



U.S. 421 & S. Franklin Street South Gateway Corridor Plan



Michigan City, Indiana



Services:

- Transportation Safety
- Development Scenarios
- Land-use Assessment
- Utilities and Capacity Analysis



Adopted:

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Key Staff:

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Reference:

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Developed by Aaron Tuley, AICP, and his planning team, the U.S. Highway 421 S. Franklin Street South Gateway Corridor Plan sets forth a preferred future development plan for southern Michigan City along Interstate 94. The goal of the plan is to improve the overall function and economic potential of the corridor.

The plan assessed the existing retail and commercial land uses along the corridor, noting the signage, access drives, parcel sizes, and market potential of vacant and redevelopable parcels. This included an assessment of population growth and market analysis of nearby competing commercial corridors and centers. The plan also addressed the vehicular and pedestrian experience, noting the overall circulation of the network of pedestrian facilities, roadway conditions, and crash locations. Lastly, the need for utility expansion and replacement was also evaluated, noting the capacity and location of potable water, sanitary sewer, and storm drainage transmission systems, and fiber optics communication networks.

Recommendations for the corridors focused on improving three key areas; 1) visual appearance and character; 2) transportation safety and efficiency; and 3) regulatory framework, land uses, and economic development strategies.

To improve the visual appearance and character of the corridors, recommended streetscape furnishings and consistency was recommended, noting signage, lighting, and surface treatment. Transportation efficiency was addressed through improved access management, median construction, pedestrian facility and bicycle lane construction, and signalization improvements. Lastly, the Plan recommended the development of five catalytic sites for new mixed-use development. The development scenarios include townhomes, mixed-use buildings, parkland development, public plazas, and commercial buildings which directly abut roadways. The plan also proposes design guidelines for new construction which focused on creating a comfortable pedestrian experience. Lastly, specific partnerships and funding opportunities are highlighted to encourage the preferred corridors development scenarios and improvements.