Northwestern Indiana Regional Planning Commission

www.nirpc.org

adopted May 21, 2015
What does it do?

• Explore topics, policies, programs, and regulations relevant to land use, smart growth, and transit oriented development (TOD).

• Advise NIRPC on land use planning, demographics, GIS, and other data programs

• Provide training on best practices to local governments relating to sustainable development, smart growth, land use, livable communities, and related topics.

• Recommend land use policies and oversee development of the Livable Centers Program

• Establish selection criteria, select, and recommend transportation projects for Creating Livable Communities funding program and other programs.
Land Use Committee Topic Areas

- Demographics
- Housing
- Existing Land Use
- Regional Growth
- Urban Framework
  - Livable Centers
  - Redevelopment
- Suburban Retrofit
  - TOD
  - Corridor Planning
- Rural & Unincorporated Framework
- Local Food Systems
NIRPC Regional Land Use Accomplishments

- Creating Livable Communities Report and Funding Program
- Marquette Plan Update
- Ongoing Regional Corridor Study
- Regional GIS Data
- Urban Core Communities Technical Assistance
- Prioritization of Transportation Funding
- Used NIRPC Funds more Efficiently to Create Livable, Pedestrian-Friendly Communities that Offer a High Quality of Life for all Residents.
- Mapped Historic Preservation Districts and Sites.
- Developed a Systematic Approach to Evaluate the Region Land Development Suitability Based on both Natural and Built Environments, and Infrastructure.
PART II

2016/2017 Committee Work
Land Use Committee Responsibilities 2016/2017

• Phase II of the Creating Livable Communities Grant Funding
• US-30 & I-65 Safety Planning Project (Suburban Retrofit)
• Regional Corridor Study (RCS)
The focus of the study is to functionally fill a gap between regionally significant highways and limited access local arterials.

Currently there are 14 interchanges within almost 45 miles on interstate 80/94. Only 6 of them are...
The purpose of this project is to conduct a safety planning study for the surrounding area of I-65 and US 30.

The plan should reduce pedestrian and auto conflicts by connecting walkways, creating safe
Creating Livable Communities

**Livable Centers:**

Livable Centers clustering many different land uses in a compact area gives people the opportunity to accomplish various activities without using a car.
Livable Centers

• Livable Centers make it easy to reach multiple destinations by foot, bicycle, car or transit.

• A well-designed street and sidewalk system provides good connectivity and safety for everyone.

• Livable Centers concentrate housing, employment, shopping, and entertainment in areas with good pedestrian networks.
Specific Elements of Livable Centers

• Compact, mixed use development-
• Building facing streets
• Traditional street grid
• Short block length (400’-600’)
• Balanced jobs and housing
• Having unique and distinct design characteristic with shops offer local products and services
• Many Access options including pedestrian lanes, bike lanes, trails, transit, and roadways
• Convenient, safe and easy street crossing
• Well-maintained public streets
• Public gathering places
• Serving different activities that occurred both daytime and night time
Livable Centers have been defined in 40 of the municipalities in Northwest Indiana. These Livable Centers vary widely in scale, use, mix and purpose within each community, but all represent areas of regional significance. They are already served by utility infrastructure and the roadway network. In some cases, significant reinvestment will be needed to upgrade existing utility and roadway capacity for the future. The centers are classified in four categories: Metro Center, Large Center, Medium Center, and Small Center.

Metro Center
Gary City Hall, US Steel in background
Downtown Gary

Large Center
North End, Michigan City

Medium Center
Historic Buildings, Downtown Lowell

Small Center
Downtown Hebron
How to Use the Report?

• Use the Introduction section to get yourself familiar with:
  • Livable Centers definition and benefits.
  • How center are defined
  • Livability checklist
  • NIRPC Methodology
  • Find your Community
CLC Grant Overview

Types of Grants:

- To fund planning projects or pre-development plan that revitalize: existing centers, neighborhood, downtown, transit stop or transit corridors, TOD ordinance, and

- To prepare projects to compete for funding in the STP construction projects category.
Eligibility Area

Transit Areas in Northwest Indiana
Eligible Projects

- Projects related to access management, transportation-related zoning ordinance, and streetscape improvements.
- Transit amenities, TOD plans and zoning ordinances, and transit area plans.
- Plans for street lighting and signage, public pedestrian features like sidewalks, bike lanes, street furniture, and crosswalks.
- Traffic calming plans.
- Public-use parking plan or shared public-private garage; and access projects.
CLC Grants Awarded

NIRPC awarded seven grants totaling $402,500 of STP funding to seven communities. The total funding with the local match is $495,500. These communities are:

- Chesterton
- Crown Point
- East Chicago
- Gary
- Highland
- Porter
- Winfield
CLC IMPLEMENTATION PROJECTS
Examples of ISSUES
• Brick pavers to make sidewalks look more distinctive;

• Planters, flower baskets, and street trees to soften the environment and provide color and shade;

• Human-scale street lights for enhanced aesthetics and illumination;

• Banners and flags to make the district look more festive and colorful; and

• Benches to give people a place to sit, rest, watch what goes on around them.

• Parklet: on-street parking spaces become sidewalk extensions for small social spaces.
• Decrease speed limits,
• Add clearly marked mid-block crossings,
• Build curb extensions and center medians to shorten the distance pedestrians need to negotiate
• Mobile Solar Hubs
• Wayfinding
• Bike Racks
• Pedestrian Signal
## Downtown Seating Cost

### Cost

<table>
<thead>
<tr>
<th>Planning and Design</th>
<th>Construction*</th>
<th>Annual Management*</th>
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<tbody>
<tr>
<td>Low</td>
<td>Low $0 - 20K</td>
<td>Low $0 - 5K</td>
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<tr>
<td>Medium</td>
<td>Medium $20 - 75K</td>
<td>Medium $5 - 10K</td>
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<tr>
<td>High</td>
<td>High $75K +</td>
<td>High $10K +</td>
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**Source:** San Jose, 5-District Wide Streetscape Improvement Projects
<table>
<thead>
<tr>
<th>Community</th>
<th>Project</th>
<th>Planning Cost</th>
<th>Engineering Cost</th>
<th>Construction Cost</th>
<th>Total Cost</th>
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<tr>
<td>Chesterton</td>
<td>Shared use path &amp; road rehabilitation</td>
<td>Varies</td>
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<td></td>
<td>Signage</td>
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<td>Site furnishings</td>
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<td></td>
<td>Decorative light post</td>
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<tr>
<td>Crown Point</td>
<td><strong>Ongoing</strong></td>
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<tr>
<td>East Chicago</td>
<td><strong>Ongoing</strong></td>
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<tr>
<td>Gary</td>
<td><strong>All need design or further planning projects</strong></td>
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<tr>
<td>Highland</td>
<td>Kennedy Avenue parking lot beautification</td>
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<td>Kennedy Avenue striping for on-street parking.</td>
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<td></td>
<td>Improved signage and additional access points to regional trails.</td>
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<td>Porter</td>
<td>Lincoln St &amp; Hagement Ave Sidewalks</td>
<td>$22,594</td>
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<td>Core Downtown Pedestrian Improvements</td>
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<td>Winfield</td>
<td>Develop unique streetscape and public open space standards</td>
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<td>Enact subdivision code amendments that contribute to a Livable Center</td>
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<td>Traffic calming guidelines</td>
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<td>109th and Randolph Street decorative crosswalks and accent plantings</td>
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<td>Downtown sidewalks and pathways</td>
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