,712.0**	Commercial	B2	McDonald's parking lot	Lubeznik Glen N Trustee Trust					$ 11.94	$ 99,900	$ 4,100	$ 104,000	0.0	96%	$ 95,800

(FID) ID # on Parcel Inventory Map	No. of parcels	parcel_num	Improvement Type	Year Built	Condition	ACREAGE	Parcel SF	Land Use	ZONE (new)	Parcel Description	Owner	Vacancy	Undeveloped Parcels	Environmental and Land Use Constraints	Environmental and Land Use Constraints Description	Assessed Value per SF	2014_Land	2014_Impro	2014_Total	Improvement Value to Assessed Value	Land Value as % of Total Value	Land Value Minus Improvement Value
483	309	46-05-05-277-030.000-009				0.51	22,389.8	Commercial	B2	McDonald's parking lot	Kenwood Lubeznik Enterprises Lp					$ 6.21	$ 128,600	$ 10,500	$ 139,100	0.1	92%	$ 118,100
484	310	46-05-05-277-008.000-009				0.02	914.8	Commercial	B2	McDonald's parking lot	Lubeznik Glen N Trustee Trust		0.02			$ 5.79	$ 5,300	$ -	$ 5,300	0.0	100%	$ 5,300
485	311	46-05-05-277-006.000-009				0.20	8,712.0	Commercial	B2	McDonald's parking lot	Lubeznik Glen N Trustee Trust					$ 6.23	$ 49,900	$ 4,400	$ 54,300	0.1	92%	$ 45,500
486	312	46-05-05-277-029.000-009	CARWASH	1959	AV	0.79	34,543.1	Commercial	B2	Michigan City Carwash						$ 6.40	$ 159,600	$ 61,400	$ 221,000	0.3	72%	$ 98,200
487	313	46-05-05-277-012.000-009	GENRET	1974	F	0.21	9,060.5	Commercial	B2	Scotty's Dynamic Designs	Walsworth Timothy G & Susan Und 1/2 Trust					$ 13.11	$ 71,800	$ 47,000	$ 118,800	0.4	60%	$ 24,800
488	314	46-05-05-277-027.000-009				0.04	1,655.3	Commercial	B2	driveway to Scotty's Dynamic Designs	Walsworth Timothy G & Susan Und 1/2 Trust	vacant	0.04			$ 3.99	$ 6,600	$ -	$ 6,600	0.0	100%	$ 6,600
489	315	46-05-05-277-025.000-009				0.04	1,655.3	Commercial	B2	driveway to Scotty's Dynamic Designs	Walsworth Timothy G & Susan Und 1/2 Trust	vacant	0.04			$ 3.99	$ 6,600	$ -	$ 6,600	0.0	100%	$ 6,600
491	316	46-05-05-277-011.000-009	AUTOSERV	1964	AV	0.41	17,641.8	Commercial	B2	Bill's Family Auto Service						$ 10.83	$ 146,300	$ 44,700	$ 191,000	0.2	77%	$ 101,600
492	317	46-05-05-277-023.000-009				0.04	1,655.3	Commercial	B2	driveway to Scotty's Dynamic Designs	Walsworth Timothy G & Susan Und 1/2 Trust	vacant	0.04			$ 3.99	$ 6,600	$ -	$ 6,600	0.0	100%	$ 6,600
493	318	46-05-05-277-031.000-009				0.51	22,215.6	Open Space	B2	Empty Lot		vacant	0.51			$ 0.37	$ 8,200	$ -	$ 8,200	0.0	100%	$ 8,200
494	319	46-05-05-231-014.000-009	SERVICE AUTOSERV	1982	AV	0.40	17,249.8	Commercial	B2	Jiffy Lube						$ 13.01	$ 144,900	$ 79,600	$ 224,500	0.4	65%	$ 65,300
495	320	46-05-05-231-013.000-009	GENRET	1967	AV	0.00	-	Commercial	B2	King Richard's Wine and Spirits parking						$ -	$ 16,500	$ 123,800	$ 140,300	0.9	12%	$ (107,300)
496	321	46-05-05-231-012.000-009				0.00	-	Commercial	B2	King Richard's Wine and Spirits						$ -	$ 8,400	$ -	$ 8,400	0.0	100%	$ 8,400
497	322	46-05-05-231-011.000-009				0.00	-	Commercial	B2	King Richard's Wine and Spirits						$ -	$ 8,400	$ 1,600	$ 10,000	0.2	84%	$ 6,800
498	323	46-05-05-231-016.000-009	UTLSTOR	1970	AV	0.79	34,412.4	Commercial	B2	Tri-State Electrical Supply						$ 5.10	$ 65,900	$ 109,700	$ 175,600	0.6	38%	$ (43,800)
499	324	46-05-05-231-010.000-009	GENRET	1969	AV	0.00	-	Commerical	B2	Michigan City Beauty College						$ -	$ 16,500	$ 77,400	$ 93,900	0.8	18%	$ (60,900)
500	325	46-05-05-231-003.000-009	DWELL	1955	F	0.00	-	Open Space	B2	Empty Lot		vacant	0.00			$ -	$ 10,600	$ -	$ 10,600	0.0	100%	$ 10,600
501	326	46-05-05-231-009.000-009				0.00	-	Commerical	B2	Michigan City Beauty College						$ -	$ 16,500	$ 4,300	$ 20,800	0.2	79%	$ 12,200
502	327	46-05-05-231-002.000-009	DWELL	1953	F	0.00	-	SF Residential	B2	Home						$ -	$ 10,600	$ 55,100	$ 65,700	0.8	16%	$ (44,500)
504	328	46-05-05-231-008.000-009	NBHSHOP	1972	AV	0.20	8,712.0	Commercial	B2	Tate Land Surveying / El Cajete Restaurant						$ 22.00	$ 71,800	$ 119,900	$ 191,700	0.6	37%	$ (48,100)
505	329	46-05-05-231-001.000-009	DWELL	1961	AV	0.00	-	SF Residential	B2	Home						$ -	$ 11,000	$ 70,700	$ 81,700	0.9	13%	$ (59,700)
508	330	46-05-05-228-004.000-009	GENRET	1957	AV	0.33	14,374.8	Commercial	B1	CVS Pharmacy corner parking						$ 1.99	$ 28,600	$ -	$ 28,600	0.0	100%	$ 28,600
509	331	46-05-05-228-007.000-009	GENRET	2006	AV	1.35	58,588.2	Commercial	B1	CVS Pharmacy						$ 23.48	$ 53,800	$ 1,321,700	$ 1,375,500	1.0	4%	$ (1,267,900)
510	332	46-05-05-228-001.000-009	FASTFOOD	1961	G	0.40	17,598.2	Commercial	B1	Carlson's Drivein						$ 6.68	$ 73,900	$ 43,700	$ 117,600	0.4	63%	$ 30,200
511	333	46-05-05-228-003.000-009	NBHSHOP	1953	AV	2.34	101,974.0	Commercial	B1	Attached retail shops						$ 5.75	$ 74,700	$ 511,400	$ 586,100	0.9	13%	$ (436,700)
512	334	46-05-05-228-002.000-009	CONVMRKT	1957	G	0.27	11,891.9	Commercial	B1	Family Express gas station						$ 23.39	$ 168,000	$ 110,200	$ 278,200	0.4	60%	$ 57,800
514	335	46-01-32-484-029.000-022	GENOFF	1976	AV	0.00	-	Commercial	B1	State Farm Insurance						$ -	$ 41,200	$ 70,300	$ 111,500	0.6	37%	$ (29,100)
515	336	46-01-32-484-028.000-022	DWELL	1949	AV	0.00	-	SF Residential	B1	Home						$ -	$ 10,800	$ 56,800	$ 67,600	0.8	16%	$ (46,000)
516	337	46-01-32-484-010.000-022	FASTFOOD	2003	AV	0.41	17,859.6	Commercial	B1	Bubble's Ice Cream						$ 10.34	$ 50,400	$ 134,200	$ 184,600	0.7	27%	$ (83,800)
518	338	46-01-32-484-027.000-022	DWELL	1950	AV	0.00	-	SF Residential	B1	Home						$ -	$ 10,800	$ 62,800	$ 73,600	0.9	15%	$ (52,000)
519	339	46-01-32-484-009.000-022	DWELL	1928	AV	0.00	-	SF Residential	B1	Home						$ -	$ 10,800	$ 74,400	$ 85,200	0.9	13%	$ (63,600)
521	340	46-01-32-484-026.000-022	DWELL	1950	AV	0.00	-	SF Residential	B1	Home						$ -	$ 10,800	$ 91,900	$ 102,700	0.9	11%	$ (81,100)
522	341	46-01-32-484-025.000-022	DWELL	1930	AV	0.00	-	SF Residential	B1	Home						$ -	$ 10,800	$ 101,000	$ 111,800	0.9	10%	$ (90,200)
523	342	46-01-32-484-008.000-022	DWELL	1952	AV	0.00	-	SF Residential	B1	Home						$ -	$ 21,600	$ 70,900	$ 92,500	0.8	23%	$ (49,300)
527	343	46-05-16-102-009.000-046	SMSHOP LUTLSTOR	1990	AV	1.97	85,769.6	Commercial	B3	Amber's Antiques, retail						$ 1.34	$ 82,900	$ 32,200	$ 115,100	0.3	72%	$ 50,700
528	344	46-05-16-101-028.000-046				0.86	37,461.6	Open Space	B3			vacant			0.86	$ 1.61	$ 60,200	$ -	$ 60,200	0.0	100%	$ 60,200
529	345	46-05-04-452-001.000-009	LUTLSTOR	1995	AV	1.39	60,504.8	Commercial	B2	MTI Auto						$ 4.46	$ 199,200	$ 70,800	$ 270,000	0.3	74%	$ 128,400
530	346	46-05-04-452-044.000-009				1.48	64,468.8	Commercial	B2	Auto Value Auto Parts		vacant?	1.48			$ 1.61	$ 103,600	$ -	$ 103,600	0.0	100%	$ 103,600
531	347	46-05-16-200-017.000-046				2.00	87,120.0	Institutional / Civic	B2	Northern Indiana Public Service Company	Northern Indiana Public Service Company	vacant?			2.00	$ 0.23	$ 20,000	$ -	$ 20,000	0.0	100%	$ 20,000
532	348	46-05-16-200-001.000-046				3.89	169,583.4	Open Space	B2	Residential Excess Acreage		vacant	3.89			$ 0.13	$ 21,500	$ -	$ 21,500	0.0	100%	$ 21,500
533	349	46-05-09-151-032.000-009	GENRET	2008	AV	2.20	95,832.0	Commercial	B2	Panda Express fastfood and small retail shops						$ 17.75	$ 550,000	$ 1,151,200	$ 1,701,200	0.7	32%	$ (601,200)
535	350	46-05-09-400-004.000-046				15.80	688,248.0	Open Space	B2	Classified forest		vacant	15.80		Palustrine System, forrested bloard leaved deciduous throughout and temporary flooded wetland acerage totals 11.11 Acres. Natural watershed to trail creek flows thru parcel.	$ 0.00	$ 100	$ -	$ 100	0.0	100%	$ 100
536	351	46-05-04-378-008.000-009				1.52	66,080.5	Commercial	B2	La Porte Trailer sales?		vacant	1.52			$ 2.30	$ 151,700	$ -	$ 151,700	0.0	100%	$ 151,700

(FID) ID # on Parcel Inventory Map	No. of parcels	parcel_num	Improvement Type	Year Built	Condition	ACREAGE	Parcel SF	Land Use	ZONE (new)	Parcel Description	Owner	Vacancy	Undeveloped Parcels	Environmental and Land Use Constraints	Environmental and Land Use Constraints Description	Assessed Value per SF	2014_Land	2014_Impro	2014_Total	Improvement Value to Assessed Value	Land Value as % of Total Value	Land Value Minus Improvement Value
538	352	46-05-08-429-010.000-009	DINING	2008	AV	**1.60**	**69,521.8**	Commercial	B2	Olive Garden						$ 19.87	$ 399,000	$ 982,500	$ 1,381,500	0.7	29%	$ (583,500)
539	353	46-05-08-429-006.000-009	DWELL	1940, 1950	P	**3.44**	**150,046.8**	Open Space	B2	empty franchise restaurant / driveway to Olive Garden		vacant	3.44			$ 5.74	$ 861,000	$ -	$ 861,000	0.0	100%	$ 861,000
540	354	46-05-08-276-014.000-009	NBHSHOP	1991	AV	**21.85**	**951,655.3**	Commercial	B2	Hobby Lobby, attached retail						$ 6.45	$ 1,118,200	$ 5,019,600	$ 6,137,800	0.8	18%	$ (3,901,400)
541	355	46-05-08-276-016.000-009	DISCOUNT	1991	AV	**4.88**	**212,355.0**	Commercial	B2	Big R Stores						$ 10.99	$ 651,900	$ 1,682,200	$ 2,334,100	0.7	28%	$ (1,030,300)
542	356	46-05-09-300-008.000-009				**16.24**	**707,588.6**	Agriculture	OS	AG tillable land		vacant		16.24	Palustrine system, with temprory flooded wetland totaling 0.71 acres encompassed by emergent vegetation.	$ 0.04	$ 31,500	$ -	$ 31,500	0.0	100%	$ 31,500
544	357	46-05-09-300-038.000-009	LUTLSTOR DISCOUNT	2004	AV	**21.97**	**956,939.1**	Commercial	B2	Menards						$ 14.03	$ 2,103,400	$ 11,318,100	$ 13,421,500	0.8	16%	$ (9,214,700)
547	358	46-05-09-300-039.000-009				**29.83**	**1,299,264.1**	Open Space	R3A	Empty Lot		vacant	29.83			$ 0.57	$ 743,100	$ -	$ 743,100	0.0	100%	$ 743,100
548	359	46-05-09-300-029.000-009	DISCOUNT	2008	AV	**31.58**	**1,375,624.8**	Commercial	B2	Walmart						$ 10.71	$ 2,302,000	$ 12,437,700	$ 14,739,700	0.8	16%	$ (10,135,700)
551	360	46-05-17-200-026.000-046				**1.00**	**43,560.0**	Commercial	B2	Helping Hands In Home Care		vacant?	1.00			$ 0.63	$ 27,400	$ -	$ 27,400		100%	$ 27,400
553	361	46-05-17-200-027.000-046	COMGAR	1997	AV	**1.00**	**43,560.0**	Commercial	B2	AA Quality Auto Repair						$ 1.87	$ 58,800	$ 22,700	$ 81,500	0.3	72%	$ 36,100
555	362	46-05-17-200-028.000-046	GENRET	1995	AV	**1.00**	**43,560.0**	Commercial	B2	Higher Ground Books and Gifts?						$ 3.27	$ 59,200	$ 83,100	$ 142,300	0.6	42%	$ (23,900)
557	363	46-05-17-200-029.000-046	LWRHSE	1990	AV	**1.00**	**43,560.0**	Commercial	B2	Special Projects Woodworking						$ 2.34	$ 39,500	$ 62,600	$ 102,100	0.6	39%	$ (23,100)
559	364	46-05-17-200-030.000-046				**1.00**	**43,560.0**	Open Space	B2	Empty Lot		vacant	1.00			$ 1.34	$ 58,400	$ -	$ 58,400	0.0	100%	$ 58,400
561	365	46-05-17-200-031.000-046	GENRET	1990	AV	**1.00**	**43,560.0**	Commercial	B2	Pet Pals						$ 11.08	$ 59,200	$ 423,500	$ 482,700	0.9	12%	$ (364,300)
563	366	46-05-17-200-032.000-046	UTLSTOR	2006	AV	**1.00**	**43,560.0**	Commercial	B2	Michiana Mechanical Inc						$ 4.67	$ 59,200	$ 144,300	$ 203,500	0.7	29%	$ (85,100)
565	367	46-05-17-200-033.000-046	INDOFF	1989	AV	**0.97**	**42,166.1**	Commercial	B2	D and D Buffing						$ 4.17	$ 59,200	$ 116,700	$ 175,900	0.7	34%	$ (57,500)
583	368	46-05-17-200-038.000-073	HOUNIT	1993	AV	**1.45**	**63,162.0**	Commercial	B3	Dunes Inn						$ 7.89	$ 87,000	$ 411,400	$ 498,400	0.8	17%	$ (324,400)
584	369	46-05-17-200-022.000-046	GENRET	1989	AV	**1.28**	**55,756.8**	Commercial	B2	Osaka Day Spa						$ 4.82	$ 76,800	$ 192,000	$ 268,800	0.7	29%	$ (115,200)
586	370	46-05-17-200-023.000-046				**0.97**	**42,166.1**	Office	B2	Empty Lot	Medical Arts Complex LLC	vacant	0.97			$ 1.40	$ 59,200	$ -	$ 59,200	0.0	100%	$ 59,200
588	371	46-05-17-200-024.000-046				**0.97**	**42,166.1**	Office	B2	Empty Lot	Medical Arts Complex LLC	vacant	0.97			$ 1.40	$ 59,200	$ -	$ 59,200	0.0	100%	$ 59,200
590	372	46-05-17-200-025.000-046	MEDOFF	2004	AV	**0.97**	**42,166.1**	Office	B2	Medical Arts Complex	Medical Arts Complex LLC					$ 19.88	$ 59,200	$ 779,100	$ 838,300	0.9	7%	$ (719,900)
601	373	46-05-17-200-017.000-046	GENOFF	1984	AV	**1.00**	**43,560.0**	Commercial	B2	Helping Hands In Home Care						$ 8.70	$ 56,400	$ 322,400	$ 378,800	0.9	15%	$ (266,000)
603	374	46-05-17-200-036.000-046	SMSHOP	1991	AV	**0.97**	**42,166.1**	Commercial	B2	Leeps Supply Co.						$ 4.00	$ 58,500	$ 110,200	$ 168,700	0.7	35%	$ (51,700)
605	375	46-05-17-200-035.000-046	INDOFF	1989	AV	**0.97**	**42,166.1**	Commercial	B2	Bukva Imaging Group						$ 3.51	$ 70,600	$ 77,600	$ 148,200	0.5	48%	$ (7,000)
620	376	46-05-09-151-009.000-009	GENRET	1994	AV	**16.04**	**698,484.6**	Commercial	B2	Lowe's						$ 11.40	$ 1,759,200	$ 6,206,100	$ 7,965,300	0.8	22%	$ (4,446,900)
624	377	46-05-16-101-009.000-009	GENRET CONVMRKT	1980, 2003	AV	**1.05**	**45,738.0**	Commercial	B3	BP Gas Station						$ 22.23	$ 283,300	$ 733,300	$ 1,016,600	0.7	28%	$ (450,000)
625	378	46-05-09-151-010.000-009	GENRET	1996	AV	**24.92**	**1,085,515.2**	Commercial	B2	Meijer						$ 11.03	$ 1,767,000	$ 10,205,700	$ 11,972,700	0.9	15%	$ (8,438,700)
629	379	46-05-08-226-048.000-009	DISCOUNT	2014	AV	**3.00**	**130,680.0**	Commercial	B2	Kohl's						$ 44.03	$ 300,000	$ 5,453,600	$ 5,753,600	0.9	5%	$ (5,153,600)
630	380	46-05-05-451-008.000-009	DWELL	1960	AV	**0.94**	**40,963.8**	SF Residential	B2	Home						$ 3.44	$ 24,500	$ 116,400	$ 140,900	0.8	17%	$ (91,900)
637	381	46-05-09-151-016.000-009				**16.23**	**706,795.8**	Open Space	B2	Empty Lot		vacant		16.23	1.21 acres of surface water encompassed by vegatative Swamp wetland totaling 6.90 acres.	$ 0.05	$ 38,300	$ -	$ 38,300	0.0	100%	$ 38,300
639	382	46-05-09-300-024.000-009	GENRET	1996	AV	**2.59**	**112,646.2**	Commercial	B2	small retail						$ 13.58	$ 408,600	$ 1,120,800	$ 1,529,400	0.7	27%	$ (712,200)
641	383	46-05-17-200-037.000-073	DINING	1992	AV	**1.65**	**71,874.0**	Commercial	B3	Bob Evans						$ 15.05	$ 508,100	$ 573,500	$ 1,081,600	0.5	47%	$ (65,400)
645	384	46-05-09-127-011.000-009				**4.90**	**213,618.2**	Agriculture	B2	Agriculture		vacant	4.90			$ 0.08	$ 16,600	$ -	$ 16,600	0.0	100%	$ 16,600
646	385	46-05-08-226-051.000-009	FASTFOOD	1977	AV	**0.76**	**32,931.4**	Commercial	B2	Subway						$ 2.47	$ -	$ 81,300	$ 81,300	1.0	0%	$ (81,300)
647	386	46-05-08-226-050.000-009	FASTFOOD	1975	AV	**0.95**	**41,512.7**	Commercial	B2	Long John Silvers						$ 3.97	$ 98,200	$ 66,700	$ 164,900	0.4	60%	$ 31,500
648	387	46-05-17-200-054.000-073				**16.22**	**706,543.2**	Open Space	B3	Empty Lot		vacant		16.22	Forested Palustrine system with broad leaved deciduous trees throughout, swamp wetland totals 4.77 acres, & 1.39 acres of seasonally flooded wetland. Total wetland acreage is eqaul to 4.95 acres.	$ 0.54	$ 383,280	$ -	$ 383,280	0.0	100%	$ 383,280
649	388	46-05-08-276-017.000-009				**0.05**	**2,090.9**	Institutional / Civic	B2	Sanitary District	City of Michigan City			0.05	No impact.	$ -	$ -	$ -	$ -	-	-	$ -
650	389	46-05-09-151-033.000-009				**1.60**	**69,521.8**	Open Space	B2		Lowe's Home Centers	vacant	1.60			$ 2.92	$ 202,930	$ -	$ 202,930	0.0	100%	$ 202,930
651	390	46-05-09-127-028.000-009				**2.74**	**119,354.4**	Open Space	B2	Empty Lot		vacant	2.74			$ 0.92	$ 109,600	$ -	$ 109,600	0.0	100%	$ 109,600
652	391	46-05-09-127-029.000-009				**1.22**	**53,143.2**	Open Space	B2	Empty Lot		vacant	1.22			$ 0.92	$ 48,800	$ -	$ 48,800	0.0	100%	$ 48,800
653	392	46-05-09-127-030.000-009				**0.12**	**5,140.1**	SF Residential	B2	Residential Excess Acreage		vacant	0.12			$ -	$ -	$ -	$ -	-	-	$ -
654	393	46-05-09-127-009.000-009				**2.39**	**103,934.2**	Commercial	B2	Driving Range						$ -	$ -	$ -	$ -	-	-	$ -
TOTALS	**393**					**1338.4**							**385.0**	**299.0**								
	parcels					**acres**							90	46								

Appendix B

Access Point No.	Facility	Roadway or Development	Type	Access Point No.	Facility	Roadway or Development	Type	Access Point No.	Facility	Roadway or Development	Type	Access Point No.	Facility	Roadway or Development	Type
1	US Hwy 421	CR 400	Signalized	26	US Hwy 421	Citgo	Full	51	Franklin Street	Vacant Lot	Directional	76	Franklin Street	Fifth Third Bank	Full
2	US Hwy 421	Family Express	Full	27	US Hwy 421	Lowes	Full	52	Franklin Street	Walgreens	Directional	77	Franklin Street	Optical One	Full
3	US Hwy 421	Speedway	Full	28	US Hwy 421	Big R	Full	53	Franklin Street	Burger King	Directional	78	Franklin Street	Fifth Third Bank	Full
4	US Hwy 421	Family Express	Full	29	US Hwy 421	Meijer Service Station	Directional	54	Franklin Street	Burger King	Full	79	Franklin Street	Vacant Lot	Full
5	US Hwy 421	Speedway/ Clarion Inn	Full	30	US Hwy 421	Meijer & Big R	Signalized	55	Franklin Street	Alderson Court	Full	80	Franklin Street	Barker Road	Signalized
6	US Hwy 421	Super 8	Full	31	US Hwy 421	Meijer Drive	Directional	56	Franklin Street	ABC Motel	Full	81	Franklin Street	Residential	Full
7	US Hwy 421	Super 8	Full	32	US Hwy 421	Dollar Tree	Full	57	Franklin Street	Marquette Mall	Full	82	Franklin Street	Al's Supermarket	Full
8	US Hwy 421	Clarion Inn	Full	33	US Hwy 421	Buffalo Wild Wings	Full	58	Franklin Street	Travel Inn	Full	83	Franklin Street	Residential	Full
9	US Hwy 421	Texas Corral	Full	34	US Hwy 421	Quality Inn	Full	59	Franklin Street	Lindos Restaurant	Full	84	Franklin Street	Residential	Full
10	US Hwy 421	McDonald's	Full	35	US Hwy 421	Rodini's	Full	60	Franklin Street	Kintzele Road	Full	85	Franklin Street	Residential	Full
11	US Hwy 421	Texas Corral/ Steak N' Shake	Full	36	US Hwy 421	Rodini's	Full	61	Franklin Street	Taco Bell/ Pizza Hut	Full	86	Franklin Street	Phillips 66	Full
12	US Hwy 421	McDonald's	Full	37	US Hwy 421	Century 21	Full	62	Franklin Street	Taco Bell/ Pizza Hut	Full	87	Franklin Street	Residential	Full
13	US Hwy 421	Denny's	Full	38	US Hwy 421	Quality Inn	Full	63	Franklin Street	Ford	Full	88	Franklin Street	Southwood Drive	Full
14	US Hwy 421	Denny's	Full	39	US Hwy 421	Century 21	Full	64	Franklin Street	St John Road	Signalized	89	Franklin Street	Residential	Full
15	US Hwy 421	Steak N' Shake	Full	40	US Hwy 421	AutoZone	Full	65	Franklin Street	Goodwill/ Save a lot	Full	90	Franklin Street	Burnham Glove Company	Full
16	US Hwy 421	Walmart Drive	Directional	41	US Hwy 421	Office Depot	Full	66	Franklin Street	LA Tan	Full	91	Franklin Street	Residential	Full
17	US Hwy 421	Westwind Drive	Full	42	US Hwy 421	Working Well	Full	67	Franklin Street	Midas/ Gourmet House	Full	92	Franklin Street	McDonald's	Full
18	US Hwy 421	Aaron's	Full	43	US Hwy 421	Dunes Plaza	Full	68	Franklin Street	Alfred Street	Full	93	Franklin Street	Residential	Full
19	US Hwy 421	Coolsprings Car Wash	Full	44	US Hwy 421	Big Lots	Full	69	Franklin Street	Franklin Clinic	Full	94	Franklin Street	McDonald's	Full
20	US Hwy 421	Town Centre	Full	45	US Hwy 421	Starbucks	Full	70	Franklin Street	Franklin Clinic	Full	95	Franklin Street	Garrettson Avenue	Full
21	US Hwy 421	Larkspur Lane	Signalized	46	US Hwy 421	El Bracero	Full	71	Franklin Street	Wendy's	Full	96	Franklin Street	Soft Cloth Car Wash	Full
22	US Hwy 421	IHOP	Full	47	US Hwy 421	Residential	Full	72	Franklin Street	Wendy's	Full	97	Franklin Street	Soft Cloth Car Wash	Full

23	US Hwy 421	Village Road	Full		48	US Hwy 421	Speedway	Directional		73	Franklin Street	Nelly's	Full		98	Franklin Street	Residential	Full
24	US Hwy 421	Verizon	Full		49	US Hwy 421	Fannie May	Directional		74	Franklin Street	Nelly's	Full		99	Franklin Street	Scotty's Dynamic Designs	Full
25	US Hwy 421	Citgo	Full		50	US Hwy 421	US 20	Signalized		75	Franklin Street	Ivy Tech	Full		100	Franklin Street	Bill's Family Auto Service	Full
Access Point No.	Facility	Roadway or Development	Type		Access Point No.	Facility	Roadway or Development	Type		Access Point No.	Facility	Roadway or Development	Type		Access Point No.	Facility	Roadway or Development	Type
101	Franklin Street	Bill's Family Auto Service	Full		1	US Hwy 20	Ohio Street	Signalized		26	US Hwy 20	Walgreens	Directional		51	US Hwy 20	Vacant Lot	Full
102	Franklin Street	Residential	Full		2	US Hwy 20	CarQuest	Full		27	US Hwy 20	Arby's	Directional		52	US Hwy 20	LaPorte Housing Specialists	Full
103	Franklin Street	Chestnut Street	Full		3	US Hwy 20	King Gyros	Full		28	US Hwy 20	Cross Town Liquors	Directional		53	US Hwy 20	LaPorte Housing Specialists	Full
104	Franklin Street	Jiffy Lube	Full		4	US Hwy 20	Chris's Car Care	Full		29	US Hwy 20	Cross Town Liquors	Directional		54	US Hwy 20	Vacant Lot	Full
105	Franklin Street	Residential	Full		5	US Hwy 20	Checks 4 Cash & Pawn	Full		30	US Hwy 20	Fannie May	Directional		55	US Hwy 20	Cleveland Avenue	Signalized
106	Franklin Street	Residential	Full		6	US Hwy 20	Music Towing and Auto Center	Full		31	US Hwy 20	US Hwy 421/ S Franklin Street	Signalized		56	US Hwy 20	Marathon	Directional
107	Franklin Street	Jiffy Lube	Full		7	US Hwy 20	Dino's Restaurant	Full		32	US Hwy 20	Vacant Lot	Directional		57	US Hwy 20	Marathon	Full
108	Franklin Street	King Richard's Wine & Spirits	Full		8	US Hwy 20	Vacant Lot	Full		33	US Hwy 20	Office	Directional		58	US Hwy 20	Quick Auto	Full
109	Franklin Street	Michigan City Beauty College	Full		9	US Hwy 20	Vacant Lot	Full		34	US Hwy 20	White Castle/ Advance Auto Parts	Directional		59	US Hwy 20	Burgess Auto Sales	Full
110	Franklin Street	Residential	Full		10	US Hwy 20	Vacant Lot	Full		35	US Hwy 20	Furniture Outlet	Directional		60	US Hwy 20	Burgess Auto Sales	Full
111	Franklin Street	Residential	Full		11	US Hwy 20	Dino's Restaurant	Full		36	US Hwy 20	Advance Auto Parts	Directional		61	US Hwy 20	Michigan City Chrysler	Full
112	Franklin Street	Thate Land Surveying	Full		12	US Hwy 20	Alley Driveway	Full		37	US Hwy 20	Furniture Outlet	Full		62	US Hwy 20	Michigan City Chrysler	Full
113	Franklin Street	Residential	Full		13	US Hwy 20	Warehouse	Full		38	US Hwy 20	Vacant Building	Full		63	US Hwy 20	Bike Stop	Full
114	Franklin Street	Brinkman Avenue	Full		14	US Hwy 20	PNC Bank	Full		39	US Hwy 20	Vacant Building	Full		64	US Hwy 20	Michigan City Chrysler	Full
115	Franklin Street	Residential	Full		15	US Hwy 20	Tire Barn	Full		40	US Hwy 20	Michigan City Center	Full		65	US Hwy 20	S&H RV Superstore	Full
116	Franklin Street	CVS	Full		16	US Hwy 20	Fortune House	Full		41	US Hwy 20	Michigan City Center	Full		66	US Hwy 20	Honda Michigan City	Full
117	Franklin Street	Residential	Full		17	US Hwy 20	Fortune House	Full		42	US Hwy 20	Christy's Motel	Full		67	US Hwy 20	Honda Michigan City	Full
118	Franklin Street	Residential	Full		18	US Hwy 20	Tire Barn	Full		43	US Hwy 20	Von Tobel	Full		68	US Hwy 20	S&H RV Superstore	Full
119	Franklin Street	Park N Shop	Full		19	US Hwy 20	Subway	Directional		44	US Hwy 20	Christy's Motel	Full		69	US Hwy 20	American Legion	Full

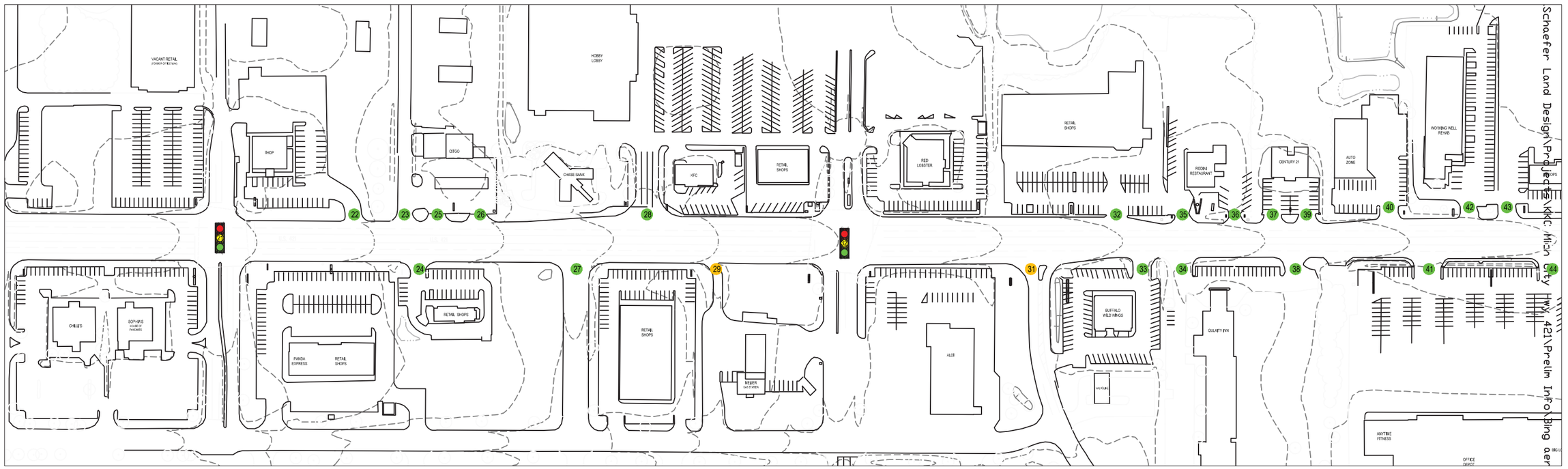
Access Point No.	Facility	Roadway or Development	Type
120	Franklin Street	Family Express	Full
121	Franklin Street	Family Express	Full
122	Franklin Street	Coolspring Avenue	Signalized

Access Point No.	Facility	Roadway or Development	Type
20	US Hwy 20	Marquette Mall	Directional
21	US Hwy 20	Kohl's	Full
22	US Hwy 20	Vacant Lot	Directional
23	US Hwy 20	Vacant Lot	Directional
24	US Hwy 20	Marquette Mall	Full
25	US Hwy 20	Arby's	Directional

Access Point No.	Facility	Roadway or Development	Type
45	US Hwy 20	Captain Ed's	Full
46	US Hwy 20	Vacant Lot	Full
47	US Hwy 20	Elks	Full
48	US Hwy 20	Clubhouse Bar & Grill	Full
49	US Hwy 20	Elks	Full
50	US Hwy 20	LaPorte Housing Specialists	Full

Access Point No.	Facility	Roadway or Development	Type
70	US Hwy 20	Vacant Lot	Full
71	US Hwy 20	MTI Auto Repair	Full
72	US Hwy 20	American Legion	Full
73	US Hwy 20	Life Care Center	Full
74	US Hwy 20	Auto Value Auto Parts	Full
75	US Hwy 20	Life Care Center	Full

Access Point No.	Facility	Roadway or Development	Type
76	US Hwy 20	Mini Storage Depot	Full
77	US Hwy 20	First Trust Credit Union	Full
78	US Hwy 20	First Trust Credit Union	Full
79	US Hwy 20	Furniture Bargains	Directional
80	US Hwy 20	Woodland Court	Signalized



Schaefer Land Design\Projects\KKC Main City Hwy 421\Prelim Info\Bing aer

Access Point, Signalized

Access Point, Full Opening

Access Point, Directional Opening

US HWY 421 EXISTING ACCESS POINTS

1 OF 2

1" = 200'

Access Point, Signalized

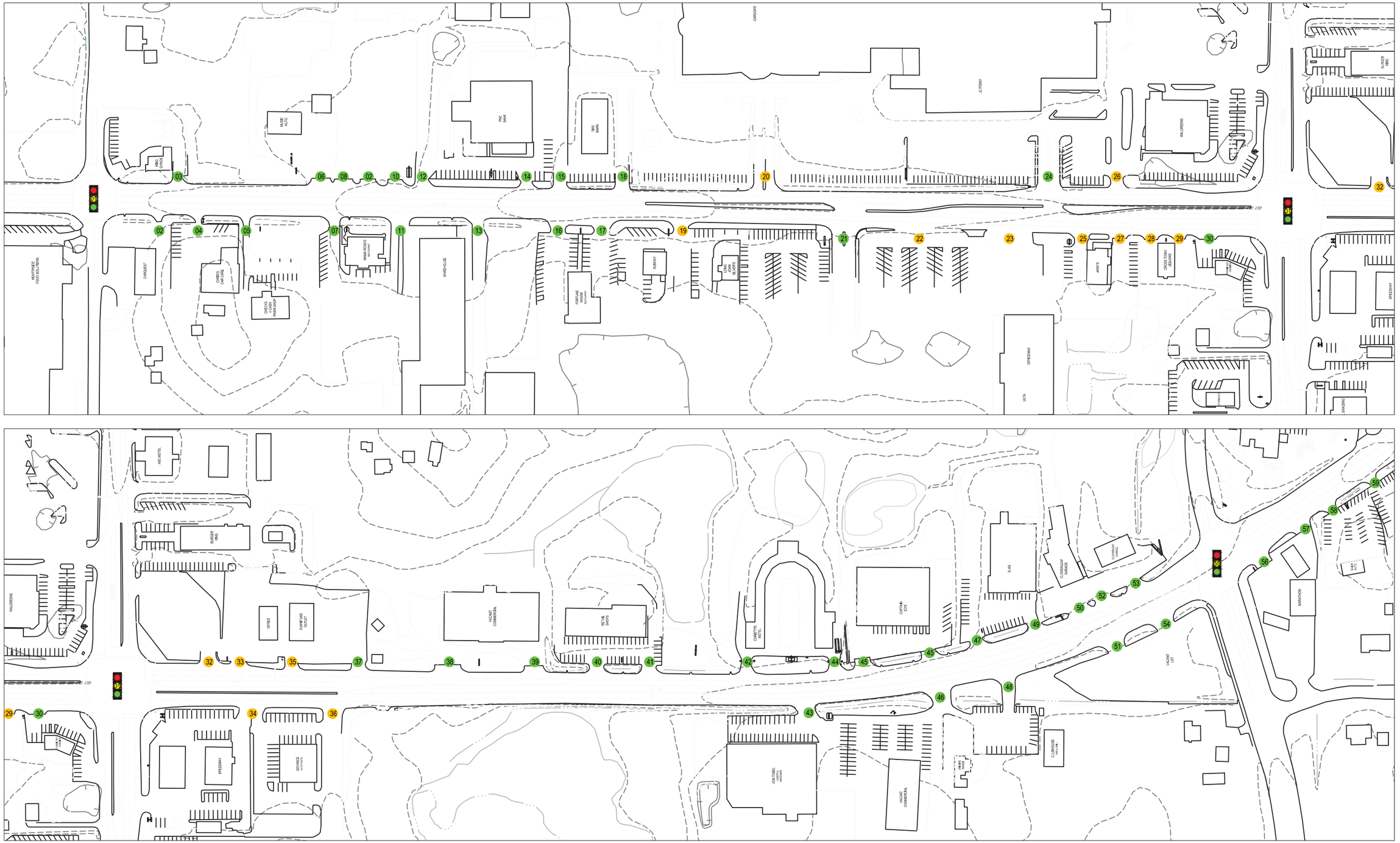
Access Point, Full Opening

Access Point, Directional Opening

US HWY 421 EXISTING ACCESS POINTS

2 OF 2

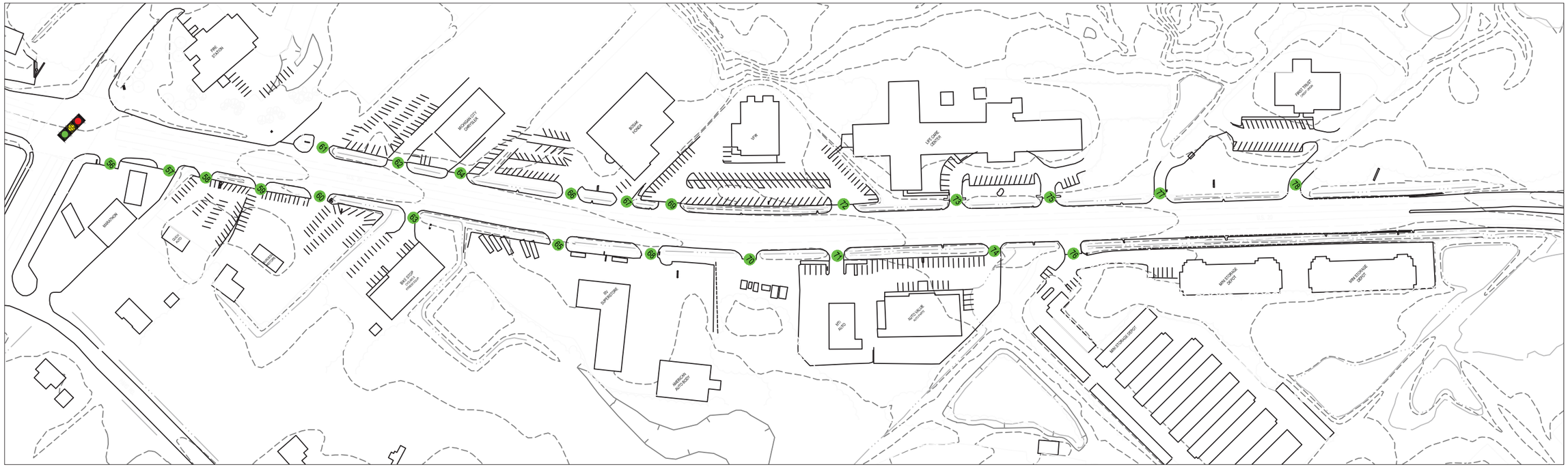
1" = 200'



US HWY 20 EXISTING ACCESS POINTS

1 OF 2

1" = 200'



Access Point, Signalized

Access Point, Full Opening

Access Point, Directional Opening

US HWY 20 EXISTING ACCESS POINTS

2 OF 2

1" = 200'