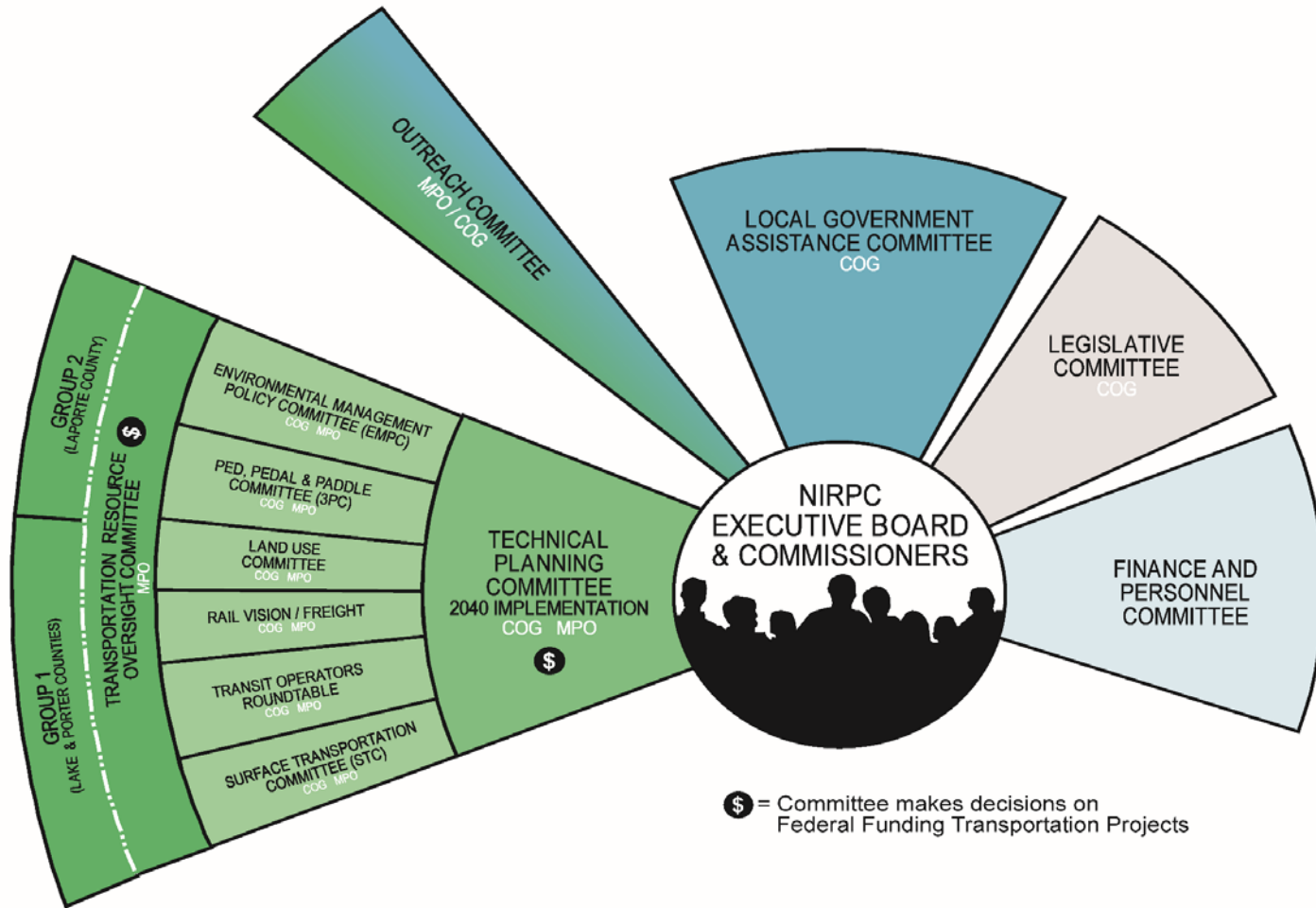


An aerial photograph of a modern urban street. The street features a wide, paved sidewalk with several young trees planted in circular planters. A multi-lane road runs parallel to the sidewalk, with a dedicated bicycle lane marked with a bicycle symbol. A building with a flat roof is visible on the right side of the street. The overall scene is bright and clear, suggesting a sunny day.

LAND USE COMMITTEE OVERVIEW

Presentation by
Eman Ibrahim
Planning Manager
NIRPC
August 17, 2016

8/19/2016



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 Strategies**
 - **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



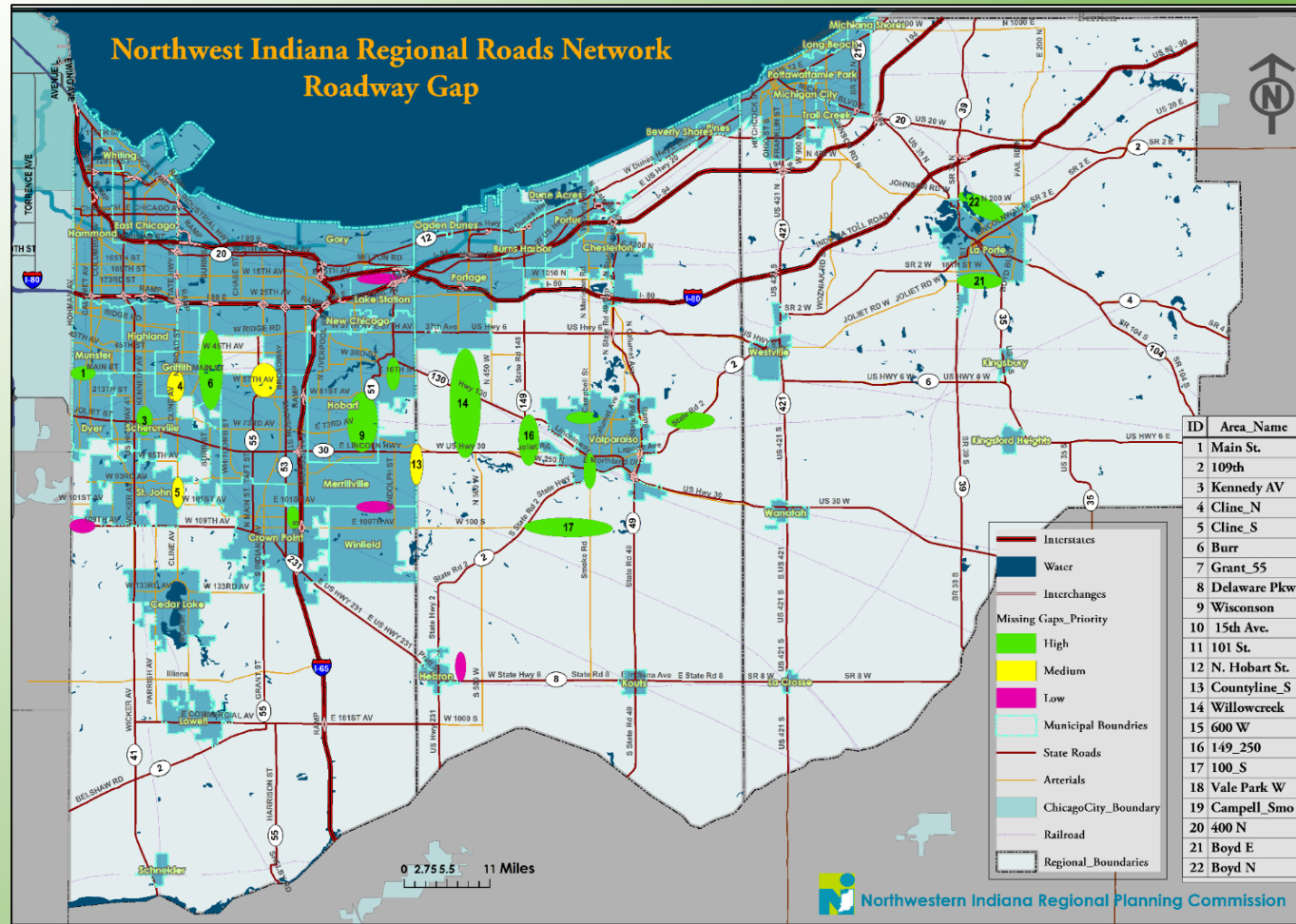
2016/ 2017 Committee Work

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)

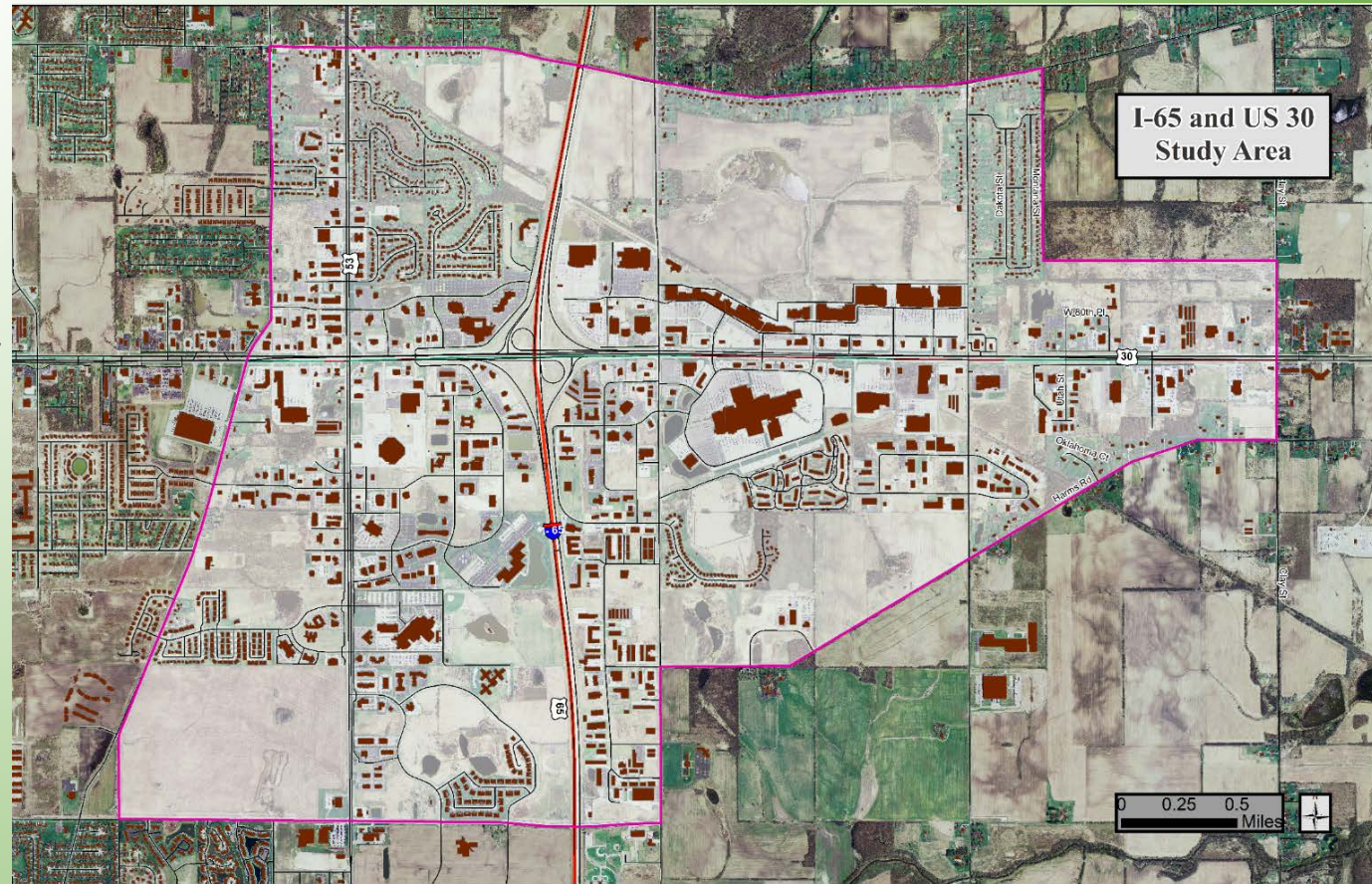
Regional Corridor Study (RCS)

- 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



US-30 & I-65 Safety Planning Project (Suburban Retrofit)

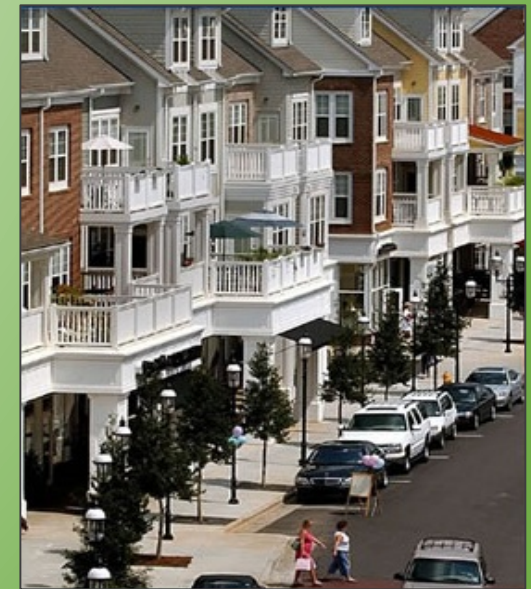
- THE PURPOSE OF THIS PROJECT IS TO CONDUCT A SAFETY PLANNING STUDY FOR THE SURROUNDING AREA OF I-65 AND US 30.
- THE PLAN SHOULD REDUCE PEDESTRIAN AND AUTO CONFLICTS BY CONNECTING WALKWAYS, CREATING SAFE



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

Poor Connectivity



Good Connectivity

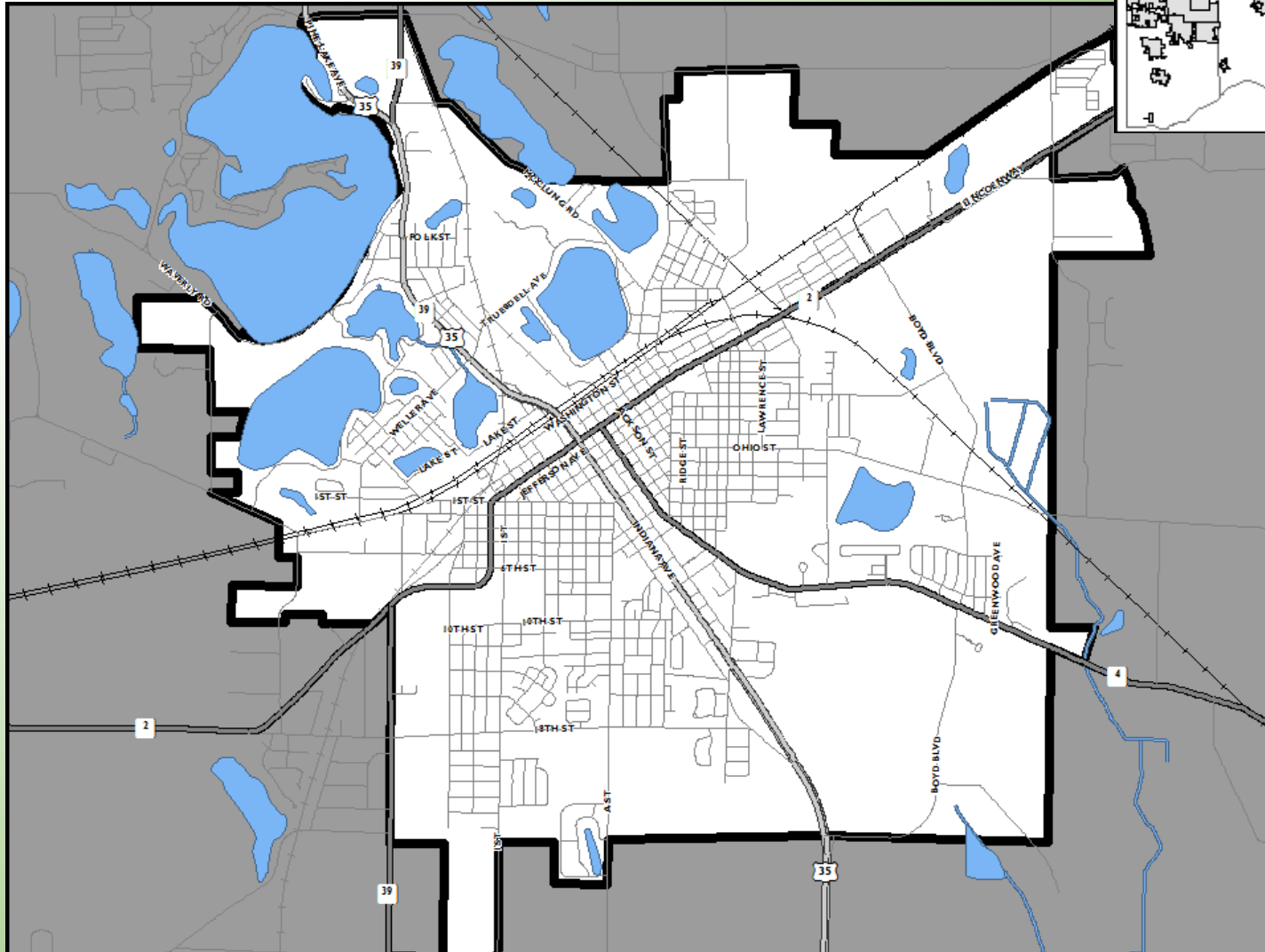
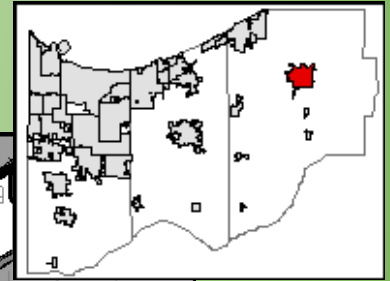


Specific Elements of Livable Centers

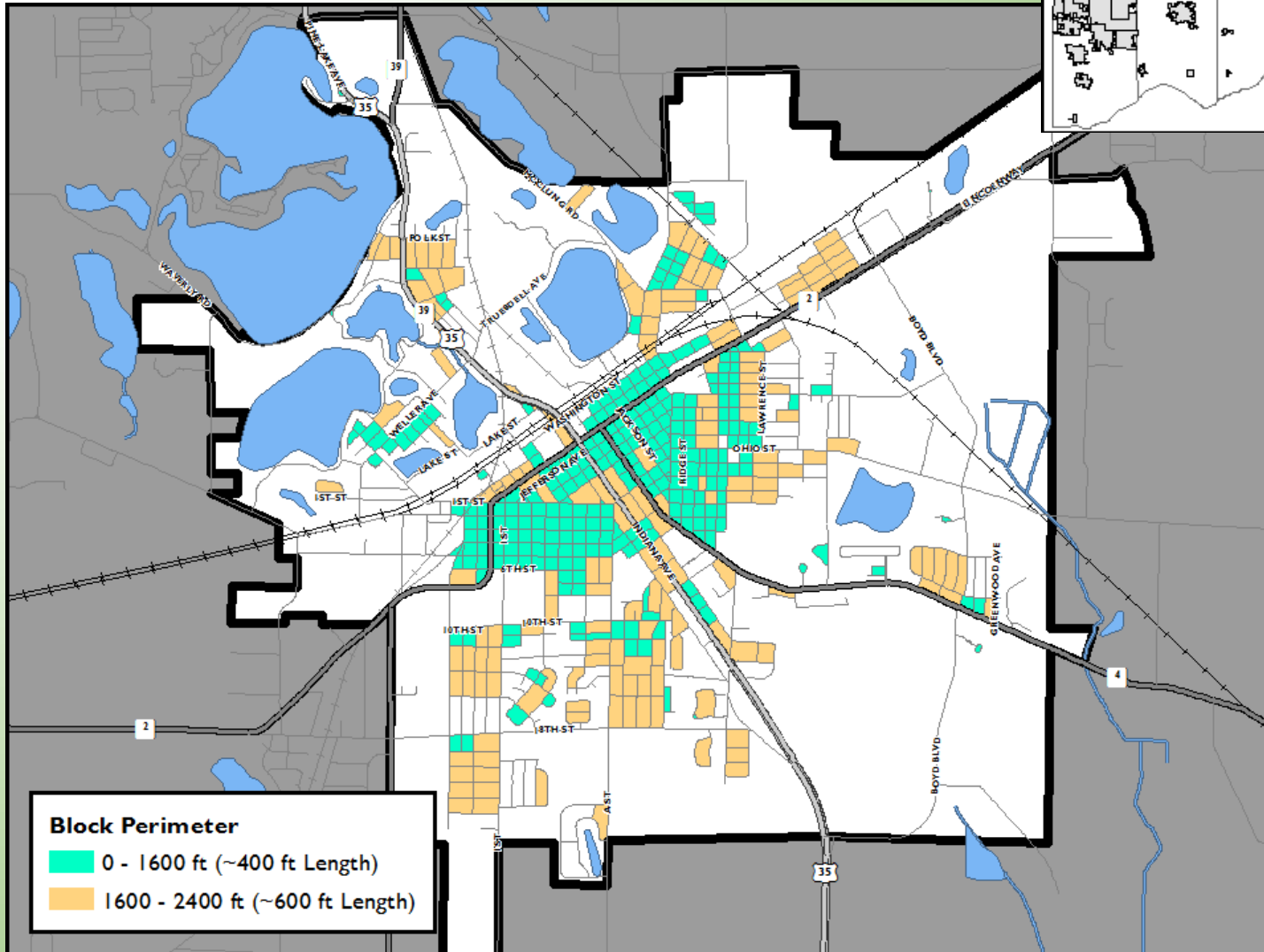
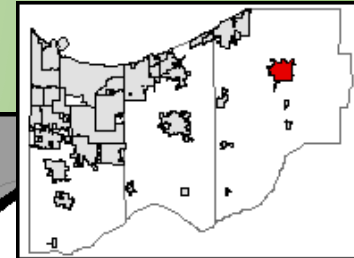
- Compact, mixed use development-
- Building facing streets
- Traditional street grid
- Short block length (400'-600')
- Balanced jobs and housing
- Having unique and distinct design characteristic with shops offer local products and services
- Many Access options including pedestrian lanes, bike lanes, 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



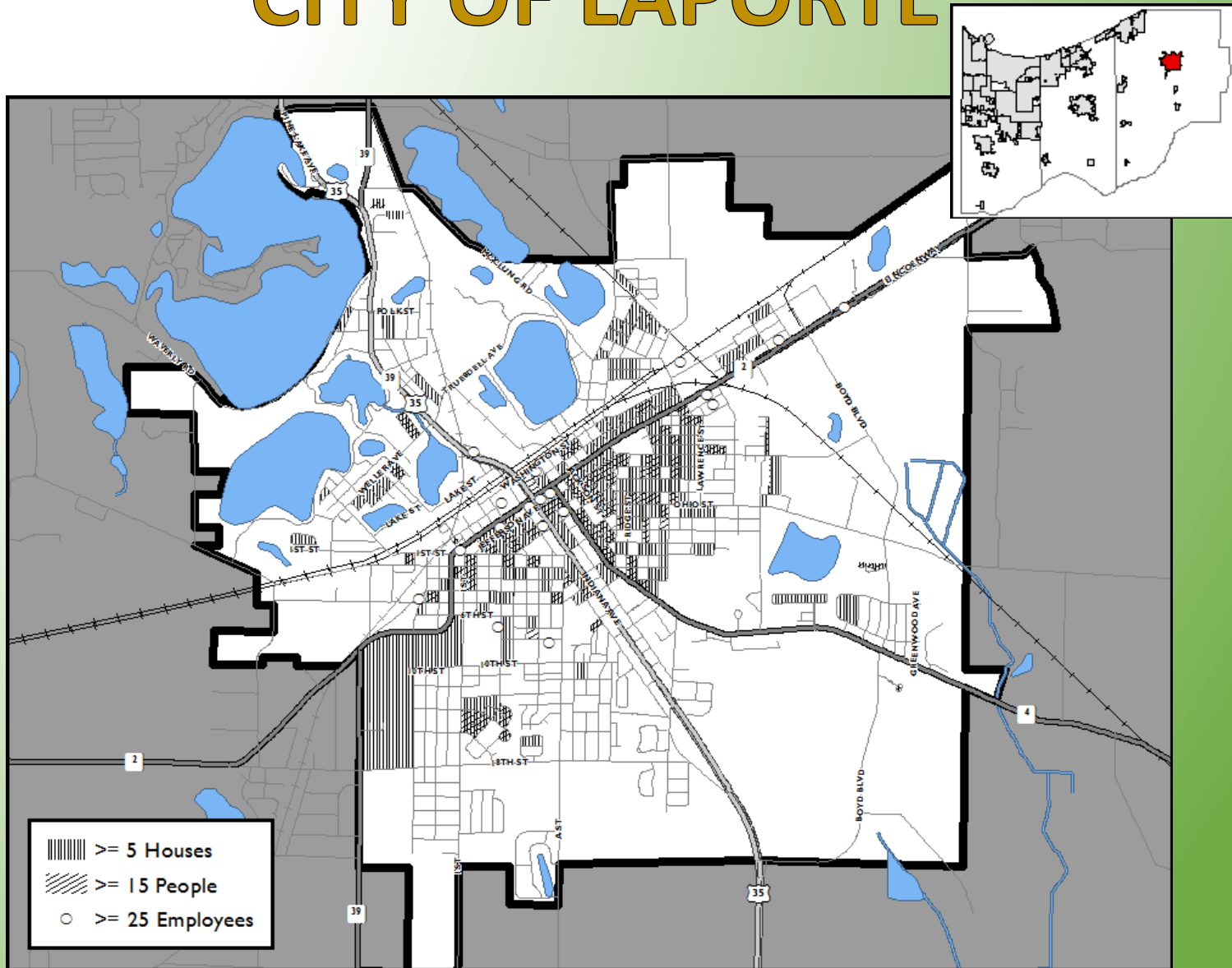
CITY OF LAPORTE



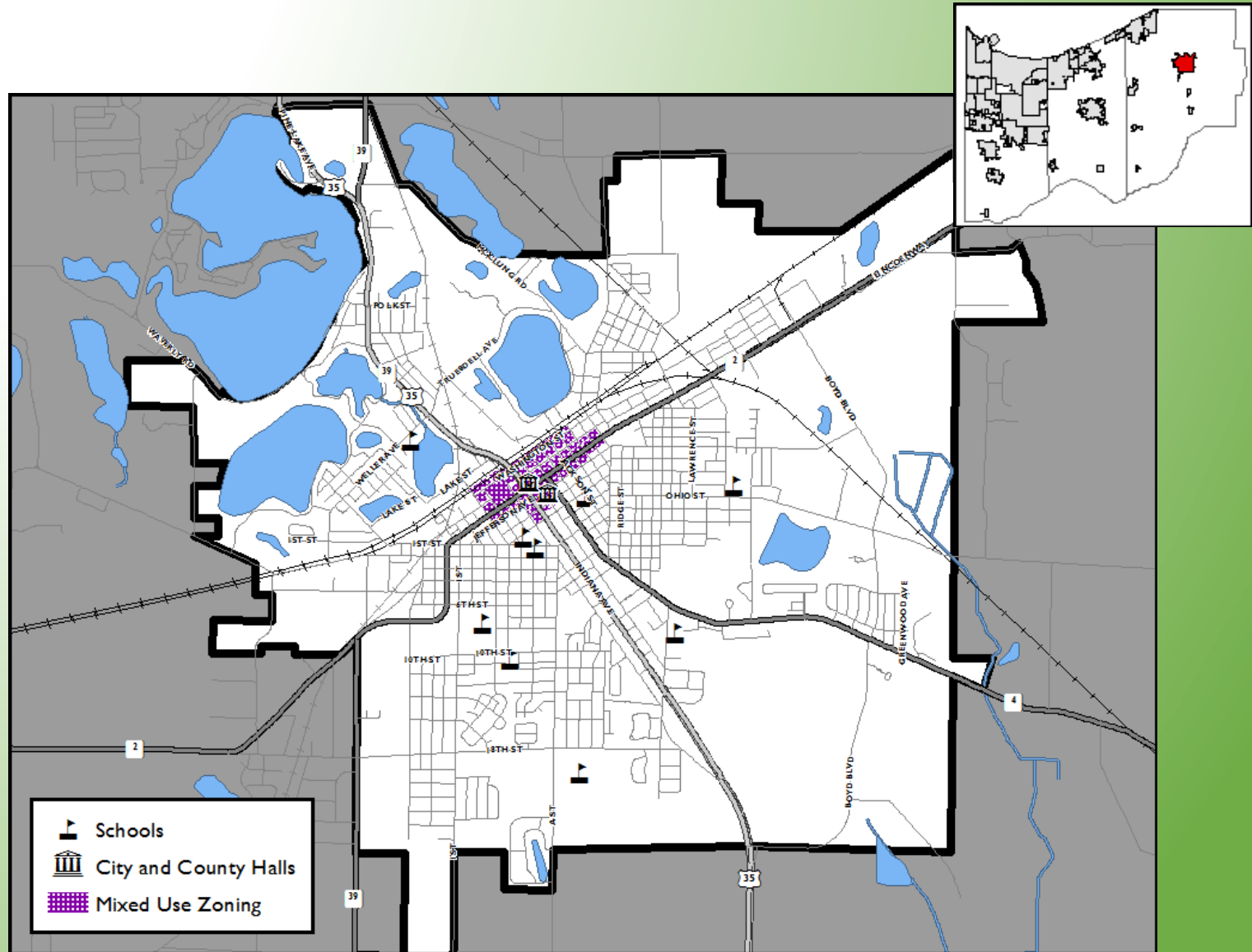
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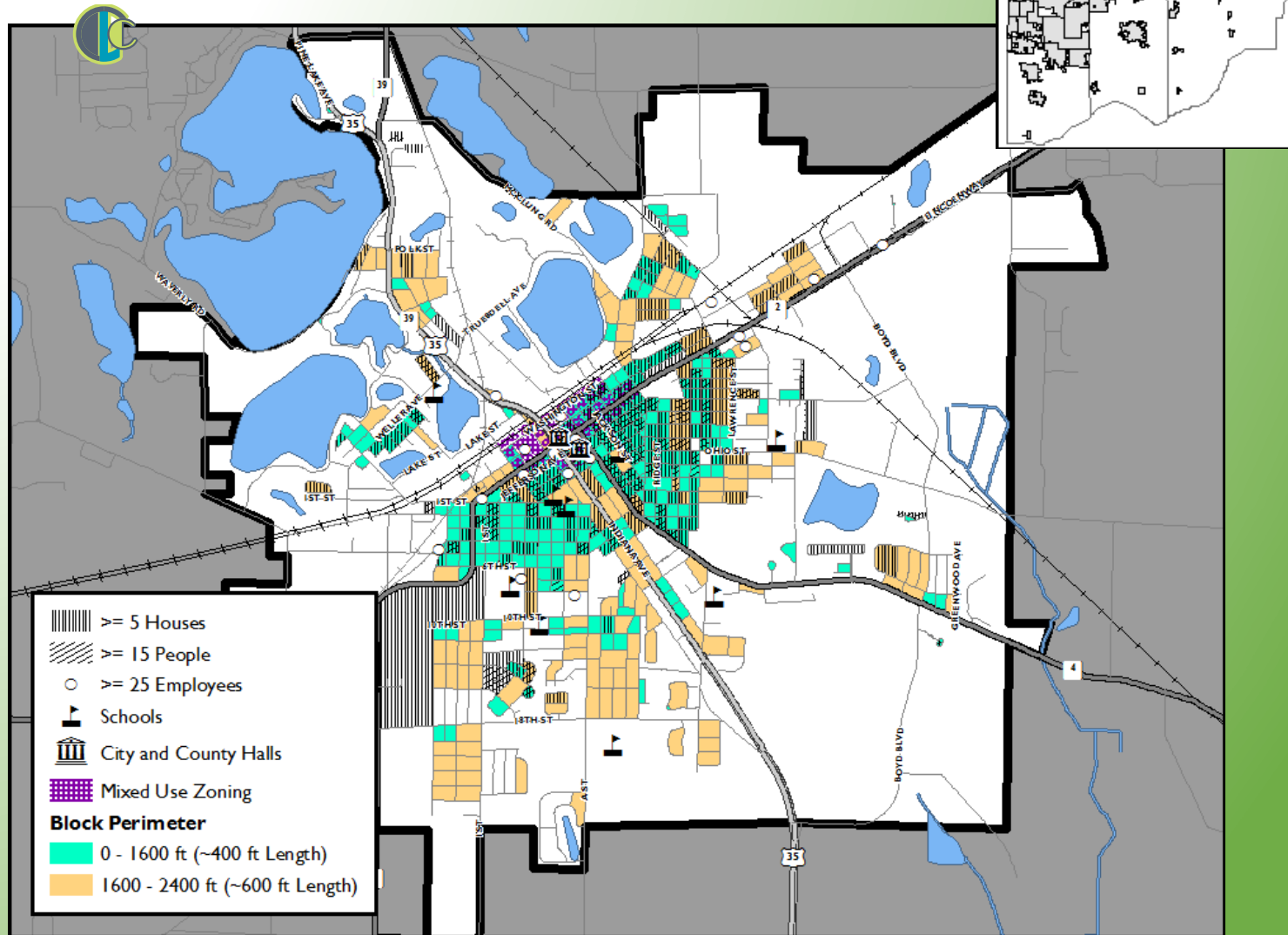
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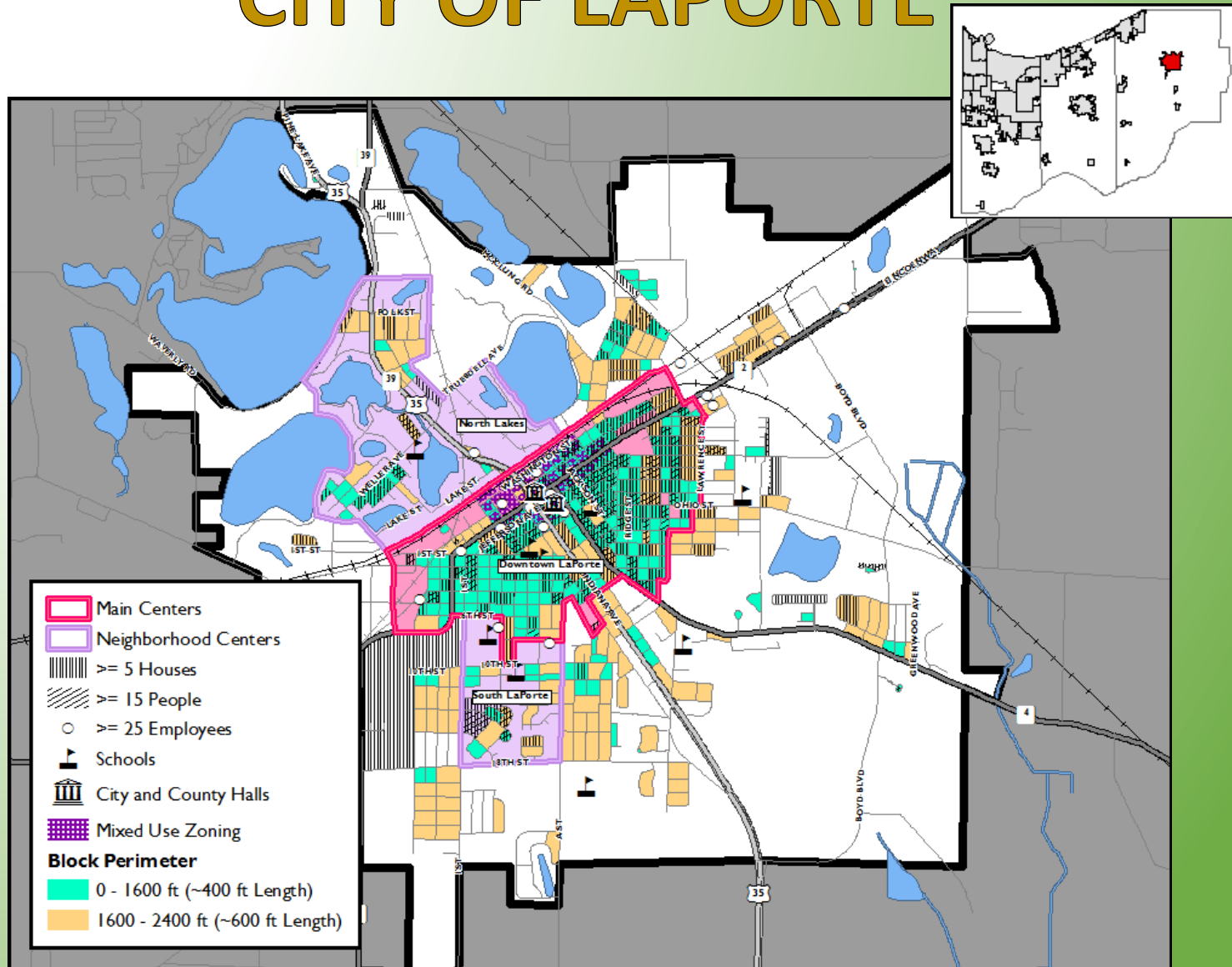
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LIVABLE CENTERS EXAMPLES BY SIZE



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

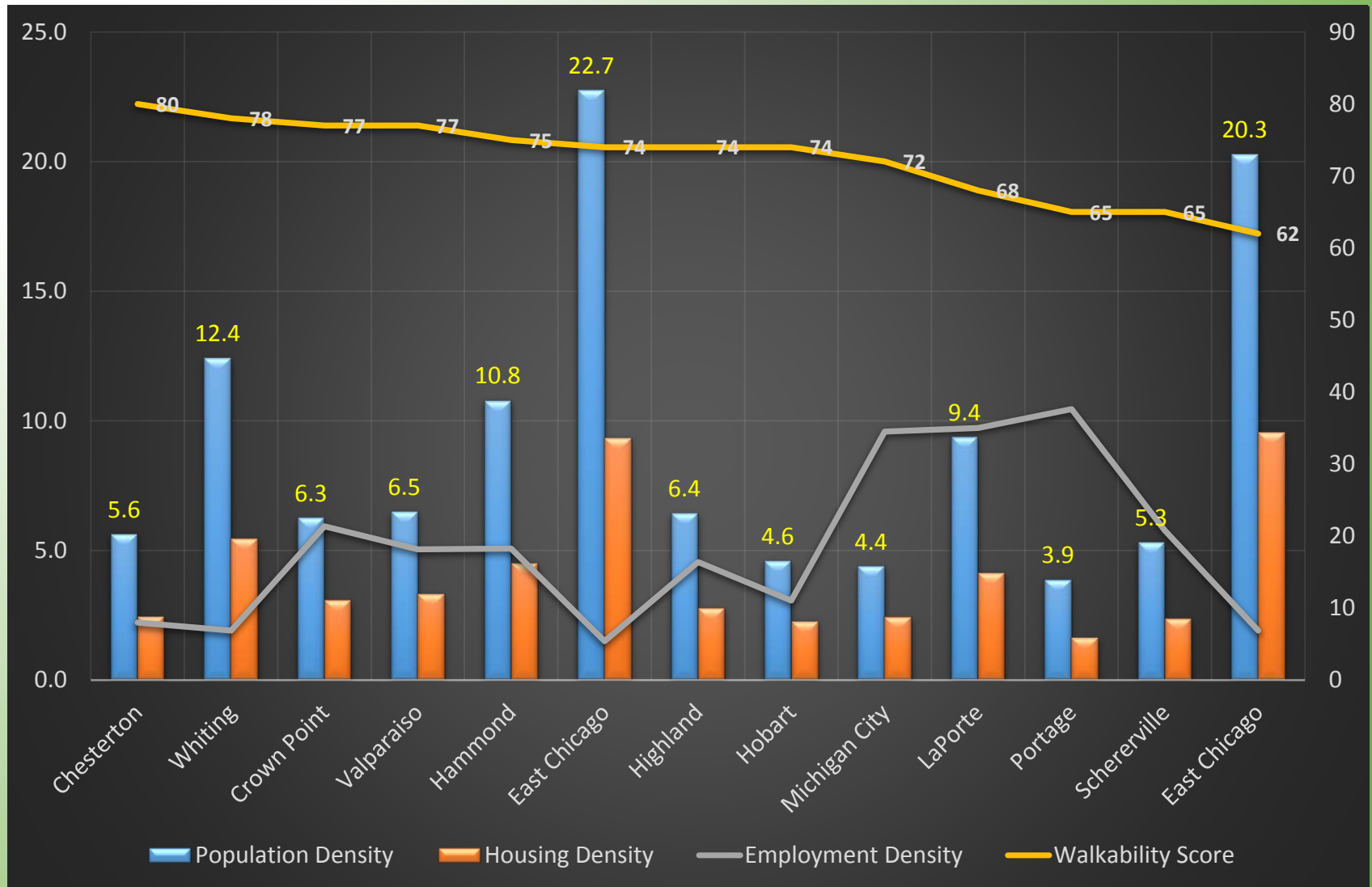
Medium Center

Historic Buildings, Downtown Lowell

Small Center

Downtown Hebron

Walkability Score/ Density Comparison



Creating Livable Communities Report

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

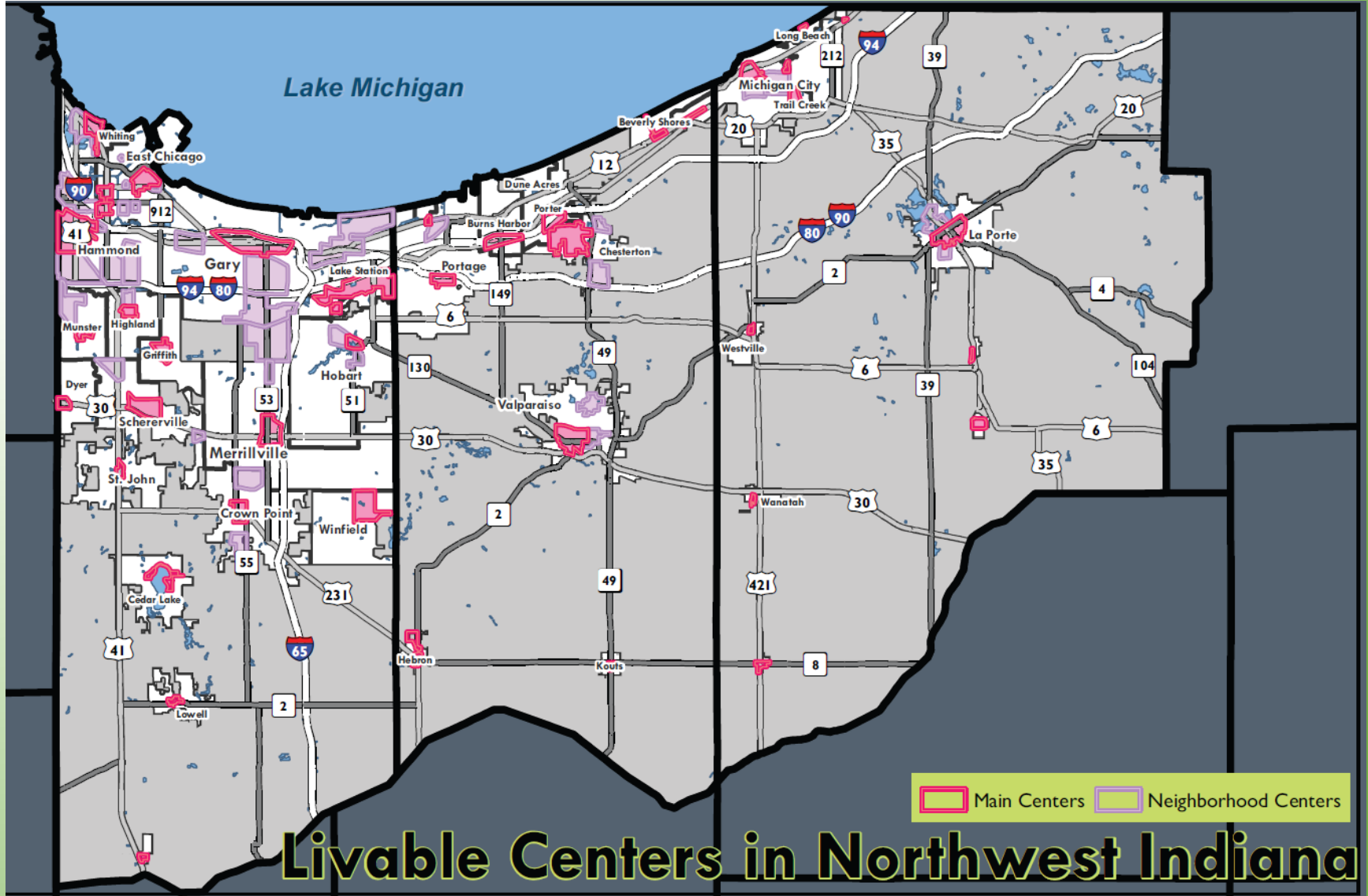


CLC Grant Overview

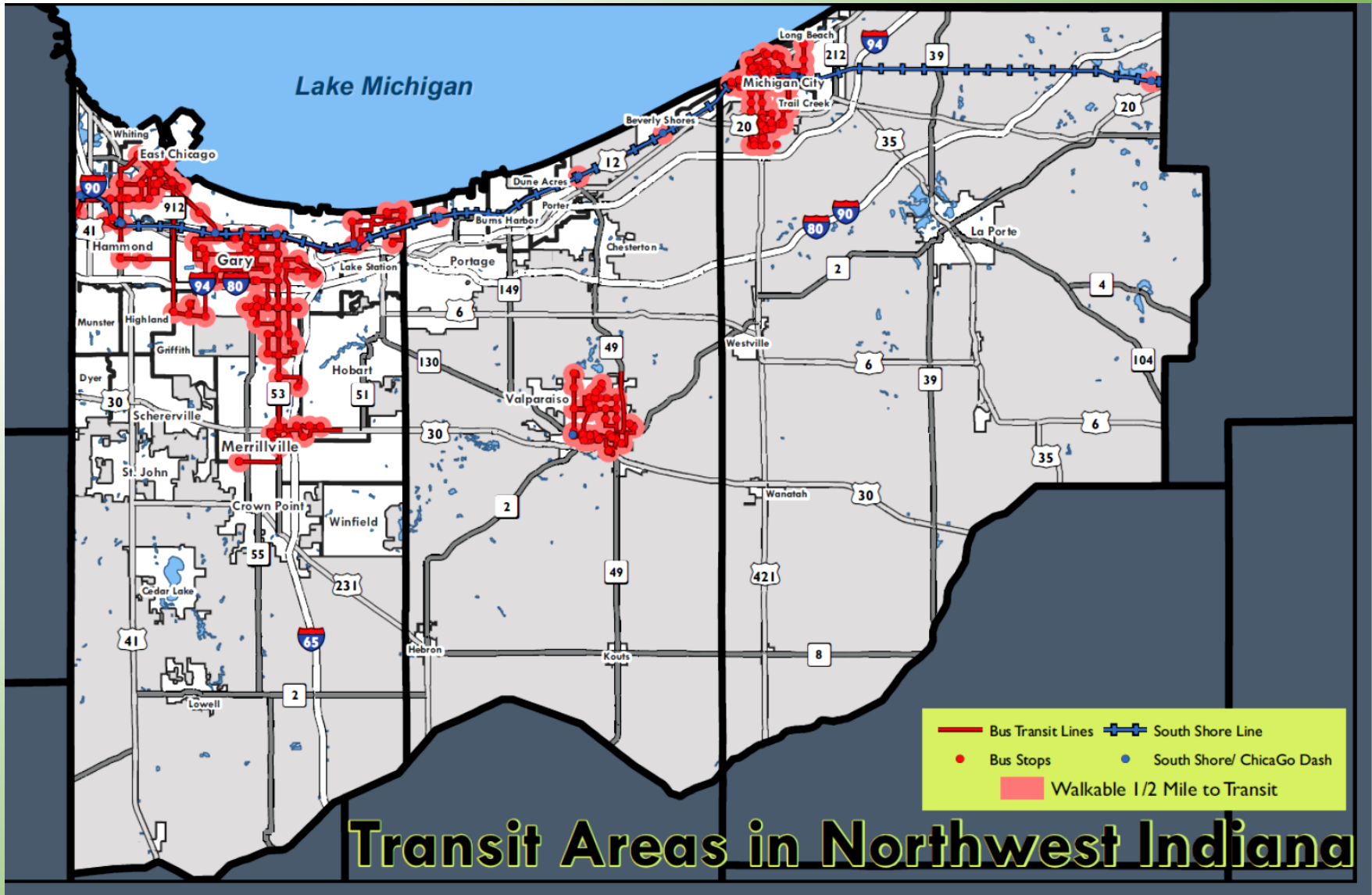
Types of Grants:

- 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



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





Implementation Elements

- 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.



Implementation Elements

- 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



Implementation Cost

COST

PLANNING AND DESIGN

- LOW \$0 - 10K
- MEDIUM \$10 - 50K
- HIGH \$50K +

CONSTRUCTION*

- LOW \$0 - 20K
- MEDIUM \$20 - 75K
- HIGH \$75K +

ANNUAL MANAGEMENT*

- LOW \$0 - 5K
- MEDIUM \$5 - 10K
- HIGH \$10K +

Downtown Seating Cost

COST

PLANNING AND DESIGN

- LOW
- MEDIUM
- HIGH

CONSTRUCTION

- LOW
- MEDIUM
- HIGH

ANNUAL MANAGEMENT

- LOW
- MEDIUM
- HIGH

IMPLEMENTATION

DIFFICULTY

- EASY
- MEDIUM
- HARD

COORDINATION & PARTNERSHIPS

- SJ City departments
- Building owners and tenants

Source: San Jose, 5-District Wide Streetscape Improvement Projects

<u>Community</u>	<u>Project</u>	<u>Planning Cost</u>	<u>Engineering Cost</u>	<u>Construction Cost</u>	<u>Total Cost</u>
Chesterton					
	Shared use path & road rehabilitation	Varies	Varies	Varies	Varies
	Signage				
	Site furnishings				
	Decorative light post				
Crown Point	Ongoing				
East Chicago	Ongoing				
Gary	All need design or further planning projects				
Highland					
	Kennedy Avenue parking lot beautification				
	Kennedy Avenue striping for on-street parking.				
	Improved signage and additional access points to regional trails.				
Porter					
	Lincoln St & Hageman Ave Sidewalks		\$22,594	\$225,938	\$248,531
	Core Downtwon Pedestrian Improvements		\$50,125	\$501,250	\$551,375
	Michigan Street Sidewalk		\$9,594	\$95,938	\$105,532
	North Livable Center Pedestrian Improvements		\$16,594	\$165,937	\$182,531
	Wagner Road and Michigan Street Intersection Improvement Study	\$40,000			\$40,000
	Indiana Street Sidewalk		\$23,625	\$236,250	\$259,875
	Lincoln Street Streetscape		\$200,778	\$2,007,775	\$2,208,553
	Francis Street Streetscape		\$7,625	\$76,250	\$83,875
	Hageman Street Streetscape		\$13,150	\$131,500	\$144,650
Winfield					
	Develop unique streetscape and public open space standards				
	Enact subdivision code amendments that contribute to a Livable Center				
	Traffic calming guidelines				
	sidewalk construction and replacement policy				
	109th and Randolph Street decorative crosswalks and accent plantings				
	Downtown sidewalks and pathways				