

# The Marquette Plan

## Table of Contents

- Introduction..... 1
- Process..... 2
- Vision and Principles..... 3
- Framework Plans..... 4
  - Composite Framework Plan ..... 5
  - Community Investment Framework..... 6
  - Industry Framework..... 8
  - Green Infrastructure Framework ..... 9
  - Motorized Transportation Framework - US 12 ..... 10
  - Motorized Transportation Framework - US 20..... 11
  - Alternative Transportation Framework..... 12
- Sub-Area Plans..... 13
- Short-Term Plans..... 16
- Management and Implementation..... 17
- Funding Sources..... 18
- Acknowledgements..... 19

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# The Marquette Plan

## Introduction

The Marquette Plan: A Vision for Lakeshore Reinvestment illustrates a compelling long-term, common vision to guide future decision making for the entire forty-six mile Lake Michigan shoreline. This comprehensive land use vision is intended to create a lasting legacy that looks at each community individually and collectively, addressing both community-specific needs and broader regional objectives. The Plan is action-oriented and geared to achieve tangible quality of life improvements for the residents of northwest Indiana.

Phase I titled the Marquette Plan: The Lakeshore Reinvestment Strategy (January 2005) was a collaborative effort of the lakefront communities of East Chicago, Gary, Hammond, Portage and Whiting, the office of Congressman Pete Visclosky and the Indiana Department of Natural Resources to develop a comprehensive land use vision to guide reinvestment efforts to reclaim Indiana's lakefront – from the Indiana / Illinois state line to the Burns Harbor International Port in Portage, Indiana – as a livable lakefront. The Plan highlights a changing landscape where more compact viable industries co-exist with public parks, mixed-use neighborhoods and business-oriented developments. It's a Plan about balance – between nature and industry, between public access and privacy, between old jobs and new economies, between redevelopment and restoration and between heritage and a new way of life.

A key recommendation of Phase I was to extend the study east from the Burns Harbor International Port, Portage, Indiana to the Indiana / Michigan state line. The Northwestern Indiana Regional Planning Commission (NIRPC), northwest Indiana's Council of Governments (COG) and Metropolitan Planning Organization (MPO), recognizing the importance of this recommendation, successfully identified funding for the eastern reach or Phase II. Major funding assistance for Phase II was provided through a grant from the Indiana Department of Natural Resources Lake Michigan Coastal Program with matching funds from the Gaylord and Dorothy Donnelley Foundation.

The Phase II study area includes twenty-six miles of lakefront and is comprised of a series of connected dune and swale landscapes, beaches, vast natural resources and attractions, and a range of diverse habitats that co-exists with the built environment. The area includes two cities, eleven towns, two counties and serves as home to the Indiana Dunes National Lakeshore, Indiana Dunes State Park, and the Burns Harbor International Port in Portage, Indiana.

This Plan builds upon the vision and principles set forth in the Marquette Plan: The Lakefront Reinvestment Strategy (January 2005). The Plan also considers the numerous local and regional planning documents guiding development in the study area including: NIRPC's Greenways and Blueways Plan, NIRPC's Ped and Pedal Plan, the Porter County Comprehensive Plan, and the Michigan City North End Plan. The Plan re-emphasizes the need for collaboration across the region. Only through



Map of Project Area

collaboration and a transparent, open dialogue will the Marquette vision be realized. Toward that end, a series of multi-jurisdictional community-endorsed short-term projects have been identified to unite the diverse stakeholders of the study area.

In summary, Phase II aims to:

- Re-emphasize that Lake Michigan is northwest Indiana's greatest resource;
- Increase public shoreline access from approximately 57 percent today (for both phases) to over 75 percent in the future and to provide generous minimum setbacks for new development to ensure this access;
- Establish physical, social and economic connections, including a continuous trail network linking people to the lake, features along it and to each other;
- Develop a cooperative lakeshore visitor management plan – to guide visitors to and from lakeshore destinations; while supporting a harmonious relationship between residents and visitors;
- Capitalize on the existing transportation infrastructure (roads, trails and trains) to promote a truly multi-modal region giving residents and visitors alike choices to reduce dependency on the automobile;
- Recognize the changing economy in the region and capitalize on new opportunities for remediation and re-use of industrial brownfield properties;
- Leverage available resources, including political resources that span town, city, county, and state boundaries to broaden the pool of funds and support needed to achieve the vision;
- Continue to promote public-private partnerships;
- Identify and fund an effective management structure to assist the region to realize the Marquette Vision – to Create a Livable Lakefront;
- Plant the seed so the Plan becomes a rallying cry for change and the process lives on.

Phase II builds upon the future envisioned in Phase I of the Marquette Plan: The Lakeshore Reinvestment Strategy. The key is having strong cooperation at all levels, and the dedication to implement the community endorsed vision to create a livable lakefront. Because of the vision and collaboration of leaders like Congressman Visclosky, Congressman Donnelly, East Chicago, Gary, Hammond, Michigan City, Portage and Whiting, NIRPC and the Indiana Department of Natural Resources, as well as the passionate support of the residents and stakeholders that have never given up hope, northwest Indiana will reclaim and restore the Lake Michigan shoreline.

# The Marquette Plan

## Process

The planning process for Phase II was initiated in May 2007 with the establishment of a Project Working Group, Stakeholder Group and development of a Consultant Management Plan.

The preparation of the Phase II Plan has included study area reconnaissance, review of existing documents, meetings with project stakeholders, elected officials, town/city/county council briefings, and Project Working Group and Steering Group meetings. Over the duration of the project, NIRPC and the consultant team have conducted extensive public involvement initiatives. Various planning tools and techniques, such as, visual preferencing, one-on-one dialogue with the residents/stakeholders, large group format presentations and public open-house were utilized. Over a period of ten months, the process included 10 public meetings, monthly meetings with Project Working Group, and regular meetings with project stakeholders.

The purpose of the inclusionary, interactive and transparent process for Phase II was to gather input from all stakeholders in the study area, address the issues and concerns that the communities and the region face, and work together to develop a

consensus-based vision and actionable implementation recommendations. The planning process included the following:

- Extensive field analysis; analysis of demographics, commuting patterns, economy, land use and environmental data; and review of available background data to gain a thorough understanding of the study area. Information gathered during this phase was documented and used for area-wide analysis, identification of issues and opportunities that were presented during the visioning phase.
- Five public meetings during the visioning phase of the project at different locations throughout the study area to have maximum representation. Information gathered during this phase was documented and used to establish goals and objectives, and development of concept alternatives that were presented during the concept alternatives phase.
- Two public meetings were held during the concept alternatives phase where three varying concepts were presented at different locations to have maximum representation. Information gathered during this phase was documented and through a process of public input and refinement a draft plan was developed that was presented during the draft plan phase.
- Two public open houses were held during the draft plan phase at different locations to have maximum representation. The comments received during these meetings were used to refine the draft plan into a final plan and recommendations.
- Stakeholder input forums were held with over 100 stakeholders being interviewed. The stakeholders were placed into topic groups including: transportation, environment, education, civic/citizen, government, and economic development/private industry. Both, one-on-one interviews and focus group formats, were used to gather input.
- One stakeholder open house was held during the draft plan stage. The information gathered and comments received during this meeting were used to refine the draft plan and recommendations.
- During the different phases, over fifteen meetings were held with elected officials in each community from Ogden Dunes to Michiana Shores to gather community level input and identify locally "supportable" catalytic projects.
- Presentation of the draft recommendations and final recommendations to NIRPC's Board of Directors, Transportation Policy Committee (TPC), and Environmental Management Policy Committee (EMPC) were made during the process.



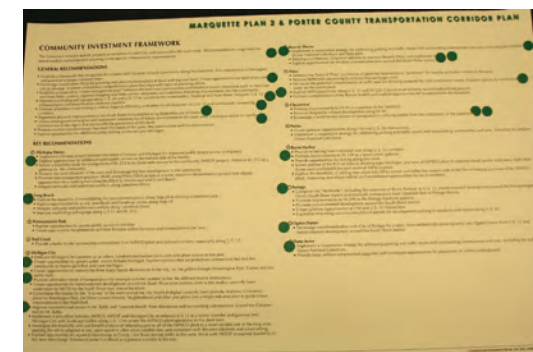
Consultant Team Charrette



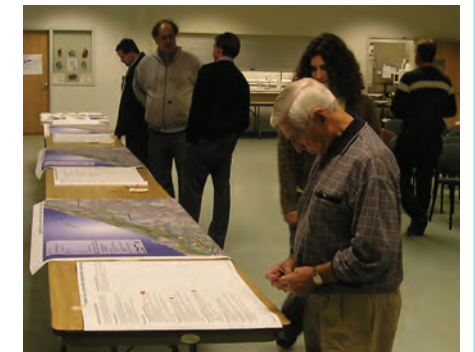
Resident Open House: Draft Plan Phase



Resident Meeting: Visioning Phase



Resident input during Open House: Draft Plan Phase



Resident Open House: Draft Plan Phase



Resident Meeting: Visioning Phase



Resident Meeting: Concept Alternatives Phase



Resident Meeting: Concept Alternatives Phase



Stakeholder Open House: Draft Plan Phase

# The Marquette Plan

## Vision and Principles

The vision statement and guiding principles serve as a guide to develop recommendations and detailed framework maps that are included in the study. They were developed through an extensive public participation and review process and were intended to be broad yet address the key issues facing the region. The following vision statement and guiding principles were developed during the Marquette Plan: The Lakeshore Reinvestment Strategy (January 2005) and were reviewed and validated by the general public during the visioning sessions in Phase II.

## The Vision

### *"Create a Livable Lakefront"*

- A Place to Live, Work, Play and Stay
- An Environmentally, Economically and Socially Sustainable Environment
- A Place for Mixed Uses and New Uses
- A Place to be Proactive and Think and Act Strategically

## The Principles

### ① *Showcase Our Heritage*

- Industrial
- Natural
- Community and People
- Tourism

### ② *Redefine the Edges*

- Increased Recreation, Circulation & Population
- An Accessible Lakefront (Public / Multi-Modal)
- Mixed Use (including New Jobs / Investment Centers)

### ③ *Bridge the Gaps*

- Span Physical, Political & Trust Gaps
- Create National Lakeshore Communities
- Leverage Existing Assets / Resources / Initiatives
- Overcome Regulatory Hurdles
- Blur the Edges

### ④ *Preserve, Protect & Enhance Environmental Systems*

- Lake Michigan Frontage, Stream and River Corridors
- Dune and Swale Complexes
- Remnant Natural Areas on Industrial Lands
- Watersheds & Viewsheds

### ⑤ *Protect & Cherish Our Waters*

- Recognize the value of Lake Michigan as the region's drinking water source and the critical role adjacent lands and tributaries have in protecting it

### ⑥ *Formulate an Effective Management & Funding Strategy*

- Inter-Governmental Cooperation
- Direct Lakefront Revenues to Lakefront Improvements
- Adopt Development Standards in Cities' Ordinances
- Public-Private Partnerships

Continuing the public participation emphasis, and through resident and stakeholder input sessions, two additional principles were identified in Phase II.

### ⑦ *Balance Resident & Visitor Need*

- Address residents needs while creating opportunities to attract and manage visitors where appropriate
- Create visitor management plan
- Improve visitor wayfinding to and within the region

### ⑧ *Invest in Community Infrastructure*

- Raise the bar; enhance quality of life of residents
- Offer tools and resources to communities to implement community initiatives

# The Marquette Plan

## Framework Plan Overview

Based on the direction that was supported by the residents / stakeholders and validated by the Working Group, NIRPC Executive Board and stakeholders, the planning team developed a land use "Framework Plan" that builds upon the vision statement and guiding principals. The Framework Plan was developed around a series of project systems that included:

- Composite Framework
- **Community Investment Framework**
- Industry Framework
- Green Infrastructure Framework
- Motorized Transportation Framework US 12 and US 20
- Alternative Transportation Framework

Each framework illustrated general recommendations and key recommendations specific to that system in text and graphic form, and when combined represented a Composite Framework for land use strategies.

### Composite Framework

This framework illustrates the composite land use strategy envisioned for the Phase II study area. It illustrates a desired mix of existing and refined land uses and a set of key elements that represent the long-term vision for the lakeshore communities.

### Community Investment Framework

Each community along the lakeshore has a unique character and desired role in the region. This framework illustrates potential community efforts that will complement its unique character and strengthen its ability to compete in the regional market.

### Industrial Framework

Viable, successful industries are important to the economic health of the region. This framework suggests strategies that will strengthen viable industries along the lakefront, and calls for the reclamation and remediation of industrial sites when functional beneficial and mutually agreeable. It also broadens the definition of industry, recognizing tourism, green technologies, and outdoor recreation as vital components of the region's economy.

### Green Infrastructure Framework

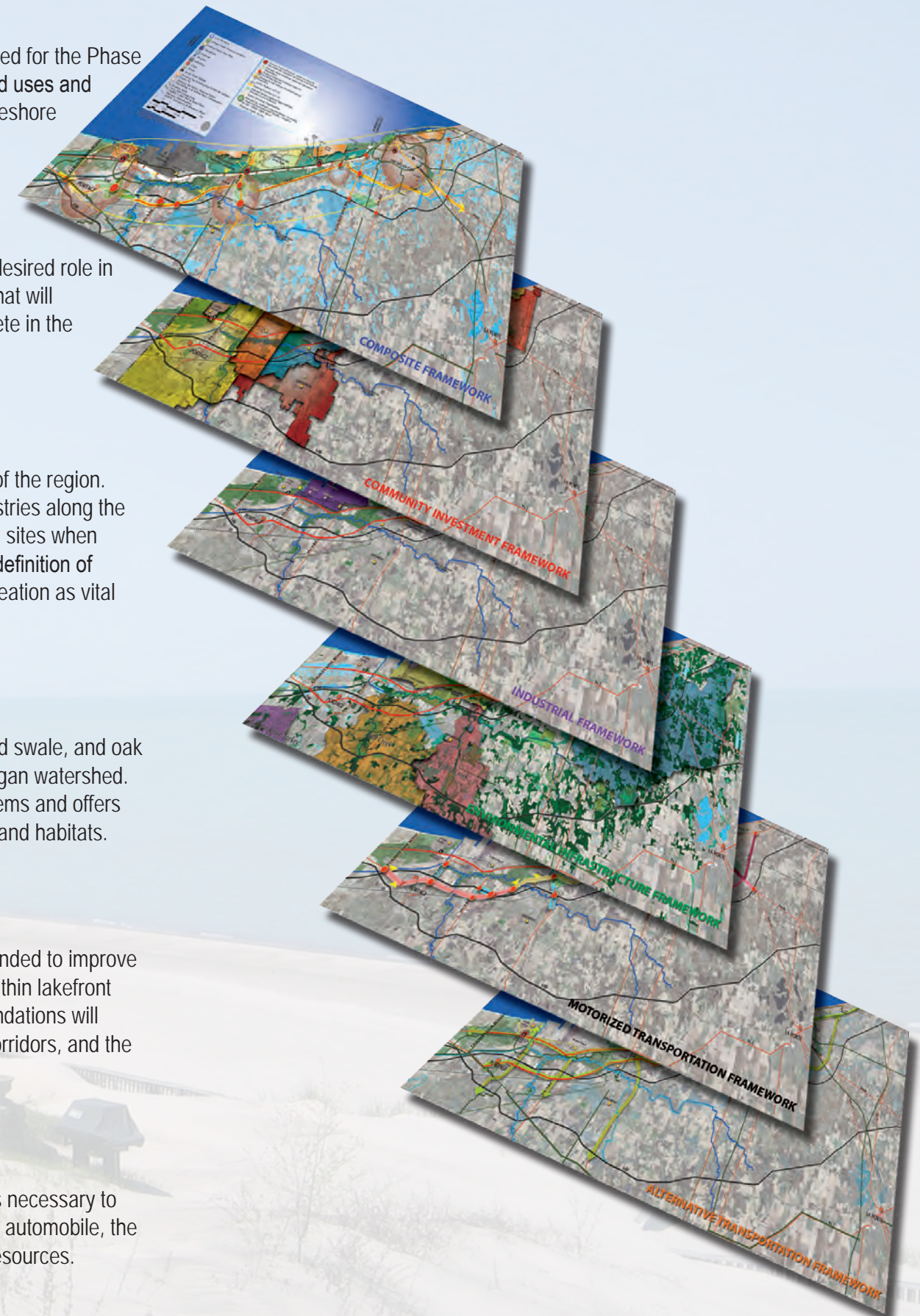
Northwest Indiana is home to globally rare eco-systems of dune and swale, and oak savanna, and countless tributaries forming the complex Lake Michigan watershed. This framework emphasizes the importance of healthy natural systems and offers recommendations to protect and enhance the region's watersheds and habitats.

### Motorized Transportation Framework US 12 and US 20

This framework outlines a series of roadway recommendations intended to improve connections to the lakefront, between lakefront communities and within lakefront communities and attractions. When implemented, these recommendations will improve the safety of residents and visitors, the aesthetics of the corridors, and the economic development potential along the corridors.

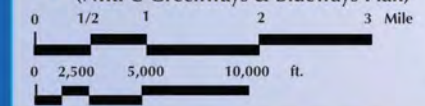
### Alternative Transportation Framework

This framework outlines a series of infrastructure recommendations necessary to make the region truly multi-modal. By reducing dependency on the automobile, the region will be better positioned to protect and enhance its natural resources.



# The Marquette Plan

- Lake Michigan
- Indiana Dunes National Lakeshore
- Indiana Dunes State Park
- Floodplains
- Wetlands
- Beaches
- Industries
- Cities
- Towns
- South Shore Station
- Lakeshore Communities
- Embrace the Visitor; Improve Visitor Wayfinding to & Within these Communities
- Existing Trails
- New Trail Connections (NIRPC 2005 Ped & Pedal Plan)
- Blueway Opportunities (NIRPC Greenways & Blueways Plan)
- Transit-Oriented Development Opportunities
- Promote Multi-Modalism; Minimize Automobile Dependency
- Potential Vehicular Gateways; Improve Wayfinding/Signage
- Manage/Guide Visitors; Potential Gateway Corridors
- Scenic Parkway (US 12)
- Working Corridor (US 20)
- Potential Redevelopment Opportunities; Promote Green Initiatives
- Scenic Overlook Opportunities
- Potential for Aesthetics Improvements / Screening / Improved Environmental Quality / Adaptive Re-use / Public Open Space
- Preserve Public Access



This map illustrates general location and routing of potential improvements and is not intended to show exact alignment or size of improvements.  
Data source: NIRPC



Composite Framework Plan

## GENERAL RECOMMENDATIONS

### Community Investment Framework

- Establish a framework that recognizes the mission and character of each community along the lakeshore, their desired role in the region and potential synergies between them.
- Encourage coordinated efforts for planning and plan implementation at local and regional level. Create opportunities for each town and city to develop, maintain and enforce comprehensive plans that align with regional planning efforts.
- Establish a cooperative "visitor management plan" between the lakeshore communities and lakeshore tourist attractions such as National and State Parks, casinos, regional shopping and other similar attractions and industries that bring non-residents into the community.
- Improve wayfinding and signage along US 12 and US 20 for access to the communities, National and State Parks. Integrate enhancements and beautification, wherever possible.
- Utilize smart growth principles and sustainable initiatives for all future development in the study area, creating a model for similar communities in the region that are outside the parameters of this study.
- Promote context sensitive design that meet the needs of the users, the communities and the environment.
- Explore opportunities for additional public fishing access on Lake Michigan.

### Industry Framework

- Establish strategies that strengthen viable lakefront industries while capitalizing on opportunities (reclamation and remediation) for higher and better uses when deemed mutually agreeable.
- Promote the protection of the environment and remediation of environmental problems as a viable growth industry for the local economy.
- Investigate feasibility and cost benefit analysis of transformation and, if appropriate, potential relocation of industries along the lakefront (long-term). Based on feasibility investigation, implement a "voluntary property revitalization process" that outlines a framework for voluntary land transactions to occur.
- Embrace tourism as a vital Northwest Indiana industry by implementing a visitor management plan to manage guide the visitors to lakeshore destinations while mitigating resident and visitors conflicts.
- Promote existing industries as tourism destinations, where appropriate.

### Green Infrastructure Framework

- Encourage restoration and promotion of healthy watershed systems. Establish appropriate, sustained funding for these efforts as a high priority to reduce the dependence on volunteer labor that currently limits the scale and complexity of restoration efforts.
- Improve communication, collaboration, education, and scientific understanding of the watershed.
- Implement all watershed management plans within the study area.

- Develop a website to provide visitor and environmental information (for example, [www.lakesuperiorstreams.org](http://www.lakesuperiorstreams.org))
- Enforce current riparian easements along the lakeshore that were created to ensure permanent public access to and along the water's edge.
- Conduct county-wide assessment and inventory of high conservation, natural areas for the purpose of preserving these areas and guiding development.
- Promote improvement of floral and faunal communities including state and federally protected species through the protection and preservation of key areas of habitat.
- Support new and improve existing access to natural areas where appropriate and feasible in a sensitive manner in order to promote stewardship, education, awareness, and appreciation for these unique coastal resources.
- Promote the protection of coastal and estuarine areas that have significant conservation, recreation, ecological, historical, or aesthetic values.
- Promote creation of a regional water management organization that is responsible for the oversight of sewer and septic systems throughout the region.
- Reduce and/or eliminate the number of combined sewer outfalls (CSOs).

### Motorized Transportation Framework - US 12 and US 20

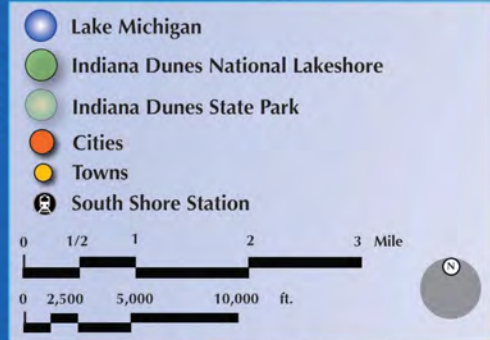
- Promote and implement access management strategies.
- Address existing functional deficiencies and safety issues on US 12 and US 20.
- Evaluate alternative truck routing to I-94 to improve efficiency and safety for all motorists on US 12 and US 20, and north-south connecting corridors.

- Provide improved pedestrian and vehicular access along corridors
- Enhance the aesthetic quality of the corridors by suitable landscaping and urban design
- Improve wayfinding and signage along the US 12 and US 20 corridors
- Identify gateway locations along major intersections

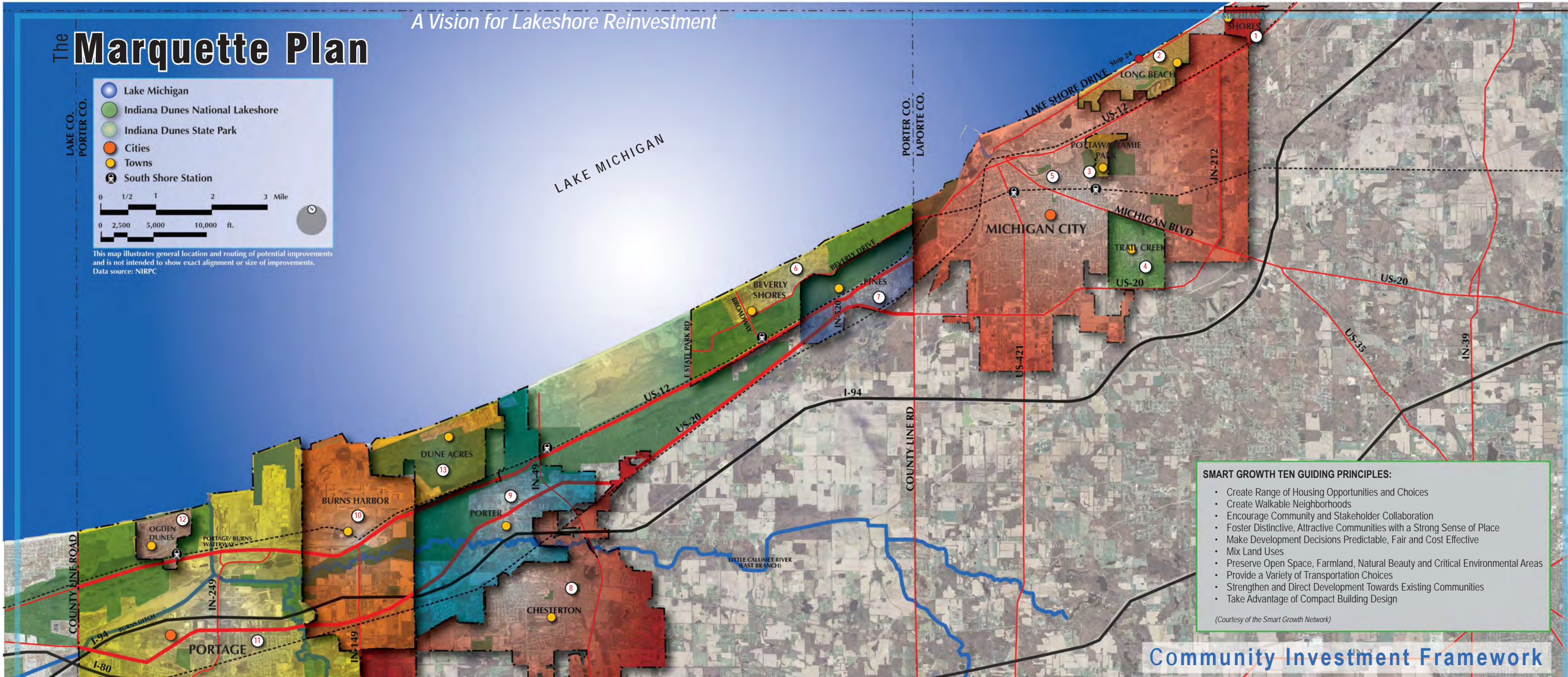
### Alternative Transportation Framework

- Provide infrastructure necessary for the development of a truly multi-modal region.
- Reduce the dependence on the automobile by providing and promoting alternate transportation modes for residents and visitors.
- Implement physical improvements (i.e. raised platforms) to the South Shore Stations to improve user access and facilitate bike transport on trains.
- Implement the "Greenways and Blueways Plan" for the region. Formulate an intergovernmental committee to oversee the implementation.
- Maintain and develop the current blueway systems in a sustainable and eco-friendly manner.
- Identify key locations for the development of transit-oriented developments tailored to locale.
- Leverage existing transportation infrastructure assets for future development.
- Explore the feasibility, and if deemed viable, encourage the creation of a regional coalition of stakeholders to oversee the development of regional shuttle service.

# The Marquette Plan



This map illustrates general location and routing of potential improvements and is not intended to show exact alignment or size of improvements. Data source: NIRPC



- SMART GROWTH TEN GUIDING PRINCIPLES:**
- Create Range of Housing Opportunities and Choices
  - Create Walkable Neighborhoods
  - Encourage Community and Stakeholder Collaboration
  - Foster Distinctive, Attractive Communities with a Strong Sense of Place
  - Make Development Decisions Predictable, Fair and Cost Effective
  - Mix Land Uses
  - Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
  - Provide a Variety of Transportation Choices
  - Strengthen and Direct Development Towards Existing Communities
  - Take Advantage of Compact Building Design
- (Courtesy of the Smart Growth Network)

## Community Investment Framework

### KEY RECOMMENDATIONS

- 1 Michiana Shores**
- Implement a bi-state project between the states of Indiana and Michigan for improved public beach access and quality.
  - Explore opportunities for additional open public access on the Indiana side of the border.
  - Initiate a feasibility study for re-alignment of IN 212 to facilitate safer access to the community (INDOT project). Enhance IN 212 as a gateway to the community.
  - Preserve the small-town character of Michiana Shores and discourage big box development in the community.
  - Promote best management practices (BMP) along White Ditch as part of a water resources demonstration project that creates opportunities for a walking trail along the Ditch to Moore Road and Grand Beach.
  - Mitigate vehicular and pedestrian conflicts along Lakeshore Drive.

- 2 Long Beach**
- Explore the feasibility of consolidating the town owned parcels at Stop 24 to develop a lakefront park.
  - Explore opportunities for a café, boardwalk and handicap access at Stop 24.
  - Mitigate vehicular and pedestrian conflicts along Lakeshore Drive.
  - Improve wayfinding and signage along US 12 and IN 212.

- 3 Pottawattamie Park**
- Explore opportunities for greater public access to Lake Michigan.
  - Create opportunities for pedestrian and bike linkages within the town and connections to Lake Michigan.

- 4 Trail Creek**
- Provide buffers for transportation and industrial infrastructure.

- 5 Michigan City**
- Embrace Michigan City's position as an urban, lakefront destination for visitors to the area.
  - Create opportunities for greater public access to Lake Michigan. Explore opportunities for pedestrian connections that link the community to Washington Park and Lake Michigan.
  - Create opportunities to connect the three major tourist destinations in the city (Washington Park, Blue Chip Casino and Lighthouse Place Outlet Mall).
  - Promote alternative modes of transportation (i.e. a trolley system) to link the different tourist destinations.
  - Create opportunities for transit-oriented development around the South Shore stations (refer to the studies by NICTD for the South Shore Station relocation).
  - Consolidate the studies for the "6 zones" in the north end of the city, North End Plan by Andrews University, plans for Washington Park, the Elston Grove Historic Neighborhood and other plans into a single sub-

- area plan to guide future improvements in the North End.
- Improve non-motorized access to Mt. Baldy and "crescent beach" from downtown and surrounding communities. Extend the Calumet Trail to Mt. Baldy.
- Implement a joint effort between NIPSCO, INDOT and Michigan City to enhance US 12 as a scenic corridor and gateway into Michigan City with landscape buffers along US 12 to screen the NIPSCO plant operations.
- Investigate the feasibility and cost benefit analysis of relocating part or all of the NIPSCO plant to a more suitable site (long-term), opening the site to adaptive re-use, open space or other more suitable new uses consistent with the site's lakefront and urban setting.
- Explore opportunities for a partial interchange at County Line Road serving traffic to the west. Work with INDOT to explore feasibility of this new interchange. Enhance County Line Road as a gateway corridor to the city.

# The Marquette Plan



## 6 Beverly Shores

- Implement a cooperative strategy for addressing parking and traffic issues with surrounding jurisdictions, including the Indiana Dunes National Lakeshore and State Park.
- Develop a consensus, long-term solution to improve Beverly Drive.
- Explore opportunities for resident oriented amenities around the South Shore station.

## 7 Pines

- Embrace the Town of Pines' position as a lakefront destination or "parktown" for visitors to the area.
- Remove billboards advertising businesses that no longer exist.
- Eliminate the potential contamination of wells used for drinking purposes by coal combustion waste. Evaluate options for municipal water for the entire town.
- Explore infill opportunity along US 12 and IN 520. Capitalize on existing

vacant/underutilized parcels.

- Contain contamination of the Brown Landfill and explore opportunities for re-use/suitable development.

## 8 Chesterton

- Promote improvements to IN 49 as a gateway to the lakefront.
- Promote hospitality related development along IN 49.
- Encourage a multi-modal system of transportation to move people from the communities to the lakefront.

## 9 Porter

- Enhance gateways at the I-94 and US 20 intersection.
- Implement a cooperative strategy for addressing parking and traffic issues with surrounding jurisdictions, including the Indiana Dunes National Lakeshore and State Park.

## 10 Burns Harbor

- Provide screening from industrial uses along US 12 corridor.
- Promote improvements to IN 149 for town center.
- Provide opportunities for fishing along the Little Calumet River.
- Explore the feasibility of adding new clean lake fill to screen and soften the eastern side of the NIPSCO plant, improving near-shore habitat and recreational opportunities for local residents.

## 11 Portage

- Implement the Portage Northside Master Plan, including the extension of Burns Parkway to US 12, transit-oriented development around the Portage-Ogden Dunes South Shore station and riverwalk connections from Lakefront Park to the Portage Marina.
- Promote improvements to IN 249 as the Portage lakefront gateway corridor.
- Enhance gateways at the I-94 and US 20 intersection.

- Capitalize of existing vacant/underutilized parcels for development catering to residents and visitors along US 20.

## 12 Ogden Dunes

- Encourage coordinated effort with City of Portage to develop safer, more aesthetically pleasing entry into Ogden Dunes from US 12 and transit-oriented development around the Portage - Ogden Dunes South Shore station.

## 13 Dune Acres

- Implement a cooperative strategy for addressing parking and traffic issues with surrounding jurisdictions, including the Indiana Dunes National Lakeshore.
- Provide basic utilities infrastructure upgrades and investigate opportunities for placement of utilities underground.



# The Marquette Plan

● Lake Michigan  
● Indiana Dunes National Lakeshore  
● Indiana Dunes State Park  
● Cities  
● Towns  
● South Shore Station  
■ Industries - West  
■ Industries - East  
--- Existing Trails  
● Beaches  
★ Tourist Destinations

0 1/2 1 2 3 Mile  
 0 2,500 5,000 10,000 ft.

This map illustrates general location and routing of potential improvements and is not intended to show exact alignment or size of improvements. Data source: NIRPC



**VOLUNTARY PROPERTY REVITALIZATION PROCESS**

A critical element of the Marquette Plan's implementation will be the redevelopment of key parcels highlighted for a land use change in the plan, based on the process outlined below:

Step 1	Establish voluntary partnership with property owners sharing the Marquette Plan goals.  If a "Go", proceed to Step 2.
Step 2	Weigh Environmental Assessment versus Planning Goals <ul style="list-style-type: none"> <li>Determine Environmental Assessment costs.</li> <li>Establish financing plan (possibly including private, public, and tax increment financing components).</li> <li>Evaluate financial &amp; non-financial (jobs, quality of life, etc.) return on Investment.</li> </ul> If a "Go", proceed to Step 3.
Step 3	Real Estate Transaction (purchase, donation or easement).  If a "Go", proceed to Step 4.
Step 4	Project Implementation.

## Industry Framework

### KEY RECOMMENDATIONS

#### Tourism as an industry

- Capitalize on existing tourist destinations (natural and built) and establish a marketing strategy to advertise recreational, entertainment, and arts related experiences northwest Indiana has to offer.
- Promote the region as one destination with diverse types of activities for all encouraging multiple day stay.
- Manage the visitors by capturing them at key locations and guiding them to the tourist destinations (Indiana Dunes National Lakeshore, Indiana Dunes State Park, Portage, Chesterton, and Michigan City).
- Improve wayfinding and signage along corridors guiding the visitors to desired lakeshore destinations.
- Promote multi-modal system of transportation to link the major destinations. Connect South Shore stations with destinations via bus/trolley systems, if feasible.
- Promote creation of vibrant pedestrian-friendly areas.

#### Industries – West (US Steel, Mittal Steel, NIPSCO Burns Harbor Plant, Port of Indiana)

- Evaluate the cluster of industries in and around the Port of Indiana to find potential synergies that could improve the operational effectiveness and vitality of these industries while exploring opportunities for improved environmental quality and public access to the lakeshore.
- Evaluate alternative truck routing to I-94 to improve efficiency and safety for all motorists on US 12 and US 20 and north-south connecting corridors.
- Work in cooperation with the Community Advisory Committee, EPA, IDEM, DNR to facilitate the transfer of 150 acres of property located south of US 12 for the Little Calumet Restoration Area Project. The purpose of the transfer and promotion of the Little Calumet Restoration Area (LCRA) is to promote educational and limited recreational activities at the location. This transfer can also serve as a model reclamation project from industrial to ecological restoration.

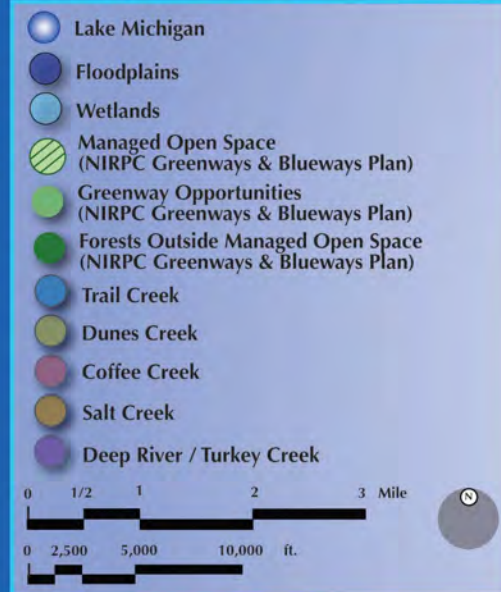
#### Industries – East (NIPSCO Michigan City Plant)

- Implement a joint effort between NIPSCO, INDOT and Michigan City to enhance US 12 as a scenic corridor and gateway into Michigan City with landscape buffers along US 12 to screen the NIPSCO plant operations (short-term).
- Investigate the feasibility and cost benefit analysis of NIPSCO plant improvements to improve environmental quality and aesthetics in the long-term, including new technologies to establish this facility as a technological and environmental model.
- Investigate the feasibility and cost benefit analysis of relocating part or all of the NIPSCO plant to a more suitable site (long-term), opening the site to adaptive re-use, open space or other more suitable new uses consistent with the site's lakefront and urban setting. Study needs to weigh the long-term potential for adaptive re-use against the sizable investment and 40-year or greater service life in the current facility to assess whether such a substantial move can be justified.

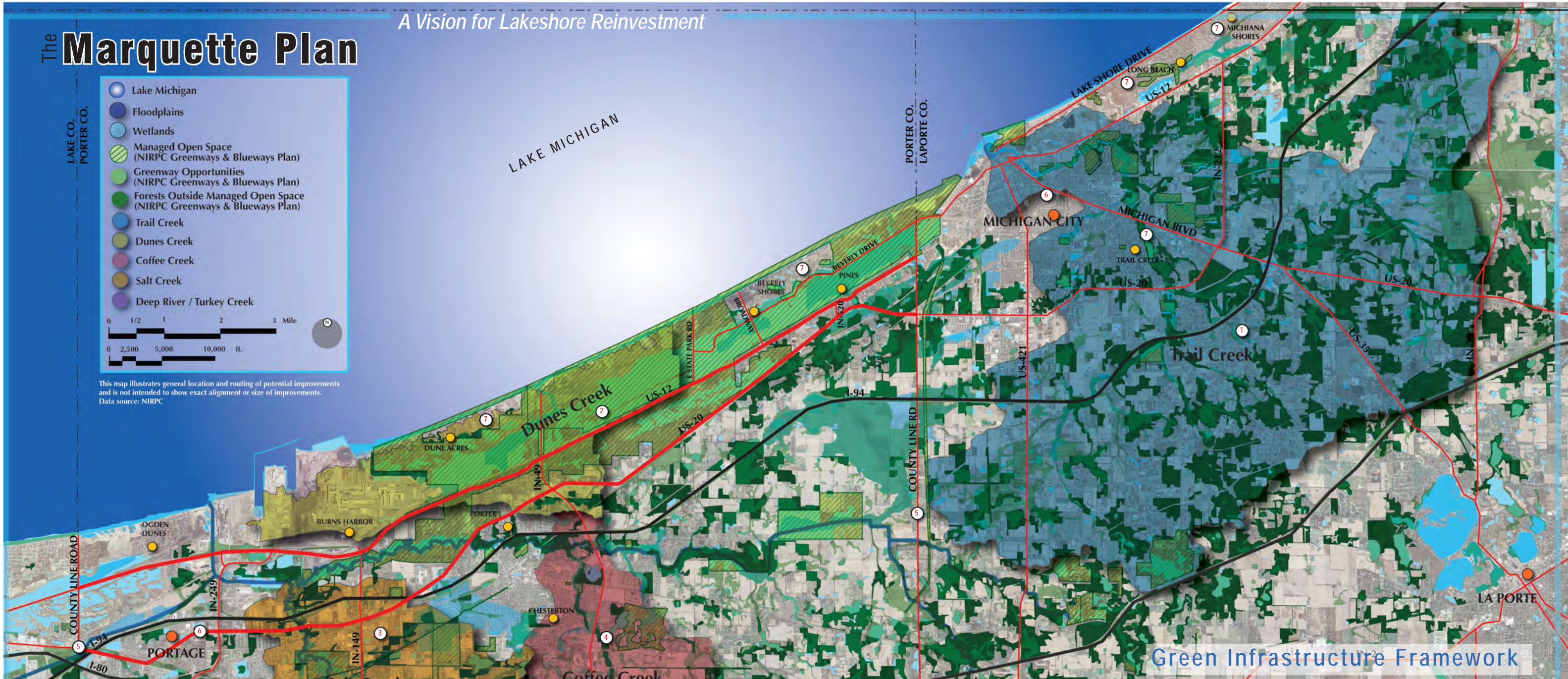
#### Environmental Industry

- Explore and embrace the total economic benefits of clean Great Lakes and natural amenities in terms of job creation, tourism/recreation, water-based housing and commercial development, and the economic payoffs of being a place that offers an attractive lifestyle to today's knowledge workers.
- Promote and encourage environmental-related industries as a future job creation mechanism in Northwest Indiana. Recognize the findings of the Great Lakes Economic Initiative's Vital Center Report that states environmental protection and remediation creates millions of jobs annually in throughout the United States.
- Embrace eco-tourism as an asset for Northwest Indiana in a way that is respectful to the local communities and sensitive environmental settings.
- Promote local sustainability in eco-tourism by providing local jobs, sharing of socio-economic benefits with the local communities and encouraging participation in the management of eco-tourism enterprises at the local level.

# The Marquette Plan



This map illustrates general location and routing of potential improvements and is not intended to show exact alignment or size of improvements. Data source: NIRPC



## Green Infrastructure Framework

### KEY RECOMMENDATIONS

#### 1 Identify Dedicated Funding Source and Implement the Trail Creek Watershed Management Plan

- Assess water quality issues and develop meaningful implementation strategies targeted to improve the quality of life within the watershed.
- Enhance water quality through the realization of the long-term goals regarding the environmental, recreational, and aesthetic use of Lake Michigan's lakefront and Trail Creek.
- Reduce health hazards due to poor water quality.
- Improve aquatic biotic communities.
- Increase recreational opportunities.
- Develop public awareness about issues and opportunities along Trail Creek.

#### 2 Implement the Dunes Creek Watershed Management Plan

- Develop strategies that conserve, protect, and enhance the natural resources of the watershed.
- Reduce the nutrient (phosphorus and nitrogen), sediment, and pathogen (E. coli) loadings.
- Improve biotic communities within the stream.
- Map existing septic systems within the watershed as well as provide education and outreach to individuals with failing systems.
- Implement stormwater reduction projects in conjunction with the Porter County Visitors Center.
- Introduce the "Best Management Practices" implementation process to

individual landowners.

- Provide information on an on-going basis regarding wetland restoration throughout the headwaters, low-impact development information, individual resident best management practice implementation, and education and outreach.

#### 3 Complete and Implement the Salt Creek Watershed Management Plan

- Develop strategies that conserve, protect, and enhance the natural resources of the watershed.
- Reduce the nutrient (phosphorus and nitrogen), sediment, and pathogen loadings.
- Improve stakeholder education and interaction and biotic communities.
- Implement the following three phases (Winter 2007/Spring 2008):
- Initiate Low Impact Development (LID) efforts within the watershed;
- Implement subwatershed - targeted best management practices.
- Partner in the development for large-scale projects or grant opportunities.

#### 4 Complete and Implement the Coffee Creek Watershed Management Plan

- Develop and implement a successful watershed plan to protect, maintain, and enhance Coffee Creek and its inhabitants.
- Target the following goals: best management practice implementation; sediment, nutrient, and pathogen load documentation and reduction; and increased stakeholder education and interaction.
- Continue efforts of wetland restoration, as well as education and outreach programs.

#### 5 Watershed Management Framework Development Plan for Lake, Porter, and LaPorte County (NIRPC)

- Establish a watershed planning and management framework for the enhancement, restoration, and protection of water quality in Lake, Porter, and LaPorte counties through the facilitation of communication, education, and coordination among watershed stakeholders.
- Address critical areas identified during the planning process which were identified as: agricultural issues, urban issues, and hydromodification of streams.
- Use the framework as a method for development watershed management plans for subwatersheds throughout the three-county area.
- Garner approval of and implement the coastal management plan.

#### 6 Identify Funding Sources and Implement Mitigation Efforts for Existing CSOs

- Complete and implement stormwater Phase II planning efforts for the applicable communities.
- Write and implement approved Long-Term Control Plans (LTCPs) for the applicable urban areas. The LTCPs must contain an enforceable schedule that will ultimately result in compliance with the technology-based and water quality-based requirements of the Clean Water Act or with a formal enforcement action has been initiated to achieve that result (water quality or technology-based compliance).
- Track efforts to correct CSO issues for communities which have already implemented storm water and sewer line separations.
- Act before enforcement from IDEM is imposed, which will likely occur by the

end of 2009.

- Implement the Vital Center Report recommendations that the Great Lakes metropolitan area rebuild the region's water and sewer infrastructure. The cost is estimated at \$3.3 to 11.9 billion per state. This will require that states assist with established and growing areas to identify areas to reduce cost, make efforts more efficient, and encourage cooperation.
- Implement Federal-based recommendations from the Vital Center Report that include a national commission to assess the nation's water and sewer infrastructure needs with a focus on the Great Lakes region first and foremost.
- Identify funding sources for CSO mitigation programs.
- Encourage low impact development, stormwater management planning, and sustainable development options that will help reduce the potential impact of stormwater on current (aging) storm sewer infrastructure.

#### 7 Address Poorly Sited Septic Systems

- Educate the public and government officials about septic systems, specifically that nearly 75% of Indiana's soils are not suitable for use with septic systems.
- Implement a septic system survey similar to that used by the Save the Dunes Council within the Dunes Creek Watershed.
- Initiate a campaign to encourage landowners to conduct annual septic system maintenance, complete regular cleaning, and refrain from planting shrubs or trees over septic systems.
- Municipalities should investigate long-term options for waste treatment including natural treatment, wetland-based systems.

# The Marquette Plan

**Legend:**

- Lake Michigan
- Indiana Dunes National Lakeshore
- Indiana Dunes State Park
- Cities
- Towns
- South Shore Station
- C - US 12 Corridor
- E - Redevelopment Opportunity Areas
- G - Gateways
- Scenic Overlooks
- Existing Bridges (Enhance for Appearance & Feature Development)
- US 12 - Corridor Enhancement, Gateway to Michigan City, Entry to North Lakeshore
- Explore Opportunity for Corridor Enhancement, Scenic Corridor

Scale: 0 to 3 Miles / 0 to 10,000 feet

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**C1 - Scenic Corridors**  
Scenic in nature and within the national lakeshore boundaries. Minimal to no development potential.

**C2 - Park Town Corridor**  
Opportunities for Park Town development and redevelopment and infill. Tourism-related development.

**C3 - Industrial Corridor**  
Need to study of alternate truck routing and potential for reuse and or aesthetic enhancements to this corridor.

**C4 - Urban Gateway Corridor**  
Entrance to National Lakeshore and Michigan City. Redevelopment opportunities (infill residential / commercial). Aesthetic enhancements and screening.

**C5 - Urban Gateway Corridor**  
Aesthetic enhancements, explore redevelopment opportunities.

**E1 - Development Opportunities**  
Portage/Ogden Dunes TOD development opportunities.

**E2 - Development Opportunities**  
TOD hospitality development opportunity. Entrance to the State Park. Potential roundabout entrance to the State Park.

**E3 - Development Opportunities**  
Tourism-related development opportunities at and around Andershocks Property and within close proximity to the State Park.

**G - Gateways**

**CONTEXT SENSITIVE SOLUTIONS**

**Context Sensitive Solutions (CSS)** is a theoretical and practical approach to transportation and land use decision-making and design that takes into consideration the communities and lands which streets, roads, and highways pass through ("the context"). The term is closely related to but distinguishable from **Context Sensitive Design** in that it asserts that all decisions in transportation planning, project development, operations and maintenance should be responsive to the context in which these activities occur, not simply the design process. This seeks to balance the need to move vehicles efficiently and safely with other desirable outcomes, including historic preservation, environmental sustainability, and the creation of vital public spaces. In transit projects, CSS generally refers to context sensitive planning, design and development around transit stations, also known as Transit Oriented Development (TOD).

([www.answers.com/topic/context-sensitive-solutions](http://www.answers.com/topic/context-sensitive-solutions))

## Motorized Transportation Framework - US 12

### KEY RECOMMENDATIONS

- Functional Projects**
- Address Existing Functional Deficiencies and Safety Issues Along US 12
- Clear zone obstructions
  - Right shoulder widths deficiencies
- Conduct Detailed Engineering Studies of "Intersection Hot Spots for Accidents"
- US 12 and IN 249
  - US 12 and IN 149
  - US 12 and Mineral Springs Road
- Promote and Implement Access Management Policies
- Consolidation of driveways and cross-access
  - Promote access point location and spacing standards
  - Promote proper roadway/driveway angles
  - Provide corner vision triangles and safe intersection access
  - Promote functional parking lots and internal site circulation
- Select and Program Mainline Improvements
- Bike lanes or bike paths
  - Urban corridors (along urban areas) versus park community corridors
  - Implement right-of-way preservation policies

- Aesthetic Enhancements**
- Develop Regional and/or Community Streetscape Standards
- Create Community Gateways:
- I-94 interchange locations relative to US 12
  - I-94 and I-249 (north-south)
  - I-94 and IN 49 (north-south)
  - US 12 at county lines (Lake/Porter, Porter/LaPorte)
  - Community gateways at corporate boundaries
  - National Park and State Park entrance gateways
  - Gateways along the north-south corridors
- Improved Resident and Visitor Directional Signage
  - Improved Landscaping
  - Implement Design Guidelines
  - Clear Visual Clutter
  - Evaluate Current Billboard/Advertising Sign Policies and Practices
  - Investigate Opportunities for Placement of Utilities Underground or Outside of View Corridors
  - Encourage Businesses to Improve Facades, Signage, Landscaping, and Maintenance
- Interstate 94 Bridge and Interchange Aesthetics
- As reconstruction of bridges and interchanges is programmed, consider

- "betterment" projects to enhance appearance and create gateways.
- Enhancement of Existing Bridge Structures at Park Entrances, Along Water Corridors for Appearance and Feature Enhancement
- IN 49 and US 12
  - US 12 and Burns Waterway
  - IN 249 and Burns Waterway
- IN 249 Streetscape Enhancement
- Implement IN 249 streetscape enhancements as part of the Portage Northside Master Plan.
- Development Zones**
- US 12 Ownership
- Explore local interest and evaluate the feasibility of INDOT relinquishing ownership of US 12 throughout Porter County to local jurisdictions and/or National Park Service; to allow for local control and decision-making allowing promotion of local changes (speed limits, truck re-routing) and enhancement projects. US 12 as a federal route could be shifted to the US 20 corridor.
- Transit-Oriented Development (TOD)
- Implement the Portage Northside Master Plan including the development of a TOD around the Portage-Ogden Dunes South Shore

- station. Explore alternate site for TOD south of Portage Lakefront Park (opportunity associated with the acquisition of the US Steel and National Steel Creditors Trust properties; and the future acquisition and relocation of the US Steel Training Center and PreCoat Metals).
- Explore TOD opportunity with a potential for hospitality related development and entrance to State Park.
- Others**
- Industrial Truck Routing Evaluation
- Evaluate alternative truck routing to I-94 to improve efficiency and safety for all motorists on US 12 and US 20 and north-south connecting corridors.
- Beverly Drive Improvement
- Commission a feasibility study to develop a community supported solution for Beverly Drive
- Multi-Modal Accommodations
- Evaluate and promote location specific opportunities for bike, pedestrian, commuter rail, public transit (bus/trolley) systems along the US 12 corridor.

# The Marquette Plan

A Vision for Lakeshore Reinvestment

- Lake Michigan
- Indiana Dunes National Lakeshore
- Indiana Dunes State Park
- Cities
- Towns
- South Shore Station
- A - US 20 - Urban Corridor
- B - US 20 - Park Community Corridor
- D - North-South Gateway Corridors
- E - Redevelopment Opportunity Areas
- G - Gateways
- Scenic Overlooks
- Existing Bridges (Enhance for Appearance & Feature Development)
- US 20 - Explore Opportunities for Corridor Enhancement, Cohesive Development
- Enhance Corridors as Gateways to the Communities (US 212, County Line Road, Michigan Boulevard)

0 1/2 1 2 3 Mile  
0 2,500 5,000 10,000 ft.

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Data source: NIRPC



**A1 - Portage West**  
Urban Corridor with opportunities for commercial/ Light Industrial (depending on current land uses) redevelopment and infill. North side more light industrial in nature, South more commercial.

**A2 - Portage Central**  
Urban Corridor with opportunities for tourism and gateway redevelopment and infill. Also opportunities for commercial and light industrial (depending on current land uses) North side more light industrial in nature, South more commercial.

**A3 - Burns Harbor Investment Infill**  
Urban Corridor with opportunities for residential, commercial, and transportation related-uses. Brownfield redevelopment opportunity may exist at one location.

**B1 - Park Community Corridor**  
Park/rural corridor with limited residential, and commercial/ tourism infill opportunities.

**B2 - Park Community Corridor**  
Moderate to no development zone. North side is primarily national lakeshore property or sensitive environments, south side is limited in developable space due to proximity of railroad right-of-way in relationship to road right-of-way.

**B3 - US 20 Corridor Michigan City**  
Explore opportunities to enhance corridor in LaPorte County.

**D1 - Northside Gateway**  
Commercial - marina-related development, aesthetic enhancements, gateway to Portage Park and the National Lakeshore.

**D2 - Town Center Gateway or Industrial Truck Routing Alternative**

**D3 - State Park Or National Lakeshore Gateway**  
Aesthetic enhancements.

**D4 - Park Town Gateway**  
Redevelopment tourism-related development and infill.

**E4 - Development Opportunity**  
Brownfield redevelopment opportunity at Fly Ash Landfill site.

**E5 - Development Opportunity**  
Explore development opportunity at this intersection. Entrance to Michigan City.

**H1 - County Line Road (Porter & LaPorte County)**  
Explore opportunities for a partial interchange at County Line Road serving traffic to the West. Work with INDOT to explore feasibility of this new interchange. Enhance County Line Road as a gateway corridor to Michigan City.

**H2 - IN 212 Gateway Corridor**  
Initiate a feasibility study for re-alignment of IN 212 to facilitate safer access to the community (INDOT project). Enhance IN 212 as a gateway to the community.

**G - Gateways**

## Motorized Transportation Framework - US 20

### KEY RECOMMENDATIONS

- Functional Projects**  
Address existing functional deficiencies and safety issues along US 20
- Clear zone obstructions
  - Right shoulder widths deficiencies
  - Lane Width deficiencies
- Conduct detailed engineering studies of "Intersection Hot Spots for Accidents"
- US 20 and Waverly Road
  - US 20 and IN 249
  - US 20 and Willowcreek Road
  - US 20 and Worthington Drive
  - US 20 and IN 149
- Promote and implement Access Management Policies
- Consolidation of driveways and cross-access
  - Promote access point location and spacing standards
  - Promote proper roadway/driveway angles
  - Provide corner vision triangles and safe intersection access
  - Promote functional parking lots and internal site circulation

- Select and Program Mainline Improvements US 20
- US 20 dedicated left turn lane or median with left turn lanes
  - Urban corridors (along urban areas) versus park community corridors
  - Implement right-of-way preservation policies
- I-94 Interchange Evaluation at US 20 and IN 149
- Evaluate the function and safety of this interchange and the potential for modifications that would improve functional safety.

- Aesthetic Enhancements**
- Develop Regional and/or Community Streetscape Standards
  - Create Community Gateways:
    - I-94 interchange locations relative to US 20
      - I-94 and I-249 (north-south)
      - I-94 and US 20 (east-west)
      - I-94 and IN 49 (north-south)
    - US 20 at county lines (Lake/Porter, Porter/LaPorte)
    - Community gateways at corporate boundaries
    - National Park and State Park entrance gateways
    - Gateways along the north-south corridors
  - Improved Resident and Visitor Directional Signage
  - Improved Landscaping

- Implement design guidelines
  - Clear visual clutter
  - Evaluate current billboard/advertising sign policies and practices
  - Investigate opportunities for placement of utilities underground or outside of view corridors
  - Encourage businesses to improve facades, signage, landscaping, and maintenance
- Interstate 94 Bridge and Interchange Aesthetics**
- As reconstruction of bridges and interchanges is programmed, consider "betterment" projects to enhance appearance and create gateways.
- Enhancement of Existing Bridge Structures at Park Entrances, Along Water Corridors for Appearance and Feature Development**
- IN 49 and US 20
  - US 20 and Little Calumet River
  - IN 249 and Burns Waterway
  - US 20 and Salt Creek
  - US 20 and East Branch of Little Calumet River
- IN 249 Streetscape Enhancement**
- Implement IN 249 streetscape enhancements as part of the Portage Northside Master Plan.

- Development Zones**
- Explore opportunities for redevelopment and infill along the urban corridors (US 20 and I-94). Capitalize on vacant/underutilized parcels for context sensitive and cohesive development.
  - Explore brownfield site inventory, assessment, remediation and reuse.
  - Explore opportunities for tourism-related development along IN 49 north of US 20 in Porter County unincorporated areas.
  - Provide infrastructure improvements and utilities along IN 520 to sustain suitable development in Porter County unincorporated areas.
- Others**
- US 20, IN 212 Enhancements**
- Explore the feasibility for a partial interchange at County Line Road serving traffic to the west. Work with INDOT to explore feasibility of this new interchange.
  - Explore the opportunities to enhance US 20 corridor leading into Michigan City.
  - Initiate a feasibility study for re-alignment of IN 212 to facilitate safer access to the community (INDOT project). Enhance IN 212 as a gateway to the community.

# The Marquette Plan

Lake Michigan  
 Indiana Dunes National Lakeshore  
 Indiana Dunes State Park  
 Floodplains  
 Wetlands  
 Cities  
 Towns  
 South Shore Station  
 Transit-Oriented Development Opportunities  
 Promote Multi-Modalism; Minimize Automobile Dependency  
 Existing Trails  
 New Trail Connections (NIRPC's 2005 Ped & Pedal Plan)  
 Blueway Opportunities (NIRPC Greenways & Blueways Plan)  
 Explore Multi-use Trail Opportunities

0 1/2 1 2 3 Mile  
 0 2,500 5,000 10,000 ft.

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## Alternative Transportation Framework

**PRINCIPLES FOR SUCCESSFUL TRANSIT-ORIENTED DEVELOPMENT (TOD)**

These principles should serve as guidelines for communities, designers, and developers when implementing TOD projects around South Shore stations in the study area.

- Think Development When Thinking About Transit
- Get the Parking Right
- Build a Place, Not a Project
- Make Retail Development Market Driven, Not Transit Driven
- Mix Uses, but Not Necessarily in the Same Place
- Encourage Every Price Point to Live Around Transit
- Engage Corporate Attention
- Apply the Power of Partnerships

(Courtesy: Urban Land Institute report titled "Ten Principles for Successful Development Around Transit" by Robert Dunphy Deborah Myerson/Michael Pawlukiewicz)

### KEY RECOMMENDATIONS

#### Develop Transit-Oriented Developments (TOD) at Existing South Shore stations

- Integrate rail/bus service modification to improve access throughout the lakeshore communities.
- Link various modes of transportation with NICTD transit facilities at Portage/Ogden Dunes, Dune Park, Beverly Shores, and Michigan City South Shore stations.
- Implement the Portage Northside Master Plan including the development of a TOD around the Portage-Ogden Dunes South Shore Station. Explore an alternate TOD site south of Portage Lakefront Park (opportunity associated with the acquisition of the US Steel and National Steel Creditors Trust properties; and the future acquisition and relocation of the US Steel Training Center and PreCoat Metals).
- Explore TOD opportunities around the Michigan City South Shore Station.
- Promote rail transit infrastructure improvements that facilitate carrying bikes throughout the South Shore rail system.
- Incorporate adequate bicycle parking facilities including racks and lockers at South Shore stations.

#### Expand and Connect Existing Greenways

- Develop the Marquette Greenway Trail from the stateline.
- Explore the feasibility of paving the Calumet Trail. Increase maintenance of the crushed limestone Calumet Trail to make it a more appealing and usable greenway.
- Explore the feasibility of a dual-use trail with both paved and crushed stone paths to appeal to all users.
- Connect existing trails in the region as envisioned in NIRPC's "2005 Ped & Pedal Plan".
- Encourage a coordinated effort between local and county jurisdictions, and other stakeholders in the region for greenway development and preservation.
- Coordinate efforts between the National Park Service and local jurisdictions for the development of the Marquette Greenway Trail to connect the east and west units of the Indiana Dunes National Lakeshore.
- Incorporate interpretative elements along trails throughout the region.

#### Maintain and Develop Existing Blueway Connections

- Identify and develop existing public sites for launch locations and work with private landowners on similar sites along area waterways.

- Formulate an intergovernmental water trail committee for implementation of the blueways plan for Northwest Indiana. Maintenance of waterways is imperative to the development of "blueway connections" as a viable mode of alternative transportation.
- Encourage sustainable practices for the maintenance and development of blueways.
- Publicize blueways as a form of eco-tourism.

#### Improve Pedestrian Connectivity

- Install and maintain sidewalks along US 12 and US 20, as well as, north-south corridors.
- Improve safety for pedestrians at all intersections with crosswalk markings and signals.
- Insert regular sidewalk maintenance and installation into multi-year Capitol Improvement Programs (CIP's).

#### Establish a Regional Trolley System

- Commission a study to determine feasibility of establishing a regional trolley system.

#### Connect Michigan City Attractions

- Explore the feasibility of a multi-modal shuttle system network in Michigan City to connect tourist attractions such as Washington Park, Blue Chip Casino, and the Lighthouse Place Outlet Mall.
- Create opportunities for South Shore station to serve as the TOD hub for any new shuttle/trolley system.

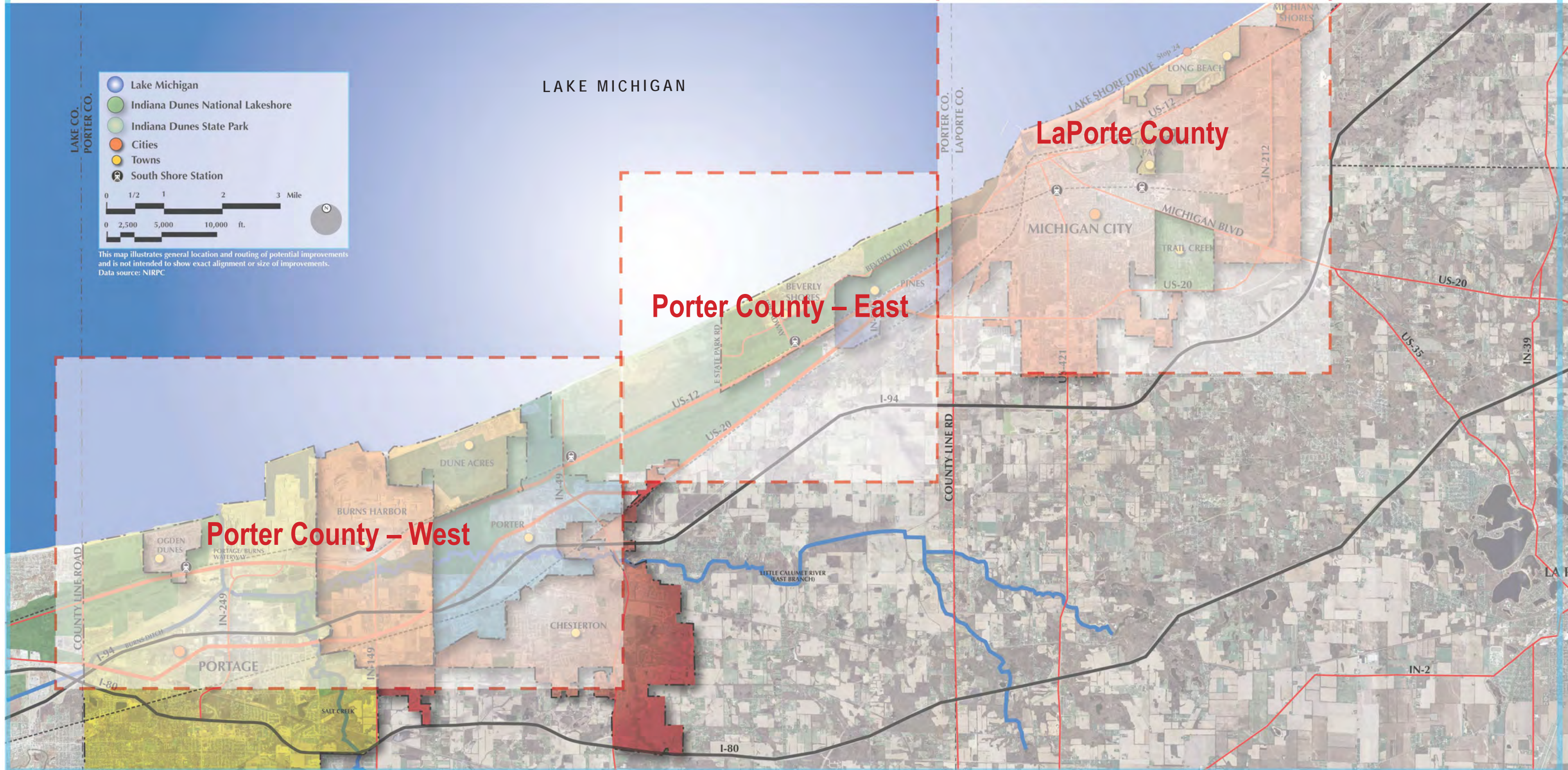
#### Establish Dedicated Shuttle System for the Indiana Dunes National Lakeshore

- Draw on existing case studies published by the National Park Service to establish a shuttle system that will move tourists and residents throughout the region.
- Coordinate efforts between the National and State parks to develop a shuttle system study to explore financial and functional feasibility
- Aim for an overall reduction of vehicular trips while increasing tourism within the region.
- Facilitate multi-day trips and alternative transportation generated trips by establishing a user-friendly shuttle system.

# The Marquette Plan

## Sub-Area Plans

Many of the recommendations in this study are system-wide and transcend boundaries. To highlight the more detailed planning of the study, three sub-areas were identified. These sub-areas identify both multi-jurisdictional and local initiatives that are critical to achieving the Marquette Plan's vision. The following sub-area plans are included in this section: Porter County – West, Porter County – East, and LaPorte County.



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# The Marquette Plan

## Porter County - West



- Tourist Destinations
- South Shore Station
- Mitigate Vehicular / Pedestrian Conflicts; Improvements to Corridors
- Redevelopment Opportunity Areas; Promote Green Initiatives
- Gateways
- Parks / Public Space / Pedestrian-Friendly Development Opportunities
- Connect Existing Trails
- US 12 Corridor Improvements (Porter County)
- US 12 Corridor Enhancements (LaPorte County's Gateway to Michigan City; Entry to North Lakeshore)
- US 20 - Urban Corridor (Porter County)
- US 20 - Park Community Corridor (Porter County)
- US 20 - Explore Opportunities for Corridor Enhancement; Cohesive Development (LaPorte County)
- Enhance Corridors as Gateways to the Communities (US 212, County Line Road, and Michigan Boulevard)

Graphic Illustration - Capitalize on existing infrastructure (bridges in this case) to improve wayfinding/signage, image/identity, improve pedestrian linkages

### RECOMMENDATIONS

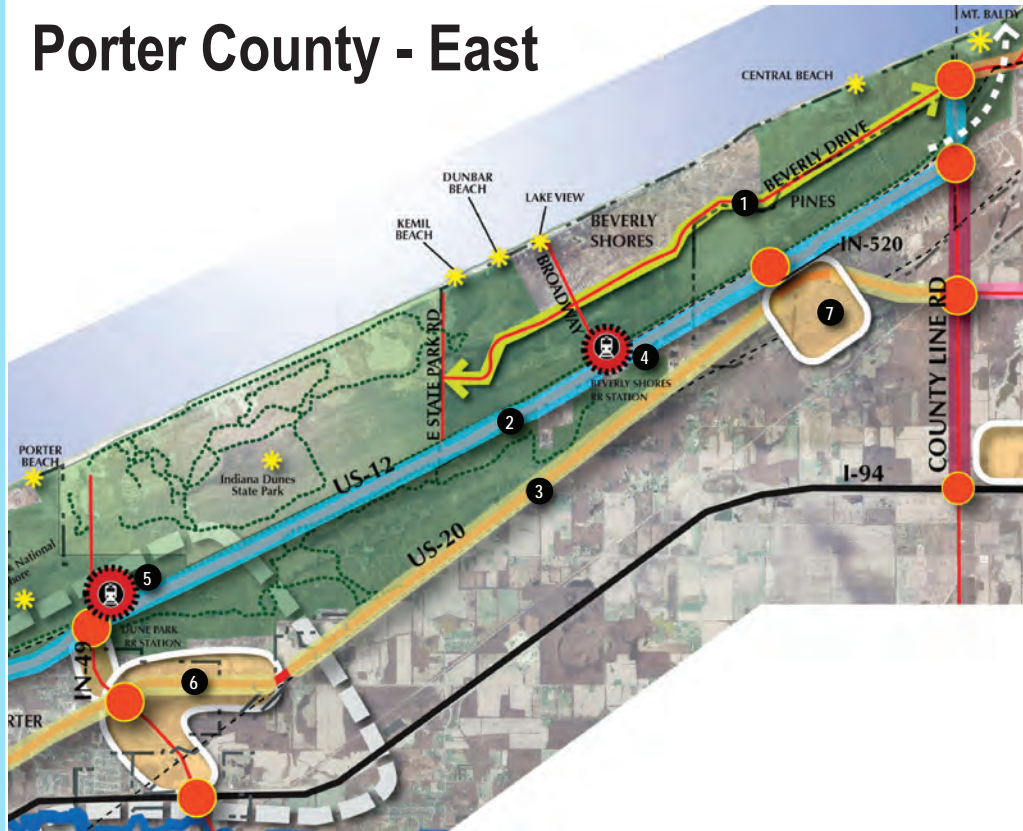
- 1 Complete the Portage Northside Master Plan, including the extension of Burns Parkway to US 12, and the riverwalk connections from Lakefront Park to the Portage Marina. Create safe and aesthetically pleasing entry into Ogden Dunes from US 12.
- 2 Explore transit-oriented development location alternatives south of Portage Lakefront Park (with opportunities associated with the potential acquisition of the US Steel Training Center and potential relocation of Pre-Coat Metals development).
- 3 Connect existing trails as envisioned in NIRPC's "2005 Ped and Pedal Plan." Connect the east and west units of the Indiana Dunes National Lakeshore.
- 4 Enhance IN 149 corridor as a town center.
- 5 Improve aesthetics along this corridor (refer Motorized Transportation Framework - US 12).
- 6 Develop the US 20 urban corridor with opportunities for tourism and gateway redevelopment/infill (refer Motorized Transportation Framework - US 20).

- 7 Commission a transportation management plan, evaluate alternative truck routing to I-94 to improve efficiency and safety for all motorists on US 12, US 20 and north-south connecting corridors.
  - 8 Capitalize on the redevelopment opportunity along US 20 and I-94 corridors. Opportunities for tourism related development and infill. Capitalize on existing vacant / underutilized properties, utilize sustainable initiatives for future development.
  - 9 Capitalize on the redevelopment opportunity along US 20, I-94, and IN 149 corridors, utilize sustainable initiative for future development.
  - 10 Develop a Lakeshore Gateway Corridor along IN 249 to guide residents and visitors to lakeshore destinations including Portage Lakefront Park, West Beach, and the Portage Marina.
  - 11 Improve near-shore habitat and recreational opportunities for local residents, explore the feasibility of adding new clean lake fill to screen and soften eastern side of the industrial complex just east of Bailey Station.
- Enhance gateways, improve wayfinding / signage.



# The Marquette Plan

## Porter County - East



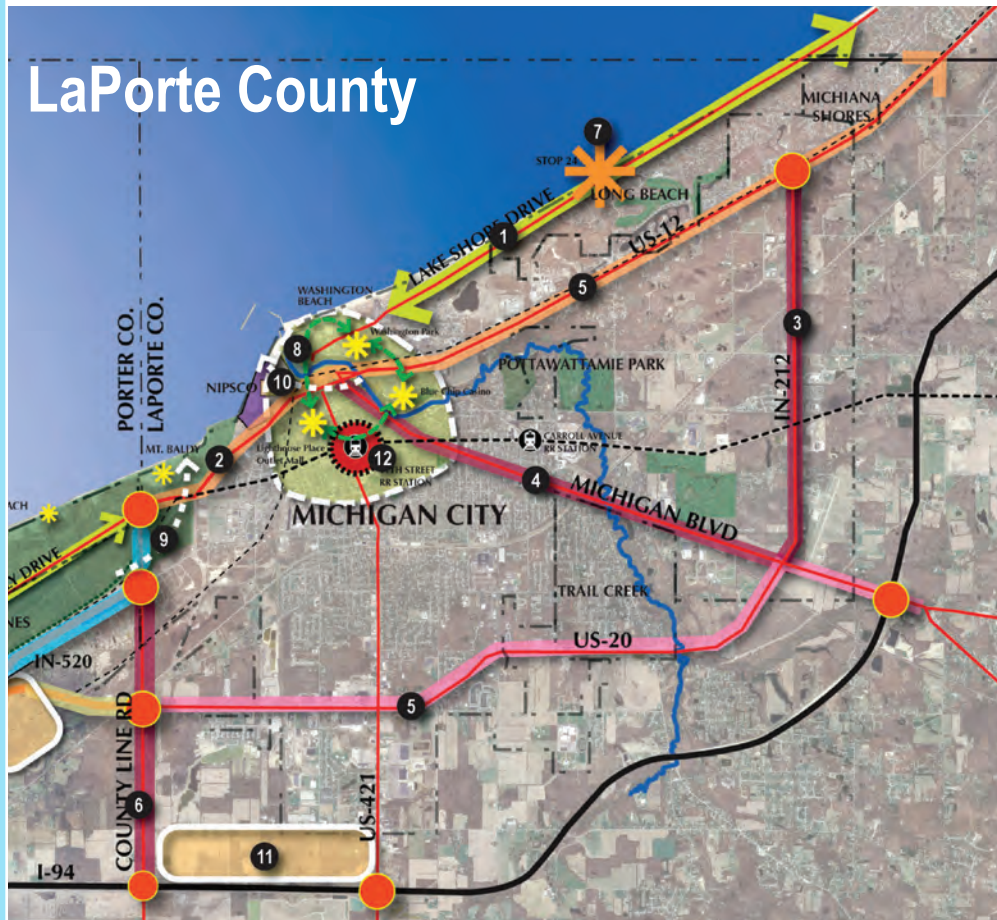
### RECOMMENDATIONS

- 1 Develop a consensus, long-term solution to improve Beverly Drive and implement it.
  - 2 Designate US 12 as the Scenic Corridor, tourism-related development east of Broadway, minimal to no development west of Broadway (refer Motorized Transportation Framework).
  - 3 Develop US 20 as the Park Community Corridor, minimal to no development zone (refer to Motorized Transportation Framework).
  - 4 Explore transit-oriented development opportunities for resident-oriented amenities around the South Shore stations.
  - 5 Promote transit-oriented development opportunities for a hospitality-related development, at the entrance to State Park and potential roundabout at the intersection of US 12 and IN 49.
  - 6 Redevelopment opportunity, tourism-related development along IN 49 in Porter County's unincorporated areas, utilize sustainable initiatives for future development.
  - 7 Commission IN 520 Sub-Area Plan to guide development and redevelopment to complement Pines "parktown" position.
- Gateways, Improve wayfinding / signage.



Graphic Illustration - Improved Wayfinding/Signage, image/identity, pedestrian linkages along US 20 Corridor

## LaPorte County



### RECOMMENDATIONS

- 1 Improve Lakeshore Drive to mitigate pedestrian / vehicular conflicts.
  - 2 Enhance US 12 as a scenic parkway and gateway to Michigan City; screen the NIPSCO Plant with landscape buffers along US 12.
  - 3 Enhance IN 212 as a gateway to the community while improving safety.
  - 4 Enhance Michigan Boulevard as a gateway to Michigan City.
  - 5 Encourage US 12 and US 20 corridor study and enhancements in LaPorte County similar to US 12 and US 20 study in Porter County.
  - 6 Enhance County Line Road as a gateway to Michigan City and the Indiana Dunes National Lakeshore.
  - 7 Explore the feasibility of consolidating town-owned parcels along Stop 24 to facilitate the development of a lakefront park.
  - 8 Connect the three major tourist destinations in Michigan City. Consolidate the studies for the "6 zones" in the north end of the city, North End Master Plan by Andrews University, plans for Washington Park, the Elston Grove Historic Neighborhood and other plans into a single sub-area plan to guide future improvements in the North End.
  - 9 Improve access and non-motorized connections to Mt. Baldy.
  - 10 Explore the feasibility of a Crescent Beach connection to Trail Creek and Washington Park - will require the collaboration of Michigan City, NIPSCO and the National Park Service.
  - 11 Identify potential redevelopment sites, utilizing sustainable initiatives for future development.
  - 12 Identify transit-oriented development opportunities, create mixed-use development around South Shore stations.
- Enhance gateways, improve wayfinding / signage.



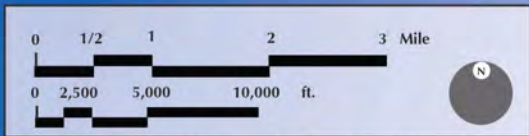
Graphic Illustration along US 12 entering Michigan City - Landscape Buffers/screening along incompatible uses, improve pedestrian linkages, develop underutilized/vacant properties



# The Marquette Plan

A Vision for Lakeshore Reinvestment

LAKE CO.  
PORTER CO.



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LAKE MICHIGAN

MICHIGAN CITY

Short-Term Projects

## MULTI-JURISDICTIONAL

- ① Lakeshore Gateway Corridor and Sub-Area Plan – IN 49, Chesterton, Porter, Porter County, Indiana Dunes National Lakeshore, and Indiana Dunes State Park
  - Enhance entrance to lakeshore destinations including; Indiana Dunes State Park, Indiana Dunes National Lakeshore / Porter County Visitors Center
  - Promote hospitality related development along the corridor
  - Enhance interchanges and bridges as gateways
  - Explore TOD opportunities at Dunes Park South Shore Station for hospitality related development and multi-modal center
- ② Lakeshore Gateway Corridor and Sub-area Plan – US 12 / County Line Road, Michigan City, Pines, LaPorte County, Porter County, Indiana Dunes National Lakeshore
  - Enhance entrance to lakeshore destinations including; Mt. Baldy, Central Beach, Lighthouse Outlet Mall and Washington Park
  - Extend Calumet Trail to Mt. Baldy/Crescent Beach/Washington Park
  - Enhance US 12 as a scenic route with streetscape improvements, landscape buffers and non-motorized facilities
  - Explore partial interchange at I-94
- ③ Transportation Management Plan – Portage, Chesterton, Burns Harbor, Porter, Ogden Dunes, Dune Acres, Porter County, Indiana Department of Transportation, Indiana Dunes National Lakeshore, Indiana Dunes State Park
  - Evaluate alternative truck routing to improve efficiency and safety of all motorists
  - Detail actions needed to improve dangerous intersections and roadway segments
  - Incorporate access management strategies
  - Address functional deficiencies

- ④ Lakeshore Gateway Corridor Streetscapes – US 12 / IN 249, Ogden Dunes, Portage, Indiana Department of Transportation, Indiana Dunes National Lakeshore
  - Enhance entrance to lakeshore destinations including; Portage Lakefront Park, West Beach, AmeriPlex – At the Port, various marinas
  - Incorporate street lighting, pedestrian crossing signals at IN 249 and Burns Parkway / AmeriPlex Drive to accommodate users of the Marquette Greenway Trail, wayfinding, signage, and median treatments and landscaping
  - Use best management practices to mitigate impacts of stormwater impacts to Burns Waterway and Lake Michigan
- ⑤ Lakeshore Drive Corridor Plan – Michiana Shores, Long Beach, Michigan City
- ⑥ US 12/20, IN 212 Corridor Plan – Trail Creek, Michigan City, Long Beach, Michiana Shores, Pottawattamie Park, LaPorte County, Indiana Department of Transportation
- ⑦ Marquette Greenway Trail - E/W Connector of Indiana Dunes National Lakeshore – Corridor Plan, Burns Harbor, Ogden Dunes, Portage, Indiana Dunes National Lakeshore, Gary
  - Coordinate efforts to connect east and west units of the Indiana Dunes National Lakeshore using route identified in NIRPC's Bikeways Plan.

## LOCAL

- ⑧ North End Consolidated Plan – Michigan City
  - Consolidate the studies for the "6 zones" in the north end of the City into a single sub-area plan to guide future improvements in the North End.
- ⑨ Beverly Drive Feasibility Study – Beverly Shores
  - Commission a feasibility study to develop a community supported solution to improve Beverly Drive.
- ⑩ White Ditch Water Resources Demonstration Project – Michiana Shores
  - Commission a demonstration project to improve water quality through best management practices and improve pedestrian connections to Moore Road and Grand Beach
- ⑪ Stop 24 – Lakefront Park Master Plan – Long Beach
  - The Plan will offer recommendations regarding the consolidation of town-owned parcels at the Stop. The plan will also consider programming elements of the park including; cafes, boardwalks, and gathering spaces.
- ⑫ Bikeways Plan – Pottawattamie Park
- ⑬ IN 520 Sub-Area Plan

## NON SITE-SPECIFIC

- ⑭ Abandoned Truck Stop Environmental Assessment and Remediation – Burns Harbor
  - The Plan will guide development and redevelopment within the sub-area to enhance the town's position as a "park town".
- Visitor Management Plan – All lakeshore communities, Indiana Dunes National Lakeshore, Indiana Dunes State Park, Indiana Department of Transportation
  - Manage visitor by capturing at key locations (lakeshore gateways) to guide to lakeshore destinations
  - Address parking and traffic issues in lakeshore communities
  - Improve wayfinding and signage
  - Mitigate conflicts between resident and visitor
- Fund the Shoreline Development Commission (SDC)
  - As the management entity, the SDC will be charged with implementing the recommendations of the Marquette Plan
- Update the Marquette Plan every 5 years

# The Marquette Plan

## Management and Implementation

The Marquette Plan illustrates a changing landscape where more compact viable industries co-exist with public parks, mixed-use neighborhoods and business-oriented developments. With this said, a process will need to be established to manage this change – be it the needed land transactions such as sale, conservation easements, or the clean-up of divested industrial properties for re-use as parks or other public-focused uses. This same need exists to raise and manage funds that will be needed for this land use transformation. While this plan makes the assumption that new and existing parks and trails will be owned and managed by the same local, county, state and federal entities that do this today, it is not inconceivable that some form of regional management or coordination would be needed to ensure success and consistent standards.

Based on this review and specific opportunities and constraints associated with this plan, the following outlines the preferred approach to management and implementation of the Marquette Plan.

### ONGOING MANAGEMENT STRUCTURE

#### Why is one necessary?

An ongoing entity needs to continue leading the planning process through implementation and establish a consistent “Waterfront District” for the entire Indiana lakeshore (see graphic).

#### What is the right entity?

Authorized in 2001, the Shoreline Development Commission (SDC) can serve as the management entity.

#### What makes the SDC the right entity?

The SDC membership consists of many major shoreline stakeholders and can evolve to include others, including an elected or appointed “champion” to lead the effort. It is designed to coordinate regional development, receive grants and appropriations, and administer a shoreline environmental trust fund.

### What will be the SDC's specific roles?

- Providing ongoing leadership and coordination.
- Allowing for continued public engagement and information.
- Evolving to include appropriate Marquette Plan stakeholders.
- Modifying its scope to allow implementation of Marquette Plan recommendations.
- Seeking additional funding mechanisms.
- Reviewing projects for appropriateness.
- Acquiring & holding voluntary property transfers.
- Prioritizing projects for funding.

*Note: The Shoreline Development Commission (SDC) has yet to receive funding. In the interim, the Northwestern Indiana Regional Planning Commission (NIRPC) is well positioned to perform the above referenced roles. When state funding becomes available to the SDC, and if deemed necessary and appropriate, NIRPC could provide technical and organizational support.*



# The Marquette Plan

## Funding Sources

### FEDERAL FUNDING SOURCES

#### National Park Service

- Interior Appropriations

#### Coastal and Estuarine Land Conservation Program

- Earmarks directly to state / local governments through Commerce Appropriations bill. (administered by state Coastal Programs (LMPC))

#### Transportation

- Earmarks directly to state / local governments through Transportation Appropriations bill.

#### Economic Development Initiative (EDI)

- Earmarks directly to state / local governments through VA / HUD Independent Agencies Appropriations bill.

#### US Army Corp of Engineers

#### US Environmental Protection Agency

#### US Department of Agriculture (USDA) Forest Service

#### US Department of Agriculture (USDA) Natural Resources Conservation Service

- Wetland Reserve Program
- Emergency Watershed Protection Program
- Wildlife Habitat Incentives Program
- Conservation Reserve Program
- Environmental Quality Incentives Program

### STATE FUNDING SOURCES

#### Indiana Department of Natural Resources Grants

- **Division of Natural Preserves**  
Lake Michigan Coastal Program grants (federal source – NOAA)
- **Division of Outdoor Recreation**  
Recreation Trails Program (RTP) grants (federal source – National Highway)  
Land and Water Conservation Fund (LWCF) grants (federal source – National Park Service)
- **Division of Forestry**  
Community and Urban Forestry – Urban Forest Conservative Grants
- **Natural Resources Foundation**  
Indiana Heritage Trust funds

#### Indiana Department of Agriculture

- Clean Water Indiana

#### Indiana Department of Transportation Grants

- Surface Transportation Program (STP) trail grants
- Congestion Mitigation Air Quality (CMAQ) grants

#### Indiana Office of Community and Rural Affairs (federal source)

- Planning Grants
- Community and Economic Development Fund
- Community Development Block Grants
- Community Focus Fund

#### Indiana Department of Environmental Management

- Petroleum Remediation Grants (PRG)
- Brownfields Low-Interest Loans (LIL)
- Trails and Parks Initiative (TPI)
- Boating Infrastructure Grant (BIG)
- Clean Vessel Act (CVA)
- Section 205(j) – water quality/watershed planning
- Section 319 – watershed planning
- Stipulation Site Assessment Grants
- Stipulation Remediation Grants
- Petroleum Remediation Grants

#### State Revolving Fund Loan and Grant Program (SRF)

- Wastewater (WWSRF) and Drinking Water (DWSRF)

### LOCAL FUNDING SOURCES

- Tax sources, bond issues, Community Development Funds, Farmers Home Administration Loans, or force account contributions
- Donated value of land, cash, labor, equipment or materials.
- Impact Fees for open space acquisition.
- Donation of land or case to mitigate encroachment into lake shore setback.
- Tax Increment Financing for open space acquisition in conjunction with and to enhance adjoining development projects.
- Northwest Indiana Regional Development Authority

### PRIVATE FUNDING SOURCES

- Charitable Foundations
- Corporations
- Individual giving campaigns
- Development criteria (i.e. private developer builds park or trail as part of development)
- Kodak America Greenways Awards
- BP Community Outreach
- Arcelor/Mittal Foundation
- Gaylord and Dorothy Donnelly Foundation
- Five Star Restoration
- Legacy Foundation
- NIPSCO Environmental Challenge
- Porter County Community Foundation
- Trust for Public Lands
- US Fish and Wildlife Foundation
- Unity Foundation of LaPorte County
- Shirley Heinze Charitable Trust

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