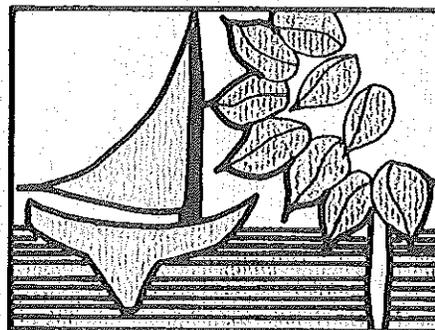


BEACHWAY PROJECT IND. R-46  
MICHIGAN CITY • INDIANA

- Revised Land Use Plan
- Redevelopment Controls



APRIL 1970

Prepared for: The Michigan City Redevelopment Commission  
Prepared by: Carl L. Gardner and Associates, Incorporated

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## THE LAND USE PLAN

### Introduction

The Beachway project area is located in the heart of Michigan City; and is an integral part of the City's Central Area. Beachway was once a thriving area characterized by significant industrial development along with areas of housing interspersed with commercial development. However, the Beachway area gave way to the ravages of time assisted along with the negative character of its mixed land use pattern, and fell into a state of severe blight. The urban renewal program initiated more than five years ago has been directed toward the rebuilding of this vital area — to restore it as a sound and healthy element in the fabric of the City. The prominence of Beachway's location provides the unique opportunity to transform this area to a focal point of the community. Located between Washington Park to the north, and the dramatic Franklin Square to the south, the rebuilding of Beachway can provide a linkage between these two municipal assets. In filling this void, Beachway can provide the necessary ingredients to make Michigan City's Central Area a dynamic and viable focal point which the City's citizens can look to with pride.

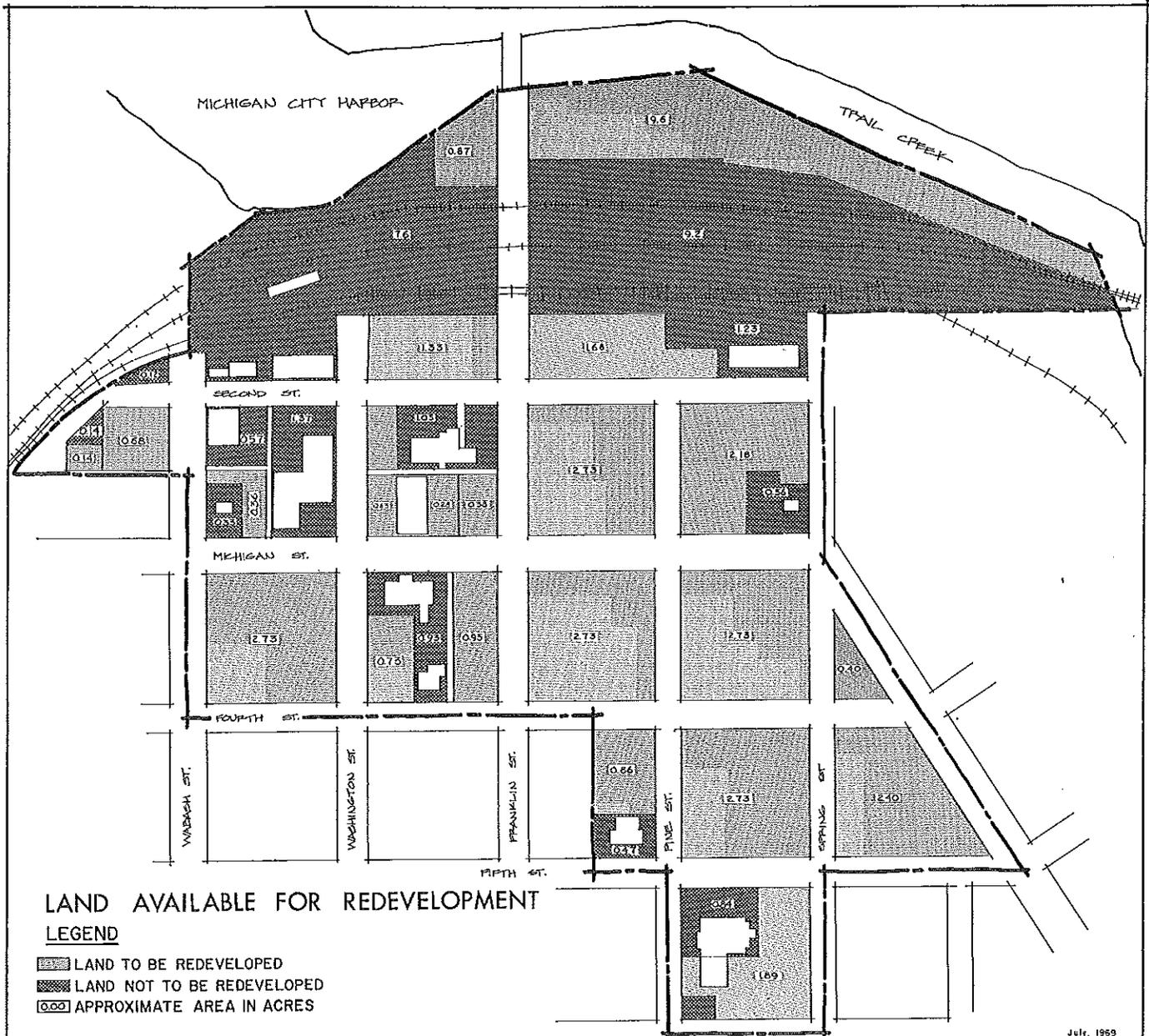
## Basis of the Plan

Since the Beachway project was initiated, many factors influencing its redevelopment have changed. Marquette Mall, built on the outskirts of the City, has taxed the economic vitality of the downtown business district, particularly by drawing the major retail department stores out of the core. In a dramatic resurgence over the last year, confidence and vitality are being restored to the central area through the conversion of Franklin Street from a dreary overburdened traffic artery and parking reservoir to a modern landscaped pedestrian shopping plaza. Thus, the rethinking and recasting of the physical plan for the redevelopment of the Beachway area became essential. As an integral part of this process, an updated market analysis of the project area was authorized by the Redevelopment Commission and prepared by Robert Davenport Associates, Incorporated. The revised land use plan set forth in this report constitutes a re-evaluation of the potentials of the Beachway area redevelopment program -- taking into account current economic factors and current physical influences.

Inasmuch as the land acquisition program for the Beachway project is essentially fixed (except as it might be augmented by additional municipal acquisition for streets or other public facilities or through amendatory procedures), the physical plan is predicated upon the land which will be available for redevelopment. The total area of the Beachway project has been calculated to be 3,597,336 square feet. Of this, 2,540,664 square feet is devoted to public and private land uses and 1,056,672 square feet, or nearly one-third of the area, is devoted to public streets and alleys. The potential future use of public streets and alleys is dependent upon the traffic circulation pattern developed in the plan, and the extent to which streets and alleys will be vacated or realigned. On the other hand the potential future use of the balance of the land is dependent upon the acquisition program. Of the 2,540,664 square feet of public and private land not used for street or alley purposes, 1,534,582 square feet are scheduled for acquisition. The distribution of this land which is available for planning and redevelopment is shown on Exhibit 1.

Primary considerations in planning the Beachway project are environmental factors. These are illustrated on Exhibit 2. Beachway is influenced by the pattern of land usage which exists around the periphery of its boundaries. The most dominant external influences are Washington Park and Franklin Square. However, the heavy industrial character west of Wabash Street and the remaining marginal development east of Wabash Street along the south side of Fourth Street influence the siting of buildings within the project area. To the east and southeast of the project boundaries, the existing pattern of residential use exerts an influence in the utilization of the adjoining land.

Within the project boundary, the character of structures to remain was evaluated as an indication of their positive or negative influence upon the quality and orientation of new construction. Buildings such as the Police Department, existing Post Office, the new hospital, the Courthouse and the News Dispatch have a distinctly positive influence and can



LAND AVAILABLE FOR REDEVELOPMENT

LEGEND

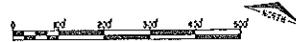
-  LAND TO BE REDEVELOPED
-  LAND NOT TO BE REDEVELOPED
-  APPROXIMATE AREA IN ACRES

July, 1989



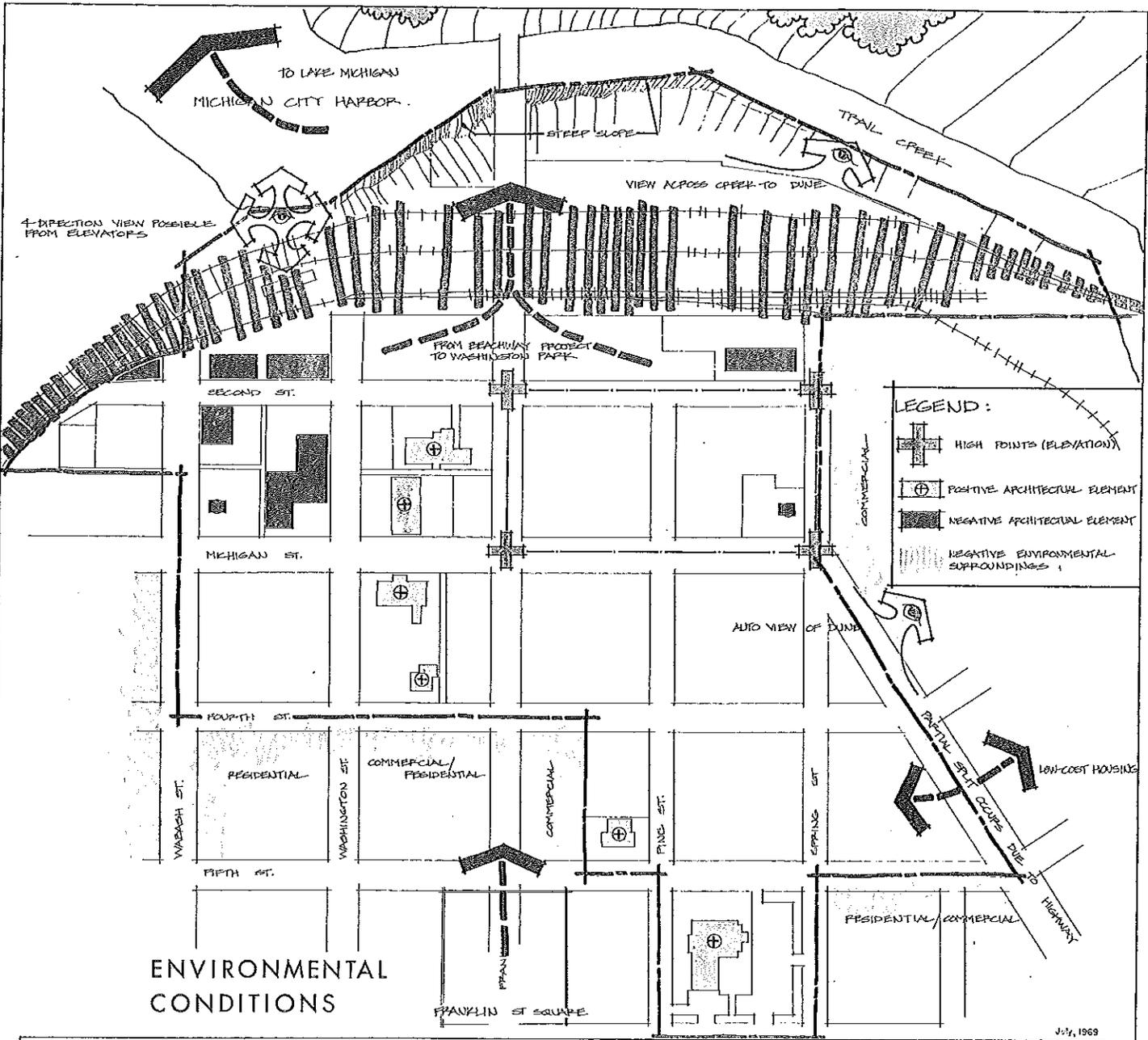
BEACHWAY PROJECT IND R. 46

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ENVIRONMENTAL  
CONDITIONS

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JULY, 1968

form the nucleus around which buildings can be grouped in a compatible and attractive manner. Many of the warehousing and commercial structures remaining in the project area constitute negative influences from which new development should be screened and protected within the ability of physical planning to achieve such an objective.

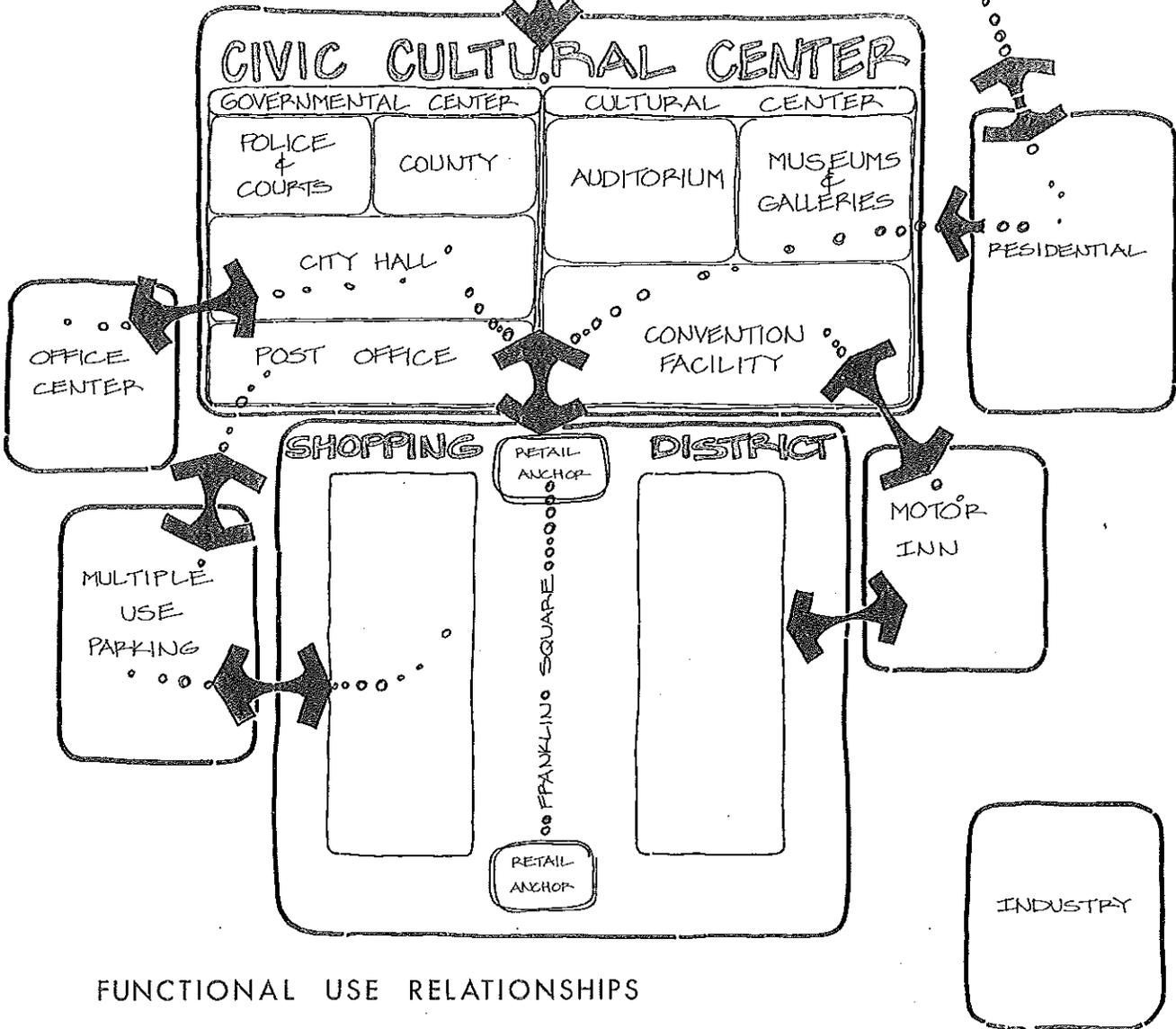
Exhibit 2 also identifies a number of physical factors important in the replanning of the project area. Maximum advantage should be taken of the views and vistas from and to the project area. Careful attention should be given to the creation of focal points of interest at the vehicular entrances to the Beachway area — particularly at Franklin and Second streets, at Franklin and Fourth streets and at Michigan and Spring streets. The ability to create visually identifiable landmarks at these points is enhanced by the topographic character of the ground which rises to a high point in the two-block area generally bounded by Spring, Franklin, Second and Michigan streets. To the northeast of the project area, there is a view of a large natural sand dune, and from the bank of Trail Creek at the northwest corner of the project area, there is a magnificent view of the harbor entrance and Lake Michigan. The obsolete grain storage towers located at this point could perhaps be remodeled as a tourist look-out — possibly with a restaurant on top.

The wide expanse of railroad trackage through the project area bisects the private development area and acts as a deterrent to many types of uses which otherwise might complement and enhance the Beachway area. Continued consideration should be given to the elimination of unnecessary trackage and landscape screening of the railroad right-of-way. Potentials for air-rights development should also be investigated. Such development could very well be stimulated by the rejuvenation of the Beachway area.

In the planning of the Beachway area, consideration has been given to achieving a relationship between uses and buildings which is not only compatible, but also one which maximizes the economic strength of the total Central Area. The desirable relationships which should ideally exist within the core area are shown in a schematic manner on Exhibit 3. Of particular significance are the desirability and potentiality of creating within Beachway a major retail anchor to the Franklin Square shopping district and a unified civic-cultural center.

In analyzing the Beachway area three significant traffic problems are evident. These are schematically illustrated on Exhibit 4. One consideration relates directly to the closure of Franklin Street to traffic south of Fifth Street, and the one way traffic pattern which has been substituted around the business district on Washington and Pine streets. The joining of these one-way routes at their terminal point at the north is highly desirable to move traffic smoothly and efficiently, and to allow easy recirculation around the "loop." A second consideration is the east-west flow of traffic on U.S. 12 through the project area on Second and Michigan streets. The consolidation of both east and west movements along Michigan Street along with the provision of a smooth curvature between Second, Spring and Michigan streets would considerably improve traffic circulation. The automotive

WASHINGTON PARK & LAKE



FUNCTIONAL USE RELATIONSHIPS

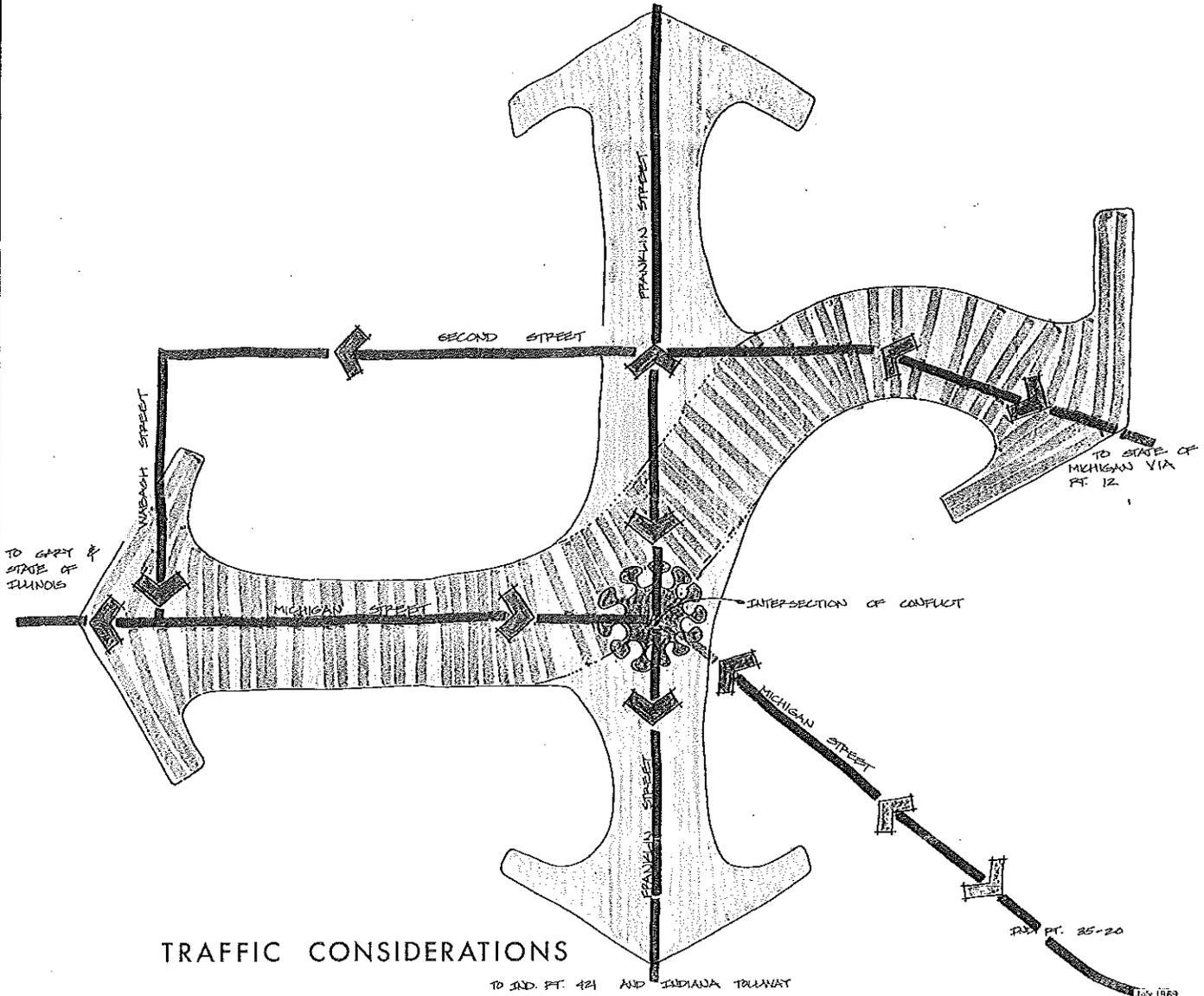


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WASHINGTON PARK & LAKE SHORE DRIVE

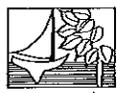


### TRAFFIC CONSIDERATIONS

TO IND. RT. 421 AND INDIANA TOLLWAY

RT. RT. 25-20

July, 1969



## BEACHWAY PROJECT IND R. 46

MICHIGAN CITY · INDIANA



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service station at the northwest corner of Spring and Michigan streets is not slated for acquisition under the current urban renewal program, and represents an impediment to the achievement of this objective. However, its acquisition is judged to be important to the overall development of the area. The third traffic consideration is related to the foregoing and involves the need for right-of-way widening, channelization and the closure of Spring Street south of Michigan Street to improve traffic flow at the Michigan-Spring street intersection.

The designation of cleared land for various types of land uses in accordance with market demands is a primary determinant in the planning of a successful redevelopment program. The analysis of these considerations are set forth in detail in a separate report prepared by Robert Davenport Associates, Incorporated and entitled "Special Market Analysis, Community Center Number 1, Urban Renewal Project, Indiana R-46." A summary of the potential market for various land uses is presented in Exhibit 5.

EXHIBIT 5

MARKET POTENTIALS  
Beachway Project Ind. R-46.  
Michigan City · Indiana

Type of Use	Acres
RESIDENTIAL	8-12
COMMERCIAL	10-15
INDUSTRIAL	1-1.5
PUBLIC-SEMI-PUBLIC	8-10

Source: Special Market Analysis, Community Center No. 1 Urban Renewal Project, Ind. R-46 by Robert Davenport Associates, Inc., Washington, D.C.

## Description of the Land Use Plan

Predicated largely on the foregoing analyses, a revised land use plan has been formulated for the Beachway project area. The plan is shown on Exhibit 6. Following is a description of the highlights of the plan.

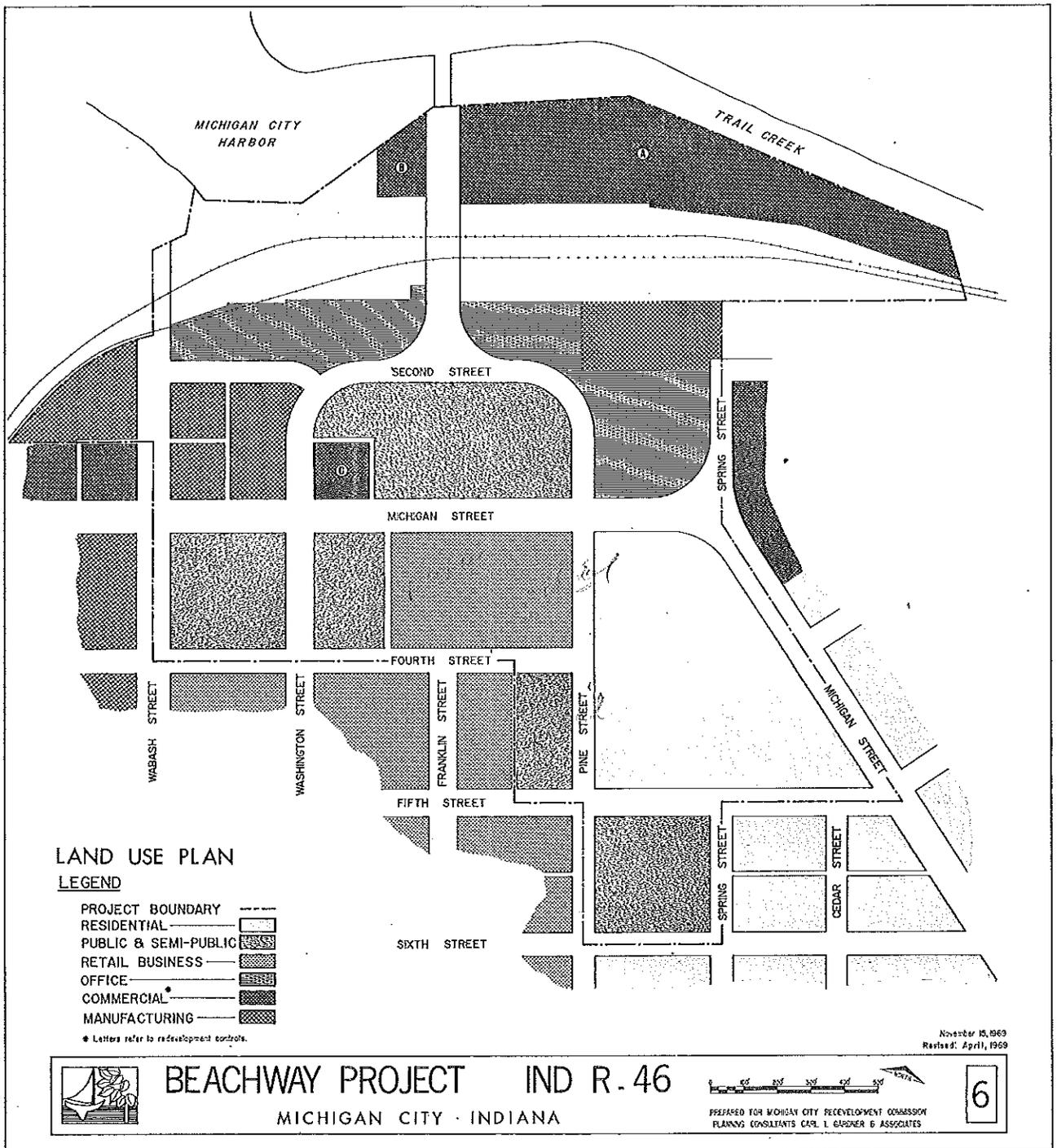
Land uses within the project area have been classified into six categories — residential, public and semi-public, retail business, commercial, office, and manufacturing. Residential land use is designated for the area bounded by Michigan Street, Pine Street and Fifth Street. Spring Street and Fourth Street are proposed for vacation through the area to permit development to occur in a planned manner within a "super-block." The residential property is ideally suited to a planned development technique involving a variety of different types of structures ranging from townhouses to high rise buildings. The character of housing could also range from high-income dwelling units to moderate-income subsidized housing.

Parcels designated for Public and Semi-Public use provide for the construction of a civic center and the extension of other necessary uses. Properties south of the existing Police Building are joined by the vacation of Franklin Street with the block immediately east to provide a site for a new City Hall, related off-street parking, and perhaps other civic or cultural facilities. The block bounded by Wabash, Michigan, Washington and Fourth street is projected as the site of a new post office which could front onto Michigan and Washington across from the Courthouse with truck loading activity toward the industrial district to the west. Together these two developments join the Courthouse, Police Building and News Dispatch to form a continuous and identifiable Civic Center.

The half block south of Fourth Street and west of Pine Street (north of the existing Post Office) is projected for acquisition as a public off-street parking lot — perhaps ultimately as a multi-level garage. An alternate use could be a downtown motel complex. The remaining parcel designated for Public and Semi-public use is the new hospital site.

Only one parcel is designated on the plan for retail business use. It includes the half-block east of the Courthouse and Fire Station, and the block immediately east of that which would be joined together by the vacation of Franklin Street. Ideally this property would be developed as a minor or major department store at the foot of Franklin Square. However, many types of retail business usage in combination with either high-rise offices or apartments, or both, would be suitable uses.

The properties fronting toward the projected Civic Center along Pine and Second streets are designated for office use. These properties will be well suited for low-rise or high-rise office development, and such use will provide a stable and suitable environmental character for the Civic Center development. Alternative public or semi-public uses of this property would also complement and enhance the Civic Center.



**LAND USE PLAN  
LEGEND**

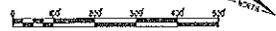
- PROJECT BOUNDARY
- RESIDENTIAL
- PUBLIC & SEMI-PUBLIC
- RETAIL BUSINESS
- OFFICE
- COMMERCIAL
- MANUFACTURING

\* Letters refer to redevelopment controls.

November 15, 1969  
Revised: April, 1969



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Commercial development for uses such as motels, marina, restaurants and similar uses is projected for the properties along Trail Creek. An alternate use could allow for multiple-family development in the form of apartments or townhouses. The property immediately west of the News Dispatch is also designated for commercial use, as an extension of the present building or some other compatible use.

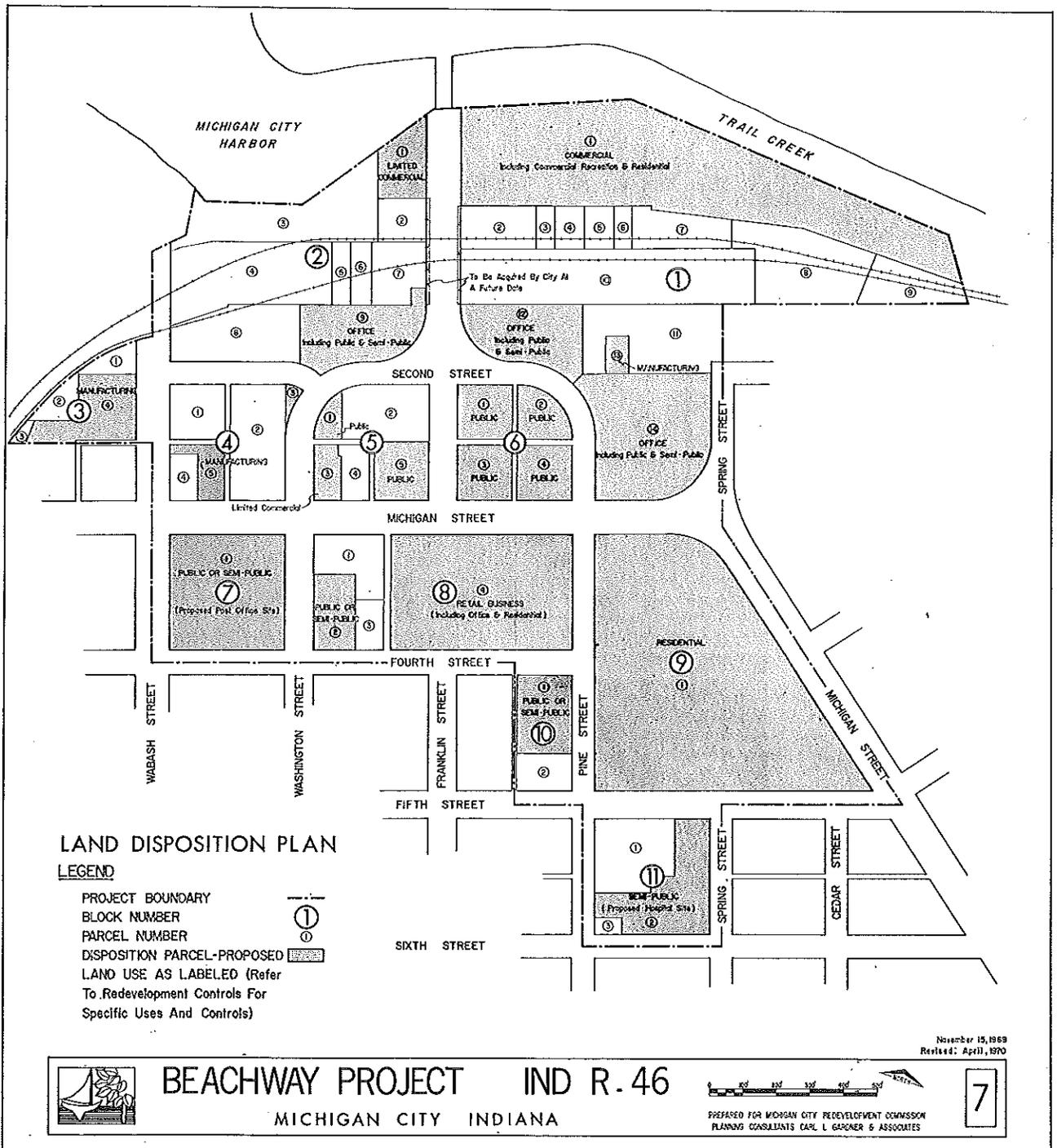
Manufacturing use is projected for the area generally west of Washington Street and north of Michigan Street. This area, by virtue of the remaining buildings, is characterized by such use at the present time, and there are only several small parcels of land which will be available for redevelopment.

The street and traffic design proposed on the plan has, by and large, been described in the preceding text. However, the plan does provide for the widening of the Franklin Street right-of-way north of Second Street to 100 feet to facilitate the construction of a boulevard cross-section when railroad track reduction can become a reality. This will provide a major "greenway" linkage between the Civic Center and Washington Park. The extension of the Wabash Street Boulevard between Michigan Street and Fourth Street is also projected to provide continuity of treatment and insulation to the project area, and the conversion of Michigan Street to a boulevard with appropriate traffic channelization is proposed between Wabash and Spring streets. Improved intersection treatment is planned where Spring and Michigan Boulevard intersect.

Based upon the Land Use Plan, Exhibit 7 illustrates the configuration of the sites which are proposed for disposition. In blocks 5 and 6, the vacation of streets and alleys is proposed to be accomplished by the City after acquisition, rather than prior to sale. Municipal land acquisition costs will be reduced by this procedure. However, the City will incur the responsibility for pavement removal, and vacation procedures.

Exhibit 8 tabulates the area of each block which is identified on the Land Disposition Plan. The area of parcels which have no boundary changes resulting from the revised plan have been ascertained from the Land Acquisition Tabulations. Other area calculations are derived from planimeter readings and should be regarded as being subject to modification based upon engineering and survey practices. The total area of streets and alleys within the project area as planned was determined by subtracting the net land area of each block from the total project area (as determined in previous studies).

As shown in Exhibit 8, the total area of land to be disposed under the urban renewal project is approximately 1,791,000 square feet or 41.1 acres, which is about 120,000 square feet or nearly three acres more land than programmed for disposition under the existing urban renewal plan. When Franklin Street and the alleys through the proposed City Hall site are vacated, the amount of land devoted to productive land uses will be augmented even further. This results from the more extensive vacation of streets and alleys under the plan set forth in this report, and also from the addition of a parcel of land to the acquisition program. The land use allocation of the disposition parcels tallies quite closely with the projected market potentials estimated in the Davenport analysis (see Exhibit 5).



**LAND DISPOSITION PLAN**

**LEGEND**

- PROJECT BOUNDARY
- BLOCK NUMBER
- PARCEL NUMBER
- DISPOSITION PARCEL-PROPOSED
- LAND USE AS LABELED (Refer To Redevelopment Controls For Specific Uses And Controls)

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The acreage breakdown by predominant land use classification of the disposition land is as follows:

Type of Use	Acres
Residential	10.23
Retail Business	4.29
Commercial	9.77
Office	5.92
Manufacturing	1.67
Public and Semi-Public	9.23
Total	41.11

EXHIBIT 8

LAND DISPOSITION TABULATIONS\*

BLOCK	PARCEL		TO BE DISPOSED	NOT TO BE DISP.
1	1		381,999.7	
	2			28,800
	3			7,040
	4			11,264
	5			11,264
	6			7,040
	7			27,914
	8			76,106
	9			32,349
	10			160,828.5
	11			75,402
	12			63,305.1
	13			7,969.5
	14			129,543.5
		SUB-TOTAL	582,817.8	438,007.5
		TOTAL LAND	1,020,825.3	
2	1		30,524.5	
	2			19,840
	3			84,596.7
	4			92,811.3
	5			10,202.5
	6			11,593.7
	7			28,006.3
	8			60,666.3
	9			64,874.9
			SUB-TOTAL	95,399.4
		TOTAL LAND	403,116.2	
3	1			15,829
	2			12,000
	3			2,500
	4		44,921.5	
			SUB-TOTAL	44,921.5
		TOTAL LAND	75,250.5	

\* in square feet

Continued on next page

Exhibit 8 (Cont'd.)

BLOCK	PARCEL		TO BE DISPOSED	NOT TO BE DISP.	
4	1			27,225	
	2			56,925	
	3		4,200		
	4			11,550	
	5		15,675		
			SUB-TOTAL	19,875	95,700
		TOTAL LAND	115,575		
5	1		8,800		
	2			44,987.5	
	3		12,989.1		
	4			12,998.4	
	5		27,225		
			SUB-TOTAL	49,014.1	57,985.9
		TOTAL LAND	107,000		
6	1		27,225		
	2		21,600		
	3		27,225		
	4		27,225		
			SUB-TOTAL	103,275	0
		TOTAL LAND	103,275		
7	1		119,025		
			SUB-TOTAL	119,025	0
			TOTAL LAND	119,025	
8	1			31,066.9	
	2		28,708.1		
	3			12,675	
	4		187,277.5		
			SUB-TOTAL	215,985.6	43,741.9
		TOTAL LAND	259,727.5		

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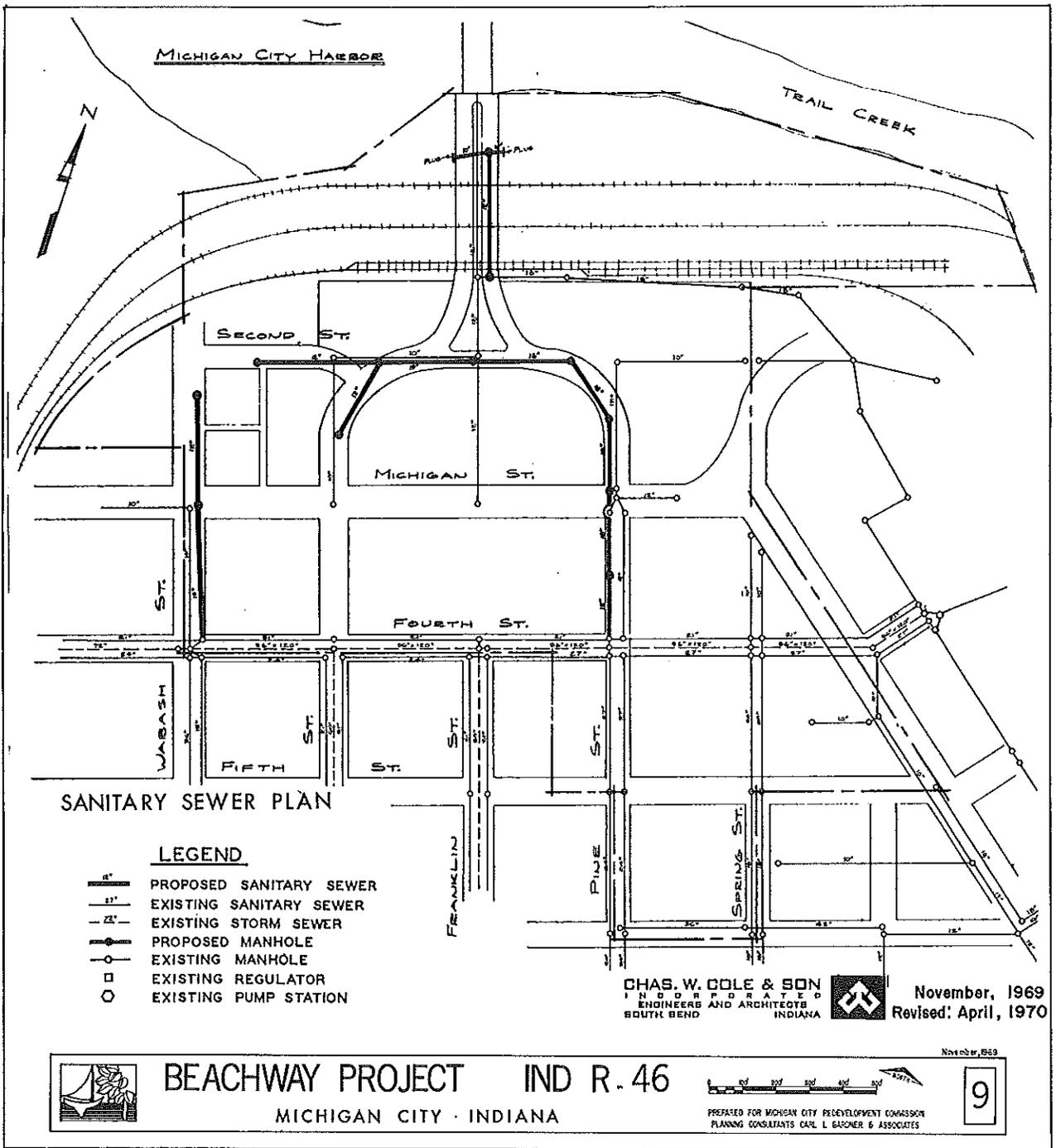
Exhibit 8 (Cont'd.)

BLOCK	PARCEL		TO BE DISPOSED	NOT TO BE DISP.
9	1		445,450.7	
		SUB-TOTAL	445,450.7	0
		TOTAL LAND	445,450.7	
10	1		38,362.5	
	2			18,562.5
		SUB-TOTAL	38,362.5	18,562.5
		TOTAL LAND	56,925	
11	1			38,165.6
	2		76,651.9	
	3			4,207.5
		SUB-TOTAL	76,651.9	42,371.1
		TOTAL LAND	119,025	
TOTAL		SUB-TOTAL	1,790,778.5	1,034,416.7
		TOTAL	2,825,195.2	
		TOTAL R. O. W.		772,141*
		TOTAL	3,597,336.2	

\* Assuming gross area is the same as the land acquisition tabulations contained in the urban renewal plan.

## Public Improvements

The nature and extent of public improvements required within the project area to achieve the objectives of the revised plan have been studied as an integral part of this program. The Commission's engineering consultants, Charles W. Cole and Sons, have prepared drawings illustrating the necessary extensions of water and sewer lines, and the street and sidewalk improvements that should be made. These drawings are reproduced on the following pages.



MICHIGAN CITY HARBOR

TRAIL CREEK



SANITARY SEWER PLAN

LEGEND

-  PROPOSED SANITARY SEWER
-  EXISTING SANITARY SEWER
-  EXISTING STORM SEWER
-  PROPOSED MANHOLE
-  EXISTING MANHOLE
-  EXISTING REGULATOR
-  EXISTING PUMP STATION

CHAS. W. COLE & SON  
 INCORPORATED  
 ENGINEERS AND ARCHITECTS  
 BOUTH BEND INDIANA

November, 1969  
 Revised: April, 1970



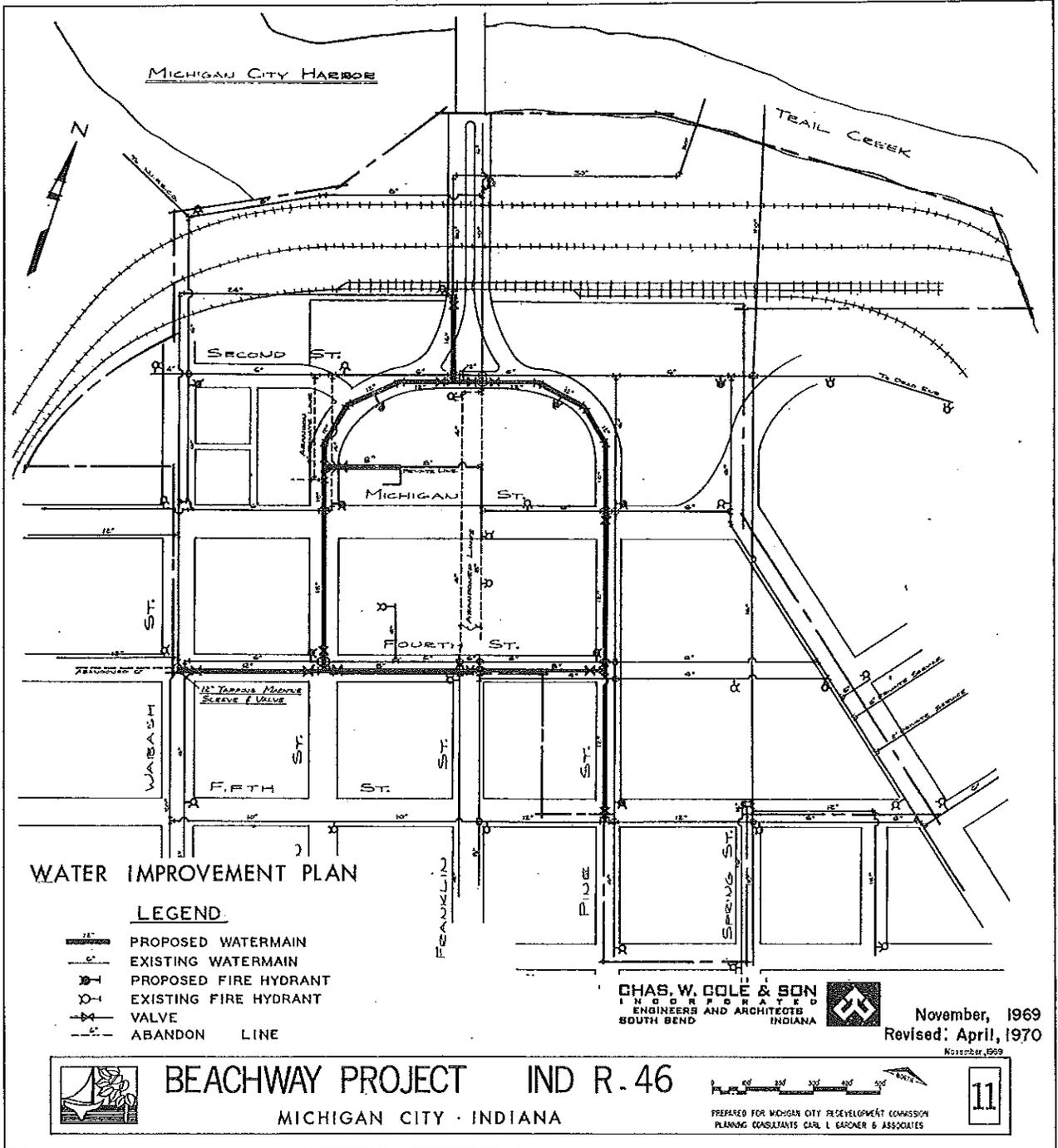
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**WATER IMPROVEMENT PLAN**

**LEGEND**

-  PROPOSED WATERMAIN
-  EXISTING WATERMAIN
-  PROPOSED FIRE HYDRANT
-  EXISTING FIRE HYDRANT
-  VALVE
-  ABANDON LINE

**CHAS. W. COLE & SON**  
 INCORPORATED  
 ENGINEERS AND ARCHITECTS  
 SOUTH BEND INDIANA

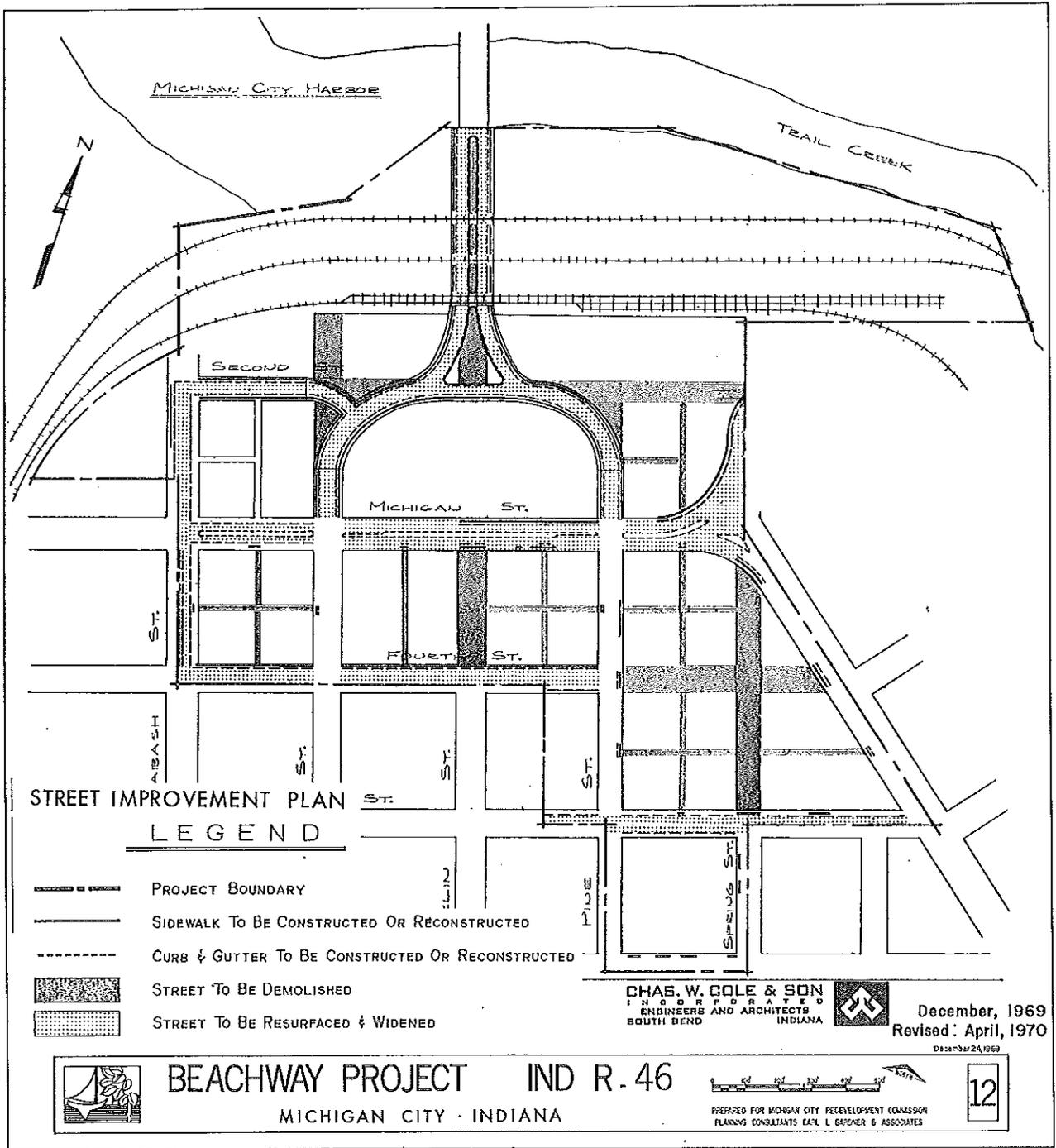


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## REDEVELOPMENT CONTROLS

### General

It is recommended that all parcels of land within the project boundaries be subject to the redevelopment controls specified in this section of the report. Due to the nature and location of the project, it is the general intent of the redevelopment controls to provide enough flexibility in the intermixture of permissible uses, and in the bulk standards, to encourage the planning and construction of dynamic urban central area developments.

### Specific Controls

#### 1 General Provisions Applicable to All Uses

##### A Urban Beautification

- 1 To encourage the beautification of the Central Area and the coordination of redevelopment with the nature of improvements currently being installed in the adjacent Franklin Square area, there shall be provided on each redevelopment parcel exterior beautification improvements equal in cost to not less than one and one-half percent of the estimated cost of structures and other land improvements. To qualify, such beautification improvements shall consist of ornamental sculpture, ornamental fountains, paved and landscaped terraces or plazas, flagpoles, non-structural decorative or seating walls, benches or unique landscape displays.
- 2 All utility services (public and private) shall be underground with the exception of the major transmission lines identified on Exhibit 1.3.
- 3 No use within the project area shall:
  - a emit noise perceptible to the human ear,
  - b cause earthborn vibrations perceptible to electronic measurement,
  - c emit smoke or particulate matter in a manner or quantity to endanger the public health, safety, comfort or welfare,
  - d store, utilize or manufacture flammable or explosive liquids or materials, except as approved by the Redevelopment Commission;
  - e produce glare or heat perceptible to observation from the exterior of a building,

- f cause radiation beyond the boundaries of the lot,
  - g have upon the premises exposed storage of materials or trash containers,
  - h exceed standards specified in existing City Ordinances, or
  - i cause RF interference beyond the boundaries of the lot.
- 4 All yards and unpaved open space on lots to be redeveloped shall be landscaped in accordance with plans approved by the Redevelopment Commission, and thereafter be maintained in such a manner as to retain the intended standards of the landscaping plan.

**B Buildings and Off-street Parking Setbacks from Streets**

On lots to be redeveloped the minimum setback of buildings and open off-street parking from street rights-of-way lines shall be as indicated on Exhibit 13. All open off-street parking areas adjoining a street shall be effectively screened from view by depressing the parking lot, except where site limitations make depression of the lot impractical, open off-street parking may be screened from view by a solid landscape hedge not less than three and one-half feet in height.

**C Off-street Parking**

The design of off-street parking areas shall conform to the minimum design standards set forth in Tables 1 and 2 following these Redevelopment Controls.

**D Off-street Loading**

Off-street loading berths and docks shall be provided with each use in accordance with the need as determined by the Redevelopment Commission, and in accordance with a plan approved by the Commission. Wherever possible off-street loading shall be obscured or screened from view by landscaping from public street rights-of-way. No off-street loading berths or docks shall be permitted along Washington, Pine, Franklin, or Second streets except as approved by the Redevelopment Commission.

**E Existing Use of Land**

No use of land within the project boundaries existing on the date of adoption of the Urban Renewal Plan shall be changed to another use unless such new use conforms to these redevelopment controls, or unless, in the opinion of the Redevelopment Commission, the resultant change provides a more compatible arrangement of land uses than presently exists.

TABLE 1

## MINIMUM STANDARDS OF PARKING SPACES AND AISLES

PARKING SPACE AND AISLE DIMENSIONS

<u>Angle of Parking</u>	<u>Width of Space</u>	<u>Depth of Space Perpendicular to Aisle</u>	<u>Width of Aisle</u>
45°	9'6"	17'0"	12'0"
60°	9'6"	18'0"	17'
90°	9'6"	20'0"	22'0"

TABLE 2

ACCESS DRIVEWAY STANDARDS FROM STREETS TO  
OFF-STREET PARKING AND LOADING SPACES

1. WIDTH OF DRIVEWAYS (measured at the street right-of-way line abutting the lot).

a. Residential Uses:

- (1) not less than 12 feet wide for one-way traffic and not less than 18 feet wide for two-way traffic, and
- (2) not more than 24 feet wide.

b. Non-Residential Uses:

- (1) not less than 14 feet wide for a one-way driveway;
- (2) not less than 20 feet wide for a two-way driveway when 20 or less parking spaces are being served;
- (3) not less than 24 feet wide for a two-way driveway when 20 parking spaces or two or more loading spaces are being served; and
- (4) not more than 35 feet wide.

2. RADIUS CONNECTING STREET PAVEMENT EDGE AND DRIVEWAY EDGES.

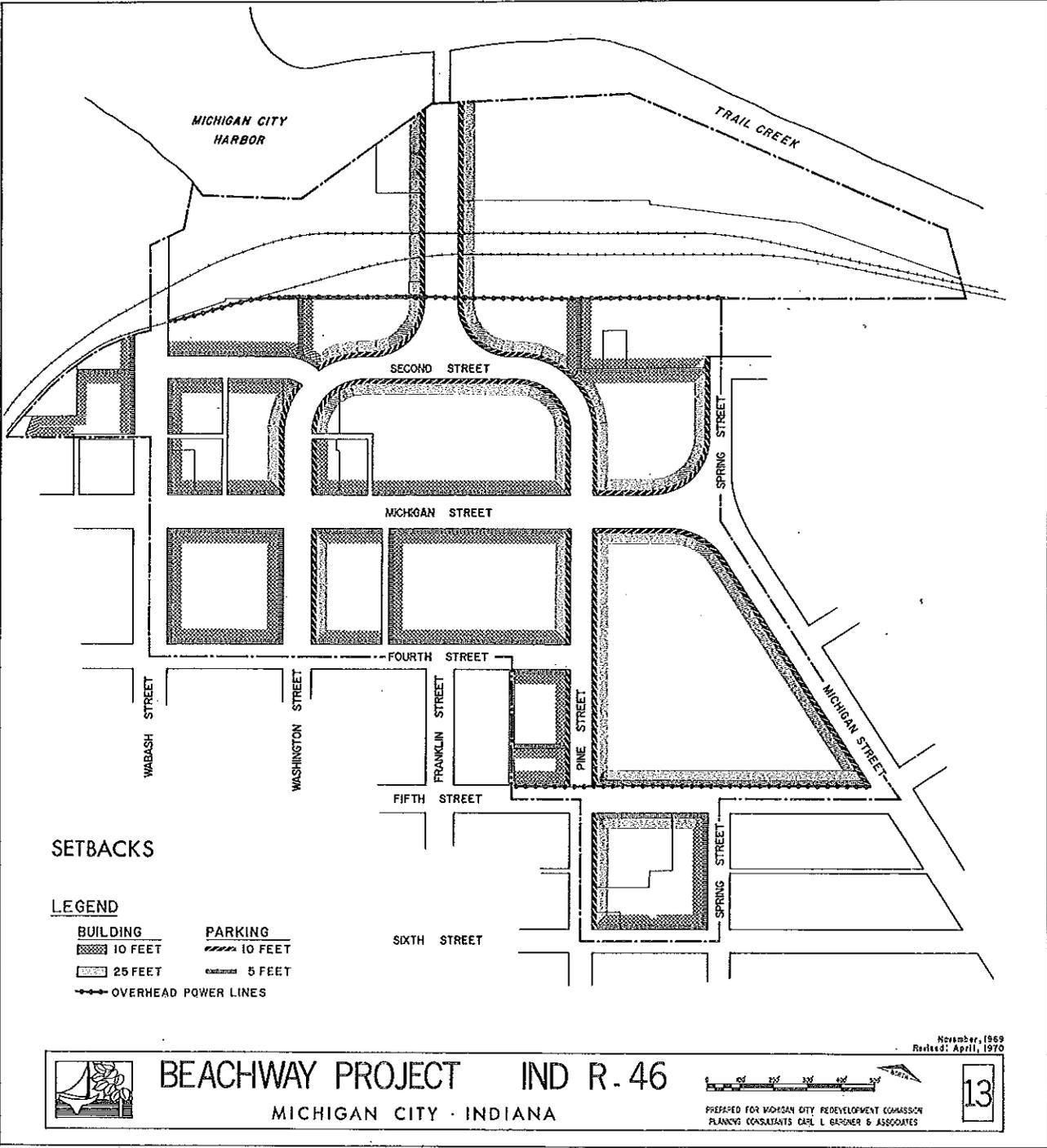
a. Residential Uses — not less than five feet.

b. Non-Residential Uses:

not less than 10 feet at the intersection of a driveway and a public street.

3. ANGLE AT INTERSECTION OF A DRIVEWAY AND STREET.

The acute angle formed at the intersection of driveway and street pavement edges shall be not less than 75 degrees.



## F Signs

All business signs shall be approved by the Redevelopment Commission and shall meet the requirements of all City Ordinances relating to signs. In general, signs should be architecturally designed as an integral element of the buildings to which they relate.

## II Provisions Applicable to Residential Uses

### A General Intent

The parcels identified for residential use will be most effectively utilized if developed in a variety of structural types as a planned development with proper regard for amenity features such as landscaping, childrens' play areas and private recreational uses.

### B Permitted Uses

- 1 Business uses including commissaries, gift shops, barber shops, beauty salons, drug stores, florists, dry cleaning pick-up establishments and similar uses approved by the Redevelopment Commission; all such uses are permitted only when accessible from the interior lobby or passageway of a multiple-family building containing over 50 dwelling units.
- 2 Medical offices, clinics and related uses, provided that such uses occupy at least one-half of the lands designated for residential use..
- 3 Multiple-family dwellings.
- 4 Nursing homes.
- 5 Nursery schools, as an integral part of a multiple-family building.
- 6 Playgrounds and outdoor recreation, non-commercial.
- 7 Restaurants and taverns, when located on the ground floor or the top floor of a multiple-family building over five stories in height.
- 8 Single-family attached dwellings.
- 9 Single-family semi-detached dwellings.

C Residential Density

- 1 Applicable to single-family attached dwellings and single-family semi-detached dwellings containing less than three bedrooms — not less than 2,000 square feet of land area per dwelling unit.
- 2 Applicable to multiple-family dwellings containing less than three bedrooms in buildings which do not exceed three stories in height — not less than 1,500 square feet of land area per dwelling unit.
- 3 Applicable to multiple-family dwellings containing less than three bedrooms in buildings which are more than three stories in height, but less than eight stories in height — not less than 1,000 square feet of land area per dwelling unit.
- 4 Applicable to multiple-family dwellings containing less than three bedrooms in buildings eight or more stories in height — not less than 500 square feet of land area per dwelling unit.
- 5 The land area required for each dwelling unit shall be increased by twenty (20) percent for dwelling units which contain three or more bedrooms.

D Site Coverage Limitations

Buildings shall not occupy more than forty (40) percent of the lot area, and the total area of impervious surfaces shall not exceed seventy-five (75) percent of the lot area.

E Building Height — no limitations

F Spacing Between Buildings

Spacing between buildings where there is more than one building on a lot shall be in accordance with a plan approved by the Redevelopment Commission.

G Off-street Parking

One off-street parking space shall be provided for each dwelling unit, except that one and one-half parking spaces shall be provided for each dwelling containing three or more bedrooms. For a housing development devoted exclusively to the elderly, one parking space shall be provided for each three dwelling units. Off-street parking for non-residential uses shall be in accordance with a plan approved by the Redevelopment Commission.

III Provisions Applicable to Retail Business Uses

A General Intent

The area identified for retail business use would be most effectively utilized for a major retail establishment or a planned cluster of smaller specialty shops — the latter perhaps served from an interior court. Supplementing the princi-

pal use, there is the opportunity to provide multi-story office and/or residential use in an architecturally compatible manner. With intensive utilization of the site, consideration should be given to multi-level off-street parking. Consideration may also be given to the sale and redevelopment of Parcel 10-1 for private use as a means by which off-street parking requirements can be met.

**B Permitted Uses**

- 1 Hotel or motel, when located in or above a building containing not less than 30,000 square feet of floor area devoted to business use.
- 2 Multiple-family dwellings in a structure over five stories in height and located above the ground floor and above any floor used for business or office purposes.
- 3 Offices, business and professional, in a structure over four stories in height, and located above the ground floor.
- 4 Retail sales and service establishments, conducted in an enclosed building but specifically prohibiting repair, manufacturing, production, assembly and research activities and such uses as commercial garages, drive-in establishments and automotive gas stations or service centers.

**C Residential Density** — not less than 500 square feet of land area for each dwelling unit.

**D Site Coverage Limitations** — none except as set forth in the setback requirements and except that a plaza of at least 2,500 square feet shall be maintained on the lot opposite Franklin Street as a focal point to the termination of Franklin Square.

**E Building Height** — no limitation.

**F Floor Area Ratio** — not to exceed 10.0.

**G Off-street Parking**

One off-street parking space shall be provided (1) for each 600 square feet of retail business floor area, (2) for each 300 square feet of office space, (3) for each dwelling unit, and (4) for each lodging room contained in a hotel or motel.

**H Off-street Loading**

Adequate off-street loading berths shall be provided and shall be provided in accordance with plans approved by the Redevelopment Commission.

**IV Provisions Applicable to Commercial Uses**

**A General Intent**

Three specific areas are identified for commercial use on the Land Use Plan. Each parcel is distinctly different either relative to its total area, or relative

to uniqueness of location. Thus, individual controls are set forth for each parcel in accordance with the identification letter contained on the Land Use Plan.

B Parcel A

1 Permitted Uses

- a Clubs or lodges,
- b Hotel or motel, including accessory retail sales,
- c Marina, including accessory retail sales and services,
- d Medical or Dental clinics,
- e Multiple-family dwellings,
- f Offices,
- g Restaurants, not including drive-in,
- h Theaters.

2 Residential Densities

Same as for Residential Uses (see II c above)

3 Site Coverage Limitations — none, except in a predominantly residential development, building coverage shall not exceed thirty (30) percent of the lot area, and the total area of impervious surfaces shall not exceed sixty (60) percent of the lot area.

4 Building Height — no limitations.

5 Spacing Between Buildings

Spacing between buildings where there is more than one building on the lot shall be in accordance with a plan approved by the Redevelopment Commission.

6 Off-street Parking

One off-street parking space shall be provided (1) for each lodging room in a hotel or motel, (2) for each employee and treatment room in a medi-

cal or dental clinic, (3) for each multiple-family dwelling, (4) for each 300 square feet of office space, (5) for each 100 square feet of restaurant floor area, and (6) for each seating accommodation in a theater. Off-street parking for clubs or lodges shall be provided in accordance with a plan approved by the Redevelopment Commission.

#### C Parcel B

##### 1 Permitted Uses

- a Marina facilities and boat services, located at dock level,
- b Medical or dental clinics,
- c Offices, professional or business,
- d Restaurants, not including drive-in, and
- e Uses permitted in IV B above provided that the development of parcel B is an integral part of a unified development for a tract of land at least five acres in area.

##### 2 Site Coverage Limitation

Building coverage shall not exceed eighty (80) percent of the lot area unless the lot is developed with abutting property creating a site five acres or more in area, in which case building coverage shall not exceed sixty (60) percent of the lot area.

##### 3 Building Height

Building height shall not exceed two stories from street level.

##### 4 Off-street Parking

One off-street parking space shall be provided (1) for each 100 square feet of restaurant floor area, (2) for each employee and treatment room in a medical or dental clinic, and (3) for each 300 square feet of office floor space.

#### D Parcel C

##### 1 Permitted Uses

- a Exhibition Halls,
- b Newspaper offices, and related printing operations,

- c Offices, professional, and
  - d Public or semi-public uses.
- 2 Site Coverage Limitation -- none, except as required by setback provisions.
  - 3 Building Height

Building height shall not exceed one story or twenty-five feet whichever is lower. If a structure is constructed adjacent to the News Dispatch building, its height shall be the same as the existing building.

- 4 Off-street Parking

Off-street parking shall only be provided in accordance with the approval of the Redevelopment Commission, and then in accordance with an approved plan.

## V Provisions Applicable to Office Uses

### A General Intent

Three parcels are designated for office use. The frontages of these sites face toward a proposed governmental "Civic Center." Thus, the controlled and limited use of these properties is essential to the creation of an environment which preserves the dignity and architectural character of the entire area. Optimum utilization would be multi-story office structures, with either leased space, or designed for corporate headquarters. Private negotiation possibilities may exist for extension of off-street parking onto adjacent railroad property either at grade or upon air-rights.

These parcels would also be appropriate for a limited number of other types of commercial use.

### B Permitted Uses

- 1 Banks and savings and loans,
- 2 Hotels and motels,
- 3 Medical and dental clinics,
- 4 Offices, business and professional,

5 Public and semi-public uses such as governmental offices, museums, art galleries, auditoriums, convention facilities, YMCA, YWCA, etc, and

6 Restaurants, not including drive-in.

C Site Coverage Limitation

Building coverage shall not exceed sixty (60) percent of the lot area, and the total area of impervious surfaces shall not exceed eighty (80) percent of the lot area. There shall be a maximum of one structure on each redevelopment parcel.

D Building Height -- no limitation.

E Floor Area Ratio -- not to exceed 5.0.

F Off-street Parking

One off-street parking space shall be provided (1) for each 300 square feet of floor area in a bank, (2) for each lodging room in a hotel or motel, (3) for each employee and each treatment room in a medical or dental clinic, (4) for each 300 square feet of floor in office use, (5) for each 100 square feet of floor area in a restaurant, and (6) for each 200 square feet of floor area in a specialty store. Off-street parking for public and semi-public uses shall be provided in accordance with a plan approved by the Redevelopment Commission.

VI Provisions Applicable to Public and Semi-Public Uses

A General Intent

The public and semi-public parcels provide for the extension and expansion of the Beachway area as a nucleus of the governmental center of Michigan City. The linkage of existing governmental buildings with new government buildings will form a central Civic Center and create a focal point for activity and municipal identity. The designated parcels also provide for the extension of needed off-street parking, and for the expansion of a new hospital.

B Permitted Uses

1 Art galleries,

2 Auditoriums,

- 3 Hospitals,
- 4 Museums,
- 5 Offices, governmental,
- 6 Off-street parking, public,
- 7 Post Offices, and
- 8 Other governmental uses, city, county and federal.

C Site Coverage Limitations

Building coverage shall not exceed fifty (50) percent of the lot area and impervious surfaces shall not exceed eighty (80) percent of the lot area, except for disposition parcels where the primary redevelopment usage is for off-street parking, in which case the setback requirements shall determine maximum coverage of impervious surfaces.

D Building Height -- no limitations.

E Floor Area Ratio -- not to exceed 2.0.

F Off-street Parking

Off-street parking shall be provided in accordance with a plan approved by the Redevelopment Commission.

VII Provisions Applicable to Manufacturing Uses

A General Intent

Manufacturing uses are designated where the existing pattern of land use is characterized by manufacturing use; and where the extension of these existing uses or the in-filling of a new comparable non-objectionable manufacturing development will result in the most reasonable use of land.

B Permitted Uses

- 1 Any establishment, the principal use of which is manufacturing, fabricating, processing, assembly, repairing, storing, cleaning, servicing, or testing of materials, goods, or products,

- 2 Cartage, express and parcel delivery establishments but not motor freight terminals,
- 3 Meeting halls and offices of labor organizations,
- 4 Offices, business and professional,
- 5 Publishing and printing establishments,
- 6 Trade schools,
- 7 Warehouses, and
- 8 Wholesale or jobbing establishments.

C Site Coverage

Building coverage shall not exceed sixty (60) percent of the total lot area.

D Building Height

Buildings shall not exceed two stories or 35 feet in height whichever is lower.

E Floor Area Ratio — not to exceed 1.2.

F Off-street Parking

One off-street parking space shall be provided for each employee station provided in a new building, or in an extension of an existing building.