

GARY LAKEFRONT DISTRICT

- Introduction
- Schedule of upcoming key meetings
- Project product outline
- Sub-district analysis
- Highlights of existing city data
- Key team tasks to be completed
- Next steps

AGENDA

March 17th

Webinar

Gary/EPA/Consultant Team to lay out the project process

April 6th-7th

Site Meetings

First On-Site Meetings

May 11th-12th

Site Meetings

Second On-Site Meetings

KEY UPCOMING MEETINGS

Comment Review and Refinement

Existing Conditions

- Zoning Code Analysis of Existing Allowances
- Previous Planning Information
- How Does Existing Information Match Envisioned Information?

Framework Plan

- Land Use Plan
- Circulation Plan
- Access Plan
- Streetscape and Design Plan

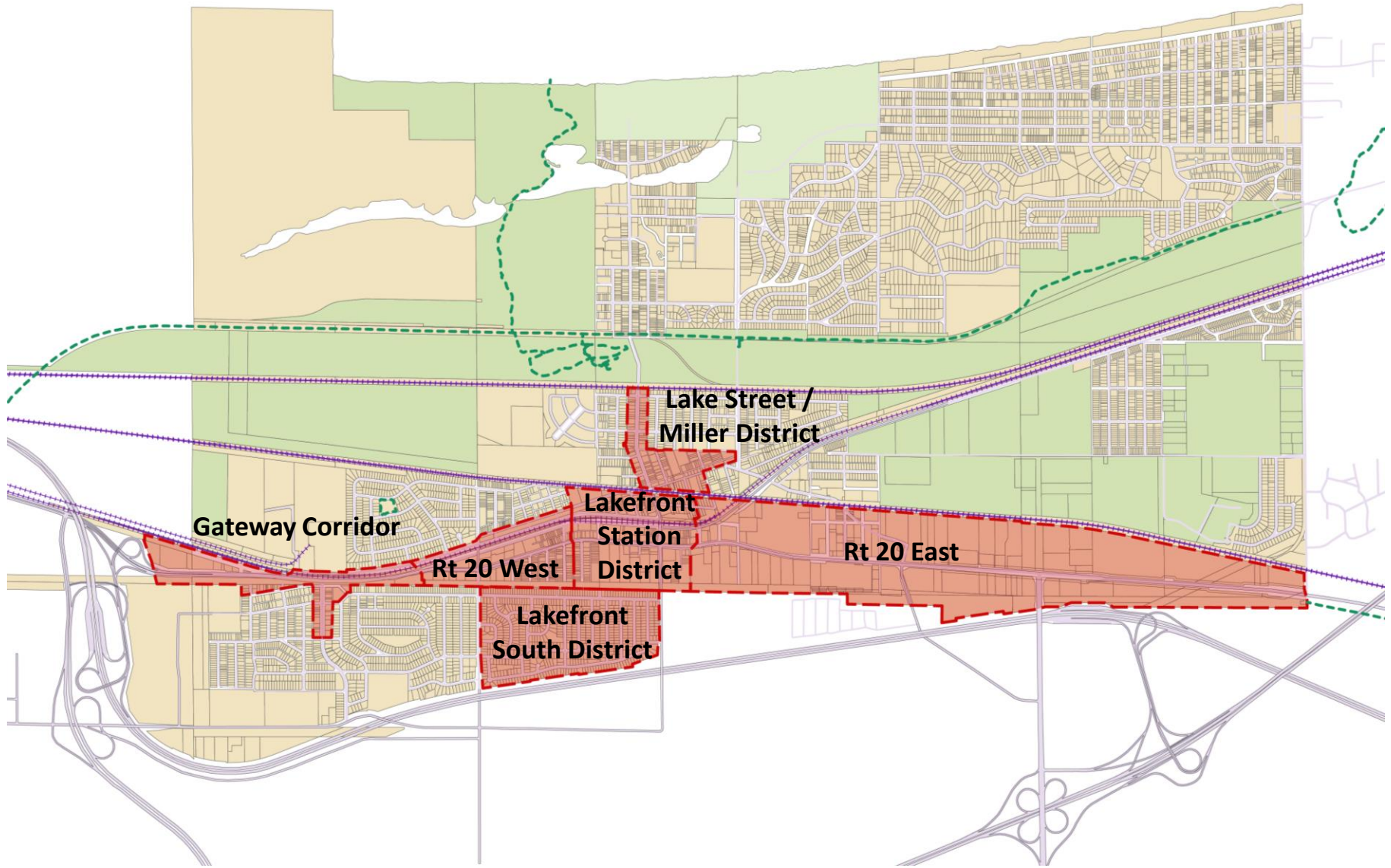
Work Products

- Development Standards
- Form Based Code Recommendations

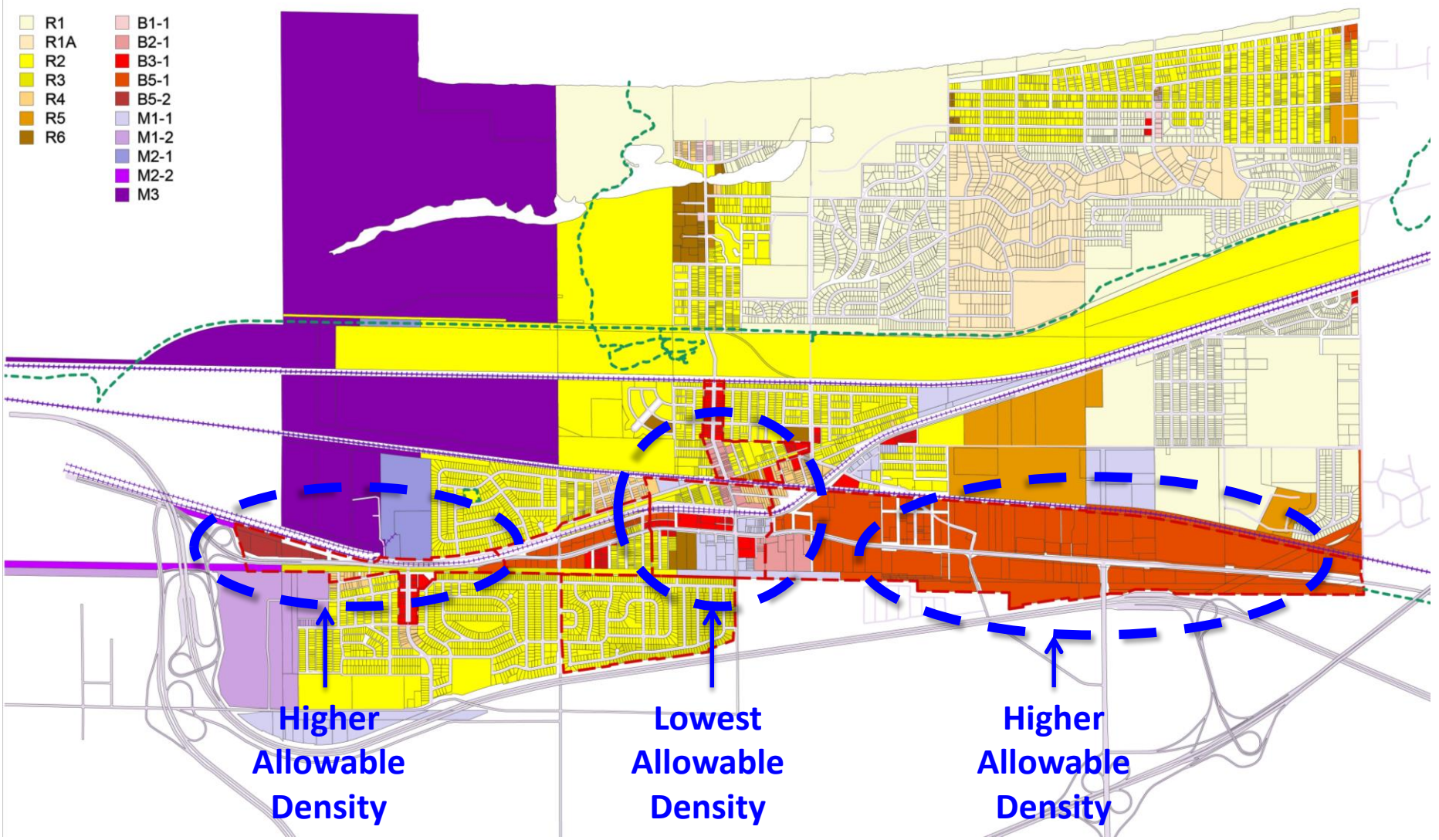
WHERE WE ARE GOING

The Lakefront District Plan will create zoning and land use design guidance to facilitate redevelopment by recommending hybrid form based code elements for incorporation into the existing code.

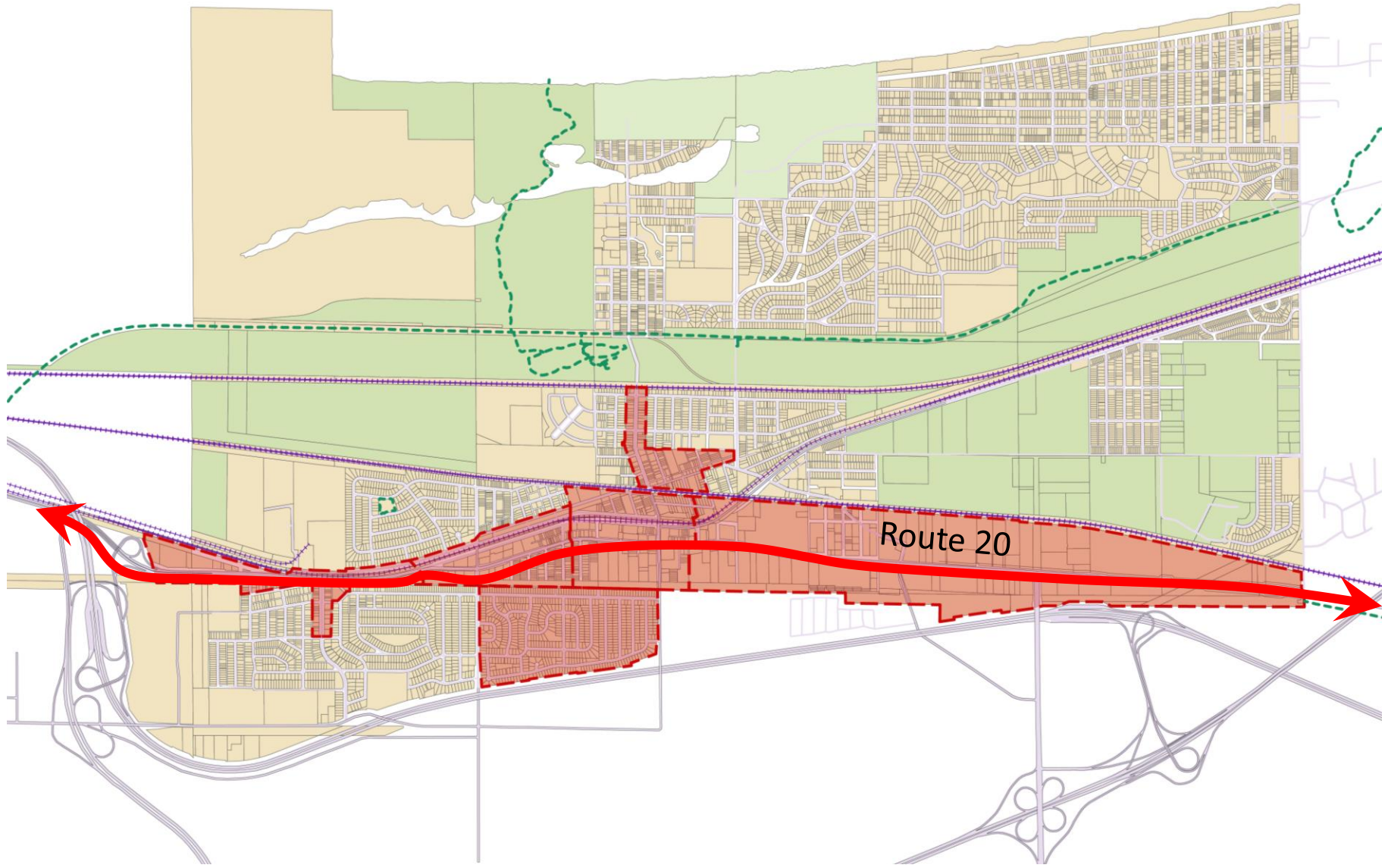
GOAL



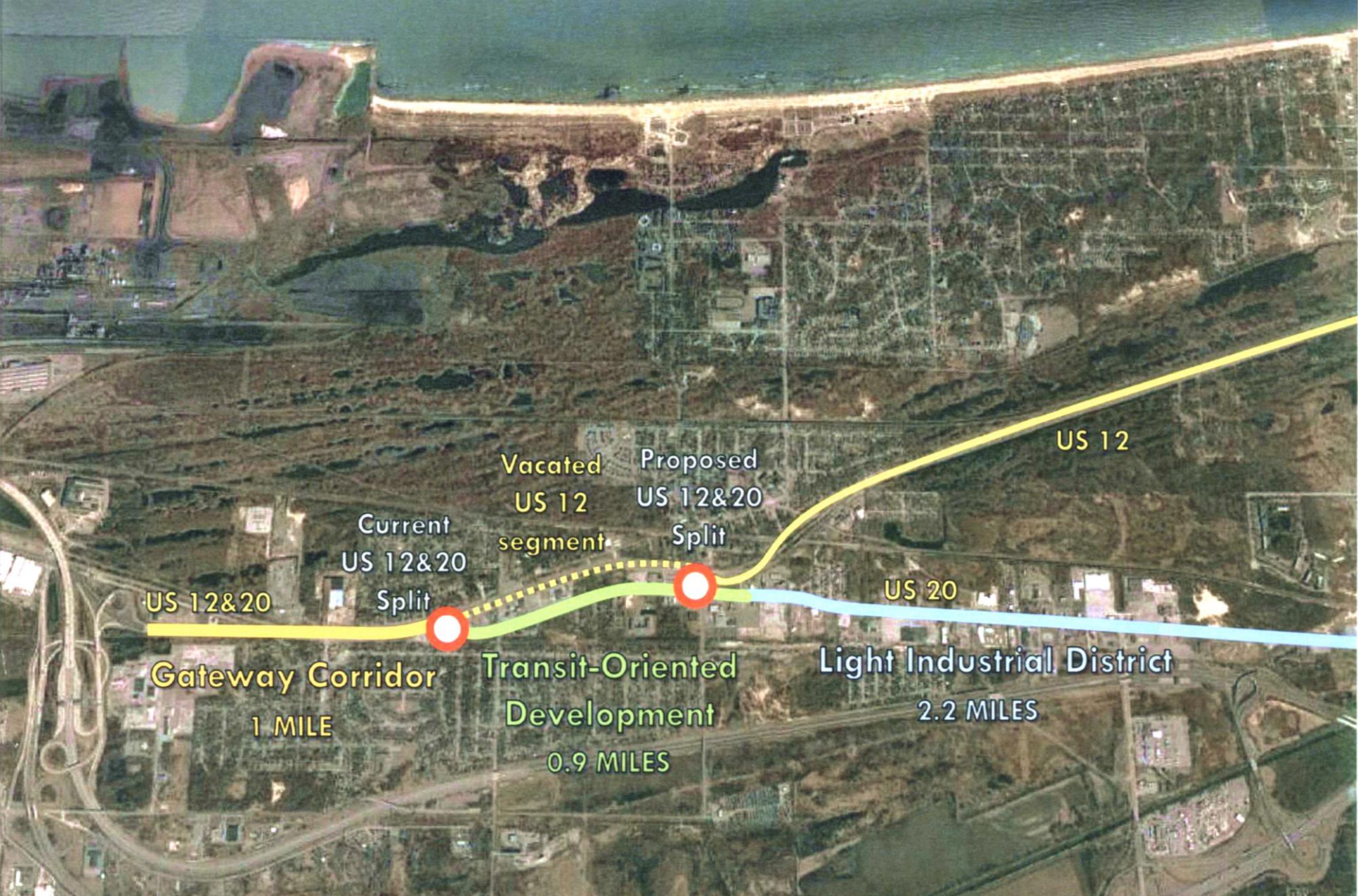
LAKEFRONT STUDY AREA SUBDISTRICTS



LAKEFRONT EXISTING ZONING



LAKEFRONT STUDY AREA FOLLOWS ROUTE 20 CORRIDOR



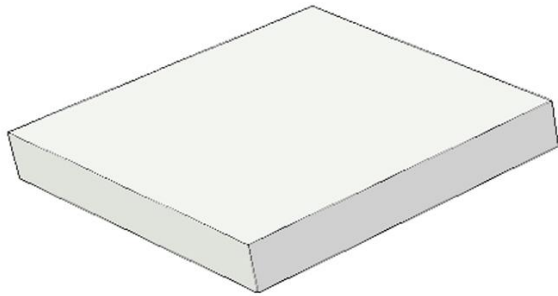
EAST LAKEFRONT DISTRICT CORRIDOR PLAN



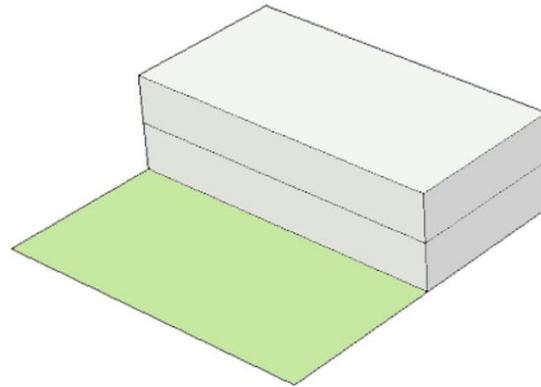
ROUTE 20 CORRIDOR VISION

Floor Area Ratio (FAR)

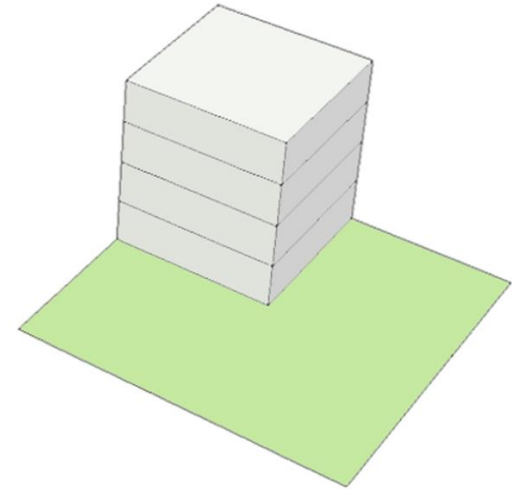
An example of 1.0 FAR



1 storey
(100% lot coverage)



2 storeys
(50% lot coverage)

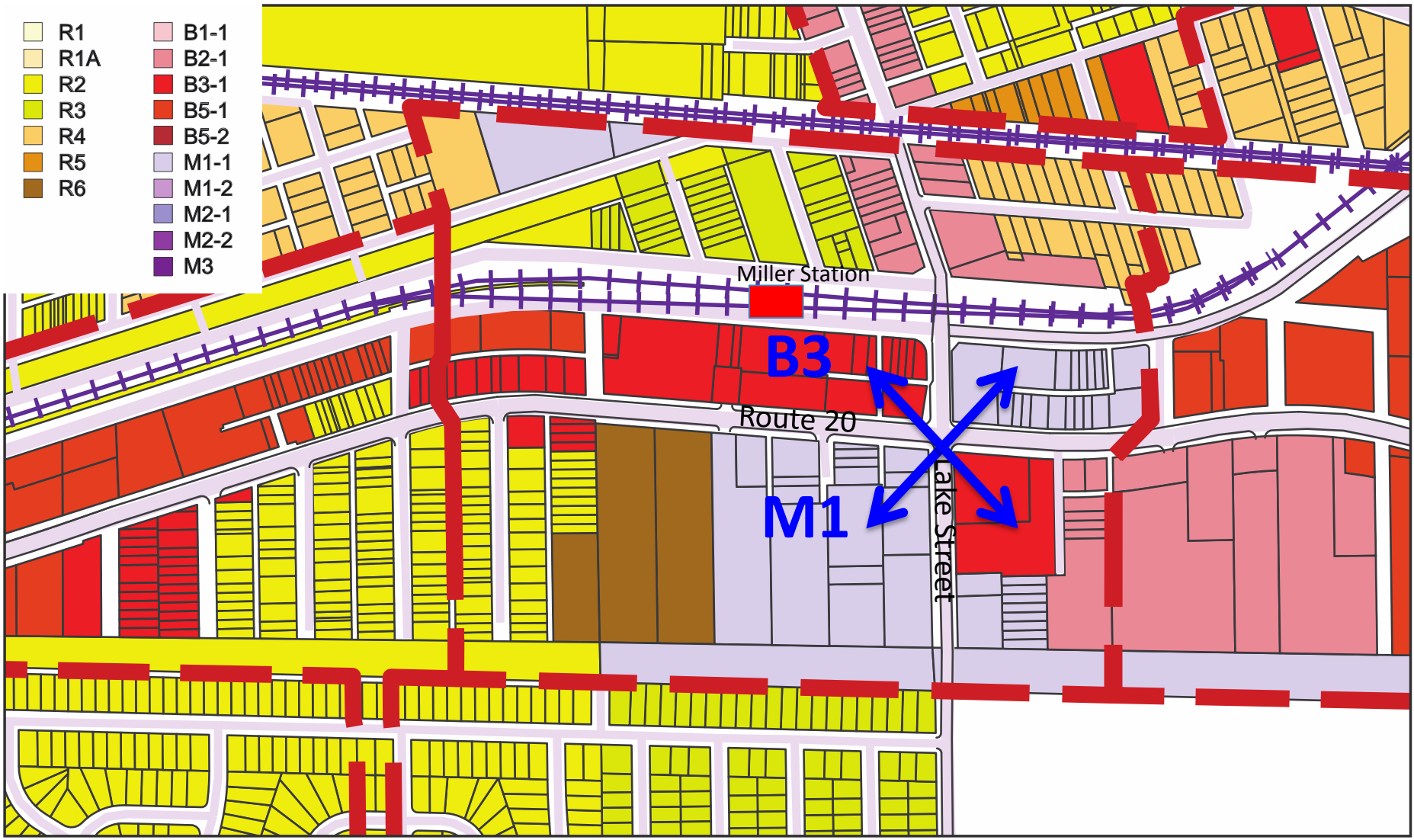


4 storeys
(25% lot coverage)

FLOOR AREA RATIO (FAR) – DENSITY MEASURE

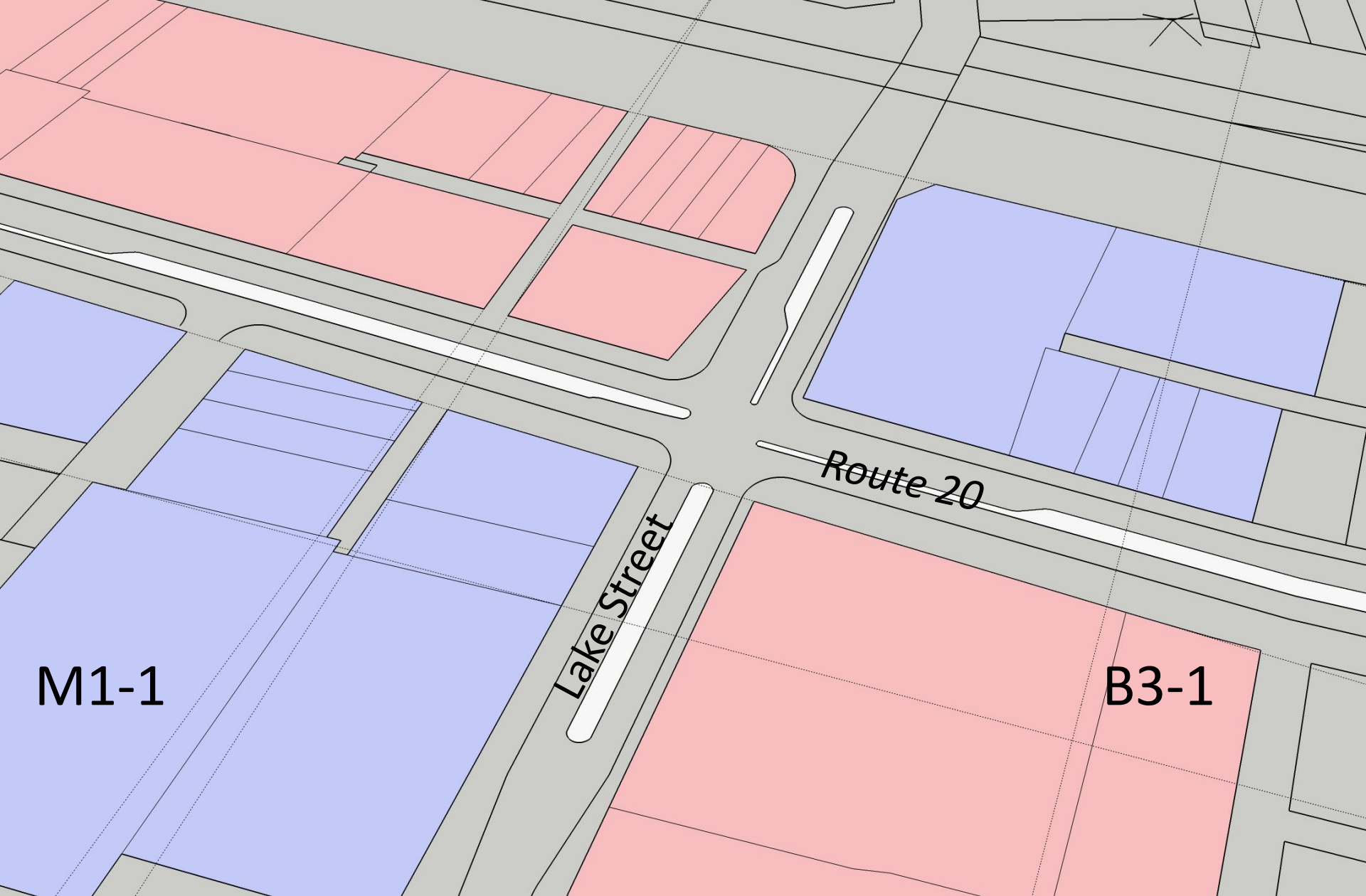
| Zone | FAR Density | Max Floor Area | Min Lot area | Min lot width | Coverage | Front yard | Side yard | Rear Yard | |
|-------------|-----------------------|-------------------|-----------------|------------------|----------|---------------|--------------|--------------|-----------|
| B1-1 | 1.5 | 12500 | 5000 | 40 | NA | NA | NA | NA | |
| B2-1 | 1.5 | 12500 | 7500 | 60 | NA | NA | NA | NA | |
| B3-1 | 1.5 | 15000 | 10000 | 75 | NA | NA | NA | NA | |
| B5-1 | 2.5 | 6250 | 5000 | 40 | NA | NA | NA | NA | |
| B5-2 | 3.5 | 9375 | 5000 | 40 | NA | NA | NA | NA | |
| M1-1 | 1.0 | NA | NA | NA | NA | 25 | 20 | NA | |
| M1-2 | 1.5 | NA | NA | NA | NA | 25 | 20 | NA | |
| M2-1 | 1.5 | NA | NA | NA | NA | 25 | 20 | NA | |
| M2-2 | 2.0 | NA | NA | NA | NA | 25 | 20 | NA | |
| M3 | 2.5 | NA | NA | NA | NA | 25 | 20 | NA | |
| R1 | 0.5 | NA | 5000 | 59 | 40% | 25 | 10 - 15 | 30 | 9 / acre |
| R1-A | 0.5 | NA | 5000 | 59 | 40% | 25 | 10 - 15 | 30 | 9 / acre |
| R2 | 0.5 | NA | 6000 | 50 | 35% | 25 | 10 - 15 | 30 | 7 / acre |
| R3 | 0.5 | NA | 7000 | 60 | 35% | 25 | 10 - 15 | 30 | 6 / acre |
| R4 | 0.75 | NA | 5000 | 40 | 40% | 25 | 10 - 15 | 30 | 9 / acre |
| R5 | 1.0 | NA | 9000 | 75 | 40% | 25 | 10 - 16 | 30 | 36 / acre |
| R6 | 2.0 | NA | 7500 | 60 | 40% | 25 | 10 - 16 | 30 | 34 / acre |

COMPARATIVE ANALYSIS OF ZONING CATEGORIES



Juxtaposed zoning districts at key intersection

LAKE STREET STATION DISTRICT



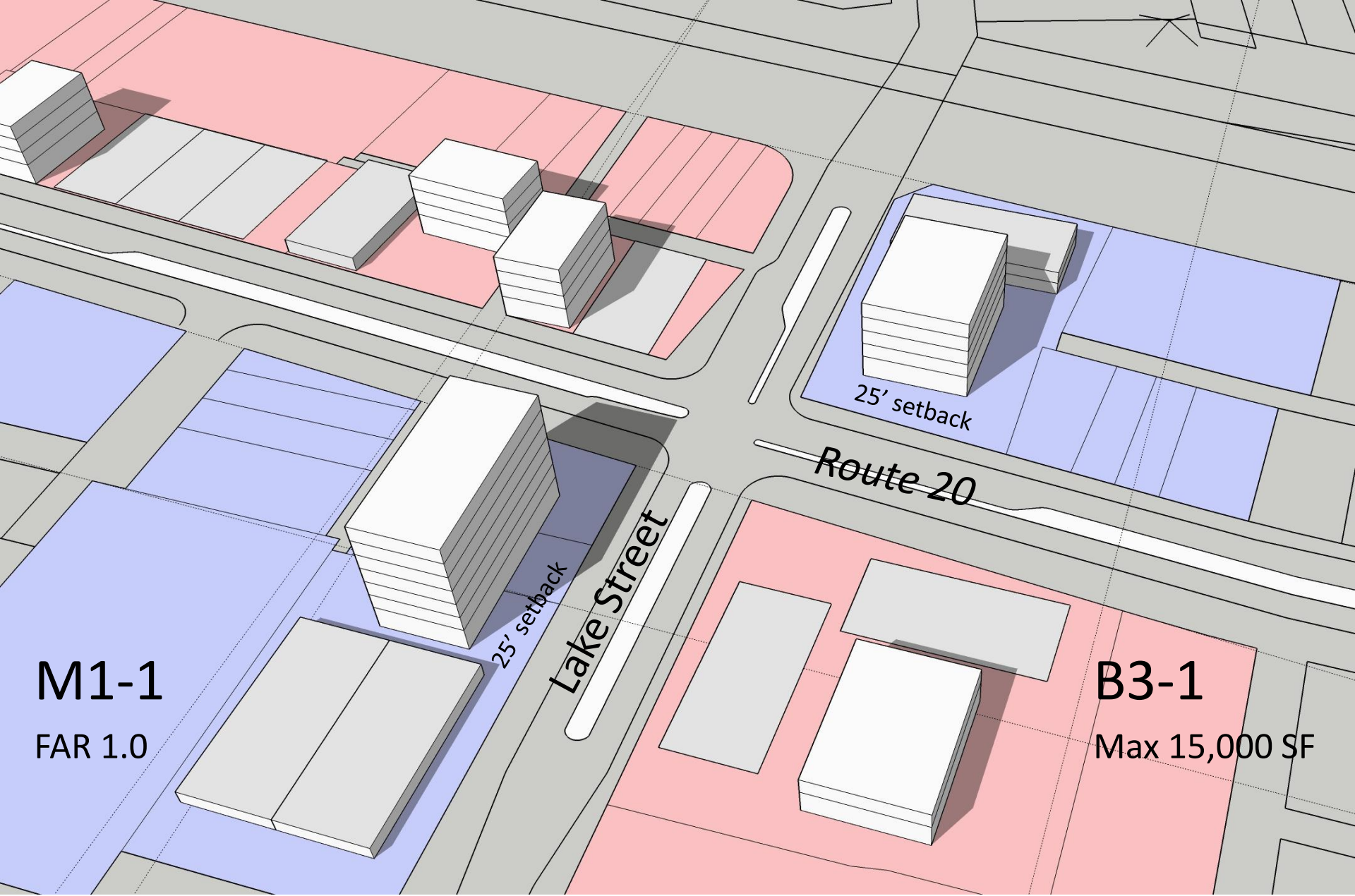
M1-1

Lake Street

Route 20

B3-1

LAKEFRONT STATION DISTRICT



M1-1
FAR 1.0

25' setback

Lake Street

Route 20

25' setback

B3-1
Max 15,000 SF

DIAGRAMMATIC MASSING PER CODE

USES

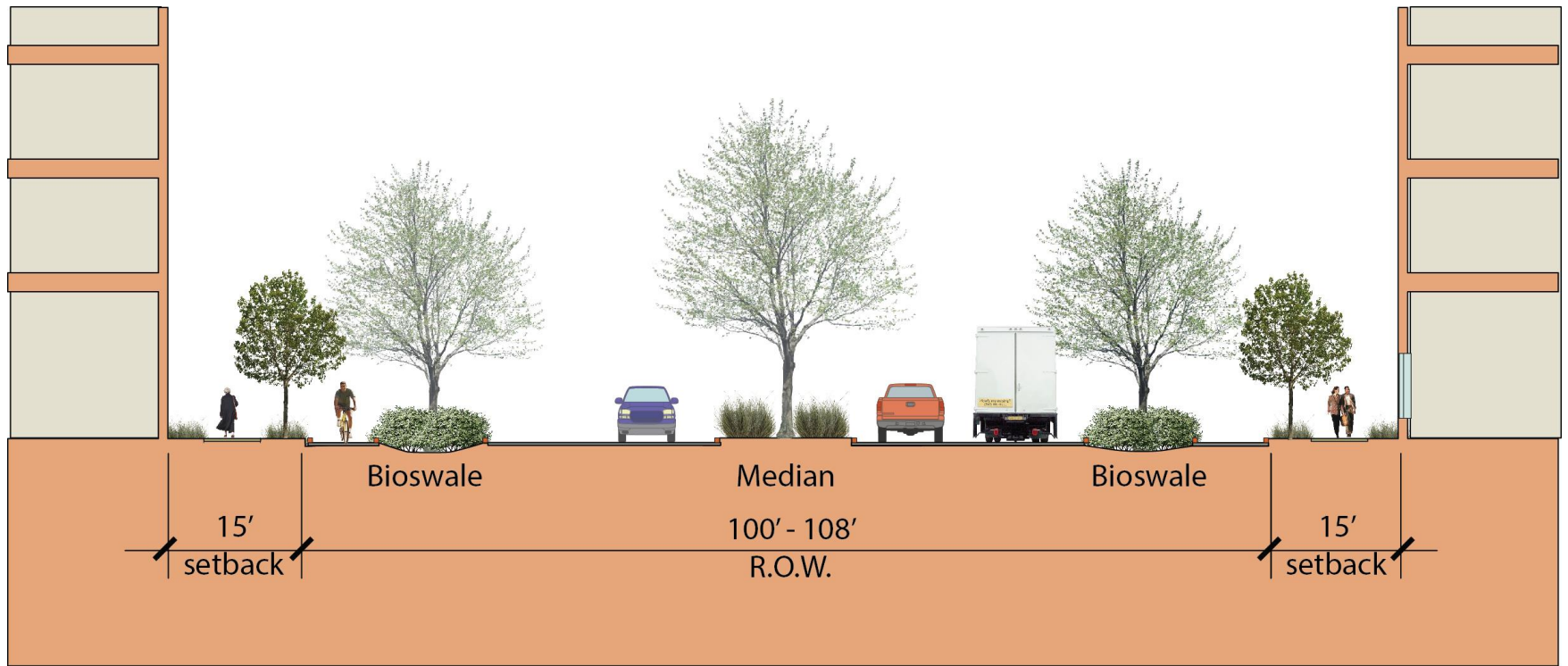
- Mixed Use
- Residential
- Public Space
- Structured Parking
- Retail Options (orient towards the train)

CHARACTERISTICS

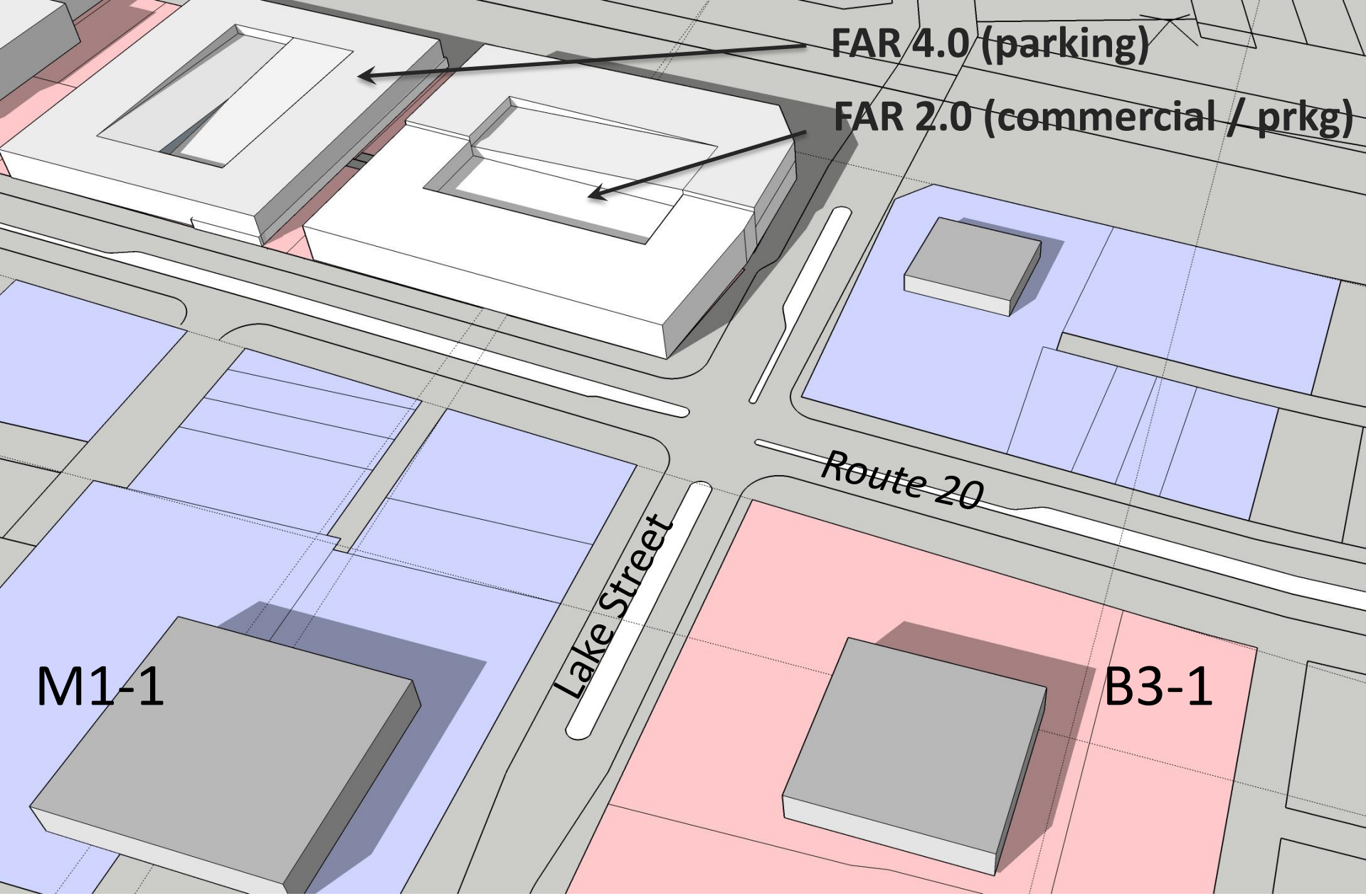
- Reduce signage
- Establish bike lanes
- Medians and set backs—to the extent possible—to buffer oncoming trucks for pedestrians and cyclists
- Quality building materials
- Best spot for tall building
- Vacate 7th Avenue
- Green space



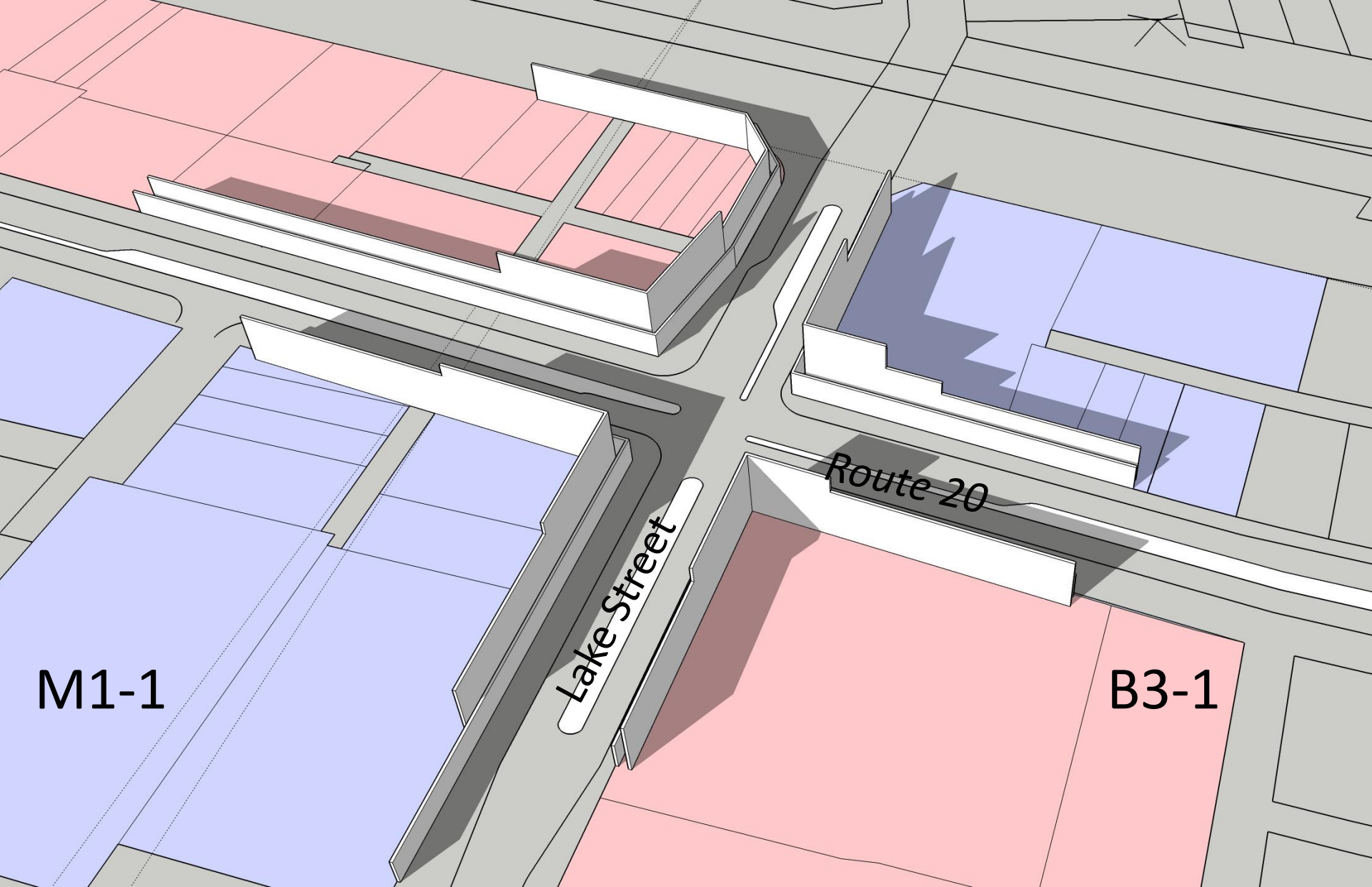
LAKEFRONT STATION DISTRICT



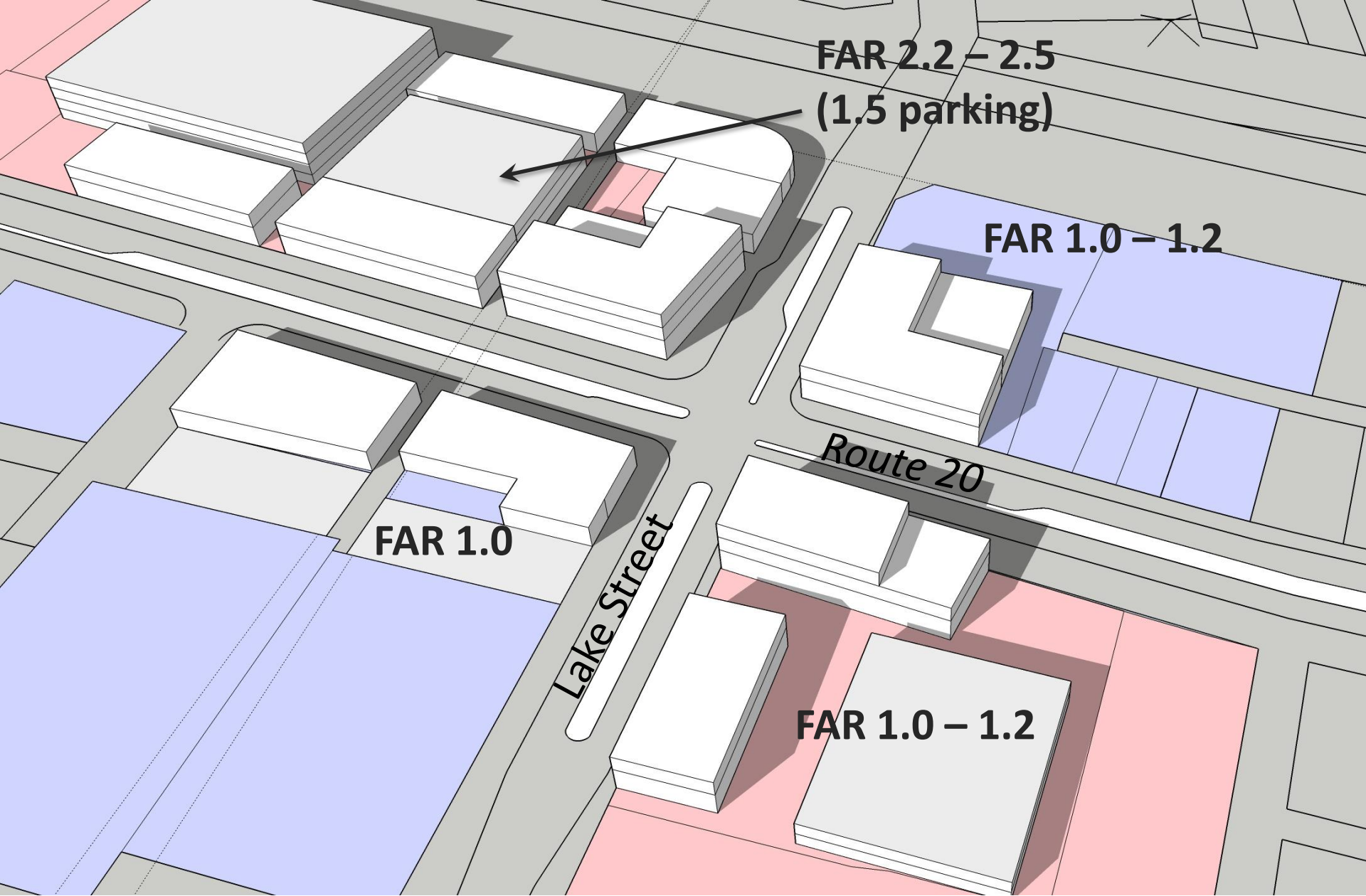
ROUTE 20 STREET SECTION – TOD DISTRICT



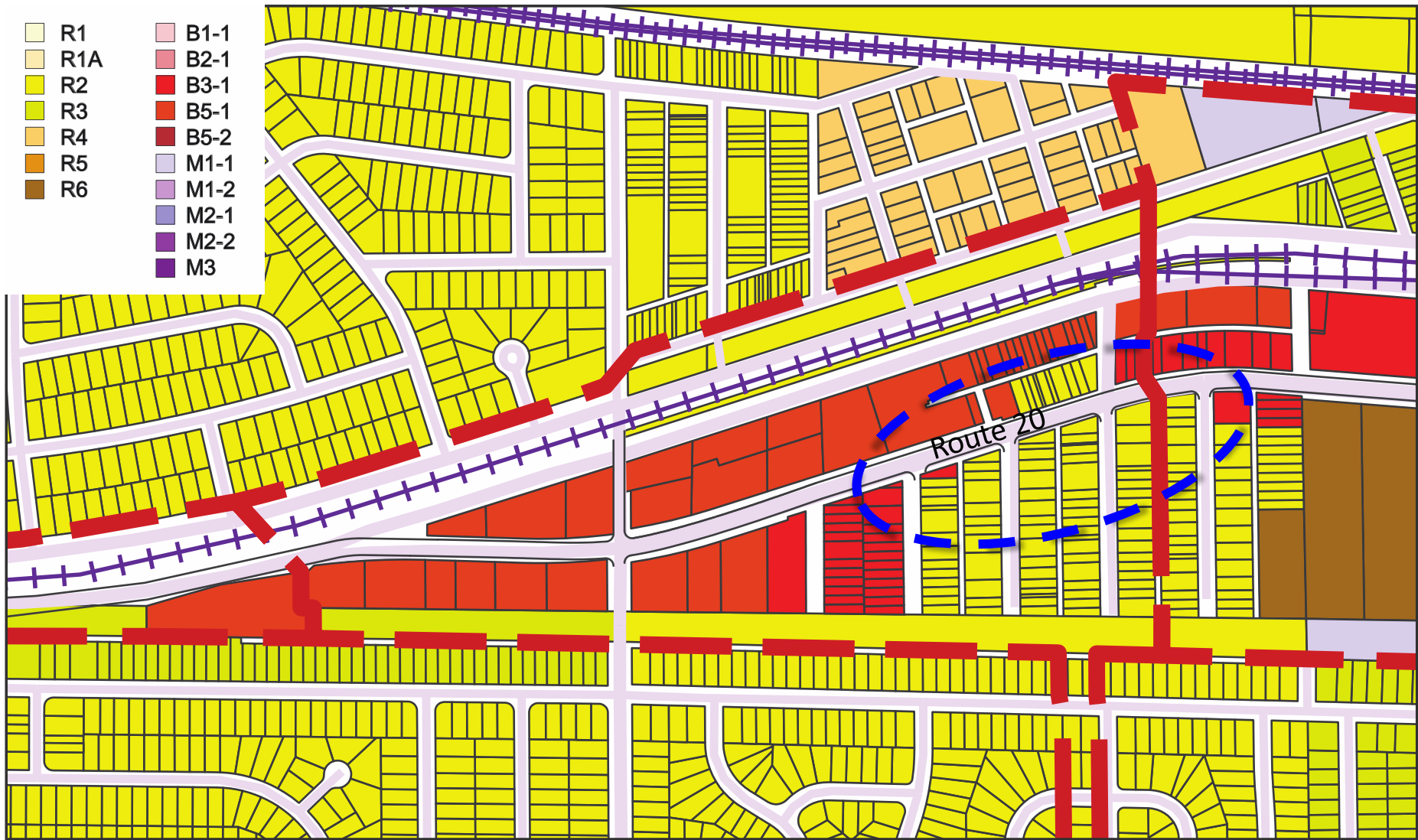
DIAGRAMMATIC MASSING – Previous Study



MASSING CONCEPT; STREETWALLS



DIAGRAMMATIC MASSING - FORM BASED



Single Family zoning (R2) within Route 20 Commercial corridor (B3, B5)

ROUTE 20 WEST DISTRICT

USES

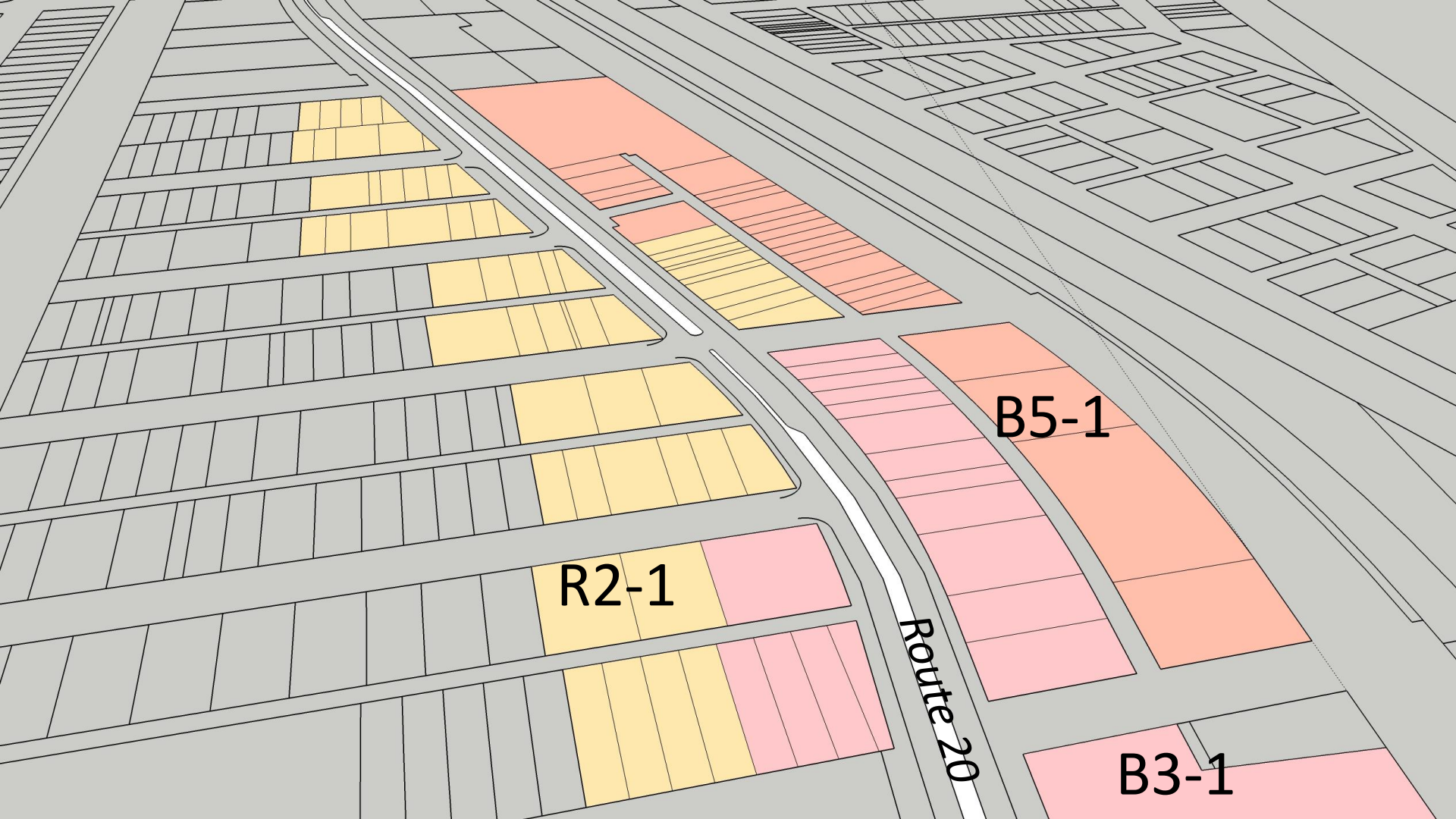
- Commercial/Retail
- To The North
- Open space/Buffers the South

CHARACTERISTICS

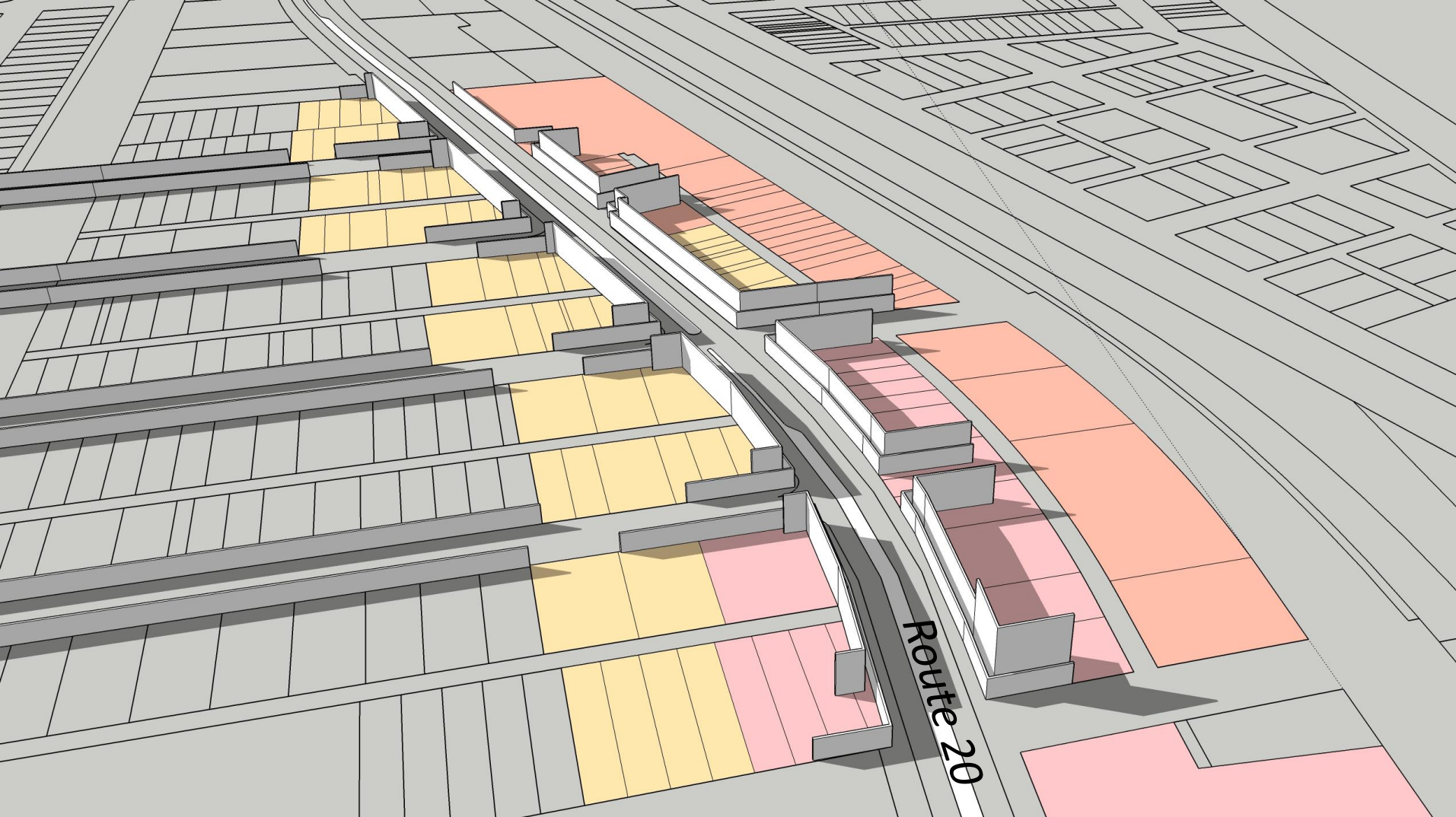
- *Way system near Clay/12/20, easing access to other areas into Miller*
- Connection to surrounding neighborhoods
- Walkability-sidewalks
- Vacate 12-access to new development
- Good commercial building frontage to US 20
- Sidewalk with landscape buffer
- Place marking
- Landscaping gateway feature at split
- Coordinate with INDOT+NIRPC; anticipate land issues (road vs. land underneath road)



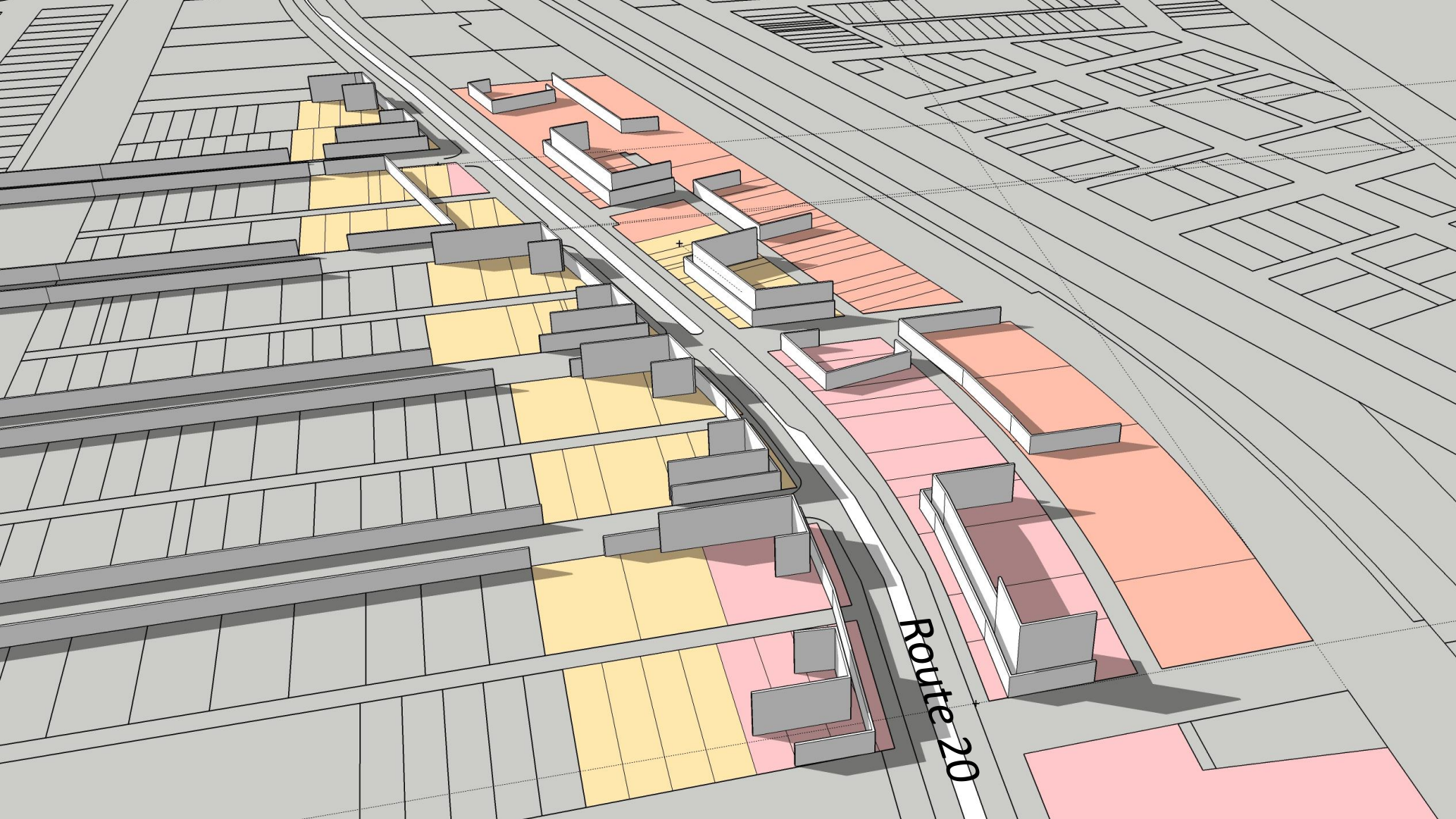
ROUTE 20 WEST DISTRICT



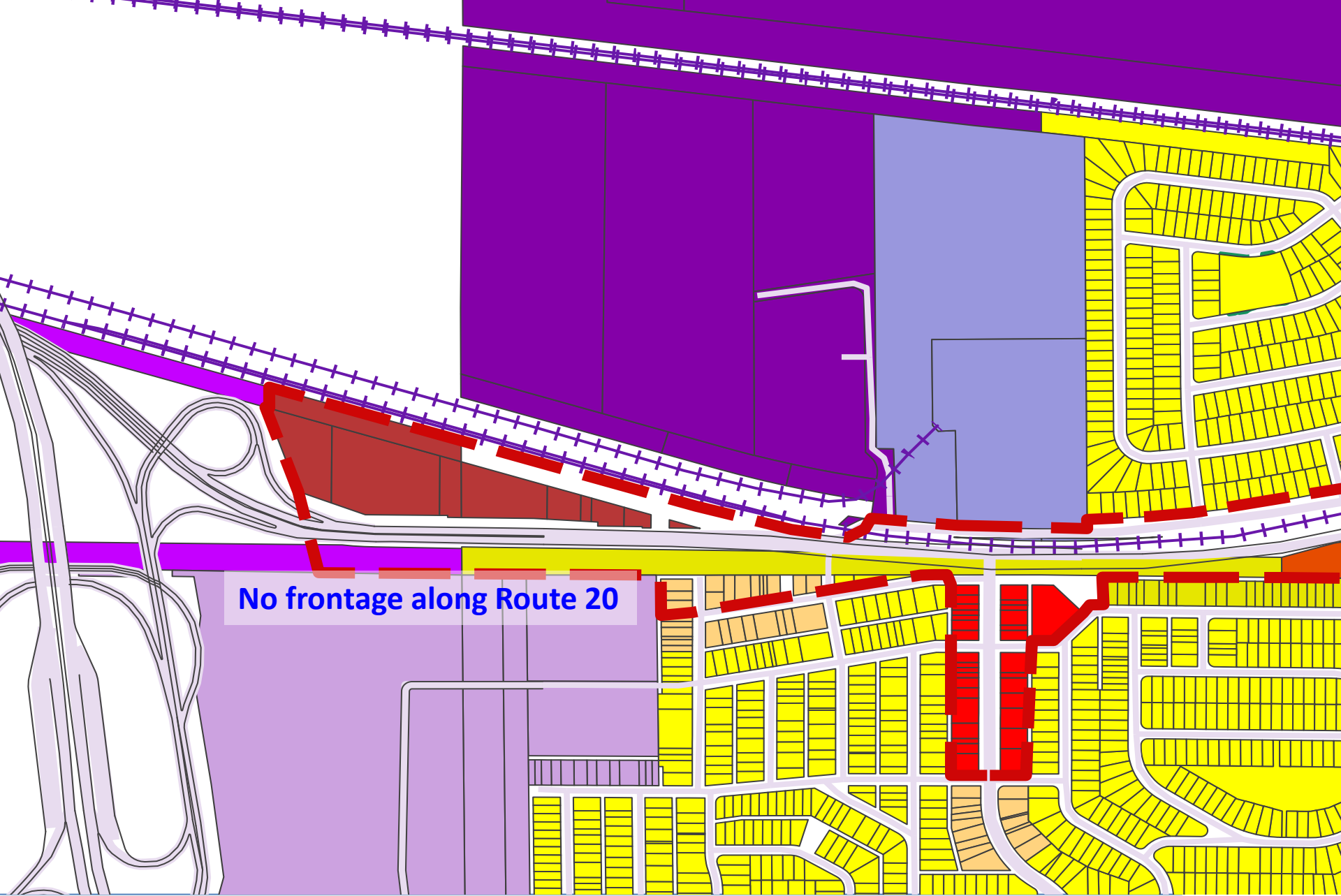
ROUTE 20 WEST – INCONSISTENT ZONING PATTERN



MASSING CONCEPT – FULL BUILDING STREETWALL



MASSING CONCEPT – FLEXIBLE BUILDING STREETWALL



No frontage along Route 20

ROUTE 20 – GATEWAY DISTRICT

USES

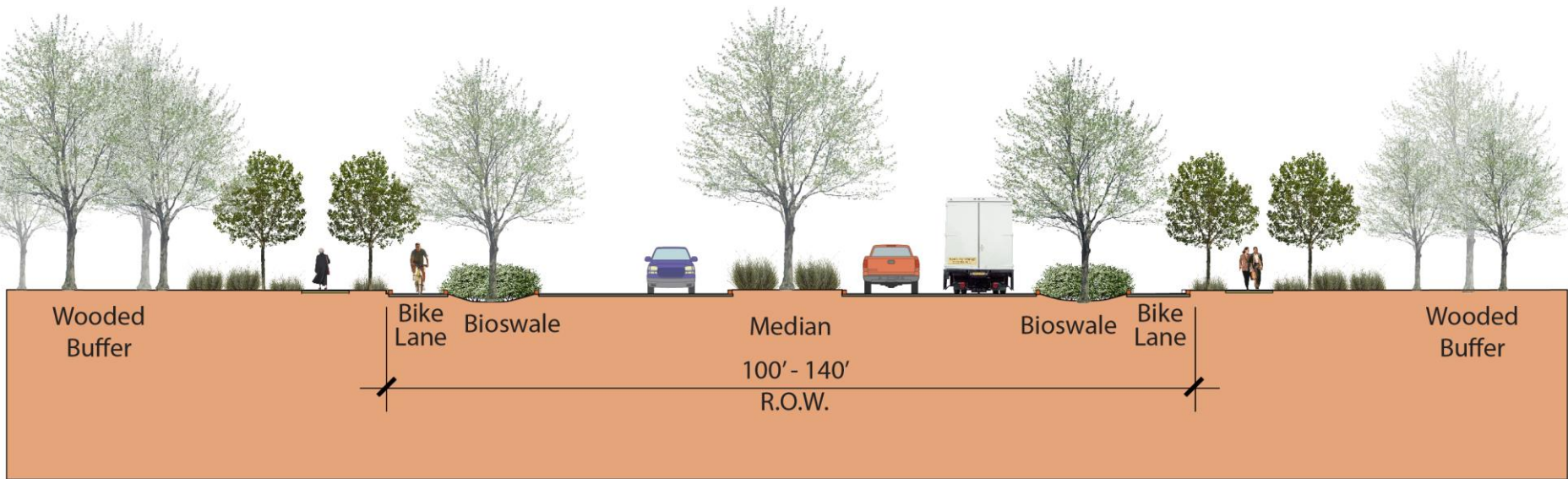
- Commercial/Retail
- Open space

CHARACTERISTICS

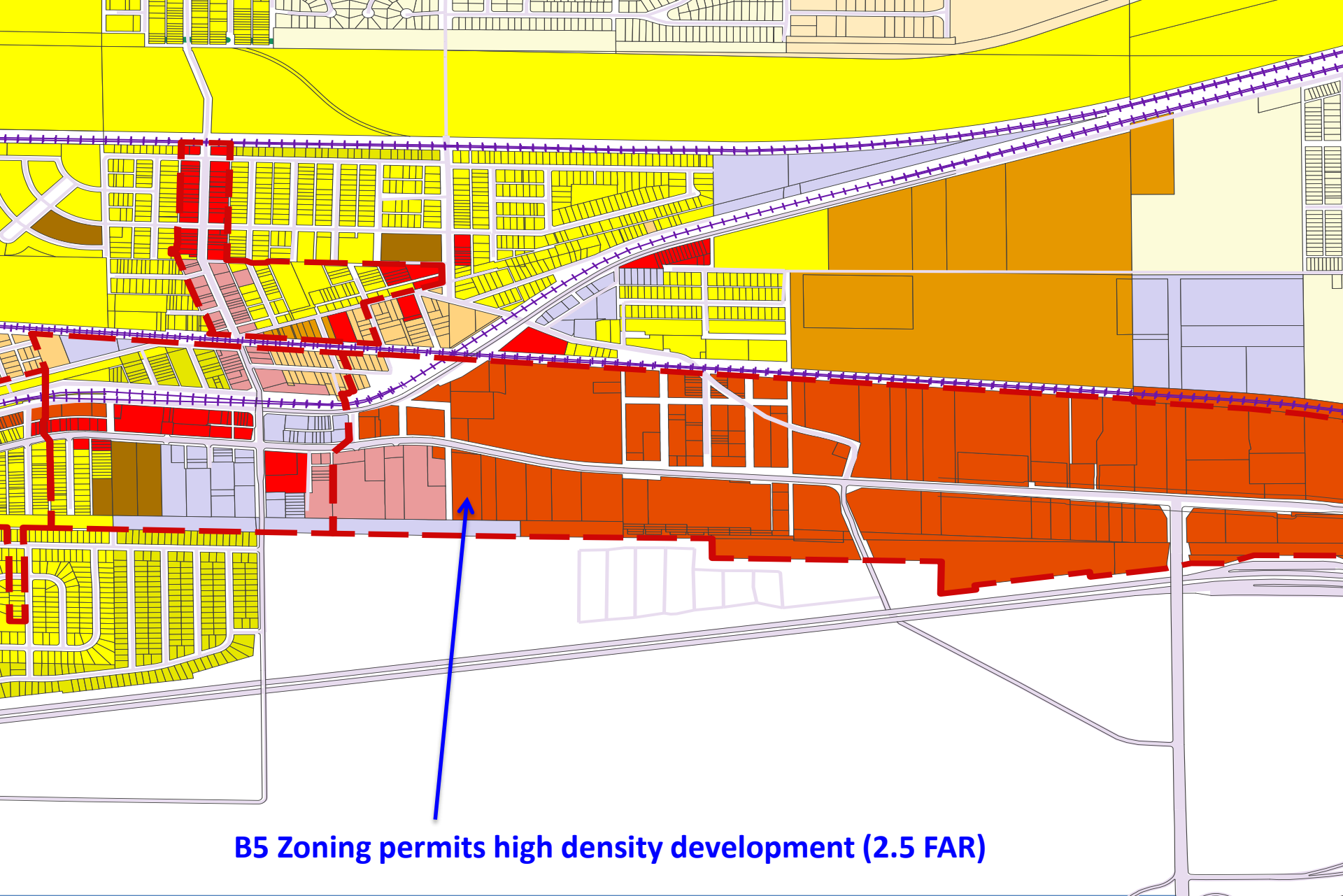
- Green space and gateway signage
- Median
- Thoughtful incorporation of pedestrian access, green trail
- Screening, significant natural space to draw attention
- Away from power lines, ETC.
- Sidewalks
- Connect 7th Avenue to Aetna (in Glen Ryan)
- Install sidewalk infrastructure (T&B tubing is a factory located next to Glen Ryan)



ROUTE 20 GATEWAY DISTRICT



ROUTE 20 GATEWAY STREET SECTION



B5 Zoning permits high density development (2.5 FAR)

ROUTE 20 EAST DISTRICT

USES

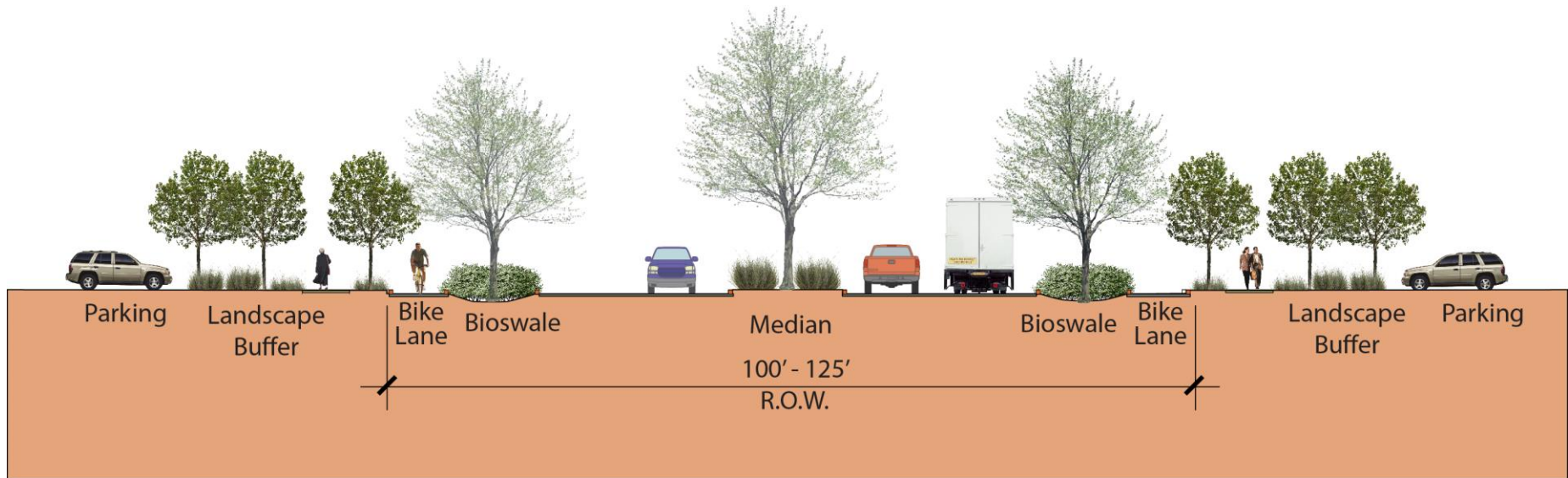
- Light Industrial
- Commercial (Old Hobart Road to the East)

CHARACTERISTICS

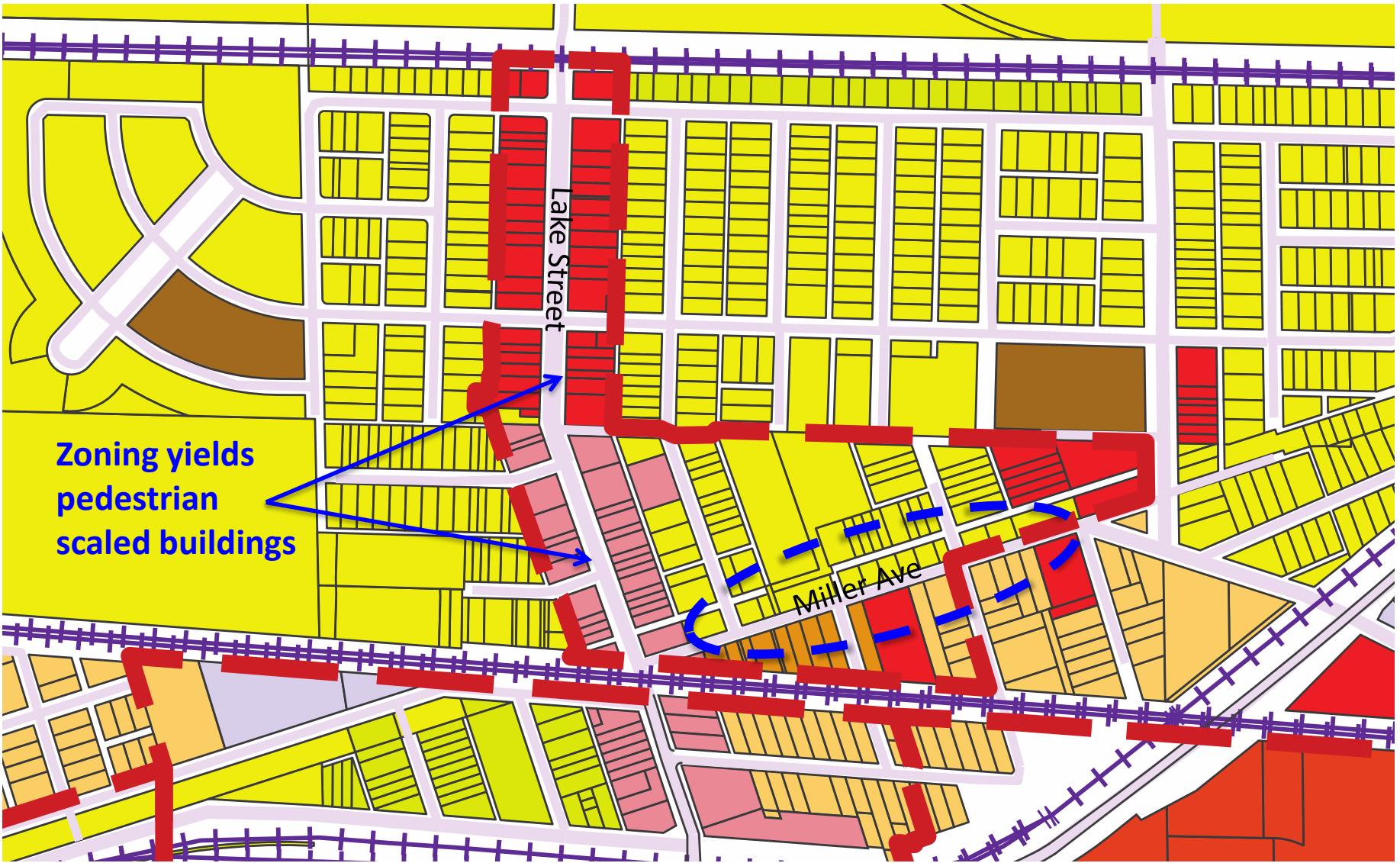
- Screening, landscaping, set backs are key
- Large roadside infrastructure setbacks
- Median trees
- Native plants
- Buffers for truck route
- Sidewalks
- No S.O.B.S
- Traffic control coming around 21st Century Charter School



ROUTE 20 EAST DISTRICT



ROUTE 20 EAST DISTRICT – STREET SECTION



Zoning yields pedestrian scaled buildings

Inconsistent parcel and zoning pattern

LAKE STREET/MILLER DISTRICT

USES

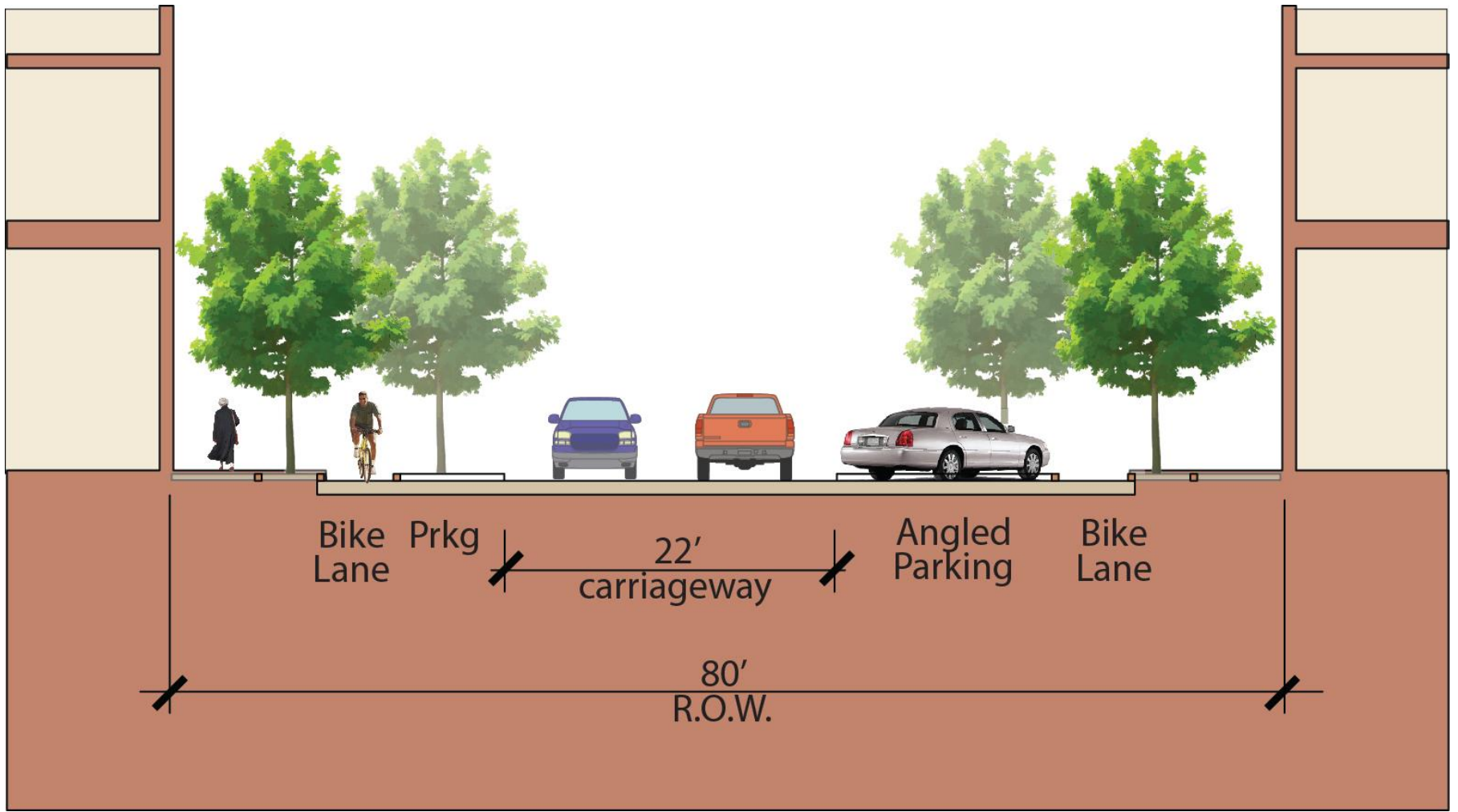
- Live-Work Mixed-Use (residential above, Small-Box retail below)

CHARACTERISTICS

- One-lane traffic to increase sidewalk space
- Extended and widened sidewalks with well placed trees (eliminate tree pedestrian barriers)
- Off-street and angled parking
- Bikes lanes
- Enhance facades for a traditional 'Main Street' feel
- Place making, including shared sidewalk space, café style areas, and patios for restaurants
- ADA Accessibility



LAKE STREET/MILLER DISTRICT



LAKE STREET – STREET SECTION

USES

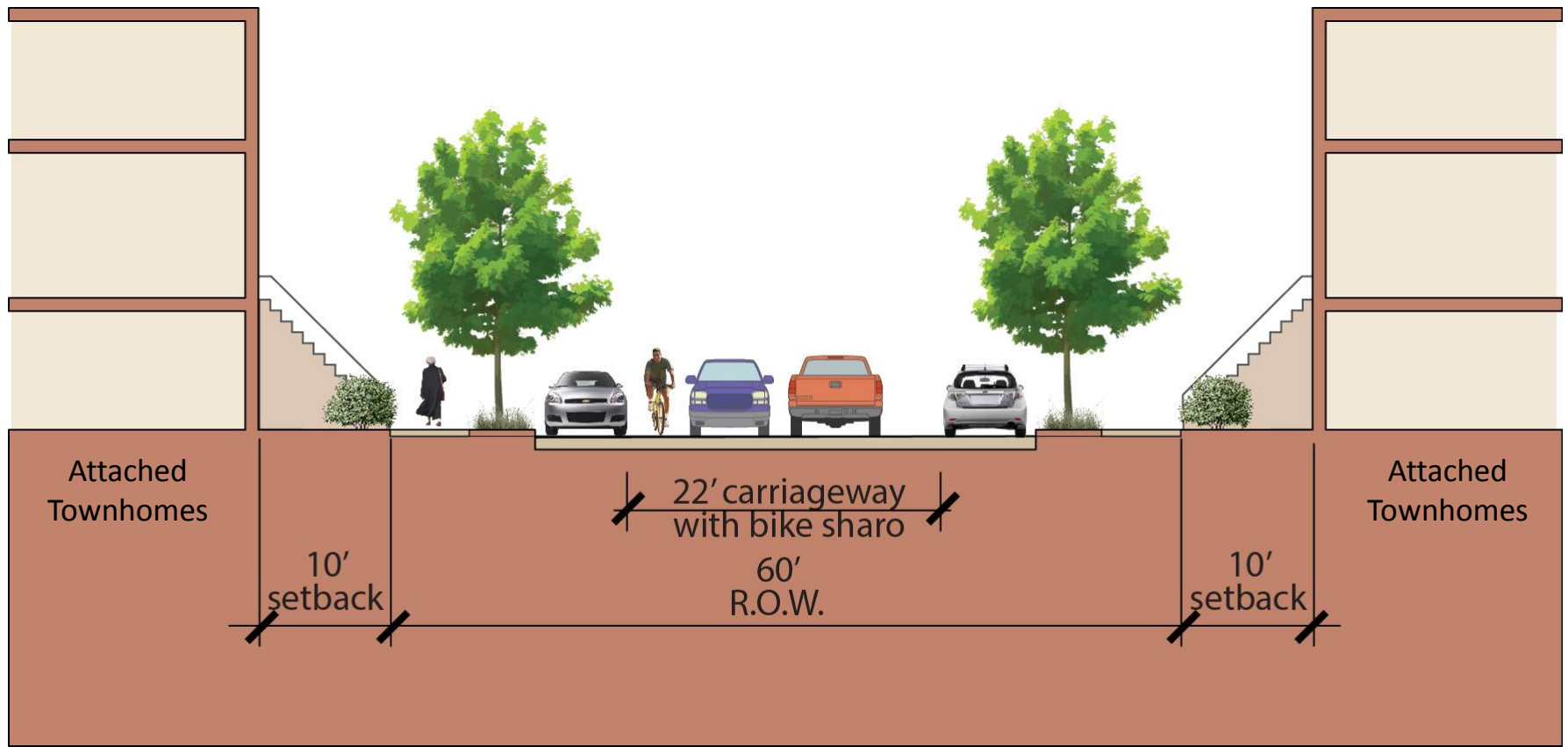
- Range of Residential
- Open space

CHARACTERISTICS

- Landscaping that invites people in vs. keeping them out
- Large green infrastructure installation
- Pocket Parks
- Larger lot sizes where possible
- New housing closer to Station
- Sidewalks
- Signage showing points of interest with 1 mile highlighting
- Neighborhood-scale focus



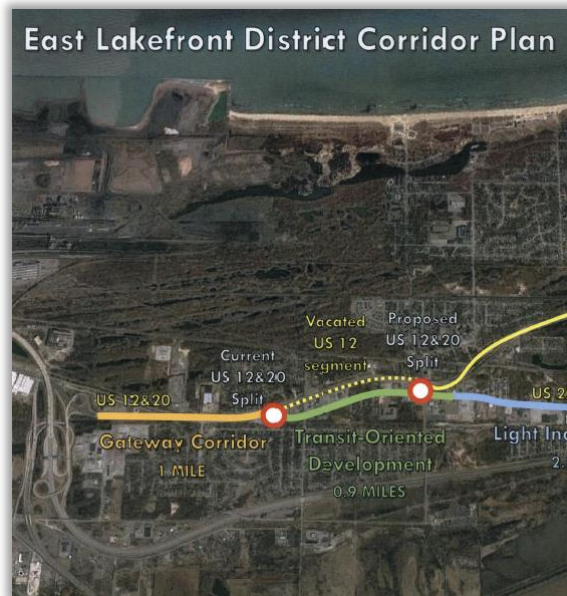
SOUTH LAKEFRONT DISTRICT



SOUTH LAKEFRONT DISTRICT – FAYETTE STREET

GARY COMP PLAN

- Key gaps in current zoning code complicate targeted development.
- Simplified code required to meet envisioned development targets



EAST LAKEFRONT DISTRICT CORRIDOR DESIGN GUIDE

- Streetscape and development guidelines by district set framework for updated concepts
- Basis for form based code elements identified in guide

KEY HIGHLIGHTS FROM CITY RESOURCES