

# From The Marquette Vision to the Marquette Reality!

*A Bold New Vision for the Northwest Indiana Lakelront*

## Calumet Summit 2010

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Northwest Indiana Regional Development Authority

April 2010



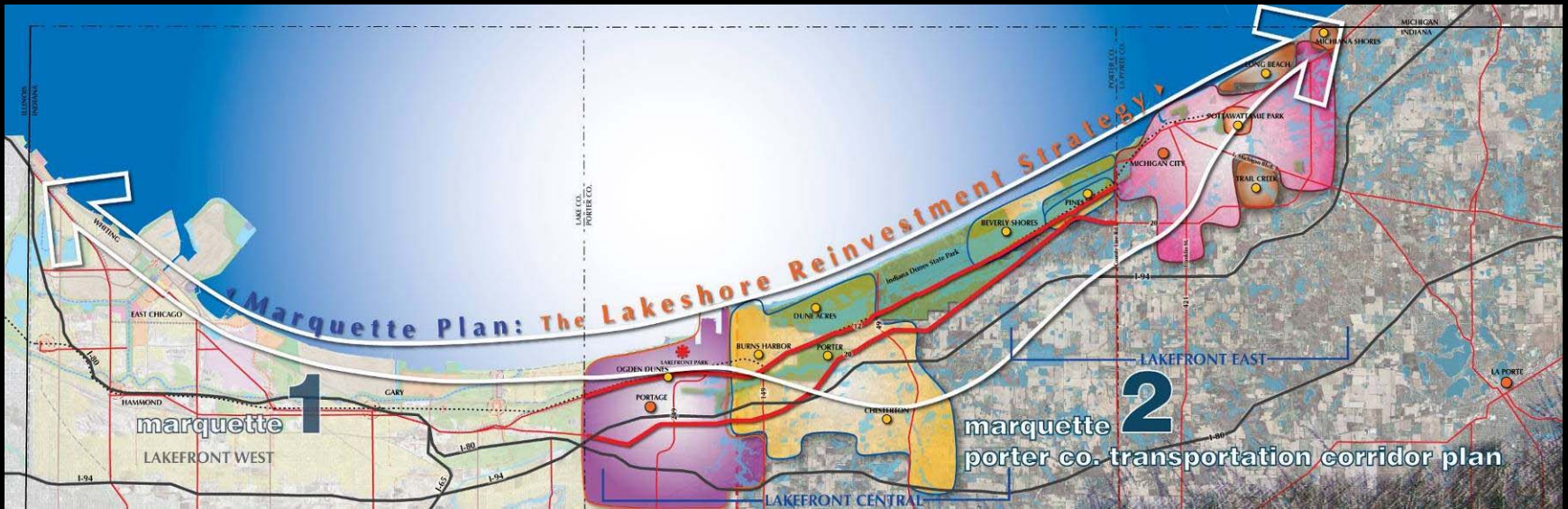
# BACKGROUND ISSUES



***“Sweeping changes will not come overnight. Nor can they be dictated by one person or one governmental body. We in Northwest Indiana must sit together as a unified community and reach a consensus on our future”***

— **Congressman Peter Visclosky, Indiana District 1**





Length of Shoreline - 21 miles

Length of Shoreline - 25 miles



# A Summary of the Marquette Plan

- Comprehensive plan for the Lake Michigan Shoreline
- Recapture 75 percent of the lakeshore for public use;
- Establish a **minimum setback** from water's edge of 200 feet;
- Create a continuous trail network through northwest Indiana



# The Marquette Vision

## Create a livable lakefront:

- ▶ A place to live, work, play and stay
- ▶ An environmentally, economically and socially sustainable area
- ▶ A place for mixed uses and new uses
- ▶ A place to be proactive and think and act strategically

# Guiding Principles

## ▶ Showplace our heritage

- Industrial
- Natural
- Community and people
- Tourism

## ▶ Refine the edges

- Increased recreation, circulation and population
- An accessible lakefront (public/Multi-Modal)
- Mixed Use (including new job/investment centers)

# Guiding Principles

## ▶ Bridge the gaps

- Span physical, political and trust gaps
- Create National Lakeshore Communities
- Leverage existing assets/resources/initiatives
- Overcome regulatory hurdles
- Blur the edges

## ▶ Preserve, protect and enhance environmental systems

- Lake Michigan frontage, stream and river corridors
- Dune and swale complexes
- Remnant natural areas on industrial lands
- Watersheds and viewsheds



# Guiding Principles

- ▶ **Protect and cherish our water**
  - Recognize the value of Lake Michigan as the region's drinking water source
- ▶ **Formulate an effective funding strategy**
  - Inter-governmental cooperation
  - Direct lakefront revenues to lakefront improvement
  - Adopt development standards in cities' ordinances
  - Public-private partnerships

# Guiding Principles

- ▶ **Balance resident and visitor needs**
  - 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
- ▶ **Invest in community infrastructure**
  - Raise the bar; enhance quality of life of residents
  - Offer tools and resources to communities to implement community initiatives



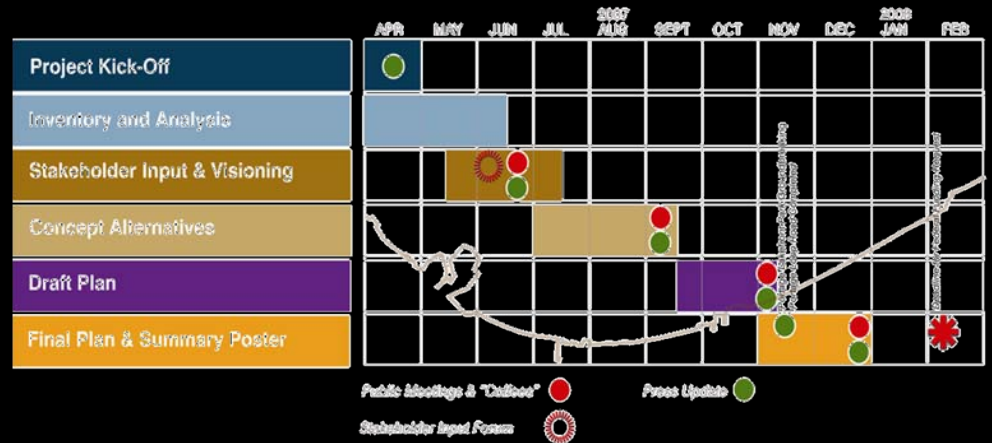
The Marquette Plan: The Lakeshore Reinvestment Strategy (January 2005)

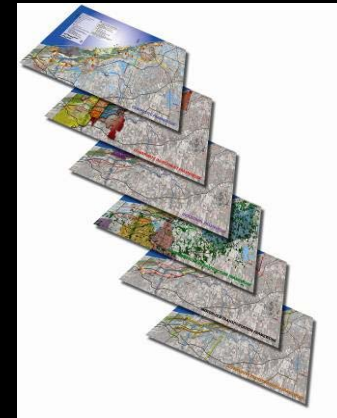
Started with MOU between five participating cities – Hammond, Whiting, East Chicago, Gary, Portage

The Marquette Plan – Phase II: A Vision for Lakeshore Reinvestment (February 2008)

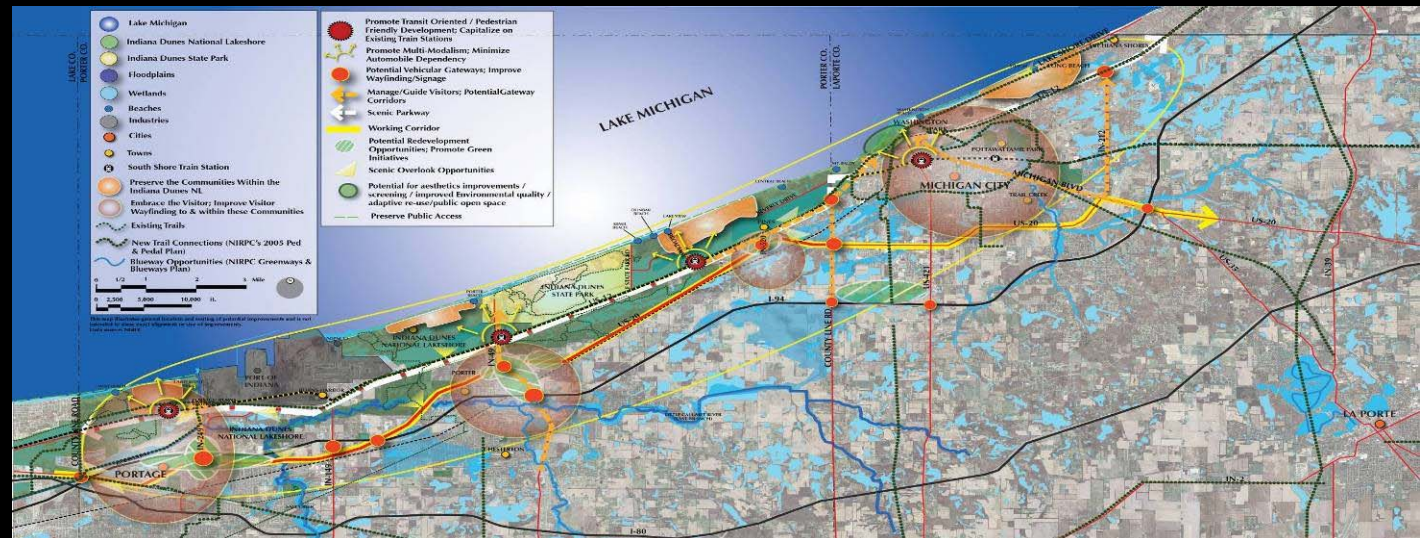
The Marquette Plan Poster – Indiana's Lakefront Reinvestment Strategy (June 2008)

- ▶ **Regular input from elected officials and stakeholders**
- ▶ **Extensive public process**
- ▶ **Numerous open public meetings**
- ▶ **Town Hall meeting in every community**
- ▶ **Extensive data and field review**
- ▶ **Over 100 stakeholders interviewed**
- ▶ **Review meetings with industry and agencies**



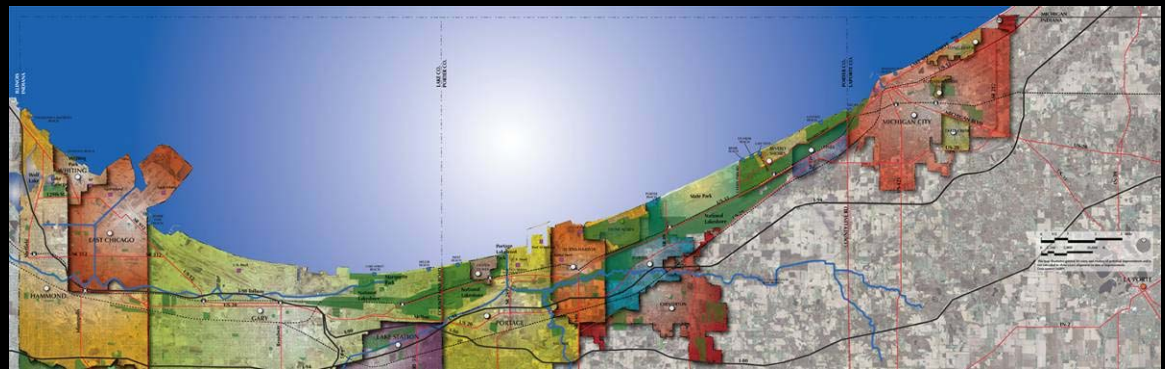


Phase One



Phase Two

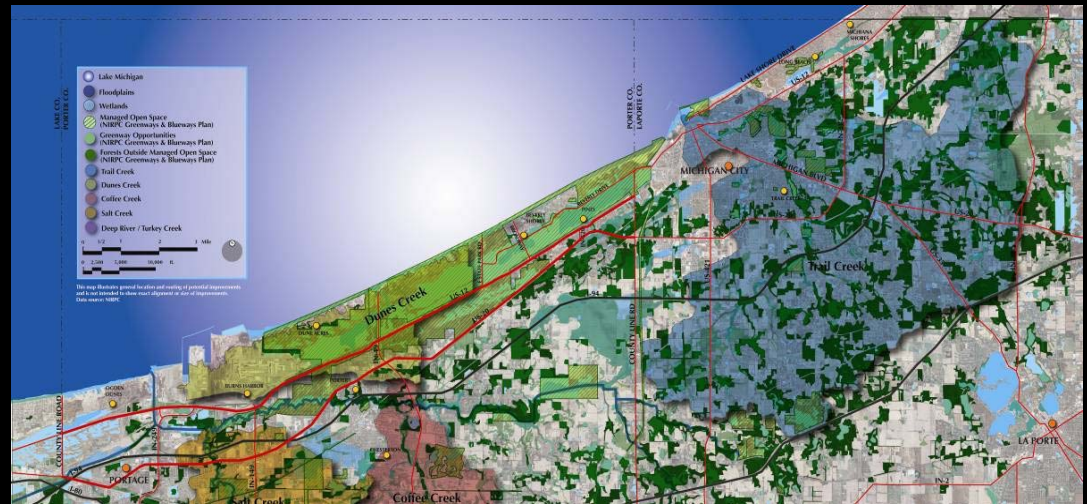
- ▶ Recognize the mission and character of each community along the lakeshore, their desired role and potential synergies between them
- ▶ Coordinate efforts for planning and implementation
- ▶ Promote context sensitive design that meets the needs of the user, communities and environment
- ▶ Utilize smart growth principles and sustainable initiatives
- ▶ Enhance public access to Lake Michigan



- Establish strategies that strengthen viable lakefront industries while capitalizing on opportunities for reclamation and re-use – when deemed mutually agreeable
- Promote the protection of the environment and remediation of environmental problems as a viable growth industry
- Investigate the feasibility of industrial relocation
- Embrace tourism as a vital northwest Indiana industry



- Promote the protection of coastal and estuarine areas
- Promote improvement of floral and fauna communities through preservation
- Encourage the on-going remediation of brownfield sites
- Encourage the restoration of the watershed system
- Assure permanent public access to and along the water's edge for all
- Support new and improve access to natural areas where deemed appropriate
- Eliminate CSO's

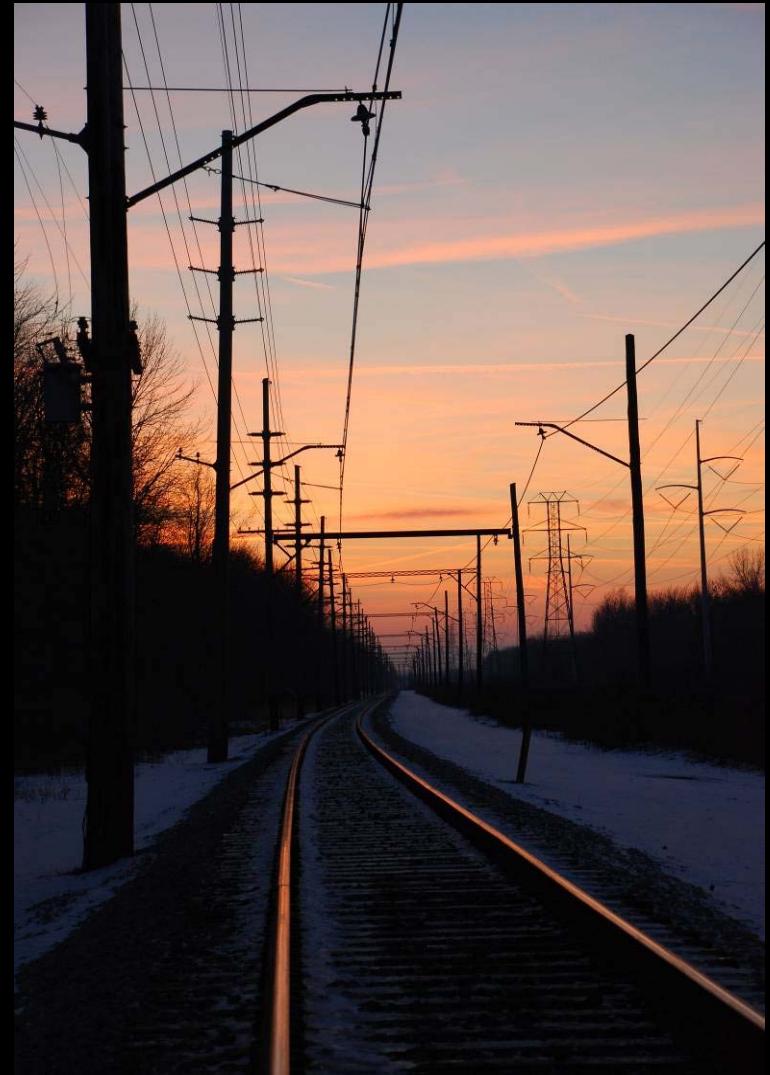




- Promote and implement access management strategies
- Address functional deficiencies and safety issues
- Enhance aesthetic quality of lakefront gateway corridors
- Improve wayfinding signage
- Incorporate “Complete Streets” policies when improving roadways to accommodate all users of the corridor – both motorized and non-motorized



- Provide the infrastructure necessary for developing a truly multi-modal region
- Implement the region's "Blueways and Greenways Plan" and formulate an intergovernmental agency to oversee this initiative
- Leverage existing transportation infrastructure assets & transit-oriented development
- Utilize smart growth principles and sustainable initiatives



# Marquette Three

## Coastal Program

- Planning assistance
- Technical assistance
  - Smart Growth
  - LDM/Lake Rim
  - Planning
  - Ordinance
  - Comp Plans
- Coastal Grant Funding
- Planning Marquette-related projects
- State Agency Coordination
- Public access planning

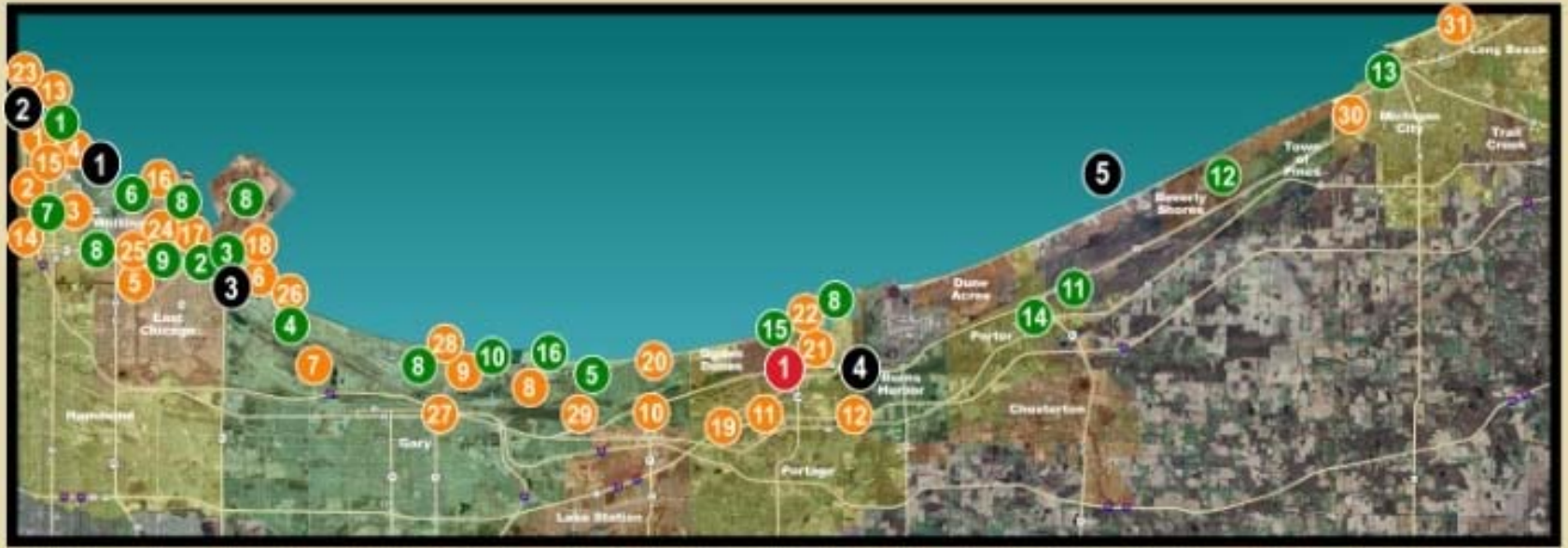
## NIRPC (MPO)

- Comprehensive regional planning (economic development, environmental management, transportation)
- Administration of state and federal project funding for transportation-related projects
- Corridor planning
- Coordination and collaboration with units of local government
- Regional data clearinghouse
- Priority setting for trail development and related enhancements
- Maintaining and updating the Marquette Vision

## RDA

- Establishing funding priorities and project criteria
- Administration of funds and assurance of coordination between and among funded projects
- Oversight of the Marquette Vision implementation process for RDA-funded projects in collaboration with DNR and NIRPC

# Marquette Projects



**COMPLETED**

**FUNDED**

**PLAN**

**FUTURE**

**1** [Project Description]

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# Showcase Our Heritage

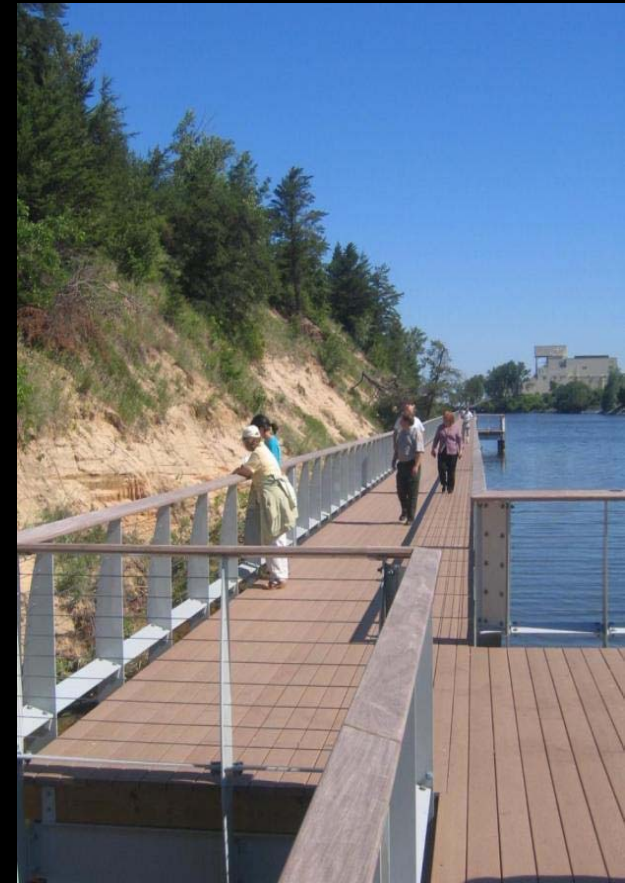


# Portage Lakefront and Riverwalk



# Redefine the Edges

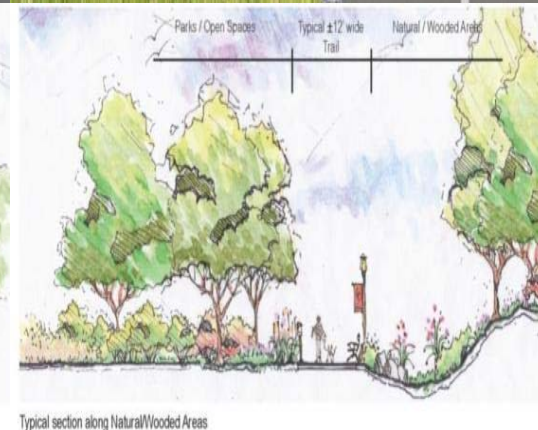
## Portage Lakefront and Riverwalk



# Bridge The Gaps



Typical section through Edge Development



Typical section along Natural/Wooded Areas

## Marquette Greenway Trail

# Preserve, Protect and Enhance Environmental Systems

## Hammond Lakes





# Protect and Cherish Our Water

## Whiting / Hammond Lakefronts



# Balance Resident And Visitor Needs



Marquette Greenway Trail

# Portage Lakefront and Riverwalk



# Invest in Community Infrastructure

Porter, Indiana  
“Gateway to the  
Indiana Dunes”



# The RDA Provides funding for

An overall strategic, region-wide, development plan

- ▶ The Gary/Chicago International Airport
- ▶ Commuter Rail Transportation
- ▶ A Regional Bus Authority
- ▶ Lake Michigan Shoreline Development
- ▶ Other economic development projects in northwest Indiana

## Shoreline Development Costs and Revenue

<b>Project Area</b>	<b>Start Date</b>	<b>Estimated Nominal Costs</b>	<b>Federal Revenue</b>	<b>Effective Match Rate</b>
Stateline Energy in Hammond	2017	\$20,281	\$11,268	56%
City of Hammond	2008	\$5,251	\$2,467	47%
City of Whiting	2007	\$15,743	\$9,265	59%
BP Beach	2009	\$5,106	\$1,592	31%
BP Wastewater Treatment	2009	\$3,755	\$1,149	31%
Mittal Beach	2009	\$9,349	\$7,588	81%
Mittal Peninsula - Western side of Base	2009	\$7,554	\$3,853	51%
City of East Chicago	2007	\$16,406	\$12,197	74%
City of Gary	2007	\$21,143	\$13,099	62%
USS W 200 Acres	2009	\$29,933	\$18,542	62%
City of Portage	2007	\$4,652	\$1,513	33%
<b>Total Public Investment Costs</b>		<b>\$139,173</b>	<b>\$82,533</b>	<b>59%</b>

Source: Policy Analytics, LLC, 2007

(in thousands)

## RDA Investment

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Lake Michigan Shoreline Development	\$ 19,209
Commuter Rail Transportation	\$ 17,500
Gary/Chicago International Airport	\$ 20,000
Regional Bus Authority	\$ 8,453
Economic Development Projects	\$ 6,215
Total	\$ 71,377

# Lessons Learned:

- ▶ People love a large shared vision, but at the same time you need a method to “herd the cats” to keep things moving
- ▶ All Players must be on the same page – it helps to have a unifying force (e.g., a Congressman who likes implementable plans!)
- ▶ Doing your homework on stakeholder issues and perceived needs prior to the process makes everything go smoother
- ▶ You need to provide the resources--technical and financial--to implement parts of the vision. Keep it off the shelf and dust free!
- ▶ You won't know what can be achieved through common purpose until you try.

# Daniel Burnham's Advice:

*Make no little plans; they have no magic to stir people's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency. Remember that your children and grandchildren are going to do things that would stagger us. Let your watchword be order and your beacon beauty.*

*--Daniel H. Burnham, 1910 author [The Plan of Chicago](#)*



# The Marquette Plan

Preparing the ground for future  
development

**Building on the Burnham Plan rather than  
reacting to it.....**

# The Marquette Plan

Burnham envisioned a Chicago region that stretched “from Kenosha on the north, around to DeKalb on the west, and thence to Michigan City on the south...” This was “no little plan”, but rather a metropolitan guide for an entire century. The Marquette Plan is looking to the future to establish a vision that takes the region into the new millennium.

Building on the Burnham Plan rather than reacting to  
it.....

# *Questions?*

## Contacts:

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