

RESOLUTION # 2, 2015

**A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF
VALPARAISO, INDIANA, ADOPTING THE IN PLANE VIEW PLAN AS AN
ADDENDUM TO THE 2030 ENVISION VALPARAISO COMPREHENSIVE
PLAN**

WHEREAS, the City of Valparaiso, Indiana's ("City") current 2030 Envision Valparaiso Comprehensive Plan was adopted by the Common Council of the City in the form of Resolution No. 10, 2013 respectively; and

WHEREAS, in an effort to outline the future land uses, infrastructure investments, and economic development initiatives for the area surrounding the Porter County Regional Airport as an addendum to the EnVision Valparaiso 2030 Comprehensive Plan; and

WHEREAS, the In Plane View Plan has been developed pursuant to Indiana Code IC 36-7-4-500 Series Comprehensive Plans and the Corridor Plan is hereby incorporated by reference into this Resolution; and

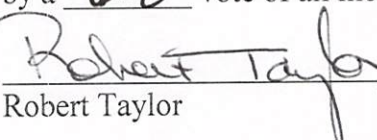
WHEREAS, extensive discussions were held with the general public and other interested parties concerning the proposed In Plane View Plan and a formal public hearing was held by the City's Plan Commission on March 12th, 2013 as part of the process of developing the plan; and

WHEREAS, following the aforementioned public hearing, the City of Valparaiso, Indiana, Plan Commission voted to recommend the approval of the In Plane View and officially certify its decision to the Common Council of the City by a 7-0 vote on March 12th, 2013.

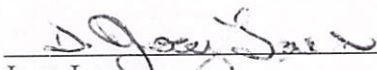
NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Valparaiso, Porter County, Indiana, as follows:

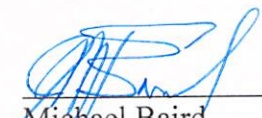
1. The City of Valparaiso's In Plane View Plan is hereby adopted as an addendum to the 2030 EnVision Valparaiso Comprehensive Plan.

PASSED AND ADOPTED by the Common Council of the City of Valparaiso, Indiana, by a 6-0 vote of all members present and voting this 12th day of January, 2015.

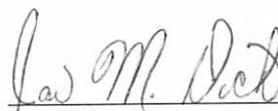

Robert Taylor

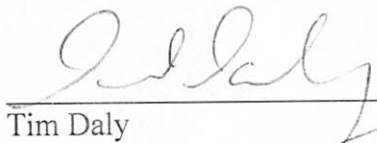

Deb Butterfield

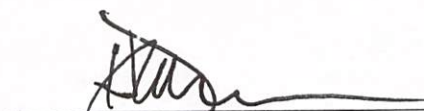

Joey Larr


Michael Baird

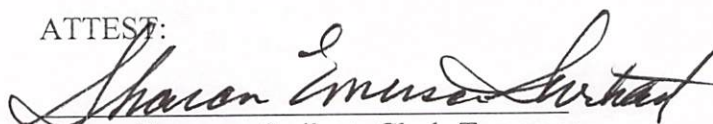

John Bowker

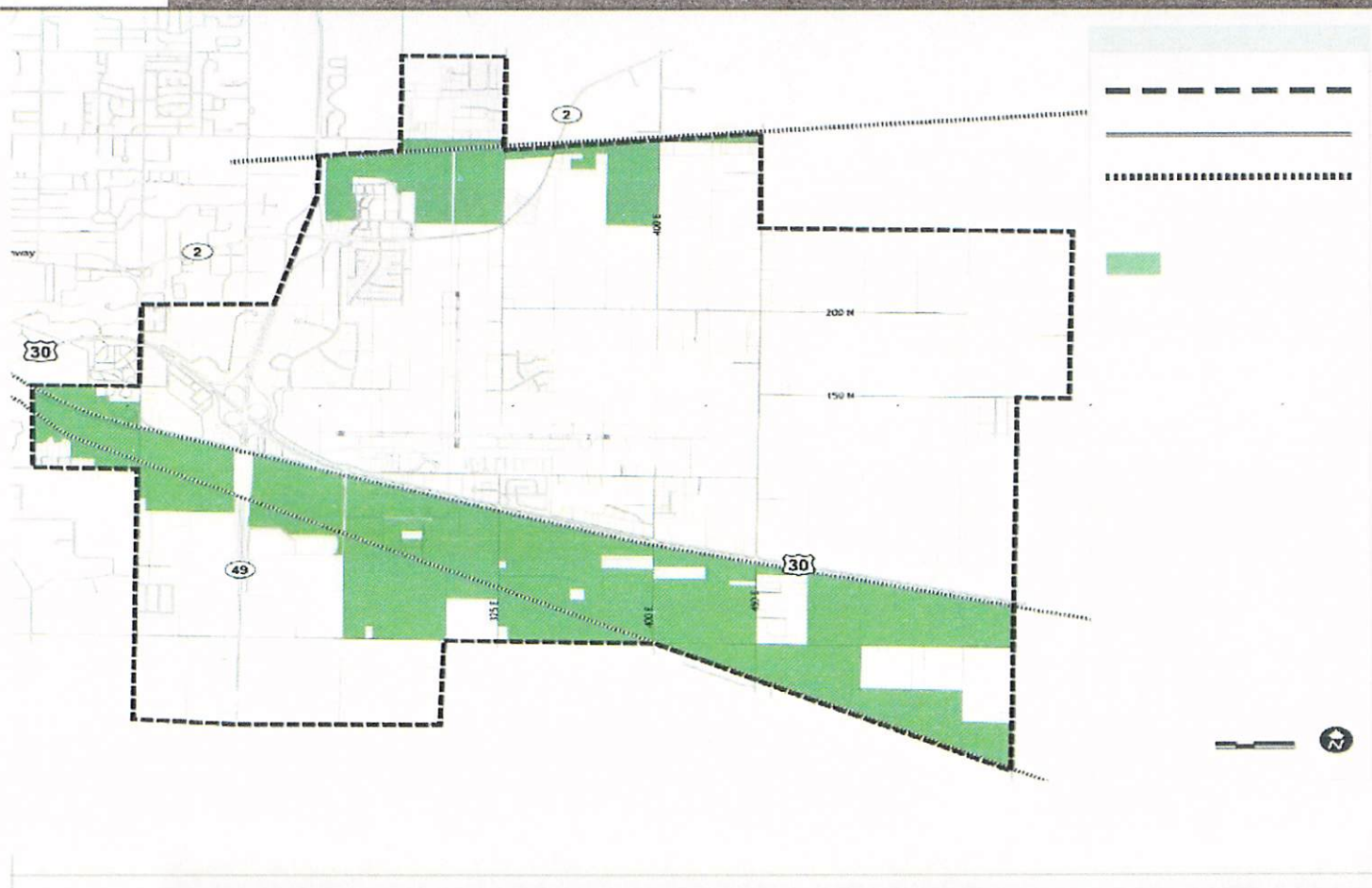

Jan Dick


Tim Daly


Jon Costas, Mayor

ATTEST:


Sharon Emerson Swihart, Clerk-Treasurer



IN PLANE VIEW

In Plane View Airport Plan



- Study area consists of roughly 15 square miles surrounding the Porter County Airport.
- This plan is a long-range guide for policy decisions, preparing improvement programs, and determining the rate, timing and location of future development.
- The plan spans a potential 30-year time horizon with short and long goals and objectives.

Goals



- n Economy:** Promoting vital economic development and fiscal stability that focus on retaining existing businesses and attracting new businesses that fit within the scale and character of the study area.
- n Environment:** Promoting orderly growth and development that leads to a balanced community with great neighborhoods and commerce, significant infrastructure, connected parks and open space and positive appearance.
- n Social Well-Being:** Providing community and social facilities strategically located to provide for safety, health, and well-being of residents and promote efficient use of resources, ensuring that future generations have opportunities for meaningful livelihoods.

Guiding Principles



- Land Use and Zoning
- Transportation Systems
- Utilities and Infrastructure
- Multimodal Connections
- Landscape & Natural Resources
- Community Amenities
- Economic Development

Land Use & Zoning



○ Land Use

○ The objectives of the land use are to:

- Ensure that development within the airport zone takes place in an orderly and complimentary fashion
- Ensure that the necessary facilities and infrastructure needed for future development have been or will be provided for.

○ Zoning

○ County and City to create an overlay district

- Ensure that development standards are consistent, whether the development is approved in the County or City.

Transportation Systems



- A detailed traffic analysis was performed to determine the baseline of existing within the vicinity of the Porter County Airport.
 - Based on the data collected recommendations were provided for the following transportation system improvements;
 - Intersections
 - Upgraded Roadways
 - Proposed Roadways
 - Rail Corridors

Utilities & Infrastructure



- Use existing utility infrastructure to guide future development, future infrastructure investments can be done in support or encouragement of new development or expansion projects.
 - Future Utility and Infrastructure include the following:
 - Wastewater
 - Water
 - Storm Water
 - Regional Detention Basins
 - Rain Gardens/Bioswales/Permeable Pavements
 - NIPSCO/Fontier/Comcast/Kankakee Valley REMC

Multi-modal Connections



- Multi-modal connects are critical to achieving the vision of strengthened economic potential, appearance, and function of the airport zone.
 - Streets should be upgrade to complete streets where applicable to serve the following;
 - Pedestrians
 - Bicyclists
 - Motorists
 - Transit Riders

Landscape & Natural Features



- A healthy environment supports social well-being, sustains economic development, and protects against flooding and other natural events.
 - Landscaping functions in the following ways:
 - Aesthetically
 - Gateway feature
 - Natural Feature
 - Infrastructure pathway/trail

Community Amenities



- With a potential 30 year time span of this study, a variety of community amenities will either need to be enhanced, expanded or maintained in order to meet the demand of the new development.
- Those amenities include the following;
 - Public Services . Fire and Police
 - Parks
 - School Systems
 - Hospitals and Healthcare
 - Public Amenities

Economic Development



- n Certified Technology Park (CTP)

- ▢ Ability to recapture state sales and income tax to fund business services and provide infrastructure for business within the CTP.

- n Securing Shovel-Ready Sites

- n Tax-Increment Financing Districts

- n Branding Programs

- n Targeted-Industry Marketing Program

- ▢ Businesses are attracted to an airport area.

- n Foreign Trade Zone (FTZ)

- ▢ Secure areas located near ports of trade that are located outside of areas typically controlled by US Customs and Border Patrol.

Special Thanks



- NIRPC Northwest Regional Planning Commission
- Porter County
- Porter Airport Board and Staff
- In Plane View Steering Committee
- RW Armstrong Consultant