



CITY OF VALPARAISO US-30 DEVELOPMENT PLAN

PURPOSE OF THE STUDY

This study was conducted as a joint state-county-city project to further control development and traffic flow and access along US-30. The purpose of this study is to analyze existing conditions along US-30 and recommend a long range land use plan for the area which can be translated into planning and zoning policy.

SCOPE OF THE STUDY

Prior to the development of recommendations for commercial, residential, or industrial development along US-30, all existing conditions related to the development of the area must be taken into consideration. This study will attempt to update the 1977 US-30 sinns Study and summarize the following items: 1) existing land use and zoning; 2) location of existing and proposed sewer and water facilities; 3) changes and increases in densities; 4) traffic impact and access; 5) soil types; and 6) traffic volumes existing and expected along the corridor and crossroads.

For purposes of convenience and clarity land use, soil conditions, and zoning regulations will be summarized by township. Following these analyses, development recommendations will be made.

DEFINITIONS

Abutting: Two parcels having a common border.

At Grade: Common grade; no grade separation

Encroachment: To gradually intrude on the property of another.

Frontage Road: an access road built with a forty (40) foot Right-of-Way; can be built in the 65-foot setback, but cannot be built in the state right-of-way; must be built to city road standards.

Infrastructure: The underlying organization, make-up or structure of the city.

Low Density Residential Development: A planned development where each parcel covers a minimum average.

Multimodal: a point of interaction between and/or shared by two or more modes of transportation.

Overlay Zone: A zoned area defined by specific boundaries that layers additional restriction over the existing restrictions defined by the City of Valparaiso Zoning Map.

Planned Residential Development: is a multi-use development that may contain commercial, industrial, professional or other Special Exceptions as an integral part of a residential development.

Planned Unit Development: The development of an area of land as a single entity for a number of dwelling units or a number of uses according to a plan, which does not correspond in lot size, bulk or type of dwelling, allowed use, density, lot coverage or required open space to the regulations otherwise required by this Ordinance for the district in which the PUD is located.

Principal Arterial: The main arterials which are designed to carry large volumes of traffic. certain arterial streets may be designed as limited access highways to which entrances and exits are provided only at controlled intersections. Access is denied to abutting properties.

Right-of-Way: The area needed for the construction of a complete street, including the road bed, curb, gutter, parkway, sidewalk, and side ditch, if needed. The right-of- way generally extends from the inner side of the sidewalk to the inner side of the sidewalk across the street.

Setback Requirements: A line established by this Ordinance, generally parallel with and measured from the lot line (property line), defining the limits of a yard on which no building, other than permitted accessory building or structure may be located above ground, except as otherwise provided in this Ordinance.

Spot Zoning: An island of zoning which is unlike the area of zoning which surrounds it.

BASIC INFORMATION

EXISTING LAND USE

The predominate type of land use in union Township is agricultural. This agricultural classification as identified on land use maps includes cultivated land, truck farming, mixed farming, and permanent pasture and livestock facilities. A large amount of land is in its "natural" state, i.e., forested and/or wetlands. These natural areas are scattered throughout the study area on both sides of US- 30. Small tract, low density residential development can be found along county roads such as CR-750W, CR-475W, and CR-325 W, which intersect with US-30. A large Planned unit Development, Shorewood Forest, exists south of US-30 in the eastern half of the township. The completion of the PUD will greatly expand the amount of land occupied by residential land use. Scattered roadside commercial land use has developed along both sides of US-30 where it is intersected by county roads throughout the township.

Land use in **Center Township** is quite varied. West of county road CR-250W the land use is a mixture of agricultural, residential and commercial. As one proceeds east along US-30 toward Valparaiso, land use becomes increasingly urban in character. The subdivisions of Sylvan Manor, Lincoln Hills, West Hills, and Coolwood exist on either side of US-30 west of Valparaiso. The Sagers Lake area is also a heavily developed residential area. Strip commercial development (retail business, hotels, gas stations, restaurants, etc.) exist on both sides of US-30. Commercial uses are often mixed with residential use.

As one enters **Washington Township** the land use once again becomes primarily agricultural. Some strip residential and commercial development does exist on either side of US-30 in the western portion of the township, but this is rather limited. The county airport is located north of US-30 just east of the city limits. An industrial park exists south of US-30 between the Conrail Railroad and the Norfolk and Southern Railroad.



NOTE: A detailed Land Use Map is being prepared to further explain this narrative and should be referred to when discussing specific sites.

SOILS

A generalized soils analyses has been mapped and verified by Mr. Charles Walker, Soil Conservation Service. The Soils maps and information is available at the Soil Conservation Service Office.

Soil conditions in the western portion of Union Township are generally good in terms of permeability and other conditions necessary for development, and to sustain on-site sewage systems and adequate drainage, however, some spotty poor conditions do exist. In the eastern portion of the township soils are basically heavy clay and considered poor for development.

These heavy clay soils continue into the western portion of **Center Township**. South of US-30 in Center Township wet conditions and muck soils predominate, especially in the Sagers Lake area. West of the lake the topography becomes gently rolling and the quality of the soil improves greatly, although a high water table exists in some areas. Sanitary sewers and/or subsurface drainage are necessary in most of the study area along US-30.

In **Washington Township** the soil conditions are conducive to development except for the existence of a high water table. Subsurface drainage may be necessary to alleviate this problem if the area is to be developed.

MUNICIPAL FACILITIES

A Sewage Treatment Plant is situated in the southwest corner of the City of Valparaiso close to Salt Creek and the western boundary of the city. A 36" main trunk is scheduled for replacement by a 16" force main extending from the intersection of Horseprairie Avenue and US-30 to the sewage treatment plant. The force main will be served by a lift station with gravity main sewers extending along the US-30 north and south Right-of-ways to the east and west. These trunks will service the area from Sylvan Manor Subdivision east to the Norfolk and Southern Railroad along State Highway 2 to the proposed Porter County Juvenile Detention Facility.

A water treatment plant is located just north and east of the Porter County Airport. A large water main runs from the water treatment plant southwest to CR-200E, then west from CR-200E to Thornapple Way. This line runs just south and parallel to US-30. Two possible extensions to this main are being contemplated by the Water Department. The first is a possible extension west to Shorewood, and the other is a northward extension of the main to Joliet Road from Thornapple Way. The main source of water for most residential and commercial structures along US-30 is groundwater drawn from individual wells. The industrial park located southeast of Valparaiso on the south side of US-30 is connected to the airport water treatment plant by 10 inch and 20-inch water mains.

PRESENT ZONING

The majority of the study area along US-30 is zoned RR Residential in **Union Township**. Spot commercial zoning exists at the intersections of the CR-500W and CR-600W, CR-375W and CR-475W, and US-30. These county commercial districts are C- 2, Neighborhood Business Roadside, and C-4 General Business Roadside. Both types of commercial zoning allow a variety of different land uses, with C-2 being somewhat more restrictive than C-4. Away from US-30 the area is zoned RR.

The western portion of **Center Township** is zoned R-1 with some spots of commercial zoning. The portion of the study area surrounding the city of Valparaiso is zoned for a variety of commercial, residential, and industrial uses. The land along US-30 in the county is zoned C-4, General Business Roadside. The land along both sides of US-30 in the city limits is zoned C-3. The land along Indiana Highway #2 in the study area is also zoned commercial. East of the Norfolk and Southern Railroad the majority of the area is zoned industrial, with some commercial and residential zoning along US-30.

This industrial zoning extends into **Washington Township** on either side of US-30 to CR-400E. Two county industrial districts can be found in this area, RMH, 1-1 Light Industry, and 1-2 General Industrial. Beyond the industrial area the land is zoned agricultural, with the exception of a C-4 and I-1 districts on the north side of US-30 at the intersection of CR-450E.

POPULATION

Population in the study area is concentrated principally in 12 large residential subdivisions located south and west of the city of Valparaiso on either side of US-30. Most of these subdivisions are quite large, and the population density (people per acre) of this unincorporated area is almost equal to the population density of the City of Valparaiso. There are approximately 3,000 dwelling units in these subdivisions alone. The remainder of the population is scattered throughout the area in small tracts and farmlands.

TRANSPORTATION

US-30 is a limited access highway. No more access points will be provided to owners whose property fronts the right-of-way. Current intersecting roads include: CR-575E, CR-500E, CR-450E, CR-400E, and CR-325E; CR-100N; Sturdy Road; Linwood Ave.; Axe Ave.; Washington (Route 2); Horseprairie Ave.; Thornapple Way; Coolwood Drive; Hayes Leonard Road; CR-250W, CR-325W, CR-375W, CR-475W, CR-500W, CR-550W, CR-600W, CR-725W, and CR-750W. Intersections with a stoplight are designated on the attached map.

The at grade intersections cause traffic problems along US-30. The increased signalization of US-30 since 1980 has not been a solution. These at grade intersections provide an opportunity to link landowners' property by frontage road systems. Frontage roads can help alleviate the traffic problems created by large numbers of access points along the road.



One at grade crossings are a traffic safety problem which can be alleviated only by a series of interchanges or overpasses. This solution is not realistic economically and signalization is the only viable alternative. The Task Force desires to limit signalization and should consider use of frontage roads wherever possible to increase or maintain sufficient distance between signals.

The State Road 49 intersects US-30 just east of Valparaiso in Washington Township. The present site is occupied by commercial, industrial and agricultural land use, but is zoned industrial and commercial. The location of the airport and the industrial development that surrounds the bypass could encourage additional transportation development. This area could be the site of a multimodal transportation terminal that could facilitate a future shuttle bus to the Chicago South Shore and South Bend Railroad in Northern Porter

County. The airport and industrial development could provide a location for such development.

The Northwestern Indiana Transportation System Plan calls for an extension of Indiana 149 to US-30, and to Indiana 2. Funding has been approved by the state and county for the extension to us 30, and should proceed to engineering, land acquisition and construction. The road should be completed by January 1, 1995. The extension of SR-149 from US-30 to Indiana 2 will be developed in a later phase. SR-149 will carry a large volume of traffic, as it will be the primary north-south link between US-30 and the northern part of Porter County on the western side of Valparaiso. The development of this road provides an opportunity for improved access management, as access to adjacent land can be restricted to the intersection of SR-149 extension and Joliet Road.

A second north-south corridor is included in the Northwestern Indiana Regional Transportation Plan on the western side of Porter County. This corridor would link the willow creek Road extension from US-6 to CR-475W at the Sedley Bridge, and to CR-500W at US 30, then continue south to the South Suburban Expressway.

A new bypass route for US-30 to be located approximately 2 miles south of existing US-30, called the South Suburban Expressway, has been studied and is part of the Regional Transportation Plan. This road would complete an outer beltway around the Chicago metropolitan area. This expressway would link the planned extension of I-355 near Joliet, Illinois, to SR-49. The road would be built in phases, beginning with the section west of I-65. But, the decision was made in 1992 to improve the Borman Expressway instead of funding a new cross-county expressway.

Other projects included in the Northwestern Indiana Regional Plan are improvements to Joliet street from SR-130 to US-30, Campbell Street from SR-130 to US-30, Washington Street from SR-130 to US-30, and SR 49 from US-30 to the South Suburban Expressway.

CITY OF VALPARAISO

The existing land use in the city of Valparaiso along the north side of US-30 is a mixture of scattered commercial, residential, and public uses. The predominate type of land use is commercial. Future plans call for mixed land use development to continue in the future. The majority of the area is a mixture of commercial and residential land use. An industrial area is proposed for the area between the Norfolk and Southern and Conrail Railroads. A special University district exists from Valparaiso University site east to Route 130. Generally, land use and land use proposals do not have a significant affect upon the balance of US-30 in the County.

LAND USE RECOMMENDATION

GENERAL

US-30 is classified as a principal arterial with a 100 foot right-of-way on both sides of US-30 plus sixty-five foot building requirement setback for 1651 from the center of the median with a grass covered median separating two lanes in either direction. It is the principal east-west "gateway" through the middle of Porter County and therefore is of great economic as well as aesthetic importance to the County.



All future development along US-30 should be designed to enhance the aesthetic quality of the area. This can be done through careful planning and strict control of zoning regulations including continued sign and billboard controls and setback requirements. Access to abutting properties should be controlled and acceleration and deceleration lanes should be provided in all cases where curb cuts are permitted for interior access.

- 1) **Safety:** Inclusion of additional scattered strip commercial development will negate the safety factor provided by the existing median strip. The median would become, for all practical purposes, a left turn and u-turn lane. The deterioration of this median strip will also greatly detract from the aesthetic quality of the roadway and adjacent area.
- 2) **Rezoning:** If increases in commercially zoned lands were to be granted through aggressive rezoning approvals, some existing commercially zoned lands should be rezoned back into other categories, (residential, agricultural, greenbelt, etc.) .This will assure a balance of all land uses in realistic quantities throughout the city and the County. Although some rezoning is necessary from time to time as conditions change, this can result in the devaluation of any land that is presently zoned for commercial use.
- 3) **Spot Zoning:** Spot or small parcel rezoning should be avoided. Any commercial rezoning should be included in a Planned unit Development to assure adequate site plan conformity and adequate review by the Planning Commission.
- 4) **Economic Impact:** Strip commercial development along US-30 can cause a shift in commercial activity in Valparaiso. While there now may be competition between Valparaiso and the County for the increased tax revenue resulting from commercial development, a shift of commercial activity from the city to the County could well cause economic hardship on the city as well as the balance of the County in the future. However, further commercial development will probably require city infrastructure and thus will be developed in the City. Regardless of what kind of growth is occurring within the County or the City the potential commercial activities will be based on demands created by future growth. without good marketing and planning, increases in commercially zoned lands could work against existing commercial uses as stores close and commercial land uses shift location. Usually the cities, in this case, Valparaiso, may suffer.

LAND USE RECOMMENDATIONS

Specific:

The following recommendations are specific, but should be treated as long term goals. They are not short range zoning recommendations. This should be kept in mind when evaluating zoning issues along US-30. It is anticipated that these goals can be translated to planning and zoning changes over a period of several years and cannot be achieved immediately. These goals are realistic and can be achieved. These recommendations are based upon an analysis of the previous portion of this study and are as follows:

- 1) Future land use along US-30 from CR-450E to the County Line should remain in a predominantly agricultural use. Additional commercial land use changes along this section of US-30 should be carefully considered.
- 2) Industrial land use in and around the airport and along the corridor of the state Road 49 and US-30 remain as is to assure that the majority of industrial expansion in the County occurs in this area. It will also guard against the encroachment of other land uses for an area which is to be preserved for industrial development; realistically, this area is the most logical location for future industrial expansion.

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- 3) It is recommended that the Northern Indiana Commuter Transportation District study the need for any additional public transportation facilities near US-30 and State Road 49.
 - 4) Scattered commercial land uses in the city of Valparaiso have established a pattern for US-30 along that portion which lies within the city. Linear or strip commercial development should be confined specifically in this area, but so as not to encroach on residential areas.
 - 5) All land from the city limits to the intersection of US-30, Joliet Road and CR-375W should develop as a PUD or PRD. Mixed residential densities based upon a Planned unit Development concept are a means of achieving this goal. Soil Conditions would warrant extreme caution for short range development until sanitary sewers and municipal water is available. Land presently zoned for commercial use should remain, and additional commercial land use should be carefully considered.
 - 6) All access to US-30 shall be subject to approval by the State Highway Department and the Porter County Plan Commission and/or Valparaiso City Plan Commission, as the case may be. No more access points will be allowed along US-30. Any application by a landowner fronting US 30 for a building permit, rezoning, special exception, variance, use variance, or application for approval for a commercial site, shall be accompanied' by a access plan.

Said access plan shall include the proposed frontage road to service the petitioner's property as well as the owners adjacent to his property to the nearest county road intersecting the US-30. All remaining land along US-30 from the Joliet Road U.S. 30 intersection to the county line should remain in an agricultural or low density residential use. No additional commercial uses should be considered.

ZONING RECOMMENDATIONS

Where' appropriate land use recommendations described above will be incorporated into zoning changes when the new ordinances are drafted. This will most likely require changes in definitions of districts, uses within the various districts and may involve more or less the number of permitted zoning districts the present ordinance contains. As such, the recommendations outlined below are to be applied to the present zoning ordinance. It would not be advantageous to make several changes under the present ordinance, and within a short period of time make changes all over again. Based upon this premise the following is offered for your consideration.

- 1) Rural residential zoning (RR) from CR-450E to CR-200E is appropriate and relates to long range land use recommendations. No changes will be recommended without careful consideration
- 2) Industrial zoning from CR-400E to CR-200E is appropriate and relates well to long range land use recommendations. In the short range the zoning is adequate. Industrial zoning will have limited permitted uses specifically industrial or commercial in nature.
- 3) Commerical zoning and land use along US-30 within the City is principally commercial. Encroachment of further commerical uses on residential areas should be avoided. From the city Limits to the intersection of CR-375W the principal land use should remain residential. Any additional commercial zoning should be carefully considered.
- 4) The existing zoning from CR-375W to CR-600W is deemed appropriate.

Unless instructed to the contrary, all Land Use and zoning recommendations outlined above will be incorporated into the Master Plan update for the entire county.

Approved 2/9/93

49 BYPASS TASK FORCE

CITY OF VALPARAISO PLAN COMMISSION

In early 1987 the Porter County Plan Commission and the Valparaiso City Plan Commission both appointed three member committees to meet to study and make recommendations with regard to the zoning classifications along the SR 49 Bypass as it runs parallel to the existing corporate limits of the City of Valparaiso. The County members of the Committee are County Surveyor Don Bengel, Jim Brown and County Commissioner Larry Sheets. The City members of the Committee are Beda Bauer, City Engineer John Hardwick and Mayor David Butterfield.

The Task Force met to discuss the various aspects of our assignment. The Committee discussed and determined the geographic scope of the area of concern.



SCOPE

The northern boundary of the area is one-fourth mile north of County Road 600 North and the southern boundary is one-fourth mile south of Division road. The western boundary of the study area is County Road 150 East (Sturdy Road) north to the end of Sturdy Road extended where it would intersect with Highway 49 at approximately the intersection with Burlington Beach Road. From that point north we used Highway 49 (Calumet Avenue) as a boundary. The eastern boundary of the study area is County Road 450 East from one-fourth mile south of Division Road to 150 North. At that point the boundary runs west to what would be County Road 350 East if the road were extended. The eastern boundary then runs due north to a location one-fourth mile north of County Road 600 North. We have attached a map for easier understanding of the area which we considered.

The focus of the study was in three areas:

- 1) Current zoning and future zoning including potential annexation by the City of Valparaiso.
- 2) Access to county roads which have at-grade crossings with the Bypass.
- 3) Comparison of the existing Zoning Ordinances and Master Plans for both the City and County concentrating on the Zoning Classifications for industrial development.

ACCESS

Recommendations with regard to access are contained in a separate document which is to be considered a part of this report.

ZONING CLASSIFICATIONS

See Bypass Overlay Ordinance and I-X zoning classification attached.

ZONING

The concerns relating to zoning dealt with current zoning, current uses, potential future zoning and potential areas for annexation by the City of Valparaiso now and in the future. As a part of this aspect of the study, the geographic area was divided into three sections. The northern section runs from one-fourth mile north of County Road 600 North. to the south side of County Road 400 North (Vale Park Road). The middle section runs from south side of Vale Park Road to the south side of Highway 2 and the southern section runs from south side of Highway 2 to one-fourth mile south of Division Road.

NORTHERN SECTION

- 1) Any development on the west side of this section should be consistent with existing zoning and existing uses in the nearby area whether it be within the corporate limits of the City or in the County. This area now is essentially residential and agricultural and we do not recommend any specific changes permitting commercial or industrial use.
- 2) On the east side of this section we specifically recommend agricultural, single family residential, industrial or a low traffic volume commercial use.
- 3) The major objective in this section as well as the eastern side of the Bypass in the other sections is to avoid a situation where a high volume of traffic is generated requiring vehicular traffic to cross the Bypass at the at-grade crossings.



Since all three crossings in this section are at-grade, we do not want to see a situation where a traffic signal is required at some time in the future. We specifically desire that the Bypass in fact remain a Bypass and not become a fully developed, highly congested area.

- 4) Given the current use on both sides of the Bypass in this section, we do not believe that any property owners would be adversely affected by these recommendations.

MIDDLE SECTION

- 1) Development of the west side of this section should again be consistent with zoning and use in the nearby area and no specific changes permitting commercial or industrial use are recommended.
- 2) The City of Valparaiso should give immediate consideration to the annexation of the Hotter Pond area and also the developed area south of Evans Avenue to the Grand Trunk Railroad.
- 3) Any proposed developments on the west side of the area be considered for annexation prior to their approval by the County.
- 4) On the east side of the Bypass in this section either residential or industrial development is recommended. Commercial development is specifically not recommended in this area.

SOUTH SECTION

- 1) The west side of the Bypass in this should be considered for immediate annexation by the City of Valparaiso and any development in this area should be consistent with that currently in existence, which essentially is industrial and commercial with some residential.
- 2) The area south of Highway 30 to the Norfolk and Southern Railroad, should be developed either residential or industrial and the City of Valparaiso should be made aware of any proposed development when inquiries are received by the County Plan Commission or the County Building Inspector so that annexation can be considered. The area from the Norfolk and Southern Railroad to south of Division Road should be zoned industrial with the exception of the east side of Sturdy Road (County Road 150 East) which should contain a green belt or buffer zone to a depth adequate to protect the development and area on the west side of this road.
- 3) With regard to the east side of the Bypass in this area, the zoning should remain as it currently exists with the possible exception of a parcel of land north of the existing I-1 zoning running north to Highway 2. This area would be appropriate and acceptable for industrial development provided there was adequate protection for the residential subdivision to the east. A green belt or other protection for this area is recommended.

The major emphasis in the entire process is to limit uses on the east side of the Bypass that would result in increased traffic which would be required to cross the Bypass especially at the at-grade intersections. For the most part, the area to the east is sparsely populated and therefore, serious traffic problems generated by west bound traffic coming across the Bypass to Valparaiso are not anticipated. It is very important to preserve the limitation of access to the County roads and State highways which intersect the Bypass. It is crucial that development with multiple access points causing high traffic volume be avoided.

It is the Task Force's desire that the 49 Bypass in this area will truly remain a bypass which permits non-local traffic to go round Valparaiso and also permits local residents to access many major highways by use of the Bypass. Both the City and the County should adopt a development philosophy along the 49 Bypass which results in quality development and safe development.

STATE ROAD #49 BYPASS ACCESS PLAN

INTRODUCTION

In order for a community to promote a safe and effective environment for "the public, it is imperative to maintain a transportation system free from obstacles limiting the system's ability to move traffic from one location to another and to provide safe access to adjoining properties. In trying to accomplish both goals, a network is established by which certain routes are classified as Arterial Thoroughfares and are maintained to handle large volumes of traffic with as few interruptions as possible. Major Arterials, such as U.S. 30 and the State road 49 Bypass, are classified as Limited Access Highways. In limiting the access to such routes, the interruptions are strictly limited so that the flow of traffic on these routes is not hindered.

It is necessary to view the corridor of the SR 49 Bypass to determine what action should take place in order to minimize the disruptions to its traffic patterns and thus maximize the safety and traffic efficiency of the SR 49 Bypass.

A major goal of the County/City Planners must be to evaluate the access points along the Bypass and avoid the problems as experienced along the Bypass in the Chesterton area. While the Valparaiso section of SR 49 does not experience the same physical problems as the Chesterton section (ie: grade problems in and around major connecting routes and at-grade crossings with major connector road), care must be taken to study the potential problems.

PROPOSED ROUTE

For the purposes of this report, the section of SR 49 to be studied is that section from just East of its crossing of Old 49 (a separated crossing with no access) to just south of Division Road. (See Figure #1)

Access points from South to North are as follows: Division Road (at grade), access drive 1/4 mile north of Division Road, U.S. 30 (cloverleaf interchange), SR 2 (diamond interchange), CR 400 N/Vale Park Road (at grade), CR 500 N/Burlington Beach Road (at grade), and CR 600 N (at grade).

The route is a limited access facility which will allow no access from any points other than are listed above. The route is a four lane divided median highway with access ramps proposed at U. S. 30 and SR 2 access points and 500 foot deceleration lanes at the at-grade intersections.

This section of SR 49 Bypass is approximately 6 ¼ miles long. The southern 2 ½ miles are predominantly industrially zoned. The next one mile is a mixture of single family residential and industrial. The northern section, which covers approximately 2 ¾ miles, is predominantly rural residential. The southern section is somewhat developed. The rest of the area surrounding this Bypass is generally undeveloped.

JURISDICTIONAL RESPONSIBILITIES

The area surrounding the SR 49 Bypass is almost completely in the county. The only exception is the northwest quadrant of the interchange at SR 49 Bypass and U.S. 30. While the Porter County Plan Commission has jurisdiction over most of the land surrounding the Bypass, it is evident that the City of Valparaiso has a great interest in this area.

With that in mind, the County Plan Commission and City Plan Commission have jointly established a committee, comprised of 3 members of each commission, to address the pertinent issues surrounding this section of the SR 49 Bypass. It is hoped that once this committee makes its recommendations, both commissions will adopt the committee's findings.

THE PROBLEM

While the proposed SR 49 Bypass is a Limited Access Highway, or a route which allows only a limited number of controlled points of access, there is a concern that a great deal of development will take place at the access points, which will cause a great amount of traffic congestion. It is desirable to establish controls on the access to these access roads which will reduce the points of conflict, thus reducing the chances of vehicular accidents.

THE SOLUTION

It is proposed that a number of access or frontage roads be utilized at the six (6) roads which cross SR 49 Bypass along the section under study. Also, it is proposed that access roads parallel the southern one-half mile of SR 49 Bypass, which is north of Division Road.

- 1) During construction of SR 49 Bypass, the Indiana Department of Highways is constructing a frontage road along both sides of SR 49 Bypass with an access point one quarter of a mile north of Division Road on both east and west sides. These access roads are to serve land (West side –Florence Stone, et al, 40ac and East side -Henry and

Florence Stone -42.82ac) that would otherwise be land locked. It is proposed that the West access road be extended south of its access point to limit access to SR 49 Bypass. A similar extension is not needed on the east side due to the Porter County Expo Center occupying this land. (Note: the County should make provisions with the County Fair Board to ensure that no access from the Fairgrounds will be made unless it connects to the proposed access road.) (See Figure #2)

While outside the limits of the SR 49 Bypass, the intersection of SR 49 and Division Road should be considered for access roads at three of the four corners. The only corner which does not require an access road is the northeast corner which is occupied by the Porter County Expo Center. (See Figure #3)

- The southwest quadrant contains NIPSCO. However, a parcel (not owned by NIPSCO) occupies the land at the Southwest corner of this intersection and should be connected with an access road which runs to one of the NIPSCO driveways .
- The northwest and southwest quadrants at this intersection are presently undeveloped and should be required to provide access roads at the time of development.

- 2) IDOH has acquired access rights along U.S. 30 and SR 2. By doing this, access roads will be required to develop the property without further action being necessary. (See Figure #4)
- 3) The intersection of Vale Park Road (CR 400 N), Burlington Beach Road (CR 500 N), CR 600 N and CR 200 E (North of CR 600 N) are quite similar in nature. Access roads are necessary in each of the four (4) quadrants. (See Figures #5, #6, & #7) There are two (2) basic ways to handle the typical access road. One is to construct an access road on both sides of the public road at a distance of 1000 feet and connect it with the public road a distance of 700 feet to 1000 feet from the edge of SR 49 Bypass right of way. The other method is to construct an access road on both sides of the road and connect with the nearest public road crossing.

Examples of the first approach are:

- Vale Park Road (CR 400 N)
- Bullseye Lake Road (CR 500 N) (East of SR 49)
- CR 600 N (East of SR 49)
- CR 600 N (West of SR 49)
- CR 200 E (North of CR 600 N)

Examples of the second approach are:

- Bullseye Lake Road (CR 500 N) (West of SR 49)



METHOD OF COMPLIANCE

The development of all property along the corridor of SR 49 Bypass, which is not presently zoned single family residential requires review and approval of a development plan by the appropriate Plan Commission. A rezoning which occurs within the area affected by this report should be considered by the Plan Commission (and the legislation body--County Board of Commissioners or City Council) only if the new zone requires the approval of a Development Plan. The Plan Commission, therefore, should adopt this report as an amendment to its Comprehensive Plan and Thoroughfare Plan prior to the consideration of any rezoning in this area. The access roads would then be required under the review process set up by the County and City for the approval of such Development Plans. In the County, the review of Development Plan is made by the Technical Advisory Committee (TAC). In the City the review is made by the Site Development Committee (SDC).

The review of the TAC/SDC can be used in order to require the respective property owners to install the necessary access road. This use of the Development Plan review and approval process is critical to this implementation of the SR 49 Bypass Access Plan. The Plan Commission should not approve a Development Plan for any parcel within the SR 49 Bypass corridor until the TAC/SDC has been assured that provisions of this Access Plan have been met.

ACCESS ROAD PLANS -ALTERNATIVE APPROACHES

In the development of the parcels with the SR 49 Bypass corridor, three (3) basic plans are envisioned.

ALTERNATE A

This alternative applies to a parcel which is located at a point where a permanent access point is as shown on Figure #8. The TAC/SDC would require the applicant to submit plans for the construction, at the applicant's expense, of a direct access onto the public road and the access road along the total frontage of the applicant's parcel. The construction plans of the applicant shall conform to the County/City design standards. The TAC/SDC shall require the applicant to record a restrictive covenant which would insure public access across the access road and list all other pertinent requirements agreed to by County/City and applicant. (See Exhibit A)

ALTERNATE B

This alternative applies to a parcel proposed for a development which is located adjacent to a parcel previously developed and has a constructed permanent access road to the public road as shown on Figure #9. In this situation, the TAC/SDC, in its review of the Development Plan would require the applicant to construct an access road, at the applicant's expense, along the total frontage of the proposed parcel which would connect to the adjacent parcel's access road. Again, the TAC/SDC, in its review of the Development Plan would require the applicant to construct an access road, at the applicant's expense, along the total frontage of

the proposed parcel which would connect to the adjacent parcel's access road. Again, the TAC/SDC shall require the applicant to record a restrictive covenant which would insure public access across the access road and list all other pertinent requirements agreed to by County/City and applicant. The construction plans of the applicant shall conform to the County/City design standards.

ALTERNATE C

This alternate applies to a parcel proposed for development which adjoins undeveloped property where a permanent access point is required. Therefore, the subject parcel has no existing permanent access point available to it. In this case, the property owner would be allowed to construct a temporary access to the public road along with the access road along the entire frontage of the applicant's parcel as shown on Figure #10. Before a Development Plan for the parcel is approved by TAC/SDC, the applicant must record a restrictive covenant which would insure public access across the access road and the temporary access to the public road. At such time as the parcel has access available to an approved permanent access point (or a temporary access point closer to the permanent access point), applicant shall be required to remove said temporary access to the public road, at the applicant's expense.

The access roads must meet the design specifications as established by specifications and standards ordinances of the county. A typical cross-section is shown on Figure #11. The following requirements are minimum specifications and are to be utilized in the construction of an access road:

- 1) A minimum forty (40) foot wide right of way is set aside by the property owner to be used exclusively for the access road, shoulders, drainage facilities, and utilities.
- 2) A separation is required between the access road and adjacent parking facilities.
- 3) Minimum standards of the access road are:
 - Paving cross-section shall be to local standards;
 - width of access road shall be twenty-two (22) feet;
 - Six (6) foot wide improved shoulders (meeting same cross-section standards as access road) shall be provided on both sides of access road.
- 4) All access points, whether temporary or permanent, to the public road shall be approved for geometrics by the county. As the access road may become a public road in the future, its design shall follow the same approval process as any public road designed within county.
- 5) The applicant shall provide a performance bond or other surety approved by the Board of Works. The surety shall be in the amount as established by the City.

RESTRICTIVE COVENANTS

As noted previously, the property owner is required to submit for approval and to record a set of restrictive covenants in order to insure that the Access Plan will be implemented. The restrictive covenant is to be written after the applicant and the TAC/SDC have agree on the terms of the Access Plan for the applicant's parcel. The restrictive covenants shall include, but not be limited to the following:

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- Assurance that the access road(s) are constructed in conformance to the design standards set by the Plan Commission.
 - Assurance that the access road(s) are fully accessible to the public.
 - Assurance that any temporary access drives would be installed and subsequently be removed at the appropriate time.

The Plan Commission shall require the recording of the restrictive covenant prior to the approval of any Development Plan for a parcel located within the SR 49 Bypass Access Plan area.

ZONING CLASSIFICATIONS

The Committee has reviewed at length the industrial zoning classifications for both the City and County. With thanks to the hard work of Beda Bauer, a very indepth comparison was made and a draft of a joint ordinance was prepared.

In reviewing this it became readily apparent to the Committee that we did not have ample time to conduct a thorough study in this area. We are therefore very strongly recommending to both Plan Commissions that a study of the industrial zoning classifications be carried on by a combination of Plan Commission members and staff members.

Our concern in this area is that a developer not be subject to two sets of standards for industrial development either in the County or in the City. In the event of annexation, we also would like to avoid industrial users becoming nonconforming uses under City ordinance which would then require additional approvals for any expansions. We are hopeful that both the County ordinance and the City ordinance can provide uniform standards for industrial development.

