



MICHIGAN CITY

the place is here, the time is now!



Trail Creek Plan

LOHAN ANDERSON

November 2007

INTRODUCTORY LETTER

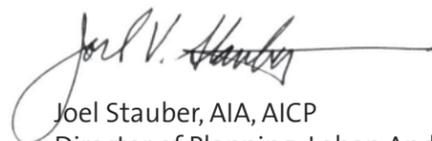
We are pleased to transmit this overview of a collective vision for redevelopment of Trail Creek. It represents the contributions of many residents and public officials of Michigan City. The Plan, prepared by Lohan Anderson, recognizes that the North End of Michigan City is ripe for redevelopment and that the Trail Creek Plan will be a catalyst for getting things built. As the Michigan City logo slogan states, “the place is here, the time is now”.

As we learned during the stakeholder input and site context analysis process, there are many exciting reasons why this Plan will succeed. They include assembly of almost 50 acres of contiguous parcels by the Michigan City Redevelopment Commission; a public planning process that invited stakeholder input at numerous meetings; availability of casino and TIF district infrastructure funding resources; major upgrades in the use and character of Trail Creek; and incorporation of bold ideas that capture people’s imagination and put Michigan City “back on the map”.

It is our intention that this will be a living plan that can be modified and updated to meet evolving circumstances. Lohan Anderson looks forward to continue working with Michigan City towards achieving its goals.



Basil Souder, AIA
Principal, Lohan Anderson



Joel Stauber, AIA, AICP
Director of Planning, Lohan Anderson



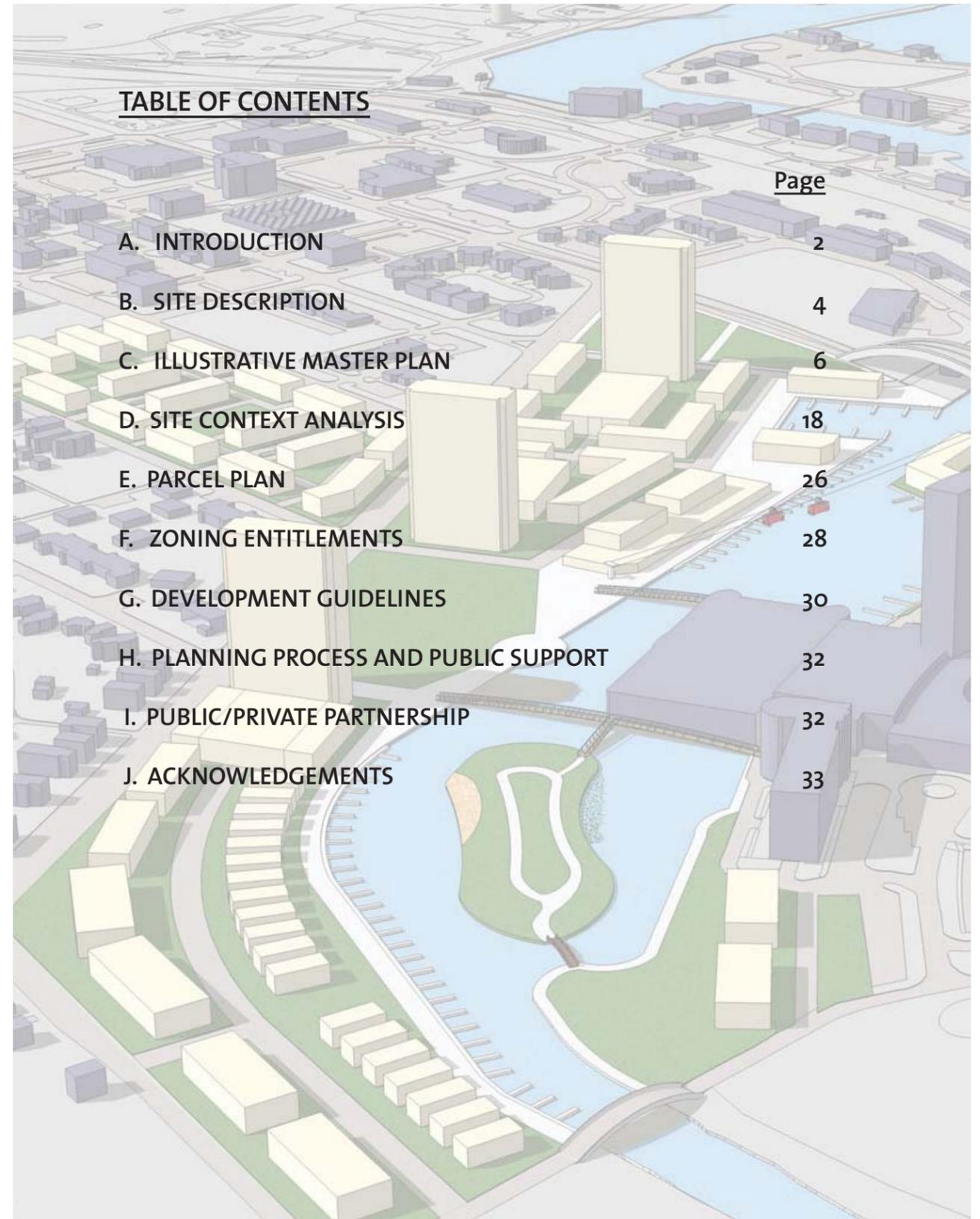


TABLE OF CONTENTS

	<u>Page</u>
A. INTRODUCTION	2
B. SITE DESCRIPTION	4
C. ILLUSTRATIVE MASTER PLAN	6
D. SITE CONTEXT ANALYSIS	18
E. PARCEL PLAN	26
F. ZONING ENTITLEMENTS	28
G. DEVELOPMENT GUIDELINES	30
H. PLANNING PROCESS AND PUBLIC SUPPORT	32
I. PUBLIC/PRIVATE PARTNERSHIP	32
J. ACKNOWLEDGEMENTS	33

PROJECT MISSION AND GOALS:

The mission and goals for this study were clarified during the project kick-off meeting and included the following:

1. Create a Trail Creek Re-Use Plan to fit with the North End Vision.
2. Be realistic about proposed land uses.
3. Optimize, not maximize the scale of redevelopment.
4. Keep infrastructure costs to a minimum.
5. Take full advantage of Trail Creek as an amenity.
6. Coordinate with other local planning efforts.
7. Use plan to attract quality developers.

PREVIOUS PLANS

This planning effort is built on previous planning efforts, particularly those of The Michigan City North End Advocacy Team. The North End Vision they developed is:

“A dynamic Cultural and Civic Center with a thriving retail corridor, surrounded by friendly, historic neighborhoods with easy access to beautiful Lake Michigan, Trail Creek and Washington Park”

According to the Michigan City North End Advocacy Team report, “North End redevelopment is critical now because well-planned, eco and culturally sensitive development could be the key driver of economic vitality for the entire community. The benefits include:

1. **An improved quality of life** for our residents in the way of new jobs, new and improved housing, and new higher quality attractions,
2. **A substantial new tax base** that will positively impact all taxpayers,
3. **Increased tourism revenues** that will positively impact all taxpayers, and
4. **An improved Michigan City development climate.”**

Background information was also utilized from the 2001 North End Redevelopment Strategy study produced by Anderson Camiros.

STAKEHOLDER INPUT

Much of the input from stakeholders during project meetings supported the mission and goals of the project, but also included other additional points:

- The residential market is primarily composed of second home buyers or permanent residents who work in the region.
- Tall buildings will generate great views of Lake Michigan, as well as of activities along Trail Creek. High rise development would be consistent with the new 22-story hotel being built by Blue Chip Casino - only half the height of the existing NIPSCO power plant smoke stack and cooling tower structures.
- A “critical mass” of dwelling units is needed to generate sufficient need for service-oriented commercial retail. There is a strong market for recreational boating with boat slips and support services, including boat storage.
- Land deed restrictions on former HUD property in the redevelopment area will require public use such as open space.
- A mix of uses should be considered that could include senior care, medical or university presence.

- Consideration should be given to how the proposed community works during the cold winter months.
- People are moving to the Elston Grove Neighborhood because of the quality of life near the beach and having easy access to train service for commuting. Express trains to Chicago would be a major plus for those residents who commute there.
- Need to promote use of buses for access to train stations and other locations in the North End.
- Plan for more bicycle and pedestrian traffic.
- Utility power and telephone lines should be routed below grade.
- Quality directional signs are needed to the lakefront, casino and mall.
- Parkway trees should be added along major arterial streets to help beautify them and make them more attractive for pedestrians. Crosswalks and traffic lights should be considered to make it easier for pedestrians to cross arterial streets.
- There needs to be public path access to the Trail Creek water edge.
- Pedestrian connection across the creek by ferry or pedestrian bridge is important to tie in with the Blue Chip Casino.
- Restaurants with outdoor dining overlooking Trail Creek should be considered.
- Consider connecting the site to the Blue Chip Casino, Lighthouse Place and Washington Park.
- There is a need for a new, positive identity that prospective home buyers can identify with.
- Enough infrastructure needs to be built to support a successful first phase of redevelopment.
- One of the challenges is the perception of local attitudes that significant redevelopment is possible.
- Sustainable development should be considered.

DOCUMENT ORGANIZATION

This document is organized to present information about the project in a way that stakeholders and potential developers will both easily understand. A description of the site is followed by an analysis of the site context. These provide a foundation on which the illustrative master plan is presented along with associated zoning entitlements and rendered images of the plan.

Development guidelines are included to aid in ensuring a high, consistent quality of development, even if there are multiple developers in addition to a master developer. The next step of partnering with a master developer is outlined in the section on public/private partnership. Acknowledgements reflect the broad input from interested stakeholders and municipal officials that allowed this plan to take the form that it has.



A GREAT LOCATION!

Michigan City has a unique location along the southern shores of Lake Michigan. Because of its size and location it is the center of this region. Nearby towns include Chesterton, LaPorte, New Buffalo and South Bend. It was founded in the early 1800's, about the same time as Chicago, and has preserved numerous historically significant buildings from the 19th Century.

Michigan City is positioned adjacent to two major natural features, the Indiana Dunes and Lake Michigan. The wide, sandy beaches of Washington Park are exceptionally attractive for both residents and visitors. Marinas at the lakefront harbor and along Trail Creek accommodate over 800 boat slips with supporting facilities for boaters.

Two major expressways connect Chicago to Northern Indiana and Southwest Michigan. The proximity of these arteries provides an ease of access that will be attractive to future residents and visitors. Passenger rail service to the North End of Michigan City is also available from Amtrak and South Shore rail lines.

Residents that have recently moved to the North End of Michigan City describe a high quality of life that attracted them to move there. These factors include numerous urban and natural amenities, and a commute to Chicago by rail about the same length as from Aurora or Elgin in Illinois.



TRAIL CREEK RE-USE SITE

The Michigan City Redevelopment Commission (MCRC) has been working to assemble approximately 50 acres of property abutting Trail Creek, including parcels west of Michigan Avenue between 5th and 6th Streets. A goal of this study is to find a quality master developer willing to partner with the MCRC to redevelop the area into an attractive, livable destination capitalizing on the amenities of Trail Creek to create recreational uses, a variety of dwelling units and retail, entertainment and recreational uses in support of the new neighborhood.

Michigan City is home to the Blue Chip Casino which has recently tripled the size of its gaming facilities and is now building a second hotel with 300 rooms in a 22 story tower. Popular Lighthouse Place mall is also located in the North End six blocks to the west on 6th Street.

The redevelopment site is located directly across the creek from the Blue Chip Casino. Blue Chip Casino is a resort-style gaming facility that seeks to enhance amenities in the Michigan City area to increase the time that visitors stay in the area.

Current uses on the redevelopment site include boat storage, light industrial and single family residential. Previous uses between 5th and 6th Streets also included hospital medical facilities. The section of Trail Creek abutting the site is navigable and currently has numerous boat slips.



An aerial cable tramway from the new pedestrian bridge to the beautiful lakefront beaches at Washington Park. This will provide an essential pedestrian connection to this highly desirable recreational amenity. It will also provide an exciting passenger experience, with aerial views of Lake Michigan, and on clear days to Chicago. At night it can be lit as a beacon to the surrounding area with the tram cars moving back and forth.

An expanded marina area with additional boat slips northwest of the casino.

Outdoor dining at the pedestrian esplanade along the Creek, to take advantage of water views. Amenities include grocery store, restaurants and other supporting retail.

Two operable pedestrian bridges spanning over Trail Creek to facilitate easy crossing from the Blue Chip Casino and the rest of downtown Michigan City.

A nature preserve on an island southeast of the casino has sandy beaches and wetland areas for migrating birds and natural beauty.

High-rise residential structures are located facing the large open spaces east of Michigan Boulevard. The towers are also positioned so that they frame the Trail Creek Landing, and are far enough apart to preserve view of the beaches and the lake.

Structured parking is accommodated in the interior of redevelopment blocks to minimize its visual impact on the surrounding neighborhood. They will use a shared parking concept to minimize the number of parking spaces that need to be built.

Two to three story townhouses are proposed between 5th and 6th Streets to fit with the scale of the adjacent Elston Grove neighborhood.

A park and outdoor movie area (Trail Creek Landing) across from the casino boat with its side partially covered by a large Jumbotron screen. Park open space is available for general use by local residents, concerts, and for larger City-wide events.

ILLUSTRATIVE MASTER PLAN

The Illustrative Master Plan shown illustrates the underlying framework of streets, open space and parcels, with an overlay of potential building structures.



VIEW LOOKING NORTHEAST

Outdoor dining and entertainment destinations abut the pedestrian esplanade along Trail Creek with views of the boats and maritime activity in the marina. Trees, flowers, decorative railings and pedestrian lighting reinforce the pedestrian-friendly character of the esplanade.

An aerial tramway carries passengers from Trail Creek Landing to the sandy beaches of Washington Park, with outstanding views of the lakefront and the City as they travel suspended over the landscape.



MICHIGAN BOULEVARD LOOKING SOUTHEAST

Boulevard trees lining both sides of Michigan Boulevard and raised center planters transforms a major urban barrier into a more pedestrian-friendly arterial street that connects neighborhoods.

Three-story townhouses line the Boulevard, and help to define the sense of spatial enclosure and give an appropriate scale to the streetscape.

The townhouses also create an identity for a new neighborhood as part of the revitalization of downtown Michigan City.

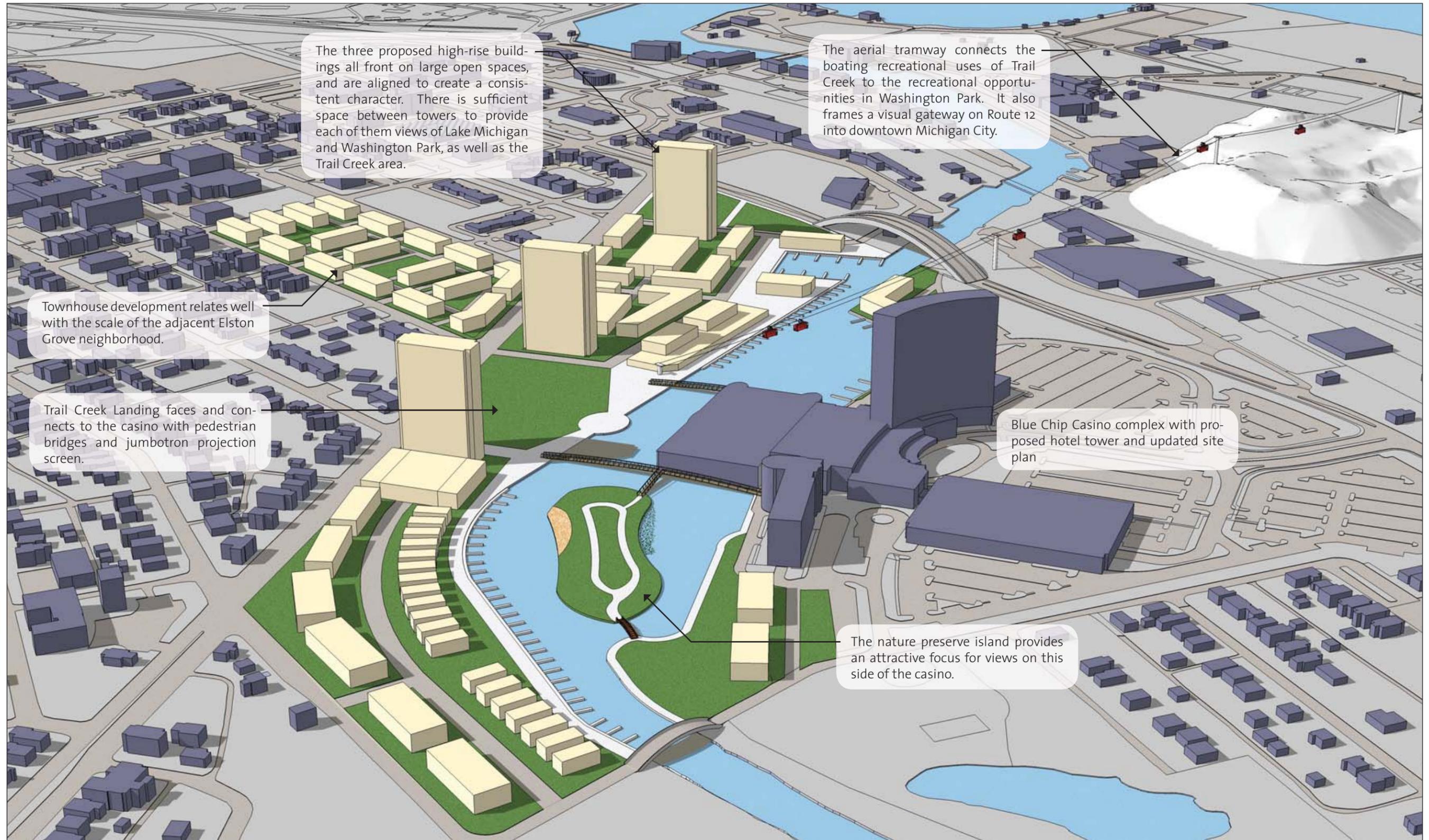


TRAIL CREEK LANDING LOOKING SOUTHEAST

A large Jumbotron screen on the side of the casino boat provides opportunities for showing movies, concerts or live sports events.

Trail Creek Landing in the foreground provides open space for picnicking, viewing and gatherings. It can also be used for live performances with temporary stage backdrops.

The nature preserve island beyond the pedestrian bridge softens the views and creates a green backdrop for this part of the redevelopment.



The three proposed high-rise buildings all front on large open spaces, and are aligned to create a consistent character. There is sufficient space between towers to provide each of them views of Lake Michigan and Washington Park, as well as the Trail Creek area.

The aerial tramway connects the boating recreational uses of Trail Creek to the recreational opportunities in Washington Park. It also frames a visual gateway on Route 12 into downtown Michigan City.

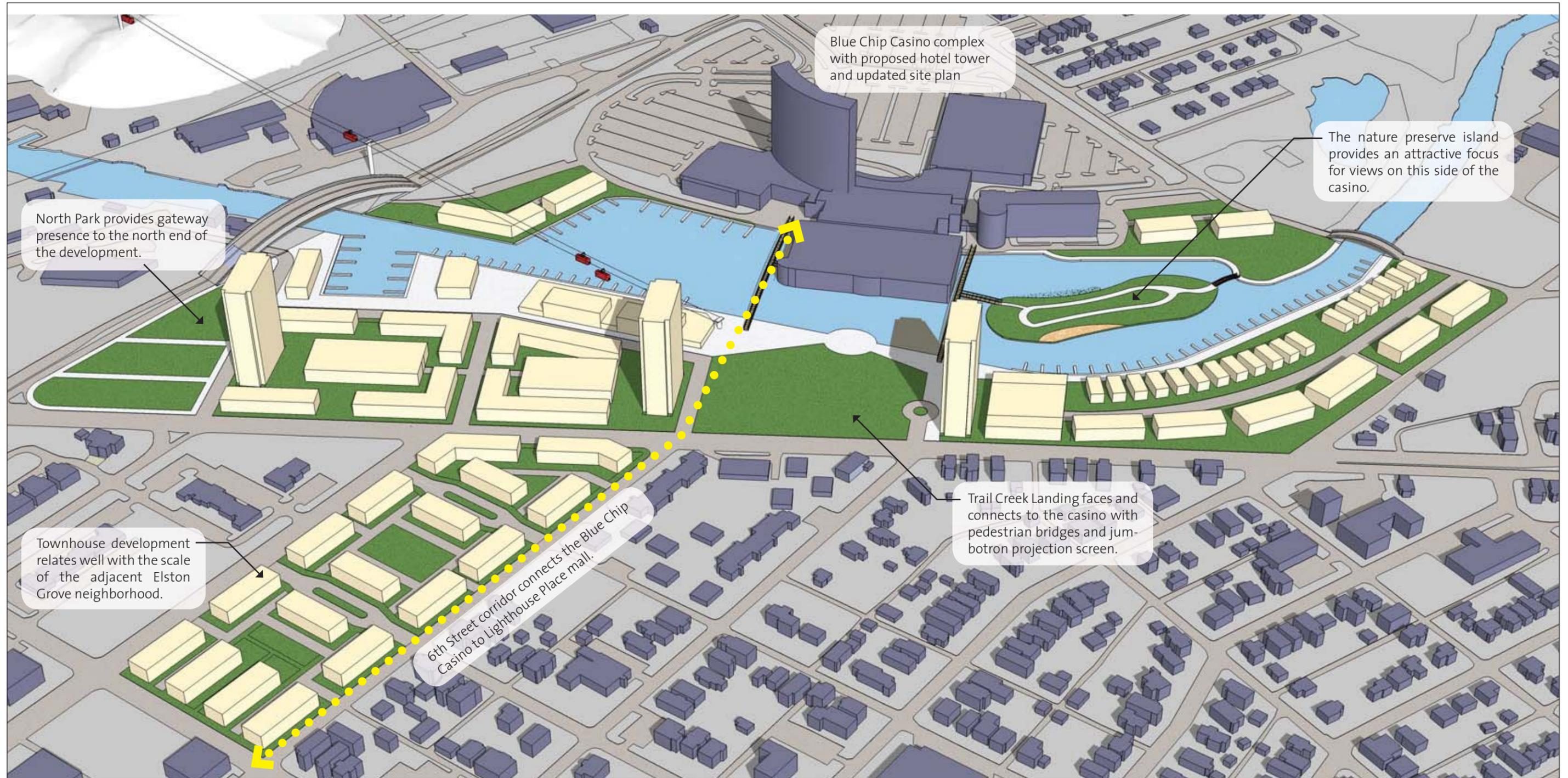
Townhouse development relates well with the scale of the adjacent Elston Grove neighborhood.

Trail Creek Landing faces and connects to the casino with pedestrian bridges and jumbotron projection screen.

Blue Chip Casino complex with proposed hotel tower and updated site plan

The nature preserve island provides an attractive focus for views on this side of the casino.

AERIAL LOOKING NORTHWEST



Blue Chip Casino complex with proposed hotel tower and updated site plan

The nature preserve island provides an attractive focus for views on this side of the casino.

North Park provides gateway presence to the north end of the development.

Townhouse development relates well with the scale of the adjacent Elston Grove neighborhood.

6th Street corridor connects the Blue Chip Casino to Lighthouse Place mall.

Trail Creek Landing faces and connects to the casino with pedestrian bridges and jumbotron projection screen.

AERIAL LOOKING NORTHEAST

EXISTING TRAIL CREEK CHARACTER

The following are photos taken in and around the Trail Creek redevelopment site aimed at illustrating the character to the site context.

- Because of its large size the new casino boat is the dominant element along Trail Creek. From the Creek sides it is relatively blank and featureless.
- There is a large water area that is underutilized where the new casino boat was recently built before it was floated to its current location.
- There is an opportunity to connect the casino to proposed entertainment, recreational and residential uses on the west bank of Trail Creek.
- A pedestrian boardwalk has been partially built along the casino side of the creek for fishermen and future public pathway access.
- Boat docks and boat storage are key uses along the Creek.
- Most edges of the Creek are not very public, but boaters have tables and chairs in some areas.

- Michigan Boulevard (Route 35) has approximately 80 feet of paving from curb-to-curb, making pedestrian crossings hazardous.
- Michigan Boulevard lacks any street trees or other amenities to greet motorists entering the North End of Michigan City.
- The NIPSCO coal power plant cooling tower is a major visual feature and is on visual axis with Route 12. A proven redevelopment market could attract future acquisition of the NIPSCO lakefront property for lakefront redevelopment.
- Portions of the creek, such as at the turning basin, need to be dredged to allow navigation
- North of the Route 12 bridge are additional sites located outside of the redevelopment site that are prime for redevelopment. Planning should coordinate with nearby redevelopment sites.



Looking south from Route 12 bridge



Looking east across the creek at the Casino boat



Boat storage facilities in the redevelopment site



Looking southwest at turning basin from bridge



Looking south across Michigan Boulevard at 6th St.



Looking west on Route 12 at coal power plant cooling tower



Looking northeast at the existing Blue Chip Hotel



Looking east at the E Street bridge



Looking northwest from Route 12 bridge



Looking north from Route 12 bridge

WATERFRONT UPGRADE OPPORTUNITIES

The following are photos from Chicago, Aurora and Portland, Oregon that illustrate riveredge redevelopment, nature preserve and cable tramway concepts.



Esplanade railing, walk, front yard and residences



MWRD Centennial fountain



Water cannon arch over the Chicago River

- On this page are photos from City Front Center redevelopment project in Chicago, Illinois.
- The plan included over 1/2 mile of publicly accessible waterfront esplanades that ranged from 15 to 30 feet in width.
- Pedestrian scaled lighting, paving, railings, benches, tables etc. create pedestrian friendly places on the esplanades.
- The Metropolitan Water Reclamation District Centennial Fountain and water cannon arch create an easily recognized icon for the development and the city, that establishes a unique sense of place.
- Outdoor dining along the esplanade can be magical.



Wider section of esplanade with seating areas

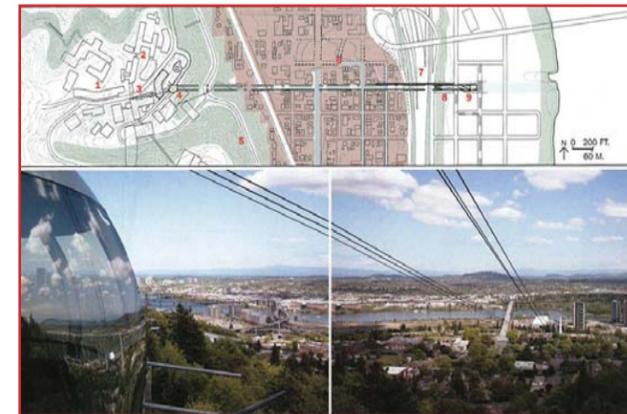


Outdoor dining on the esplanade

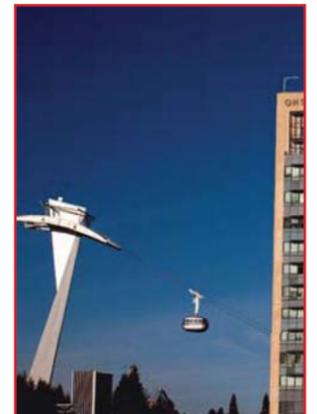
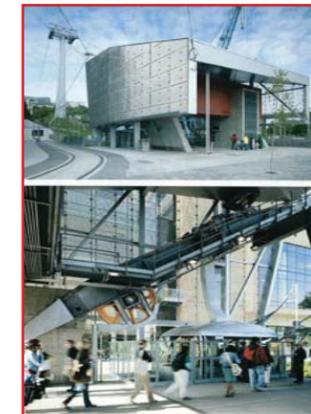
- This Kingsbury Park image in Chicago illustrates the relationship between new residential development and the boats tied up along the boat docks. Between the buildings and the boats is a semi-public building entry zone and a public esplanade walkway. It is possible for private housing to co-exist with public access.
- The concept of a nature preserve on an island in Trail Creek is similar to an existing island in the Fox River in Aurora, Illinois. This island also happens to be only two blocks from the casino in Aurora (lower left of plan view).
- An aerial tramway was recently built in Portland, Oregon that could resemble the proposed tramway to connect the Trail Creek redevelopment with Washington Park.



Kingsbury Park riveredge in Chicago, IL



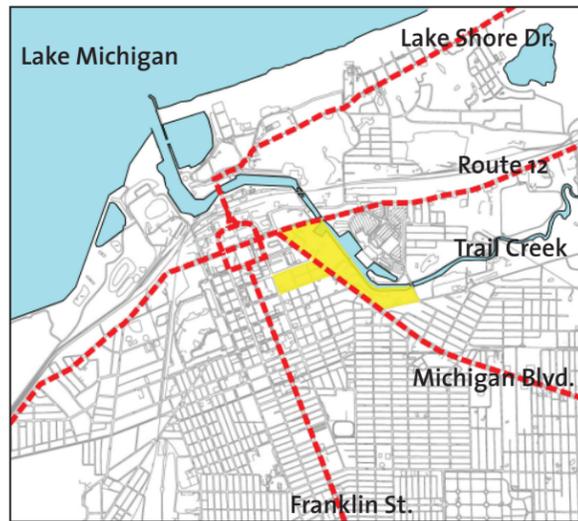
Portland, OR cable tramway plan view, from tram, headhouse, and support tower with tram car



Nature preserve island character with birds, shrubs and trees in Aurora, IL

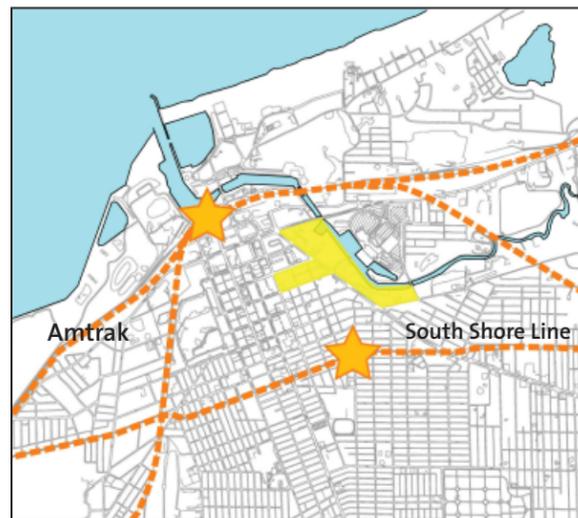


Plan of nature preserve island



ROADWAYS

- Route 12, Route 35 (Michigan Boulevard) and Franklin Street converge to one point near City Hall in the North End of Michigan City.
- Michigan Boulevard is a key arterial that connects to the Michigan City Airport and the expressway.
- Franklin Street also connects south to retail commercial areas and the expressway.
- Route 12 is a scenic route that connects Michigan City to the Indiana Dunes parks.
- Lake Shore Drive is a local street connecting lakefront residential uses.



PASSENGER RAIL SERVICE

- Amtrak and the South Shore Line provide passenger rail service to residents and visitors in Michigan City.
- Both lines have stations/stops within a 10 minute walk of the Trail Creek redevelopment site.
- Rail service to Chicago is approximately 80 minutes, or about the same as rail service to Aurora, Joliet or Elgin in west suburbs of Chicago.



TRAIL/BICYCLE PATHS

- Existing and planned bicycle paths connect all parts the North End.
- The pathway along Trail Creek is planned.
- Public access along the beach and the creek are key elements of the Trail/Bicycle Plan.

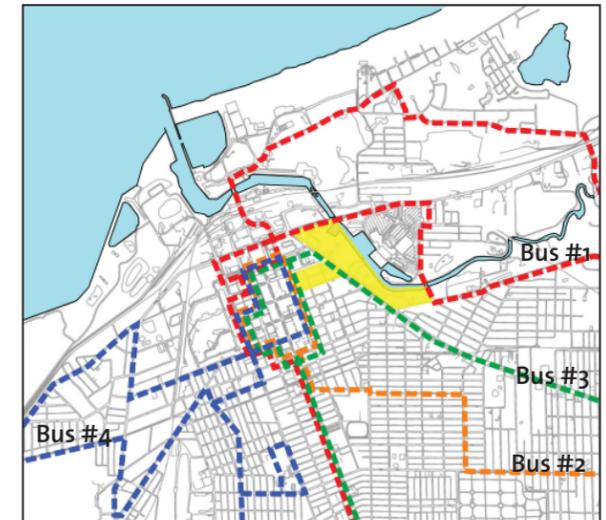
OPEN SPACE

- Washington Park and the Indiana Dunes are the major open spaces in the area.
- There is a need for more designated open space (other than vacant properties) in the North End of Michigan City.
- Directly to the south is Elston Grove which has only three neighborhood open spaces.



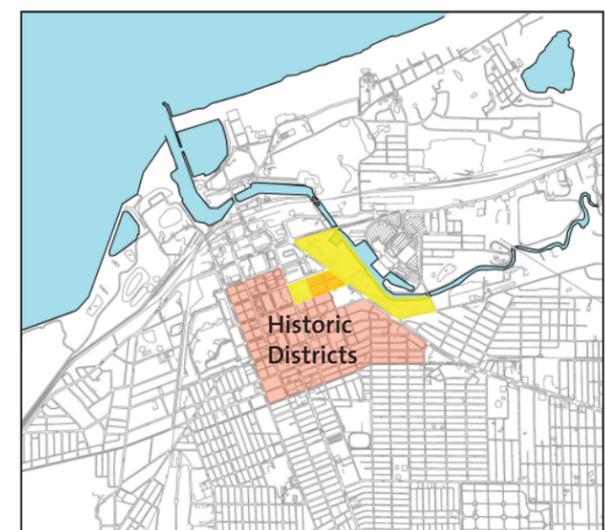
BUS TRANSIT

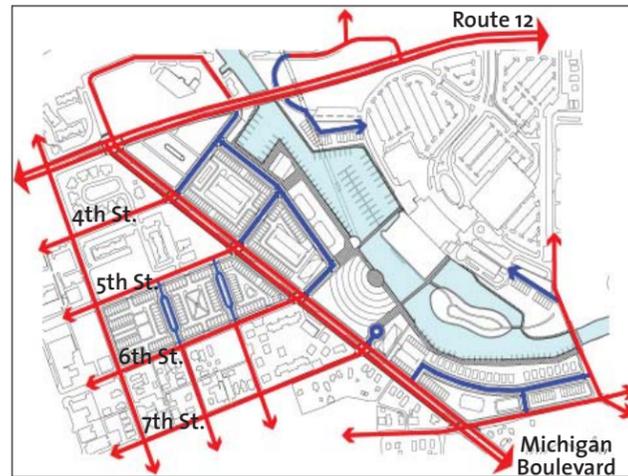
- All four regular bus routes converge in the North End of Michigan City near the library.
- Redevelopment at Trail Creek may affect bus routes to accommodate new riders.
- Opportunities for future bus routes may include shuttle connection of Blue Chip Casino to Lighthouse Place and Washington Park.



HISTORIC DISTRICTS

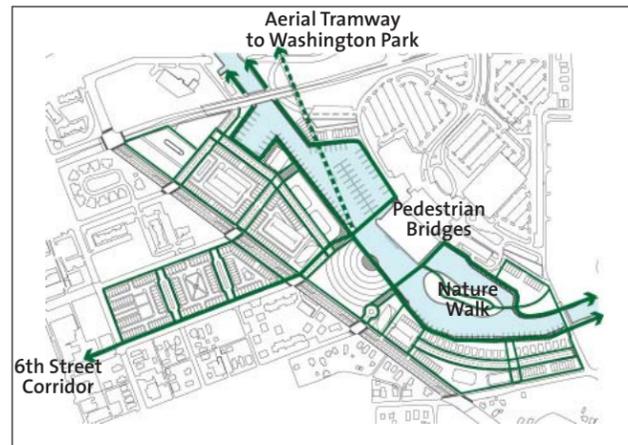
- There are three designated historic districts in the North End of Michigan City located near the redevelopment site.
- The Elston Grove Historic District is composed primarily of older residences that in aggregate retain the character of the neighborhood in the early 20th century.
- The Franklin Street Historic District has numerous significant structures that date back to the early days of Michigan City.
- To the west of Franklin Street is the Washington Street Historic District that features homes from the prominent citizens of Michigan City in the 19th century.





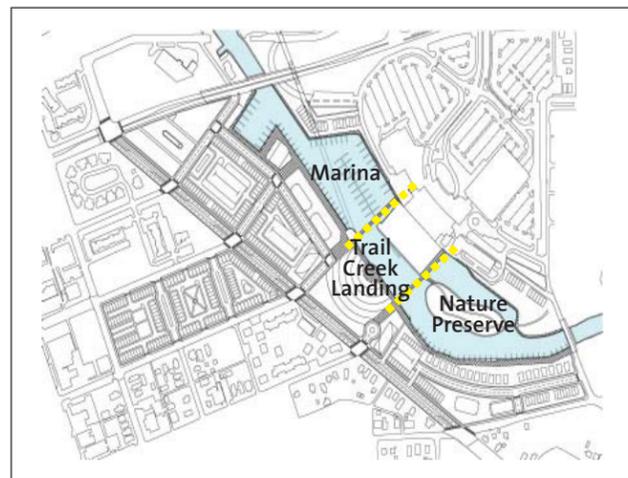
VEHICULAR CIRCULATION

- Proposed streets (shown in blue) northeast of Michigan Boulevard are positioned to line up with existing streets at 4th, 5th, 6th, and 7th Streets.
- There are also proposed streets that connect under the Route 12 bridge to the Radtke and Blank properties to the north. These will enhance access for all properties and provide alternate emergency service access routes.
- New streets are typically “double loaded” with development on both sides of the streets to maximize use of the streets and minimize infrastructure cost.
- In the blocks west of Michigan Boulevard neighborhood two streets frame open green spaces.



PEDESTRIAN/BICYCLE CIRCULATION

- Public accessible esplanades for pedestrians and bicycles are provided on both sides of the creek.
- A special nature walk is incorporated as part of the nature preserve island.
- An aerial tramway provides direct resident and visitor linkage from the redevelopment site to the lakefront beaches in Washington Park.
- Pedestrian connection is enhanced on 6th Street from the redevelopment site and casino on the east end to Lighthouse Place to the west.



TRAIL CREEK SUBAREAS

- The north subarea in Trail Creek is primarily for marina use with boat slips added in the water area northwest of the casino boat.
- Trail Creek Landing is the primary public gathering space with trees and a large open space to allow a diverse range of activities, including viewing performances of live theater and video on a large format video screen mounted to the side of the casino boat.
- The Nature Preserve includes an island for migrating birds, and native river edge plantings and is accessible only by pedestrian pathways. The nature preserve can provide interactive exhibits explaining the habits of native fish and migrating birds, along with naturally occurring trees and vegetation.

MICHIGAN BLVD. UPGRADE

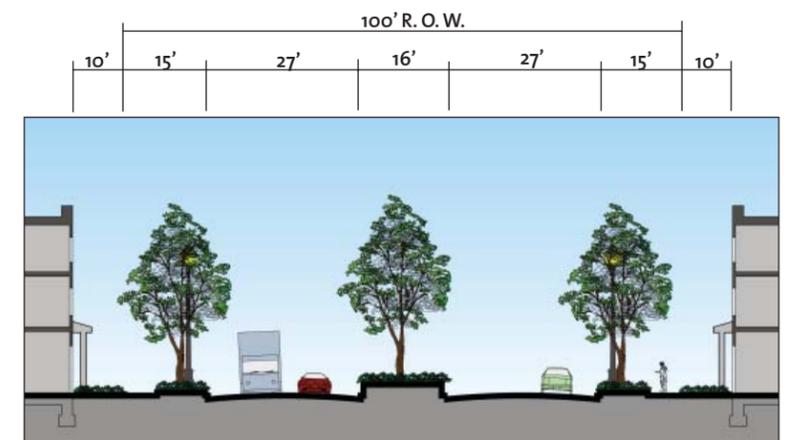
Michigan Boulevard (Route 35) is transformed from a major arterial barrier that separates neighborhoods into a street that helps to connect them. This transformation will include the following elements:

- Decreasing the width of the street pavement by removal of on-street parking.
- Designated crosswalks and traffic lights at intersections to make pedestrian crossings safer.
- Planting of trees on both sides of the street and in the median raised planter to create a boulevard character.
- Installation of directional signage that will help visitors successfully navigate to their destinations.
- The new street trees, reduction in pavement width, and crossways will all serve to calm the speed of traffic and create a strong, positive neighborhood identity for arriving visitors.
- Pedestrian crossing at 6th Street is particularly important because of its connection of Lighthouse Place to the Blue Chip Casino.



MICHIGAN BLVD. SECTION

- Existing on-street parking is removed on Michigan Boulevard to provide room for parkway planting strips and raised planters in the median.
- The 27 foot roadway width allows two lanes of motorized traffic and one lane for bicycles.
- The central median zone provides an intermediate stopping point for additional pedestrian security crossing Michigan Boulevard.
- Townhome development on both sides of the street set back ten feet from the property lines help to enhance the sense of place for the street, including a greater sense of pedestrian security.
- Separating the directional traffic with a raised center median combined with new street trees helps to calm the speed of traffic and promotes a greater sense of neighborhood.

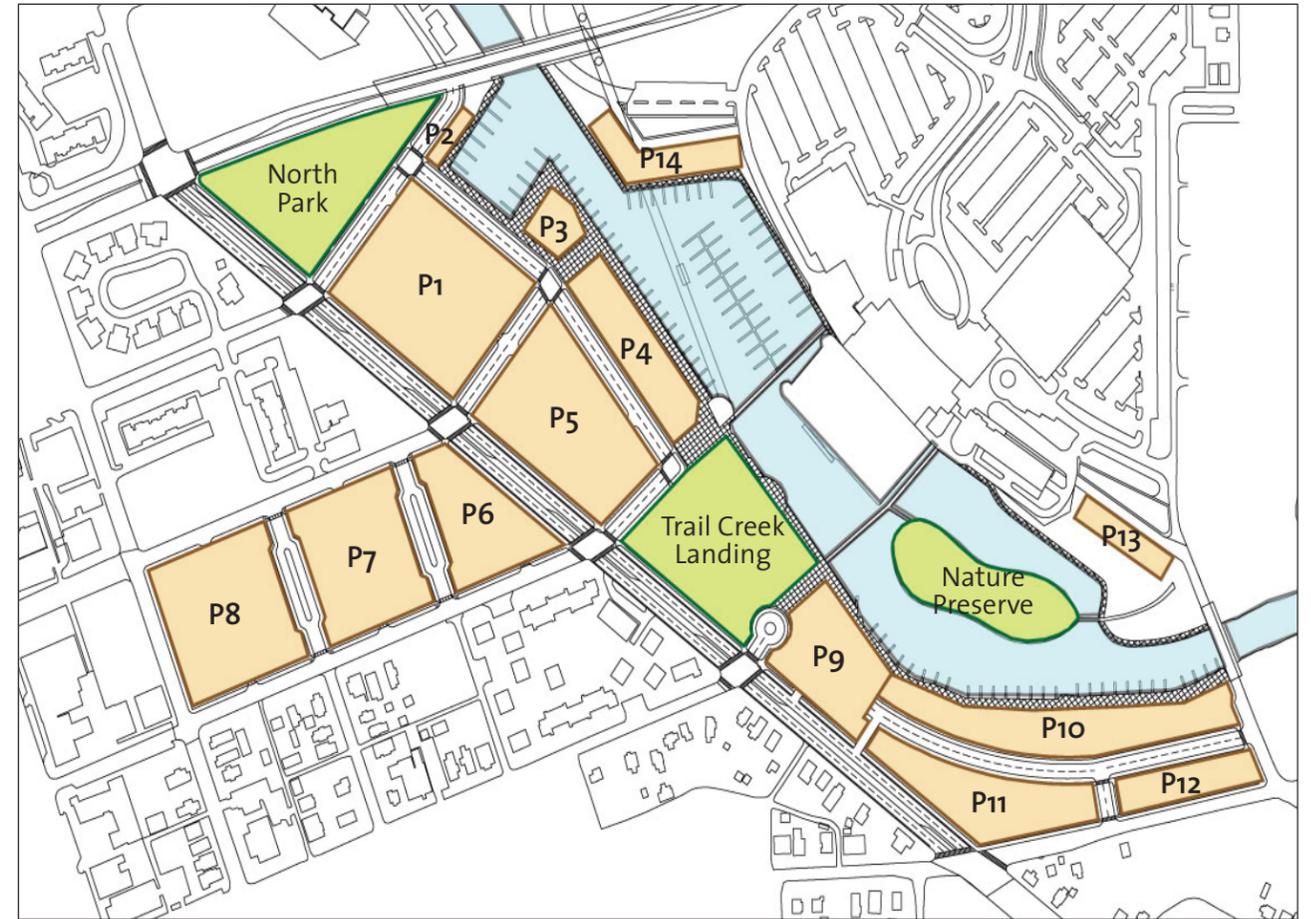


NET SITE AREA FOR R4-PUD ZONING

The following is a summary of the amount of Net Site Area using R4-PUD zoning required to accommodate the dwelling units proposed in the Illustrative Parcel Plan to the right.

Note that the total net site area requirement of 1,146,838 square feet is less than the total net site area available of 1,268,200 square feet, indicating that the proposed Illustrative Master Plan will fit with R4-PUD zoning.

	#DU	NSA/DU	NET SITE AREA	RETAIL AREA
PARCEL P1 48 - 3 bdr., multi-family, 3 stories 192 - multi-family, 24 stories	48	2,125	= 102,000 SF	
	192	638	= 122,496 SF	
PARCEL P2 10 - 3 bdr., multi-family, 3 stories	10	2,125	= 21,250 SF	
PARCEL P3 16 - 3 bdr., multi-family, 3 stories Ground floor rehab retail commercial	16	2,125	= 34,000 SF	15,000 SF
PARCEL P4 48 - multi-family, 4 stories Ground floor waterfront retail commercial	48	850	= 40,800 SF	30,000 SF
PARCEL P5 36 - 3 bdr., multi-family, 3 stories 192 - multi-family, 24 stories Ground floor retail commercial	36	2,125	= 76,500 SF	
	192	638	= 122,496 SF	10,000 SF
PARCEL P6 40 - 3 bdr., multi-family, 3 stories	40	2,125	= 85,000 SF	
PARCEL P7 44 - 3 bdr., multi-family, 3 stories	44	2,125	= 93,500 SF	
PARCEL P8 48 - 3 bdr., multi-family, 3 stories	48	2,125	= 102,000 SF	
PARCEL P9 8 - 3 bdr., multi-family, 3 stories 192 - multi-family, 24 stories	8	2,125	= 17,000 SF	
	192	638	= 122,496 SF	
PARCEL P10 24 - single family detached dwellings	24	4,250	= 102,000 SF	
PARCEL P11 8 - 3 bdr., multi-family, 3 stories 64 - multi-family, 4 stories	8	2,125	= 17,000 SF	
	64	850	= 54,400 SF	
PARCEL P12 16 - 3 bdr., multi-family, 3 stories	16	2,125	= 34,000 SF	
TOTAL R4-PUD NET SITE AREA REQUIRED	986 DU		1,146,938 SF	55,000 SF



PARCEL PLAN

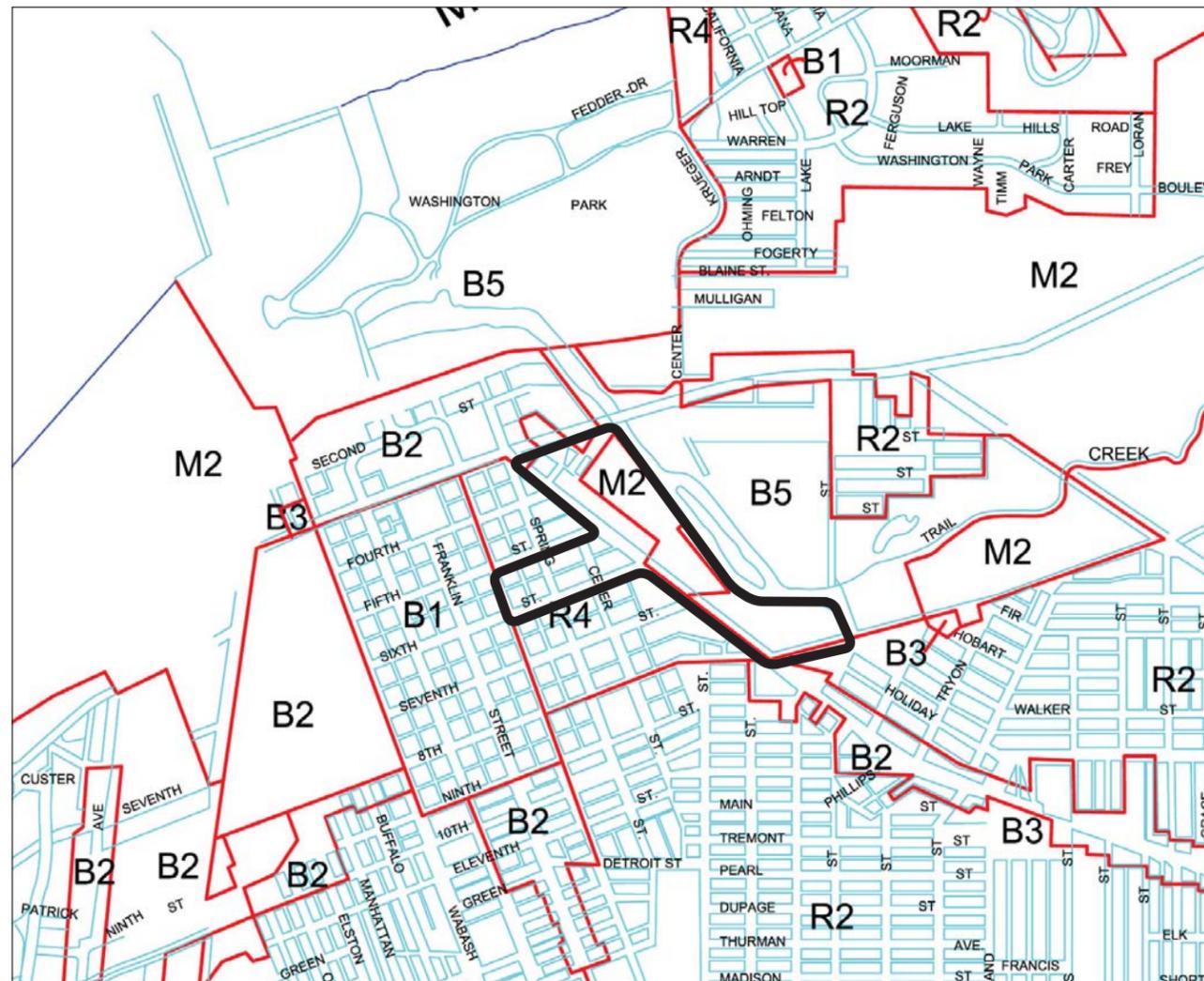
The sizes of the parcels shown above are approximately:

P1	155,800 SF	3.58 acres	P13*	21,000 SF	0.48 acres
P2	6,500 SF	0.15 acres	P14*	32,000 SF	0.73 acres
P3	16,500 SF	0.38 acres	Total	53,000 SF	1.21 acres
P4	58,000 SF	1.33 acres			
P5	130,100 SF	2.99 acres			
P6	70,000 SF	1.61 acres			
P7	103,200 SF	2.37 acres			
P8	119,000 SF	2.73 acres			
P9	64,100 SF	1.47 acres			
P10	95,100 SF	2.18 acres			
P11	75,800 SF	1.74 acres			
P12	33,100 SF	0.76 acres			
North Park	121,800 SF	3.36 acres			
Trail Creek Land.	140,000 SF	3.86 acres			
Nature Preserve	79,200 SF	3.44 acres			
Total	1,268,200 SF	29.11 acres			

* Blue Chip Casino parcels

PUBLIC OPEN SPACE STEWARDSHIP

All streets are planned to be public rights-of-way to be maintained by the City of Michigan City. Parks and open spaces to be managed and maintained by the Michigan City Parks Department. Boat docks to be managed and maintained by the Michigan City Port Authority.



EXISTING ZONING MAP

The figure above is the downtown portion of the Zoning Map for Michigan City. The Trail Creek re-use site boundaries are indicated in black. Portions of the re-use site are within three different zoning districts; B5, M2 and R4.

RECOMMENDED R4-PUD ZONING

We recommend amending the existing zoning for the entire redevelopment area to an underlying zoning of R4 with a Planned Unit Development (PUD), because R4 PUD closely fits the proposed re-use planning concept

SELECTED PUD REGULATIONS

160.072. PERMITTED USES.

Uses specified as permitted uses in the existing underlying PUD zoning district, except that where single-family detached dwellings are permitted, two family detached, single-family attached, single-family semi-detached, and multiple-family dwellings shall be permitted, and on tracts of land under unified ownership and over 40 acres in area, one-tenth of the total area may be used for used permitted in the B1 (B2 is preferred) district.

160.074. GROSS DENSITY.

(D) In the R4 district, required lot areas per dwelling unit specified in the R4 district may be reduced by 15 percent to arrive at the permissible density.

160.075. FLOOR AREA RATIO.

The requirements of the underlying district are applicable to the entire planned development and not to specific uses which may be located within the planned development.

160.076. LOT WIDTH.

The requirements of the underlying district may be waived.

160.077. BUILDING HEIGHT.

The requirements of the underlying district may be waived.

160.078. YARDS.

The requirements of the underlying district are applicable to the exterior boundaries of the planned development only.

See section 160.085 for Parking and Loading Regulations.

SELECTED R4 DISTRICT REGULATIONS

MINIMUM LOT AREA:

(Note that the 15% lot area reduction from 160.074 is included in the numbers):

- (1) Single-family detached dwelling 4,250 SF
- (2) Two-family detached dwelling 4,250 SF
- (3) Single-family attached and single-family semi-detached dwellings containing:
 - (a) 4 or more bedrooms 2,975 SF
 - (b) 3 bedrooms 2,550 SF
 - (c) 2 bedrooms 2,125 SF
 - (d) 1 bedroom 1,700 SF
- (4) Multiple-family dwelling in buildings 3 stories or less in height and containing:
 - (a) 4 or more bedrooms 2,550 SF
 - (b) 3 bedrooms 2,125 SF
 - (c) 2 bedrooms 1,700 SF
 - (d) 1 bedroom 1,275 SF
 - (e) efficiency 850 SF
- (5) Multiple-family dwellings in buildings over 3 stories in height but less than 8 stories in height 850 SF
- (6) Multiple-family dwellings in buildings 8 or more stories in height 638 SF
- (7) Nonresidential uses, unless otherwise specified in section 160.042 10,000 SF

MAXIMUM FLOOR AREA:

- (1) Single-family dwelling and two-family detached dwelling N/A
- (2) Multiple-family dwellings as follows:
 - (a) 3 stories or less in height 1.00
 - (b) 4 through 7 stories in height 1.50
 - (c) 8 or more stories in height 2.00
- (3) Nonresidential uses 0.75

PURPOSE

The purpose of these preliminary development guidelines is to establish ways to address the challenge of creating a consistently high-quality redevelopment character within the Trail Creek redevelopment area. These guidelines will be used by the Michigan City Redevelopment Commission and the selected master developer to coordinate development of the site's overall infrastructure and construction of individual buildings.

The categories of guidelines include land uses, streetscapes, pedestrian friendliness, riveredges, parking/transit and building design. It is intended that the preliminary guidelines will be refined as part of the more detailed master planning process to be undertaken by the selected master developer.

LAND USES

Public open spaces and street rights-of-way are indicated on the infrastructure/parcel plan. This is the public framework that will support private development in the designated parcels.

The primary anticipated land uses are single family, townhouse, condominium and apartment residential. Other land uses that support and complement residential are also encouraged: including commercial retail, elderly housing, education, and health care land uses. Opportunities for restaurants, entertainment and farmers market are also being considered.

Retail uses are particularly encouraged at ground level locations where pedestrian and vehicular traffic are sufficient to support retail uses. Support retail such as grocery store, pharmacy, dry cleaners, hardware, boutique stores, galleries, restaurants should be provided based primarily on the number of new residents in the development. Restaurants should be encouraged along the water edge with outdoor dining that overlooks marina and waterfront areas.

Parking structure locations shall be limited to designated zones in the middle of blocks shown on the master plan. The plan has been developed to allow shared use of structured parking facilities to minimize the number of spaces that have to be built and to allow screening from adjacent streets by other land use structures.

Consideration should be given to programming of open space and viability of retail during the cold, snowy, winter months.

STREETSCAPES

The overall pavement width of Michigan Boulevard should be reduced from 80' to 70' along with the addition of a new raised center median planter and parkways. The raised precast concrete planter shall be planted with trees and flowering plants along with new trees on both sides of the street to create a strong boulevard character. The center median shall also be used to make it easier for pedestrians to cross the boulevard on grade at the intersections.

Boulevard treatment shall also be developed on 6th Street to emphasize the pedestrian connection from the Blue Chip Casino to the redevelopment site, the aerial tramway and the Lighthouse Place mall. Improvements to include street trees on both sides of the street with banners highlighting the 6th Street connection.

Typical local streets shall be 36' in pavement width to accommodate two lanes of traffic and on-street parallel parking on one side. This will allow at least 15' of space from curb to face of building to accommodate a sidewalk of at least 5' in width and space for street trees to be planted in the parkway.

New buildings should be planned to front on street rights-of-way with minimal front yard setbacks. All utilities for the development should be located underground so that there are no overhead wires.

RIVEREDGE

A public walkway should be separated from the limited-access floating boat dock walkways by 3'-6" high railings with periodic marina access gates. The public walk along the Creek should be at least 20' in width to accommodate both pedestrian and bicycle circulation. Places should be left along the creek without boat docks for fishermen to fish in the Creek.

Riveredge railings and related pedestrian lighting will be of a uniform design along the length of the Creek to create a consistent appearance.

PEDESTRIAN FRIENDLINESS

The ground level of buildings shall feature awnings, signage, flags/banners, street furniture, outdoor dining and windows with visible, active uses to create visual interest for pedestrians on adjacent walkways. The purpose is to make the experience for pedestrians more interesting and attractive so that there will be more 24/7 activation of the streetscapes.

A single style of pedestrian-scaled lighting shall be provided that supplements required street lighting for vehicular areas.

Directional and commercial signage will be developed from a standard palette of signage that is geared primarily toward pedestrians in scale and finish.

Pedestrian crosswalks will be prominently marked at all intersections to facilitate easy flow of pedestrian circulation both within the development and to adjacent neighborhoods.

Park open spaces shall be landscaped to promote general open space uses with large field areas along with small areas for children's play equipment and dog lots. Parking needs should be accommodated by shared parking facilities within the other developed areas.

PARKING/TRANSIT

Single family detached structures and townhouses should have garage parking spaces integrated with the homes. Multi-family buildings should have one level of underground parking to serve residents.

Structured parking should be provided in locations that promote multiple use of the same parking spaces during different times of the day (and different days of the week) by different land uses. This serves to optimize the use of the parking spaces and avoids construction of excess parking.

Parking structures should be designed so that they do not visually overpower the pedestrian character of nearby streets and are easily accessed by pedestrians. Bus stops should be planned integral with the development that optimizes convenience for bus circulation and resident access. Trail Creek and Washington Park special event shuttle bus routes should also be developed that take advantage of surplus parking at the Lighthouse Place and the Blue Chip Casino.

BUILDING DESIGN

Building height west of Michigan Boulevard shall be no taller than three stories to fit with the existing character of the Elston Grove neighborhood and the Franklin Street corridor. East of Michigan Boulevard the building height shall reflect what the realistic market forces will support.

Preferred building materials include quarried stone, brick, architectural precast concrete and lightly tinted glass. Concrete block, common brick and cast-in-place concrete will not be permitted as the exterior material for new structures.

Bright colors, or extreme color contrast on buildings will be discouraged – buildings should not look like billboards. The ground floor of building should be designed with sensitivity to pedestrian views – blank walls are discouraged.

Service docks shall be completely contained within building envelopes. Service drives and refuse areas should be screened with decorative walls, fencing, berms and/or landscaping. Rooftop mechanical units shall also be screened from ground level views as well as views from surrounding buildings.

SUSTAINABILITY

The City of Michigan City seeks to create a new sustainable model of development and will encourage sustainable procedures such as the creation of a walking environment, native plants, storm water retention/reuse etc.

Maximize planted pervious areas of the site and minimize on-grade parking lots. Rain water should be captured in cisterns for use in irrigation of planted areas. Stormwater runoff will be retained on site in retention facilities to allow suspended particulates to settle out of the water before it is allowed to go into Trail Creek. Bio-swales can also be used in the case of on-grade parking and roadway water runoff.

Buildings in the development should be designed to minimize use of external energy sources and maximize use of passive solar design and integral solar and wind energy collection.

PLANNING PROCESS AND PUBLIC SUPPORT

The planning process that resulted in this plan incorporated a number of public meetings and input from numerous stakeholders. Two meetings were held with stakeholders specifically to listen and document key planning issues. Alternative concept plans were presented and evaluated at an additional meeting with stakeholders that resulted in selecting one concept for development into this plan.

The alternatives concept evaluation process has also resulted in a general consensus among stakeholders. This consensus helps create a development-friendly context for a developer who wants to pursue master developer role for this project.

PUBLIC / PRIVATE PARTNERSHIP

The redevelopment site is located within a Tax Increment Financing (TIF) district that allows the Michigan City Redevelopment Commission (MCRC) to allocate property tax revenue more than existing revenues for project infrastructure improvement.

The MCRC is seeking to enter into a partnership with the master developer in order to provide financial assistance and facilitate public approvals. The master developer's role will be to plan, design and finance the overall development

ACKNOWLEDGEMENTS

This plan of re-use of Trail Creek was prepared through efforts of the Michigan City Redevelopment Commission and the project consultant, Lohan Anderson LLC. Many citizens, municipal staff and

officials of Michigan City, too numerous to mention here, participated in the planning process at stakeholder meetings. Their involvement and insights are sincerely appreciated.

CITY OFFICIALS

Chuck Oberlie, Mayor
John Pugh, Planning Director

LOHAN ANDERSON LLC

Dirk Lohan, FAIA, Principal
Basil Souder, AIA, Principal
Joel Stauber, AIA, AICP, Director of Planning
Agustin Salgado

MICHIGAN CITY REDEVELOPMENT COMMISSION

Ken Behrendt, Chairman
Edwin Bigda
Marc Espar
Lynne Kaser
JoEileen Winski
Michael Bergerson, Commission Attorney
John Pugh, Executive Director

PLANNING COMMISSION

Patricia Boy
John Carr
G. Wallace Hook
Tom Milcarek
George Mock
Nolah Nasser
Boyd Phelps
Tim Smith
Al Whitlow
Jennifer Evans, Commission Attorney

CITY COUNCIL

Angelo Corely, First Ward
Paul Przybylinski, Second Ward
Ron Meer, Third Ward
Patricia Boy, Fourth Ward
Willie Milsap, Fifth Ward
Phillip Jankowski, Sixth Ward
Joseph Doyle, Councilman At-Large
Evelyn D. Baker, Councilwoman At-Large
Virginia Martin, Councilman At-Large

