

North Street Vision Plan

The Arsh Group, Inc.

North Street Vision Plan

February 2017

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METHODIST
CARE
FIRST

IMMEDIATE CARE

SPORTS MEDICINE

1275 E. North St.

CARE FIRST
NOW
OPEN
Use
South
Entrance

CARE FIRST
NOW
OPEN
Use
South
Entrance



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INTRODUCTION

establishing a vision

The City of Crown Point is regarded as a premiere community in Northwest Indiana with traditional neighborhoods, a thriving Downtown, and ample opportunities for development. The recent growth has given rise to concerns for the future of the City and its character as it evolves into a vibrant, suburban community. To maintain its traditional character, the City's decisions about growth and development must be less about expanding territory and more about qualitative aspects of the community and its development. That is, in essence, the core focus of the North Street Vision Plan. With continued growth in the City, and North Street functioning as the link between I-65 and the historic downtown area, it has become necessary to develop a new vision for the North Street Corridor - including those areas connected to Broadway - which supports the long-term aspirations of the community, while evolving as a 21st century community. This plan aims to define this vision as a fully livable community and identify strategies to achieve its objectives.

Key Planning Objectives

The primary purpose of this plan is to provide guidance for North Street development through implementation of a set of land use and urban design policies which expand aesthetic, enhance revitalization and support a new vision for the corridor. The recommendations set forth in this document are intended to also guide both public and private investment to help achieve this vision.

The City has engaged in several activities aimed at getting input from the community and to identify goals for revitalization and transformation of the corridor. The goals identified through this process have established clear objectives for land use, development, public realm, and transportation.

The North Street Vision Plan is further intended to amend the current City's Comprehensive Plan with additional policies, design guidelines, and zoning recommendations. The Plan will also provide strategies and projects to revitalize the corridor and surrounding neighborhoods, promote development of green infrastructure, and improve the pedestrian linkages.

Primary Goals

1. Develop a community vision for the Corridor's future.
2. Establish a land use guide which insure compatible developments within the Corridor and adjacent residential neighborhoods.
3. Create a cohesive and high quality visual image for the Corridor through well designed public spaces and improvements and careful review of proposed private development projects.
4. Focus and direct expected development demand to priority locations within the Corridor.
5. Accommodate infrastructure and facilities which insure long term adequacy, connectivity.
6. Assess economic development opportunities to ensure a healthy and varied mix of businesses and services within the Corridor to serve local residents, commuters and regional visitors.
7. Support development of mixed-uses, green infrastructure, and other functions that contribute to the overall vitality of the Corridor.
8. Provide off-street parking for businesses and visitors creatively as demand arise, that is appropriately located and sized to reduce impacts on surrounding areas.
9. Provide implementation tools and guidelines to insure an orderly process for development and redevelopment of the Corridor.
10. Update the Crown Point Master Plan (2005).

engaging the community

The Arsh Group Inc. used several techniques to obtain information and encourage residents to participate in the development of the Plan. These include data analysis, trends and review of existing conditions, and meetings with area stakeholders.

The planning process for the North Street Vision Plan started in September 2015. A meeting with area stakeholders was held in February 2016 to get their views on the corridor and the direction the plan recommendations should take. Their input helped drive the creation of the framework plan and defined the various opportunities in the planning area. A series of prototypes were also developed for key locations in the study area. The Arsh Group also held two community meetings. The first was held in June, 2016. In this meeting residents were asked to provide input and review different elements of the plan. The second public meeting was held on November 14. In this meeting, residents were invited to provide input for the draft plan. After the favorable response, the recommendations were refined and formulated into the final North Street Vision Plan. The final plan was adopted by the Plan Commission on December 12, 2016 in a public meeting.



regional policy

The Northwest Indiana Regional Planning Commission's 2040 Comprehensive Regional Plan (CRP) proposed integrating transportation, land use, environment, social equity and economic development in local decision making to create vibrant, revitalized and accessible neighborhoods - Livable Centers - in different communities. NIRPC's Livable Centers Initiative is part of a regional strategy designed to address growth and development of the area for the next twenty five years. The region is expected to add 170,000 people and 80,000 new jobs by 2040, according to recent projections by NIRPC.

NIRPC has provided funding for development of a livable center plan to several communities including Crown Point. The Livable Centers Initiative aims to concentrate future growth within a defined perimeter around central locations, which are defined within each community. In Crown Point, the proposed Livable Centers is defined as an area that contains the North Street Corridor between Grant Street and Delaware Parkway.

Livable Centers Objectives

1. Coordinate land use and transportation planning and development
2. Promote local walkability, offering pedestrians and bicyclists a safe alternative to driving
3. Integrate a mix of uses to promote ease of movement between uses
4. Promote regional connectivity, including those of public transportation
5. Allow for mixed-use, compact development
6. Preserve unique character of the neighborhoods
7. Introduce environmentally sustainable practices

regulatory approval

Indiana Statute, under Title 36, Article 7, as amended, empowers municipalities to plan to control land use activities in an orderly manner. Local governments are empowered by statute with the purpose of improving “the health, safety, convenience, and welfare of the citizens.” Such purpose can be realized through efforts that support future development and the following:

- That highway systems (and street systems) be carefully planned;
- That new communities grow only with adequate public way, utility, health, educational, and recreational facilities;
- That the needs of agriculture, industry, and business be recognized in future growth;
- That residential areas provide healthful surroundings for family life; and
- That the growth of the community is commensurate with, and promotive of the efficient and economical use of public funds”. (IC 36-7-4-201)

Indiana Code 36-7-4-502 and 503 state the required and permissible contents of the plan which includes:

- A statement of objectives for the future development of the jurisdiction.
- A statement of policy for the land use development of the jurisdiction.
- A statement of policy for the development of public ways, public places, public lands, public structures, and public utilities.

The North Street Vision Plan, referred to in this document as “the Plan” or the “Vision Plan”, aims to amend and update the 2005 Comprehensive Plan which serves as the foundation for development decisions for the City of Crown Point. For this purpose, the Crown Point Plan Commission reviewed all elements of the Plan in a public meeting on November 14, 2016. Subsequently the Plan Commission adopted the Plan Amendment and recommended the Plan Amendment for approval to the Common Council. The Common Council held a public meeting on Plan Amendment on December 5, 2016 and, after required public hearings, adopted by ordinance the recommendations of the Plan Commission.

The Vision Plan is organized in six different chapters reflecting local conditions, goals and priorities of the community. The Plan chapters consist of the following:

Chapter One

Introduction presents the planning process, organization of the plan and the statutory basis for the Plan Amendment.

Chapter Two

Setting will provide an overview of planning area's neighborhood conditions, transportation, demographics and market conditions.

Chapter Three

Assessment presents an analysis of the current land use and infrastructure issues. Opportunities which strengthen the neighborhood and the corridors are also presented.

Chapter Four

Future Direction presents the future land use plan for the planning area. It describes proposed land uses, street and pedestrian framework and elements that expand the sense of the place. Strategies to meet the goals and action steps to implement them are further presented in the Chapter.

Chapter Five

Next Steps provides the necessary administrative and policy steps for implementing different elements of this Plan. It sets the guidance for ensuring an orderly process for the Plan to remain an effective document that guides future development of the area.

Appendix

The **Appendix** provides more detailed results from the various public outreach efforts and meetings. Also included is a draft zoning ordinance to establish an Overlay District as a part of Crown Point's Code of Ordinances.





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SETTING

regional context

The City of Crown Point is located in the center of Lake County, Indiana. The City shares boundaries with Merrillville to the north and Winfield to the east. Much of the remainder of the City borders unincorporated Center Township. Crown Point lies approximately 35 miles southeast of downtown Chicago and 130 miles northwest of downtown Indianapolis. Interstate 65 is a major north/south highway running through the eastern portion of Crown Point, connecting the City to Gary & Chicago to the north and Indianapolis to the south. There are two access points to I-65 in Crown Point: one at 109th Avenue/North Street, and one at US-231.

Because of its central location in Lake County, Crown Point serves as the county seat, with the Lake County Government Center located at the northern border of the City at 93rd Avenue and Main Street (also known as State Road 55.) Crown Point's geographical location is roughly where the northern, more urban areas end and the southern, more rural areas begin. However, this line is beginning to blur as new growth moves farther south. No major companies are headquartered in Crown Point, but several large facilities can be found here. In addition to the Lake County Government Center, Crown Point Sportsplex, in the heart of the study area, is host to several regional sports competitions.

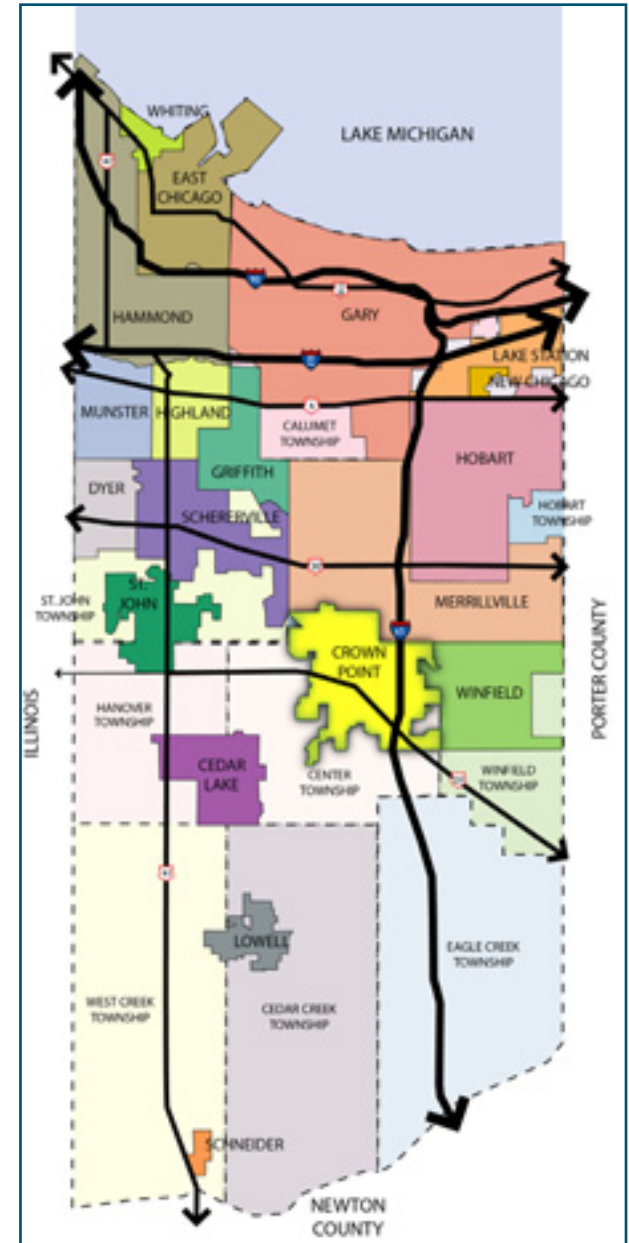


EXHIBIT 1 · REGIONAL MAP

city history

Crown Point's history has been one of continuous change, particularly in recent decades. It began in 1834 by Solon Robinson, who personally funded development of wooden county courthouse and establishing Crown Point as Lake County Seat. Despite this, Crown Point was not incorporated into a town until 1868, then becoming a city in 1911. In 1878, a new courthouse building with a clock tower was constructed. Dubbed the Grand Old Lady, the Old Lake County Courthouse remained in official county use until 1975. The Old Courthouse remains in use today in the center of downtown Crown Point, housing a variety of uses, including shops, offices, a ballroom, and the Lake County Historical Museum.

The Courthouse established a center for the Town. This center was flanked by four streets, one for each side of the Courthouse. North Street is the northern street which connects Downtown to Broadway and in more recent years to the newly established I-65 interchange. Over the years, the North Street grew, but not to the same extent that occurred on the south side of the community. This is evident by the presence of the many historic homes, particularly to the neighborhoods south of the Courthouse. However, the advent of the I-65 interchange has given rise to considerable development pressures for the corridor. This growth pressure has further provided opportunities for redevelopment as many of the existing uses are not suitable for the current market demand.



VIEW OF DOWNTOWN CROWN POINT, C. 1920



CROWN POINT TRAIN STATION, C. 1927



COURTHOUSE, MODERN DAY

general area summary

Exhibit 2 shows the study area for the North Street Vision Plan. The North Street study area spans from Grant Street on the western end to Delaware Parkway on the eastern end. Generally, the study area includes at least one block north and south of North Street, but is variable to include major uses, such as the Crown Point Sportsplex, Gentle Manor Estates, and the Beacon Hill retail development. North Street connects to Interstate 65, which lies approximately 0.4 miles east of the study area. Historic Downtown Crown Point sits within ¼-mile of the western end of the study area.

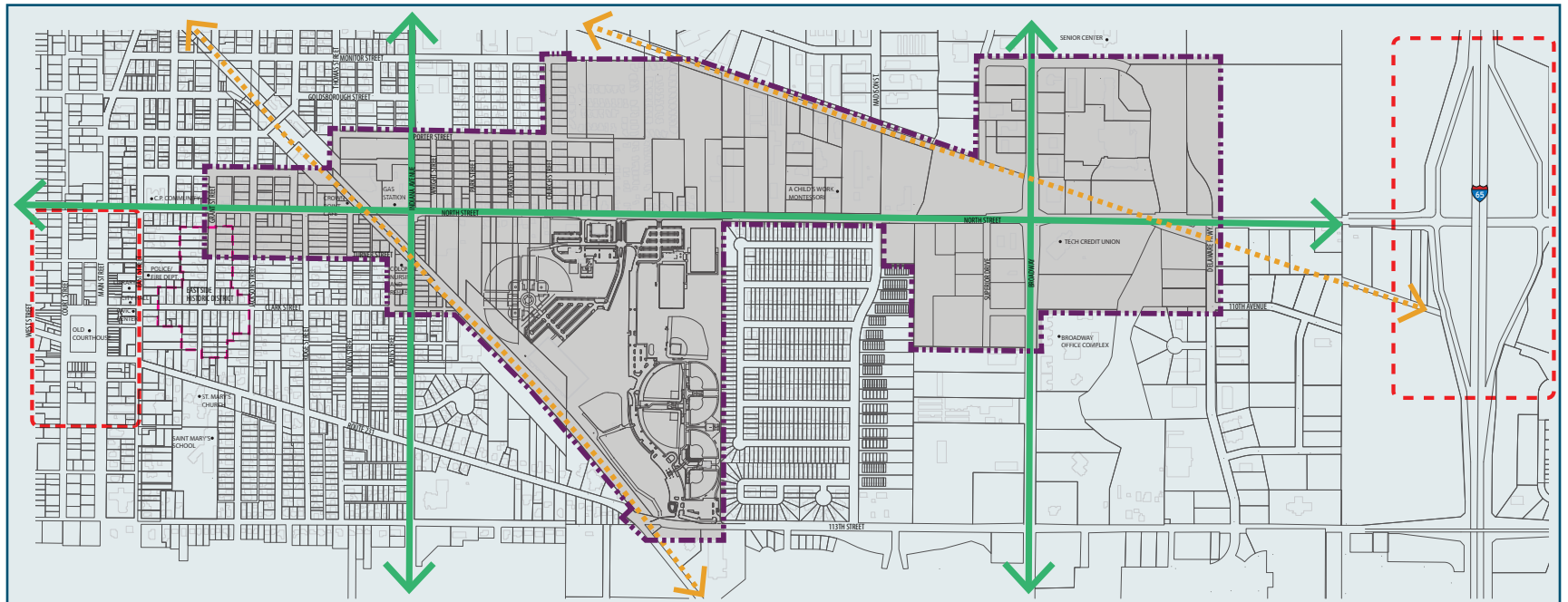


EXHIBIT 2 · PROJECT STUDY AREA

demographics

The study area comprises portions of CT 430.02 (block groups 1 and 2) and CT 432.02 (block group 1). There is no residential development within CT 432.02 in the study area, as it encompasses the area east of Broadway. Therefore, demographic data from this block group is not factored into this analysis. An estimated 25% of the residential population of CT 430.02, BG-1 and 30% of the residential population of CT 430.02, BG-2 are located within this study area; thus, the data in those areas has been estimated accordingly for this analysis. BG-1 is bordered by North Street on the south, and Church Street to the west. BG-2 covers the remainder of the study area; however, no residential development in this block group exists east of Church Street.

The population of Crown Point increased by 10% between 2010 and 2015, while Lake County lost an estimated 1.1% of its population. This growth followed a 43% increase in population between 2000 and 2010. The number of households in Crown Point has similarly grown

CROWN POINT	2000	2010	2015 (est.)	% CHANGE (2010-2015)	
				Number	Percentage
Population	19,086	27,317	30,056	2,739	10.0%
Households	7,824	10,394	10,653	259	2.5%
Household Size	2.44	2.63	2.82		
LAKE COUNTY	2000	2010	2015 (est.)	% CHANGE (2010-2015)	
				Number	Percentage
Population	484,564	496,005	490,500	-5,505	-1.1%
Households	181,633	188,157	182,290	-5,867	-3.1%
Household Size	2.67	2.72	2.69		

TABLE 1 - POPULATION & HOUSEHOLD TRENDS (SOURCES: U.S. CENSUS 2000; U.S. CENSUS 2010; AMERICAN COMMUNITY SURVEY; APPLIED REAL ESTATE ANALYSIS, INC.)

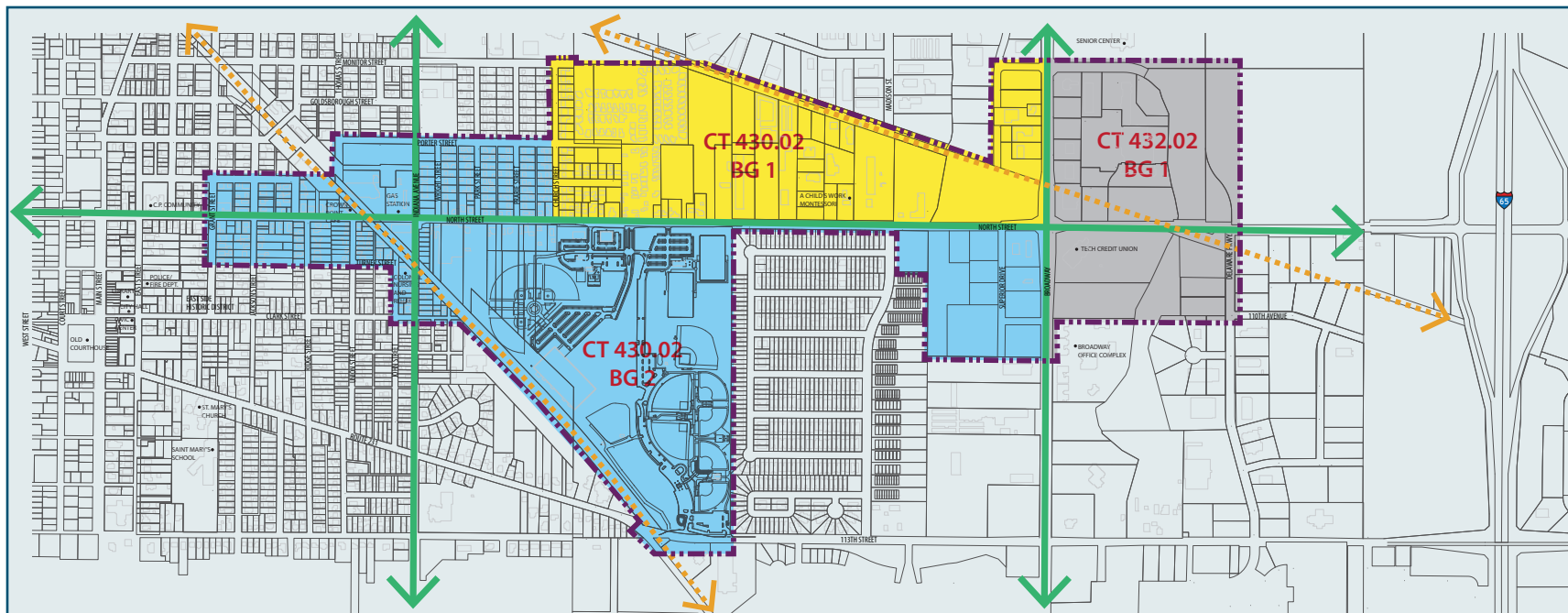


EXHIBIT 3 - CENSUS TRACTS

more than 2.5%. At the same time, the average household size in the City has increased from 2.63 persons in 2010 to an estimated 2.82 in 2015. This counters the trend in Lake County as a whole, where the average household size dropped from 2.72 to 2.69 during the same period.

The increasing size of the average household indicates a growing number of children in the community. However, an analysis of household size indicates that Crown Point apparently has a few larger households that are driving up the average household size. As indicated in Table 2, 62.6% of Crown Point households have only one or two persons living in them. Although some of these households may be composed of one parent with one child, the vast majority are comprised of adults only. The two-person households account for 35% of the total households and about 25% of the population; households with five or more persons represent only 8.7% of households but account for 30.2% of the population.

According to the 2014 US Census, Crown Point's population is 28,259. This represents a 3.4% increase since 2010. The total number of housing units has also increased since 2010, though at a higher 8.3% rate. (See Table 4.) Considering this, it is possible that the number of new households living in Crown Point is higher than what the US Census reports. Within the North Street study area, the population is estimated to be 804, with an estimated 380 housing units.

While the total number of housing units rose in Crown Point since 2010, the percentage of owner-occupied housing dropped by 2.1% in that time period. Among all rental units in the City, approximately 78% have 2-3 bedrooms. Only about 20% of rental units in Crown Point are 1-bedroom or studio units.

HH Size	Number	Percentage
1-person	2,925	28%
2-person	3,740	35%
3-person	1,678	16%
4-person	1,385	13%
5-person	609	6%
6-person	212	2%
7-or-more	105	1%
Total households	10,653	

TABLE 2 - HOUSEHOLD SIZE (SOURCES: CENSUS 2000, ACS 2010, AREA, INC.)

ITEM	CROWN POINT				CT. 430.02		
	2010	2014	Percent Change	Number Change	B.G. 1 (25%)	B.G. 2 (30%)	ALL
Population	27,317	28,259	3.4%	942	202	602	3,216
Housing Units	10,976	11,550	5.2%	574	103	277	1,334

TABLE 3 - CROWN POINT POPULATION TRENDS

Housing Type	2010	2015
Occupied	10,394	10,653
Renter Occupied	21.10%	23.20%
Owner Occupied	78.90%	76.80%
Total	10,976	11,889

TABLE 4 - HOUSING TYPE BREAKDOWN (SOURCES: CENSUS 2000, ACS 2010, AREA, INC.)

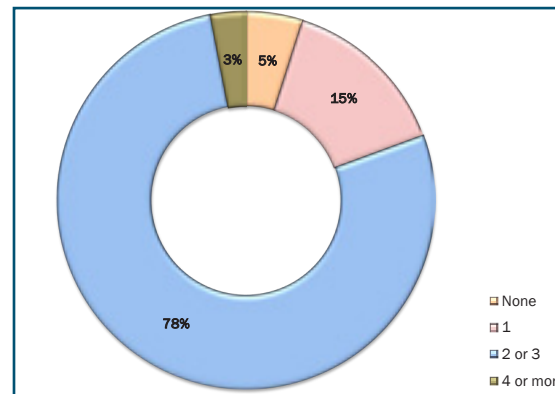


FIGURE 1 - RENTER OCCUPIED UNITS (SOURCES: ACS 2015, AREA, INC.)

Land Use

The North Street planning area contains a variety of different land uses. Within the Corridor, four distinct characters can be identified.

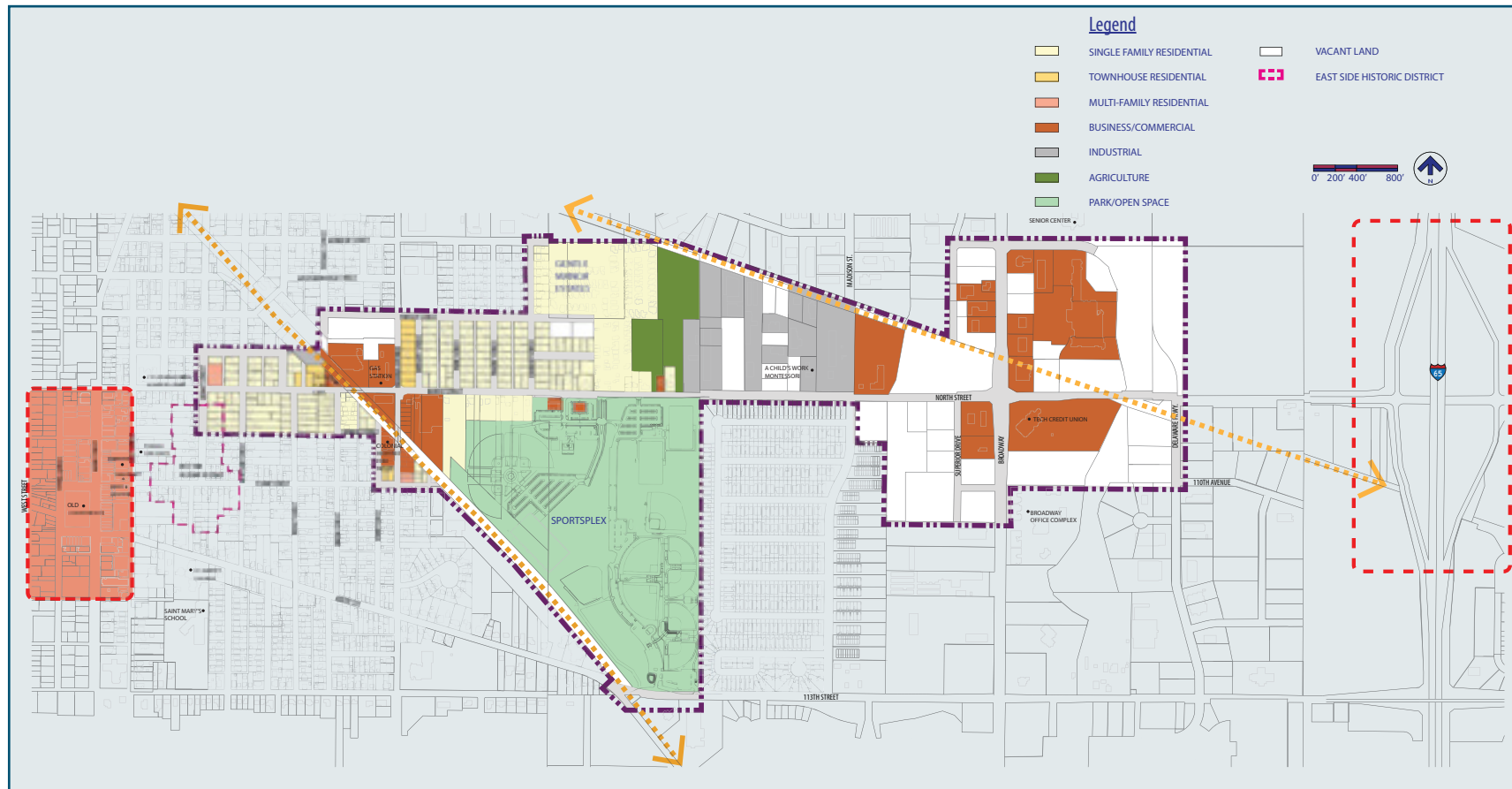


EXHIBIT 4 · GENERAL LAND USE

- **Grant Street to Indiana Avenue** is predominantly residential in nature, with several older homes dominating the corridor. A portion of the East Side Historic District is located within the far western end of the study area.



EAST SIDE HISTORIC DISTRICT



TYPICAL NORTH STREET RESIDENTIAL



RETAIL/INDUSTRIAL USES ALONG ABANDONED RIGHT OF WAY

- **Indiana Avenue to Bulldog Boulevard** is also mainly residential; however, the homes in this stretch are more modest in size and character. The intersection of Indiana Avenue and North Street is a small retail hub, with smaller office and retail uses on the west side and a vacant greenhouse on the southeast corner that is proposed for new development. The northeast corner is a redevelopment site and under construction as a new townhouse development.



GENERAL NORTH STREET VIEW



GAS STATION AT NORTH & INDIANA



GENTLE MANOR ESTATES



LOFTS ON INDIANA AVENUE

- **Bulldog Boulevard to Madison Street** features more industrial uses on the north side, while the Prairie View subdivision backs up to North Street on the south side. None of the homes in the subdivision are directly accessible to North Street, and a landscaped berm separates the development from the road. Most of the industrial uses are older steel structures, with large setbacks from the North Street frontage.



CROWN POINT SPORTSPLEX



TYPICAL STREET VIEW



TYPICAL INDUSTRIAL USES

- **Madison Street to Delaware Parkway** is mostly retail in nature. In particular, the Beacon Hill shopping center dominates the northeast corner of North Street and Broadway, with other small retail uses scattered along Broadway in either direction. However, there is still ample vacant land in this reach. The intersection at Broadway is a major connection to Merrillville and Gary to the north. Other proposed retail developments, including the proposed “Galleria” shopping center, are under consideration for the area immediately east of the study area. Newer industrial park development lies to the south and east of the study area.



NE CORNER OF NORTH & BROADWAY



NORTH STREET LOOKING WEST

General Zoning

The North Street study area has a mixture of residential, commercial, and industrial zoning classifications.

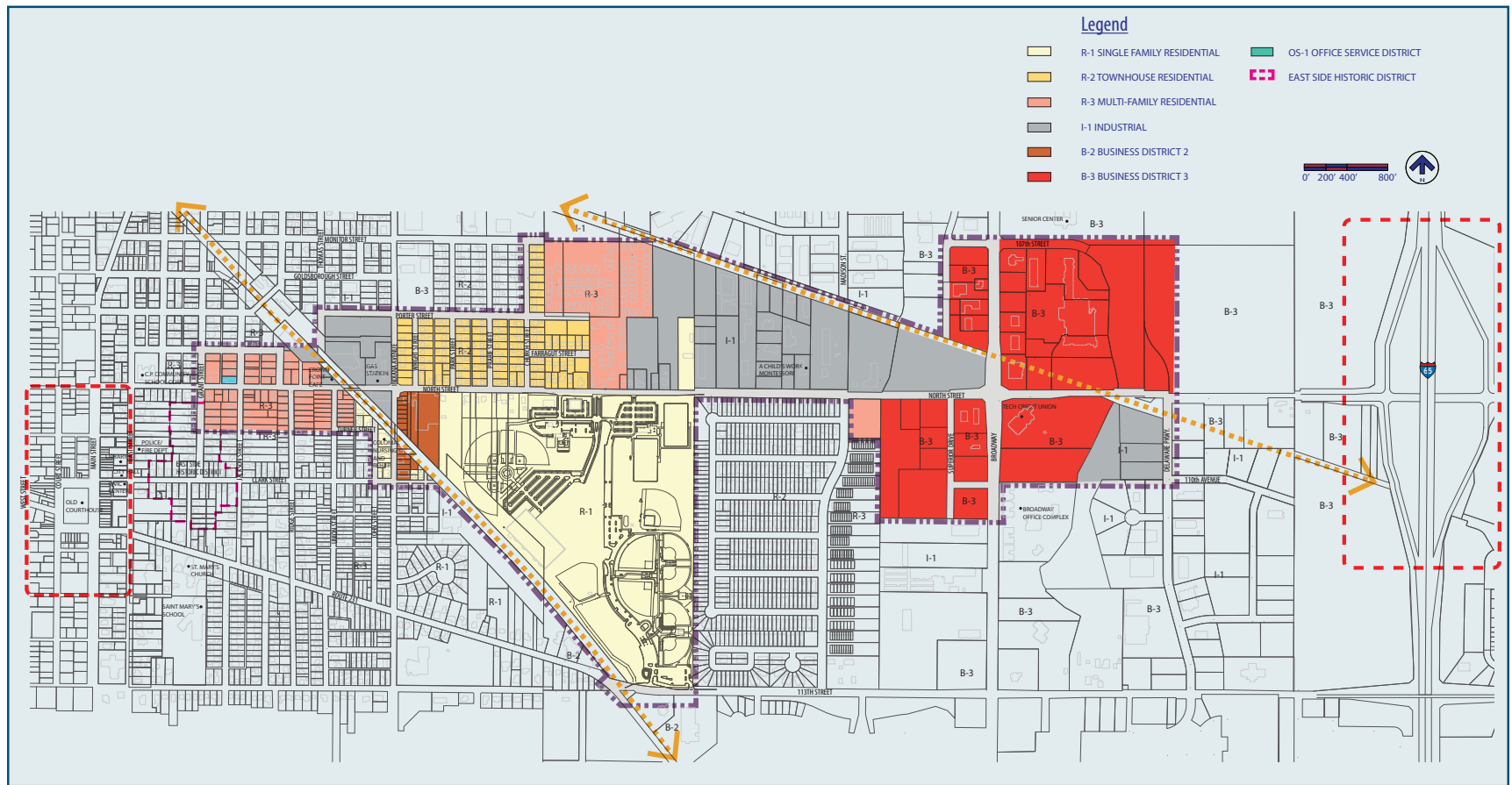


EXHIBIT 5 - EXISTING ZONING

- Most **Residential** uses in the study area are zoned either R-2 or R-3. These zoning districts allow for townhouse and multi-family residential development as a special use. However, the majority of current residential uses in the study area are single-family residential. The only R-1 zoning in the study area is the Crown Point Sportsplex area.
- Most **Commercial** zoning in the study area is B-3 (Business District 3.) Much of the area east of Madison Street, particularly the area around the North Street/Broadway intersection has B-3 zoning. The southeast corner of the North Street/Indiana Avenue intersection is zoned B-2 (Business District 2), which permits less intensive uses as B-3. Much of the area around the South Street/US-231 intersection is also zoned B-2.
- Most **Industrial** zoning in the study area is found on the north side of North Street. In particular, the northern stretch between Bulldog Boulevard and Broadway is almost exclusively zoned industrial. More industrial zoning exists in the far southeastern corner of the study area. Around the North Street/Indiana Avenue intersection, much of the west side of the street has industrial zoning stretching as far as Thomas Street.



TYPICAL RESIDENTIAL HOME



NEWER COMMERCIAL BUILDING



OLDER INDUSTRIAL SITE

Neighborhood Character

Street Layout

The dominant feature of the neighborhood is a mix of long and short rectangular blocks, divided by alleys, and created to link the corridor to Main Street/Downtown to the west and Broadway to the east. Outside of the North Street corridor, most streets have concrete sidewalks that are separated from the street by a grass strip. This rectangular block concept must be followed in all new development to maintain the traditional character of the corridor.

Lot Shape and Layout

North Street Corridor lots are usually narrow, deep, and flat with driveways placed along side of the house. Garages and other outbuildings are typically sited to the rear. While there is great variety in the architectural styles, ranging from bungalows to frame and four square, there is a good number of Cape Cod styles in the corridor and throughout the neighborhood. There is no uniformity of style along corridor. To the contrary, there is significant deviation in the scale, setback and spacing of the buildings within each block. There are few vacant residential lots within the area, but substantial vacant land exists among mostly industrial uses.

Street Elements

Utilities are overhead with light fixtures attached to them, with the exception of the recently installed, historically styled streetlights around the entry park and along North Street. With the exception of a buffer area on the north side of the Prairie View subdivision, landscaping is, for the most part, contained within private properties. The commercial and industrial sites primarily are void of any type of streetscaping.



HISTORIC-STYLE LIGHTING AND POSTS AT NORTH STREET/INDIANA AVENUE

Site Elements

Many houses have foundation plantings, and there is a wide variety of mature trees and shrubs within most yards. The majority of entry walks are concrete, but driveways consist of a variety of materials. Most outbuildings are garages, but numerous properties have added small storage sheds as well. Non-residential buildings consist of old industrial sites to modern suburban shopping districts.

There is also a healthy mobile home park, Gentle Manor Estates, in the heart of the planning area. These homes consist of a combination of moveable units as well as permanently anchored units. The park does not impact the sense of the community as it is generally hidden from public view.

Retail/Service Commercial Buildings

Commercial buildings vary widely in style and period of construction. They generally lack a relationship to each other, and as a result there is not an architecturally cohesive subarea. One exception is the area around the Broadway intersection and corridor, where the City has imposed a Williamsburg Design concept for design guidelines. Early buildings are brick with flat or shed roofs and some have decorative brick detailing. Later buildings are more utilitarian metal buildings. Some buildings are flush with the sidewalk while others are set back with parking in the front. Some commercial buildings are houses that have been converted to commercial use due to the current zoning. Most recent developments are typically suburban-style retail centers with a single use tenant in one story structures.

Industrial Buildings

The industrial buildings in the area are a more cohesive group that give the center of the planning area a distinctive character with their large scale and abundant, yet unorganized open space. At street level, the appearance is not as appealing and includes views of a scrap yard, battered and rusting chain link fences, and utility wires. The forms typically reflect the utilitarian nature of the buildings and their materials are typically metal buildings, brick, or wood.



TYPICAL RESIDENTIAL LOT WITH FOUNDATION PLANTINGS AND REAR GARAGE



"WILLIAMSBURG" DESIGN STYLE ON BROADWAY



OLDER RETAIL USE



TYPICAL INDUSTRIAL BUILDINGS



transportation

North Street consists of three primary road configurations within the study corridor. From Grant Street to Bulldog Boulevard, the roadway is 30' wide, accommodating one 15' through lane in each direction. The pavement is edged with an 18" concrete roll curb, 4" high. Approaching Bulldog Boulevard, North Street was widened and rehabilitated in 2012 to provide added capacity at the SportsPlex entrance. The roadway is 36' wide, accommodating one 12' through lane in each direction and a two-way left turn lane to Broadway. An 18" concrete curb and gutter edges the pavement.

North Street expands at Broadway to accommodate multiple auxiliary lanes. Heading east, the urban curb and gutter section extends approximately 700', this being widened and rehabilitated as a part of the Broadway intersection improvement project completed in 2010. Approaching Delaware Parkway, the roadway is a two lane rural section, with 28' of asphalt pavement accommodating one 12' though lane in each direction with 2' asphalt shoulders.

The level of service of the existing roadway is discussed in the traffic analysis.

Intersection Configuration

The configurations of the intersections within the corridor are summarized in Table 5. The level of service of the existing intersections is discussed in the traffic analysis section of the report.

Intersecting Road	Traffic Control	North Street Auxiliary Lanes	Cross Street Auxiliary Lanes
Grant Street	4-Way Stop	None	None
Jackson Street	2-Way Stop	None	None
Sheridan Street	1-Way Stop	None	None
Ridge Street	1-Way Stop	None	None
Union Street	1-Way Stop	None	None
Indiana Avenue	Mast Arm Signal	EB/WB Dedicated Left	NB/SB Dedicated Left
Wright Street	1-Way Stop	None	None
Park Street	1-Way Stop	None	None
Prairie Street	1-Way Stop	None	None
Church Street	1-Way Stop	None	None
Bulldog Boulevard	Mast Arm Signal	EB/WB Dedicated Left EB Dedicated Right	NB Dedicated Right
Madison Street	1-Way Stop	EB/WB Dedicated Left	None
Broadway	Span Wire Signal	EB/WB Dedicated Left EB/WB Dedicated Right	NB/SB Dedicated Left NB/SB Dedicated Right
Delaware Parkway	1-Way Stop	None	None

TABLE 5 · INTERSECTION CONFIGURATIONS (SOURCE: BUTLER, FAIRMAN, & SEUFERT)

Road Network

A grid system of roads is the most efficient method to carry traffic through built-up urban areas such as this corridor. A well-defined grid connects residential development along North Street from Grant Street to Indiana Avenue.

East of Indiana Avenue, the north-south connectivity is not as fully developed. Between Indiana Street and Broadway, no north-south streets fully connect the next major collector street to the south (113th Avenue) or to the next major collector street to the north (Summit Street). A similar condition exists east of Broadway, though with limited existing development, this issue has not yet become a problem. The lack of north-south connectivity concentrates vehicles at the available crossing locations, increasing congestion at key intersections.

Mobility

The majority of the North Street corridor has existing sidewalks with grass buffer strips. There are no dedicated bike facilities in the vicinity of the study area.

Concrete sidewalks, varying in width from 4' to 5', extend along both sides of North Street from Grant Street to Bulldog Boulevard, with the exception of missing sidewalk along the south side from Indiana Avenue to Park Street. Further east, the sidewalk extends along the north side only, from Bulldog Boulevard to Madison Street; this segment was completed by the City in 2016.

The existing sidewalks are accessible to handicapped persons, with the curb ramps complying with current standards, including truncated domes at public street crossings and slopes within maximum limits. Most curb ramps have been upgraded within the last five years.



TYPICAL SIDEWALK IN RESIDENTIAL NEIGHBORHOODS

There are no existing dedicated bike or multi-use facilities along North Street within the corridor, nor are there any connections to other multi-use facilities in the City.

Transit

Transit service is not currently available to the residents of Crown Point. Gary Public Transportation Corporation (GPTC) operates the Broadway Express route, which extends as far south as 93rd Avenue. Crown Point operates a trolley service that connects various points of interest in the City to the Downtown area. One stop was recently developed near the northeast corner of North Street and Indiana Avenue, alongside the new Lofts on Indiana Avenue development. The City has plans to add additional trolley stops in the future.

Traffic Analysis

A traffic assessment has been performed for the North Street corridor based on readily available traffic data and the in-depth 109th Avenue Traffic Study (completed January 2015 by BF&S).

Grant Street to Bulldog Boulevard

The existing two-lane roadway should accommodate the future traffic volumes.

Intersection of North Street & Indiana Avenue

The existing traffic signal and intersection lane geometrics should be able to accommodate the future traffic volumes. A roundabout would improve the level of service.

Bulldog Boulevard to Broadway

The existing three-lane roadway should accommodate the future traffic volumes with one through lane in each direction and a center left-turn lane.

Intersection of North Street & Broadway

Two through lanes will be needed along both the eastbound and westbound approaches for the intersection to operate at level-of-service “D” during the weekday peak hours. The terminus for the 2nd westbound through lane could be either Madison St. (Prairie View entrance) or Bulldog Blvd. (SportsPlex entrance).

Broadway to Delaware Parkway

Two through lanes in each direction and a center left-turn lane are needed to provide an acceptable level of service.

infrastructure

An infrastructure condition evaluation was conducted in May 2016. Table 6 summarizes these findings. The following sections describe the findings in more detail.

Pavement

The existing pavement is full-depth asphalt, and is in fair condition from Grant Street to Bulldog Boulevard. Though pavement cores were not taken for this study, evidence from utility work indicates that the pavement is approximately 8" thick. From Bulldog Boulevard to 700' east of Broadway, the pavement is in excellent condition, the result of two recent rehabilitation projects. Approaching Delaware Parkway, the pavement is in good condition.



TYPICAL STREET CONDITIONS IN WEST SIDE OF STUDY AREA



TYPICAL STREET CONDITIONS IN EAST SIDE OF STUDY AREA

Drainage

North Street is generally drained via an enclosed storm sewer system from Grant Street to 700' east of Broadway. A storm sewer network which connects adjacent development between Grant Street and the west border of the SportsPlex drains to the south. From the SportsPlex heading east the storm sewer system outlets at stream crossings.



NEWER STREETS INCLUDE CURB AND GUTTER FOR STORM WATER DRAINAGE



DRAINAGE SWALE ALONG BROADWAY

Begin	End	Pavement		Shoulder		Sidewalk		Drainage	
		Type	Cond.	Type	Cond.	Width	Cond.	Type	Cond.
Grant	Indiana	Asphalt	Fair	Conc. Roll Curb	Good	5'	Fair	Storm Sewer	Fair
Indiana	Bulldog	Asphalt	Fair	Conc. Roll Curb	Good	5'	Fair	Storm Sewer	Fair
Bulldog	Madison	Asphalt	Excellent	Conc. Roll Curb	Good	5'	Fair	Storm Sewer	Fair
Madison	Delaware	Asphalt	Good	2' Asphalt Shoulder	Fair	4' Delaware to 200' west of Broadway, N side	Fair	Open Ditch	Poor

TABLE 6 - INFRASTRUCTURE CONDITIONS (SOURCE: BUTLER, FAIRMAN & SEUFERT)

A swale drains the roadway along the north side from 900' east of Bulldog Boulevard to 300' east of Madison Street. The rural section approaching Delaware Parkway is drained via roadside swales.

An unnamed tributary to Main Beaver Dam Ditch crosses North Street between Madison Street and Broadway. Smith Ditch, also a tributary to Main Beaver Dam Ditch, crosses North Street west of Delaware Parkway. These two crossings serve as the primary drainage outfalls for North Street.

North Street does not experience chronic ponding or heavy storm event flooding. Though the system does not meet current travel lane encroachment requirements for a 10-year storm event, the road is navigable during the more frequent heavy rain events. It would be expected that the travel lanes would be inundated during rain events exceeding a 2-year storm, but the system would be able to drain this quickly.

An existing open ditch behind the curb is located along the south side of North Street adjacent to the Sportsplex. This ditch is unsightly and should be enclosed.

If North Street is completely replaced, the storm sewer system should also be replaced to meet current drainage design requirements.

Utilities

Utilities within the corridor include gas, communications, sanitary sewer, storm sewer, and water.

Gas Distribution

NIPSCO maintains gas lines through the limits of the North Street corridor and crossing streets. There are no known plans by NIPSCO to replace or relocate these facilities, but they may require adjustment to accommodate the recommended infrastructure improvements.

Gas Transmission

Buckeye maintains an underground pipeline located within a 50'-right-of-way in an abandoned rail corridor that crosses both Broadway and North Street. The pipeline is buried approximately 6' deep at the crossings of Broadway and North Street. This facility cannot be disturbed and will need to be considered during the design of the infrastructure improvements.

Electric

NIPSCO also maintains overhead electric facilities along North Street. The facilities are situated on utility poles in the north side grass strip from Grant Street to Church Street. The line crosses North Street and proceeds in the grass strip along the south side across the Sportsplex. East of the Sportsplex, the line proceeds along the north side to 300' east of Madison Street, where it terminates. Overhead transmission and distribution lines exist along the east side of Broadway, and extend along North Street from Broadway to Delaware Parkway. If substantial new right-of-way is acquired, the poles could be moved back. Otherwise, the utility poles will need to remain generally in place, and therefore must be considered during design of infrastructure improvements.

Communications

Fiber optic communications lines maintained by AT&T, Comcast, and other utility companies share the utility poles with the electric lines. These shared facilities can move with the electric lines if poles require relocation.

Sanitary Sewer

Sanitary sewer facilities, maintained by the Crown Point Utilities, are located under the North Street pavement from Grant Street to Bulldog Boulevard, and in the pavement along most cross streets. A sanitary sewer main extends from east of Bulldog Boulevard to Broadway outside of the pavement, in the south right-of-way. There are no current plans by Crown Point to replace, rehabilitate, or relocate these sanitary sewer facilities.

In general, sanitary gravity mains are difficult to relocate, as they must maintain positive flow, and are often exceedingly deep. Therefore, these mains will need to be avoided with any new construction. Surface casting should be adjusted to grade. A sanitary sewer force main extends outside of the North Street pavement in the north right-of-way from Smith Ditch to Delaware Parkway and beyond. Additionally, a main is located along the west side of Broadway through the North Street intersection. This force main can be relocated if necessary.

Water

Water mains, maintained by Crown Point Utilities, are located in and adjacent to the North Street pavement from Grant Street to 800' east of Broadway, as well as most cross streets. There are no known plans by Crown Point to replace or relocate these facilities.

It should be expected that some existing water mains will conflict with infrastructure improvements, specifically where new pavement or pedestrian facilities conflict with hydrants, and where new storm sewer facilities conflict with water mains and service lines.

Lighting

The North Street corridor is served by conventional corbahead-style street lights generally spaced 300'-500', mounted on utility poles. The lights do not meet current design guidelines for illumination and consistency.



TYPICAL STREET LIGHTS

market

Housing Market

Nationally, less than two-thirds of all households own the dwelling in which they live. In Crown Point, more than three-quarters of the households own their dwelling units. However, the percentage of homeowners has declined slightly over the last five years, from 78.9% to an estimated 76.8%. This is part of a national trend in which many younger persons prefer to rent rather than own.

The market for rental units in Crown Point appears to be very tight. Generally, units lease quickly by word of mouth or through local listings. Studio and one-bedroom units account for just 5% of the housing stock in Crown Point, even though single-person households account for 27% of all households within the City. Most of the rental households in Crown Point are renting two- and three-bedroom single-family houses.

The character of the housing stock is influencing the population mix within the City. New housing is predominately three- and four-bedroom homes that are at or near the top of the price range for City houses. Thus, younger persons looking for one-bedroom apartments as well as less-affluent households are forced to seek housing in surrounding communities. There is an apparent demand for more diverse housing stock within Crown Point.

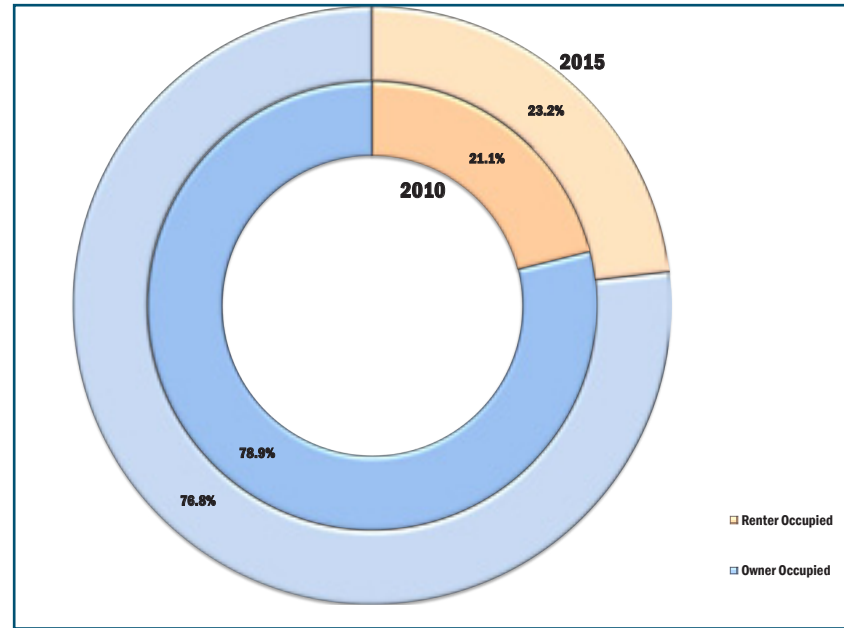


FIGURE 2 - HOUSING OCCUPANCY (SOURCE: AMERICAN COMMUNITY SURVEY; AREA, INC.)

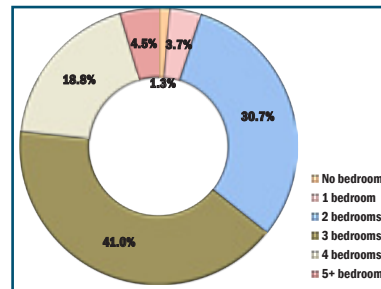


FIGURE 3 - BEDROOMS IN CROWN POINT HOUSING UNITS (SOURCE: AMERICAN COMMUNITY SURVEY; AREA, INC.)

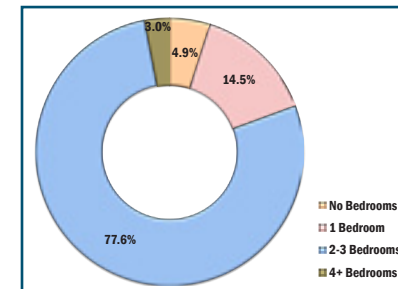


FIGURE 4 - BEDROOMS IN CROWN POINT RENTAL UNITS (SOURCE: AMERICAN COMMUNITY SURVEY; AREA, INC.)

Office Market

Crown Point has approximately 868,500 square feet of office space. About 54% of this space was built in 2000 or later. The overall vacancy rate is 13.7%, and 11.3% in the newer properties. However, 15.4% of the space in the newer properties and 16.1% of all office space is being marketed for lease. The office market in Crown Point is currently overbuilt.

Retail Space Market

The demand for retail space within Crown Point is influenced by the broader retail market within Lake County. The large concentration of retail business around the intersection of I-65 and US-30 serves much of the population of Crown Point. Additional retail and other commercial development along Broadway south of Route 30 has filled whatever demand was not being met by main retail concentration at I-65 and US-30. Now, there is another planned regional retail center on North Street (109th Avenue) between Broadway and I-65. The only potential for additional retail within the North Street corridor would be for neighborhood convenience goods and services concentrated at the Indiana and North Avenue intersection.

Industrial Market

Although Crown Point does not have a huge inventory of industrial buildings, it does have a diverse inventory that is well occupied. Of the 1.4 million square feet of industrial space within the community, just under 60,000 square feet, or 4.2%, is vacant. Another 50,000 square feet of space that is still occupied is being marketed, indicating that there are firms looking to expand or find more suitable space. The vacancy is in buildings between 10,000 and 50,000 square feet in size. Larger and smaller buildings are fully occupied.

Building Type	Total Area (s.f.)	Direct Vacant Space (s.f.)	Percent Vacant	Total Space Available (s.f.)	Percent Available
Total rentable square footage	1,415,443	59,863	4.2%	111,376	7.9%
Buildings 50,000 sq. ft. and over	403,658	0	0%	0	0%
Buildings 10,000 to 50,000 sq. ft.	801,189	59,863	7.5%	105,376	13.2%
Buildings under 10,000 sq. ft.	210,596	0	0%	6,000	2.8%

TABLE 7 - CROWN POINT INDUSTRIAL INVENTORY, DECEMBER 2015 (SOURCES: COSTAR, APPLIED REAL ESTATE ANALYSIS, INC.)

In addition to the existing stock, five buildings with a combined 304,000 square feet of space are planned or under construction. Approximately 10% of this space has been pre-leased. Full occupancy in the 35 buildings with less than 10,000 square feet indicates a strong market for small, entrepreneurial businesses.

Hotel Market

Development of the athletic park facilities south of North Street will dramatically increase the number of visitors to the park and has the potential for drawing visitors from out of the area to tournaments and other events. Therefore, the local hotel market was researched to assess the potential for hotel development at Broadway and North Avenue. Currently, the local hotel market is served by a range of hotels clustered around the I-65/US-30 interchange. They range in size from 60 rooms (Super 8) up to 343 rooms (Radisson Hotel at Star Plaza). The 12 properties in that area have a combined total of 1,202 rooms.

In most hotel markets, occupancy rates of 55-60% are sufficient to maintain viability. When occupancy rates reach the mid-60 percent range, developers will start examining market dynamics, and consistent occupancy rates of 70% or more will likely trigger additional hotel development. As can be seen in Table 8, occupancy rates over the past six years have been fairly stable, generally in the upper 50% and lower 60% range. During this period, available room nights (supply) remained constant while occupied room nights (demand) fluctuated, reaching a peak in 2012. Demand dropped in 2013 and 2014, but the addition of 81 new rooms in 2015 just as demand was recovering kept the occupancy rate below 60%.

Year	Occupancy	Available Room Nights	Occupied Room Nights
2010	53.6%	446,634	239,214
2011	57.4%	446,030	255,951
2012	62.7%	446,030	279,736
2013	60.9%	446,030	271,593
2014	56.0%	446,030	249,636
2015	58.5%	470,816	275,554
Average	58.2%	450,262	261,947

TABLE 8 - MARKET-AREA HOTEL OCCUPANCY TRENDS
(SOURCES: STR TREND REPORT, APPLIED REAL ESTATE ANALYSIS, INC.)





3

ASSESSMENT

concerns

To fully understand community's vision for the corridor, the City early on established an extensive outreach program and community engagement program to gain insight into community's desires and develop a better sense of goals for the Corridor. The public engagement process resulted in a set of opportunities as well as identifying concerns. The process also generated a set of issues for the area that needed to be analyzed.

The issues and opportunities can be categorized in four key topic areas of concerns. These topics were discussed and strategies have been developed for each one. The sections discuss these concerns and opportunities in further details. Where possible, projects have been proposed or identified to address identified issues and take advantage of the opportunities they create.

Key Concerns

- **Corridor Character**
- **Land Use**
- **Development Opportunities**
- **Urban Design**

corridor character

Corridor Character refers to the historical character of the planning area as well as the kind of corridor Crown Point wants it to be. The Corridor currently has diverging characters consisting of an old neighborhood feel on one side, and a flourishing commercial corridor on the other. There are also many elements in the Corridor that need to be preserved. In conversations with the stakeholders and in community meetings, it appeared there was a great desire by the community to change the image of the corridor from an unorganized and conflicting set of land uses to a more modern, pedestrian oriented corridor with excellent street amenities. The residents and stakeholders similarly identified the creation of a “strong” arrival zone as a top priority for the Corridor.

Changes in the corridor character will require employing several design, land use, and infrastructure tools over the next decade as conditions warrants. But the City will need to implement a variety of development, redevelopment, and street enhancement strategies which will change the character of the Corridor in a uniform and consistent manner.

Redevelopment opportunities exist in several areas, including vacant parcels. As redevelopment occurs, the street grid should be developed and strong public realm amenities established. Maintaining consistency was a highly desired objective by the Stakeholders to ensure continued redevelopment and private investment in the Corridor. One element that could ensure this consistency is the adoption of a set of design guidelines. Another strategy will be changes in land use and zoning to ensure that future developments are consistent with overall vision for the Corridor.

Key Issues

- **Corridor identity and image**
- **First impression and visual impact**
- **Contradictions with the heritage of Crown Point**
- **Visual impact of the industrial uses**

land use

The area along the North Street corridor has developed over several decades without a cohesive land use or development policy. This has resulted in a distinct mix of land use types that are often non-compatible with each other. Larger industrial uses are located within existing residential neighborhoods. Newer residential neighborhoods have been developed adjacent to older industrial areas; while their resulting designs may be successful in mitigating the visual impact of the industrial areas, they have a deleterious impact on the view of the corridor.

The advent of the I-65 interchange at North Street has dramatically changed the development opportunities. A corridor that was once relegated to industrial uses has now become a major entry point to the City and its historic Downtown. At the same time, traffic, a lack of appropriate street amenities, conflicting land uses, and ample vacant land each contribute to the need for the better vision for the corridor. This vision should emphasize a thriving North Street for Crown Point, with fully developed mixed uses which add to the vitality of the corridor, as well as expanding linkage to Downtown. This vision was clearly evident in conversations with the stakeholders and in the community input workshop.

Key Issues

- **Future land uses**
- **Identification of Redevelopment opportunities**
- **Incompatible land uses**
- **Linkages among land uses**



OLDER COMMERCIAL DEVELOPMENT
ON EAST SIDE OF CORRIDOR

development opportunities

The land use character of the Corridor, market conditions, and available developable land has given rise to numerous opportunities for development and redevelopment in the Corridor. There are several parcels of land that remain vacant, farmed, or are otherwise available for development. The parcels closer to Broadway offer the most immediate development opportunity.

Commercial Development

Contrary to residential growth in the City, commercial and industrial development in the corridor have not kept up pace. But in recent months, several commercial projects have appeared that may support a healthy growth pattern. The trends are also expected to change as new residents move into the City and as the parcels close to the I-65 Interchange continue to be developed. The issue remains as to character of commercial development and whether industrial uses should be supported. This is particularly important as there are several critical parcels currently zoned as Industrial and, if developed, may create long-term land use compatibility issues.

The City should consider development of mixed uses with increased density for these parcels. Also, all commercial developments should benefit from much higher level architectural designs and articulations. This will help transform the character of the corridor from a suburban strip mall to a well-defined arrival zone with signature buildings that are well integrated with surrounding uses and welcome visitors to the area.

Key Issues

- **Conflicting land uses**
- **Redevelopment of industrial uses**
- **Infrastructure needs**
- **Architectural character of new buildings**
- **Strong arrival zone**

Redevelopment

There are significant redevelopment opportunities for a number of existing sites that could be developed for alternative uses. For example, the former greenhouse site, on the southeast corner of North Street and Indiana Avenue, offer opportunities to create a local retail center in the heart of the neighborhood. Another vacant site, on Indiana Avenue and Porter Street offer opportunities for medium to high density residential development.

The existing industrial and warehousing uses in the middle of the Corridor also offer opportunities in the long term for new uses as redevelopment occur. Although these uses currently provide a stable employment base within the community, over the long term, particularly for those fronting North Street, will likely change as the demand for other uses (i.e. mixed uses, or medium density residential uses) will outweigh the demand for industrial uses. In the Community Meeting, the concept of redeveloping industrial sites appeared to be positively reviewed, and even accepted, as the current uses may not be the most economically advantageous; as a result, development pressure may be welcomed for a variety of reasons. The City should also consider the establishment of a Redevelopment District or expansion of an existing one to include all of the proposed redevelopment area.

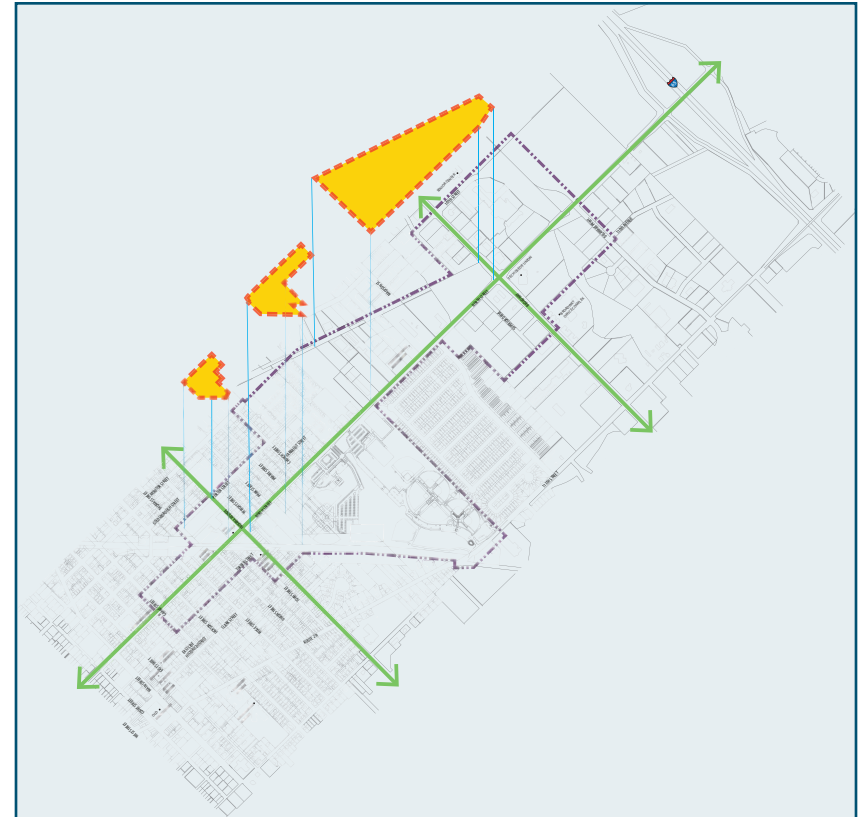


EXHIBIT 6 - NORTH STREET REDEVELOPMENT AREAS

Neighborhood

While the existing residential neighborhoods appear to be stable, many housing units are smaller than modern standards. This brings the risk that many homes in the area may become outdated and undesirable. Introducing newer housing, with modern amenities and more diverse options, will help maintain the stability of the area while making it more diverse and vital. The recent development of The Lofts on Indiana Avenue is a prime example of new residential development that brings additional housing choices to the area while respecting the character of its surrounding area.

As a growing community, affordable housing is also a concern in the City. Higher density residential, townhomes, condominiums, and mixed use developments could provide housing choice. Diversity in housing supply will strengthen the community while attracting younger families and providing options for older empty nesters. The existing mobile home park is another example that offers opportunity for high quality affordable housing. Gentle Manor Estates contains many older model units that can and should evolve with more modern housing designs. As older units reach the end of their useful lifespan, the transformation could take place in the form of mixed tiny housing units for the younger generation. This process could start with development of a Tiny House Village on a land that is currently undeveloped on the northeast side of the neighborhood. The redevelopment of the neighborhood could continue in the future as different pads become available, allowing older units to be replaced with the new ones.

Strong development and redevelopment opportunities, and the growth pressures that drive them, will most likely change the character of the corridor. It is imperative that the City be prepared to manage such change by adopting land use and development policies that will support the transformation of the corridor in an orderly manner.



SEVERAL HOMES ARE SMALLER THAN MODERN STANDARDS



TINY HOUSE CONCEPTS



Market

The consultant team undertook a market study for the planning area. The assessment aimed at identifying the Corridor's trade area, current appeal, additional supportable retail uses, demand generated by residential uses, and the recreational based demand. The study has found that there appears to be a demand for industrial uses and residential uses, particularly those with smaller units and affordable in price.

Current demand for new retail development is limited. However, with increased residential development within the study area and continued growth of regional attractions such as the Sportsplex, new opportunities for retail development may arise. Neighborhood oriented retail demand was also identified for the area around Indiana Avenue and North Street. Such development will coincide with the population base surrounding the corridor and complement, rather than compete with, existing retail uses along Broadway. The recommended retail uses would, for the most part, satisfy the day-to-day needs of neighborhood residents.

Another aspect of the market study is to find strategies which support the vision for the corridor. The study finds that employing several strategies will most likely enhance opportunities for development and redevelopment particularly as the Corridor develops into a more attractive, pedestrian-friendly environment. In turn, as the recommended uses are established, the Corridor may allow for the placement of additional retail and services. Additionally, should new residential uses be developed on or near the North Street Corridor, additional retail may be supportable. Similarly, completion of construction for the Sportsplex may attract other uses which are currently not supported by the market.

Top Market Strategies

- 1. Mix uses, including those of residential**
- 2. Support developments and uses that attract residents of all ages.**
- 3. Encourage new residential development, both rental and owner-occupied.**
- 4. Design North Street as a Complete Street.**
- 5. Provide new and expanded linkages within the North Street corridor and to other surrounding areas.**
- 6. Create a strong identity for the corridor.**
- 7. Develop trails and non-motorized paths systems to expand linkage.**

urban design

As development has progressed over time, many areas in the North Street Corridor have developed in a very fragmented and inconsistent manner. This has reduced connectivity to the rest of the City. Even neighborhoods within the study area are sometimes closed off from one another. Gentle Manor Estates has effectively only one entry and exit from North Street and is inaccessible to and from other neighborhoods. Two former railroad easements have further fragmented the area, making access to surrounding areas difficult. From the outside, one entering the City from the expressway faces a massive concrete and asphalt landscape without any type of street amenities.

The City, in recent years, has made attempts to impose a limited set of design requirements, but these have been very inadequate. As a result, despite several successful new developments in recent years, much of it has taken a more suburban form with larger retail setbacks and residential subdivisions that do not face North Street. This is in conflict with the more urbanized feel of the rest of the corridor and the nearby Downtown. It is imperative that a complete set of guidelines is established which is specific to the Corridor and applies to the specifics of study area.

Gateways

There are several potential gateway opportunities in the vicinity of the study area. The City completed a concept plan for an I-65 entry treatment several years ago. This plan should be implemented at the earliest possible time, as the opportunity may be lost due to rapid development of vacant parcels. There are also similar opportunities to south at the intersection of US 231 and 113th street. At this location, a roundabout has been conceptually proposed by the consulting team. This concept, if employed, will also provide an eastern accessway to Sauerman Woods Park, a large city park which has very limited access at the present time.

Key Issues

- **Fragmented urban framework**
- **Lack of Identity**
- **Inadequate street amenities**
- **Low aesthetic quality of most buildings**
- **Lack of connectivity**



133TH STREET & US 231 COULD BE HOME TO A GATEWAY TREATMENT

Street Network

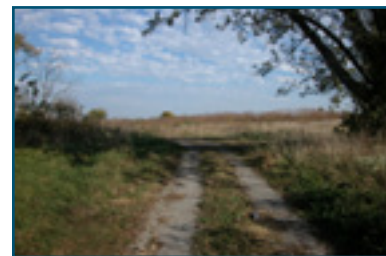
Although the history of North Street dates back to early days of the City, the street network and patterns are a mix of different block patterns and in some cases, grid patterns. The grid system is the most efficient of transportation, and opportunities exist to reestablish grid system, particularly for areas proposed for redevelopment. There is also a need for general street improvements. The improvement needs range from adequate sidewalks to storm water systems. As these streets are improved, the City must consider employing “Green Street” principles as it improves neighborhood streets. There are also no complete bicycle facilities, despite the need to link the corridor to various regional points.

To improve the public realm will require substantial commitment and investment on the part of City. Improvements should focus on enhancing safety and the overall pedestrian experience in order to create a stronger link to Downtown and I-65. The creation of an arts walk could enhance the experience of the visitors, but also enhance the livability of the corridor and provide complimentary support the Historic District. In the short-term, public investment could be focused on the interior streets, improving neighborhood entrances, and the overall improvement of street amenities. Expansion of the trail system to connect to regional facilities could also be prioritized for an early completion.

Public improvements can not only improve the sense of place, they could also have a synergy effect, as such investments also open up many land locked parcels for development as well as encouraging new investment in the Corridor. For example, extensions of several streets, such as Porter, Madison, and Monitor, can open up previously landlocked areas for new development.



CYCLE TRACK CONCEPT - STRENGTHENS THE GRID SYSTEM AND INTRODUCES A PROTECTED TRAIL FOR BICYCLES



NEW STREET EXTENSIONS CAN OPEN UP LAND LOCKED PARCELS AND IMPROVE CONNECTIVITY

Sense of Place

Creating a more attractive environment that complements all parts of the planning area will help impart a more unified identity to the Corridor. This can be accomplished through several means: uniform streetscaping, developing design standards that complement the larger Downtown area, creating a strong network of attractive public open spaces on the street, and consistent signage to provide the area with its own identity.

A re-imagined North Street corridor could also accommodate pedestrians and cyclists with a combination of sidewalks, bike lanes, and multi-use paths with public arts. The pedestrian and cyclist linkages can also be extended along 109th Avenue from Delaware to the east, past I-65 to the City limits, bringing connectivity to users generated from the adjacent communities of Winfield and Lakes of the Four Seasons. Priority should be established for the development of North Street as a Complete Street in the short term. Over the long term, trail development, such as the Veterans Memorial Trail as well as a new trail in conjunction with redevelopment along the northern Redevelopment District, should be considered.

Sustainability

The North Street Vision Plan must recognize the importance of promoting a coordinated approach to the future development of the area by integrating social, economic, and environmental regeneration to ensure the long-term revitalization goals. Promoting sustainable development is one of the critical objectives needed to meet the key challenge of “high quality, sustainable urban design and livability.”

There are several opportunities for introducing sustainability into land use decisions. These opportunities are extensive. Some examples of such policies include:

- Strong consideration for the social, economic and environmental impacts of any development on the Corridor.
- Improving biodiversity and reconnecting the area with its natural and historical character.
- Preservation of important landmarks to ensure Crown Point retains its local distinctiveness and civic pride.
- Advancing the development of a quality-built environment which makes efficient use of land, such as re-naturalization of the various watercourses running through the planning area and connecting different storm water facilities to create a complete ecology rather than isolated and insulated retention facilities.
- Using green principals in all development to the extent practical.

transportation

The transportation system in the study area has not changed appreciably over time. The areas west of Indiana Avenue are relatively well connected with their surrounding neighborhoods as part of the traditional Crown Point grid system. These areas also have a sidewalk system that, while modest in size, condition, and facilities, are adequate to allow pedestrian movement in and around the area. By contrast, the areas east of Indiana Avenue offer limited connections to outside areas. In the past, two different railroads used to cross through the study area, which severely limited connectivity options between neighborhoods. Even as the railroads have been abandoned, these corridors still act as barriers. Pedestrian facilities are similarly absent in this section, and what facilities do exist have been built in a haphazard and piecemeal fashion. The development patterns in this area - generally industrial with large building setbacks - do little to encourage pedestrian movement.

There are ample opportunities to incorporate a variety of amenities within the North Street corridor to address these issues. The traffic analysis in Chapter 2 indicated that the corridor from roughly Madison Street eastward will require extra traffic lanes to accommodate future growth. In conjunction with this expansion work, the new street design for this area should incorporate substantial pedestrian and off-street pathways and streetscaping to promote a variety of safe and attractive mobility options. However, even in the remainder of the corridor, there is ample room to introduce several of these elements without disturbing the existing right-of-way, or - in many cases - the existing street width.

The City contracted Butler, Fairman & Seufert (BF&S) to develop a master plan in 2015 to address mobility throughout the community. The plan includes both pedestrian and bike facilities along North Street and connecting to regional facilities. Portions of this plan are currently under design and will be implemented within the next few years, as discussed below.

Key Issues

- **Fragmented grid system**
- **Large developments have large setbacks with no pedestrian connectivity**
- **Truck traffic on Broadway and North Street**

Plans are complete for a multi-use trail within the NIPSCO easement, which is also the Erie-Lackawanna rail corridor, along the western boundary of the Sportsplex from Indiana Avenue south to 113th Avenue. This is expected to be constructed in 2017.

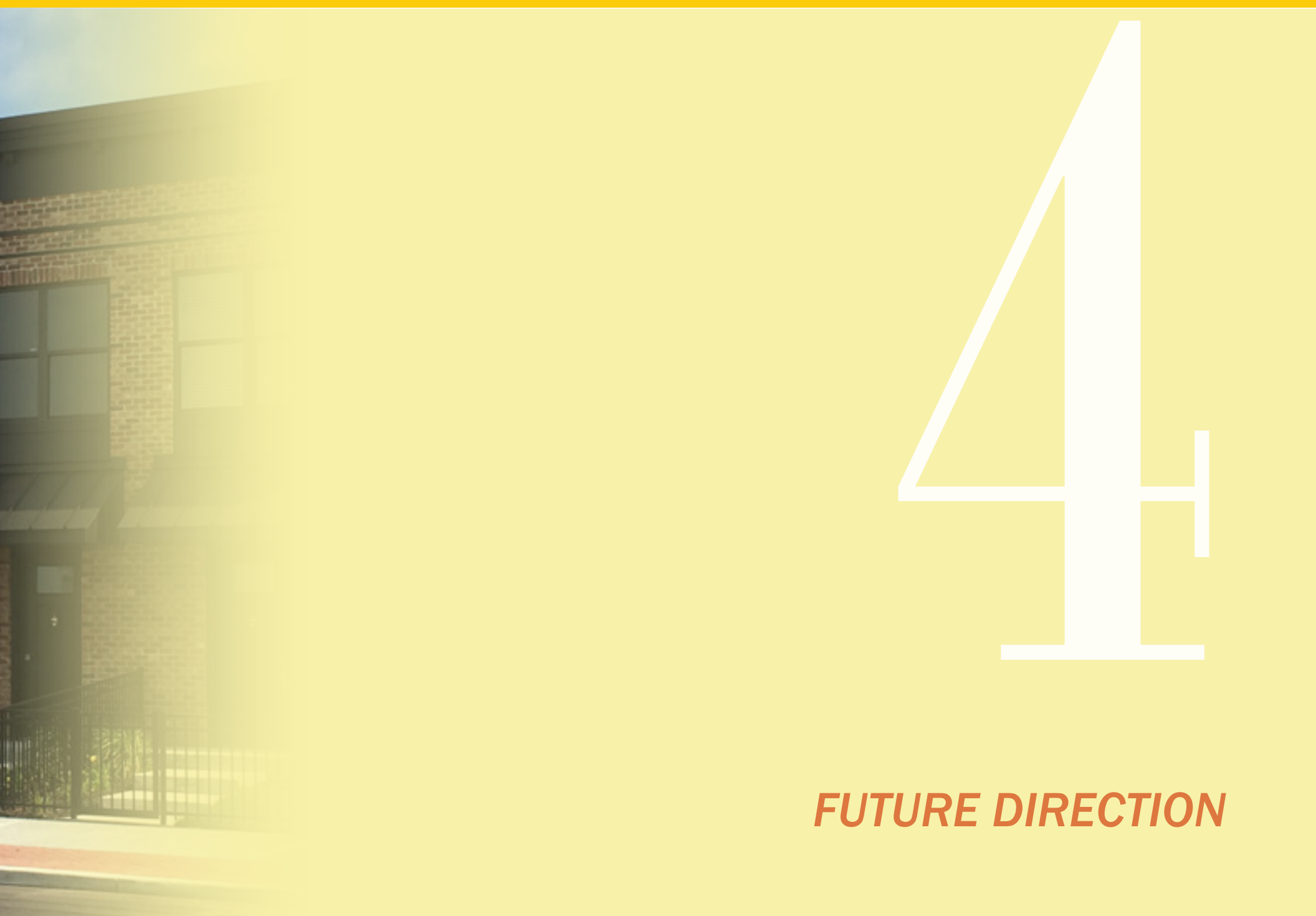
Lake County has plans to connect to the trail at 113th Avenue from the south, this segment being known as the Veterans Memorial Trail south from 113th Avenue. This is expected to be constructed by 2019. The City also has plans to install bike lanes on Court Street and West Street, extending from the existing Erie Lackawanna trailhead at Summit Street south to North Street. This is expected to be constructed by 2018.

An abandoned rail corridor crosses North Street 500' east of the Broadway intersection, and extends northwesterly through a heavily-developed industrial area, eventually connecting to the Erie-Lackawanna Trail at 93rd Avenue. While a potential useful future connection, the corridor is currently home to an underground gas pipeline. In addition, NIPSCO only owns approximately 1/3 of this right-of-way west of Broadway, with an estimated nine different property owners controlling parts of the remainder. In the short term, existing plans, mainly using sidewalks or on-street paths, should be sufficient for making the desired connections. However, any redevelopment schemes for this area should include provisions for a future trail on or along this corridor.



FUTURE TRAIL CORRIDOR WITHIN SPORTSPLEX





4

FUTURE DIRECTION

principals

During the planning process, the stakeholders and the public prioritized areas of concern and opportunities that currently exist. The Consultant team reviewed these concerns and opportunities, and identified a set of strategies to address them. The team further conducted a variety of data analyses and assessments in response to the input received from the community. These activities helped to formulate a set of guiding principles: the goals and concepts developed in this Chapter and the specific implementation actions outlined in Chapter 5.

The North Street Vision Plan is expected to be used to help Crown Point manage and direct developments in the Corridor for the next 10-20 years. The desires identified by the community through the planning process have played a major role in development of a framework establishing broad objectives for the different elements of the Vision Plan. The Corridor Framework Plan is a conceptual diagram that outlines what the Corridor area could become in the future. It was generated from the information described in Chapter 2, which documented the physical conditions of the Corridor as they currently exist. The community's needs, opportunities, and desires were added to create the Corridor Framework. This Plan thus forms the basis for different elements and recommendations outlined in the following sections. The Plan further outlines how the City will transition from its existing land use patterns to the new ones that residents and stakeholders have recommended, and provides a series of maps, images, and drawings to identify where changes are being proposed and the preferred form they should take.

The Future Plan is divided into four Sections as they were initially categorized and described in Chapter 3. These sections are:

- Corridor Character
- Land Use
- Urban Design
- Transportation

The Future Plan further contains a series of recommendations under each Section. These recommendations aim to support objectives that are identified for each respective section.

Guiding Principles

- **Improve Corridor Identity as a “place”**
- **Support Traditional Neighborhood**
- **Build the Public Realm**
- **Improve Connectivity**

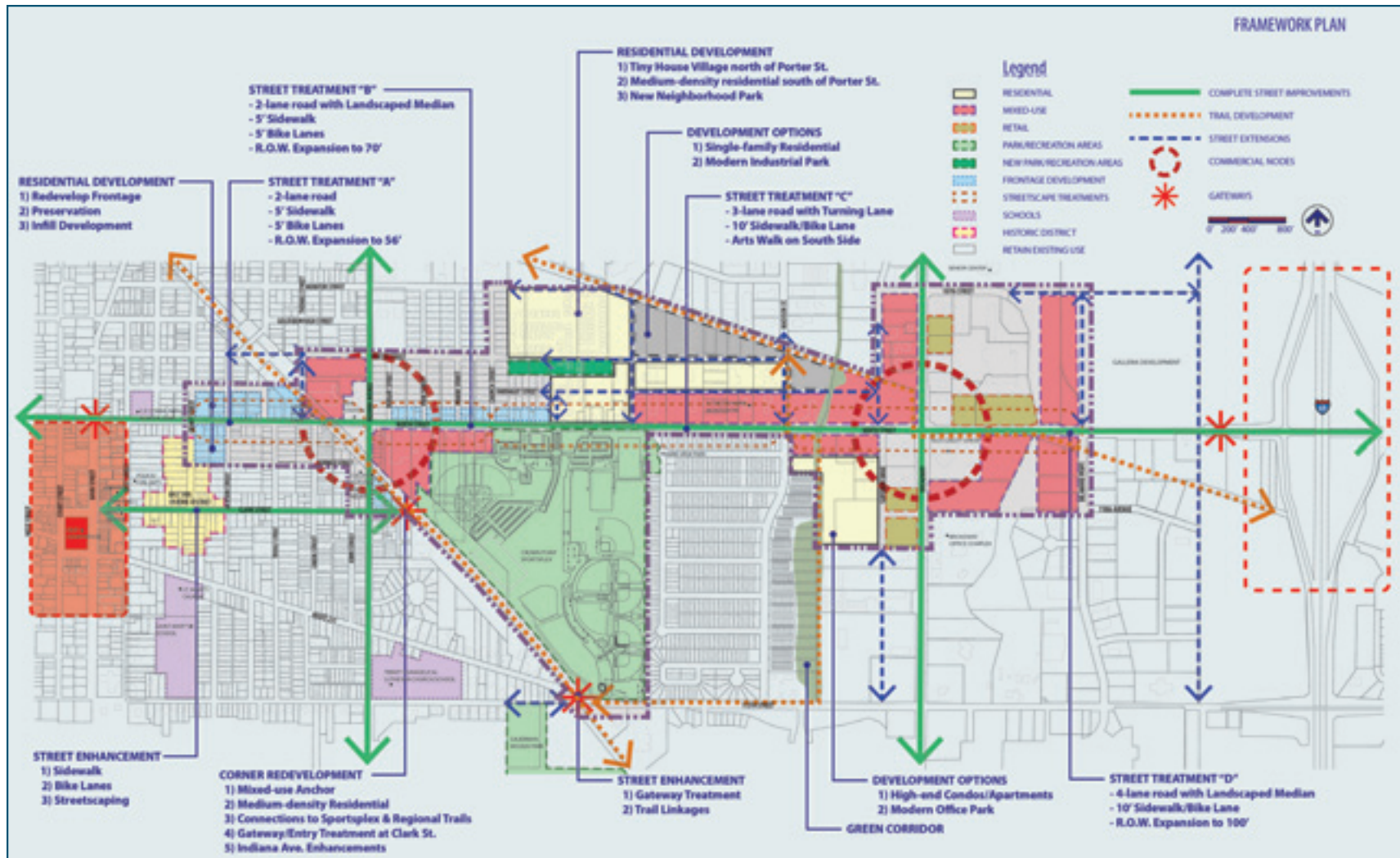


EXHIBIT 7 · FRAMEWORK PLAN

corridor character

Corridors are readily identifiable by their intensity, types of uses, and how those uses connect to the public realm. This goes beyond simply identifying how the land is used. Characteristics such as building type and height, lot occupancy, and the mix of uses can be measured to provide an understanding of the different types of corridors.

The North Street Corridor contains several divergent land uses which demand different types of treatments. The Corridor can be divided into two sub-districts with distinct building characters. These building styles have developed during different eras in the City's history and have evolved over time, creating a range of old to new, dense to open, urban to suburban characters.

- Traditional character, located along western segment of North Street
- Modern Character, located along Broadway and eastern segment of North Street.

Traditional neighborhoods tend to share similar attributes—they are walkable and compact, support a mix of activities and a range of housing types, have streets that accommodate pedestrians, bicycles, and motor vehicles, and place priority on creating public space and accommodating civic buildings. This concept has been cherished in Crown Point for many generations. The suburban trend that has been prevalent in the last few decades tend to be more open and less dense, with the dominance of a single use and particular character.

The traditional character works best when there is activity on the ground floor that attracts pedestrians and keeps streets safe. North Street frontage, particularly on the western section, can accommodate this traditional style as many developments in this section are built close to the sidewalk. This traditional urban form concept can also be extended further east to create a better cohesion in the street wall and enhance the sense of the place for the Corridor. As such, new developments should exhibit a traditional building style, something that is common to Main Street, but with higher density.

Objectives

- Create a sense of the place, particularly in areas of transition
- Encourage a diversity of uses and activities
- Provide opportunities for density
- Promote a broad range of high quality housing choices

Medium density residential should be considered for the area not only to fulfill market demand, but also to add to the architectural character of the corridor. A mix of uses can also be considered, but should be located only for corner buildings where they could anchor the corner and created landmarks for the interior residential uses.

The middle section, starting east of the Sportsplex, not only is devoid of any character, it has a strong negative visual impact upon the Corridor. This sub-district will need to be redeveloped for appropriate residential and mixed use development with ample amenities. Use of a variety of street amenities such as public arts, street furniture, and streetscaping should be strongly considered in the design of public realm. Developing an Arts Walk, stretching from the Sportsplex to Madison Street, could incorporate a variety of artistic elements into the public realm as well as becoming a magnet for outdoor community events along the corridor. This could, in turn, spur the establishment of an arts district for Crown Point which could expand to Downtown.

The Broadway sub-district area of the Corridor houses offices, shops, and restaurants, all built with suburban style buildings: typically one story, with open space and parking occupying the majority of the land. These types of developments rely heavily on the automobile and are designed as such for access and connectivity. Pedestrian facilities are typically not provided. These considerations – scale and transportation orientation – are important in determining what kinds of development will be compatible with the Corridor, as there remains significant land for development in this district. Future development should consider much higher densities, as well as mixed-uses and more efficient use of available land.

What Makes A Vibrant Place?

Diversity of Uses

- Attracts more people
- Provides a broader range of services for the neighborhoods
- Diverse employment opportunities
- Extends street life beyond 9-5

Density of Development

- Promotes walkability and lessens traffic congestion
- Convenient for shopping
- Creates opportunities for housing

Well Designed Private Realm: Buildings

- Quality architecture
- Proportionate mass and height to street
- Ground level window display

Well Designed Private Realm: Site

- Pedestrian/transit oriented urban form
- Buildings placed along, and oriented to, the street
- Parking placed behind buildings
- Serves all users and modes (people, transit, cyclists, autos, etc.)

Well Designed Public Realm

- Space for plazas, cafés ,and gatherings
- Well maintained streetscape and sidewalks
- Street Amenities – seating, lighting, and public art

Recommendations

1. Prioritize public realm improvements that calm traffic, cultivate street life, enhance transportation alternatives, and build the neighborhood street grid system.
2. Allow for increased building heights and densities, while preserving access to air and light.
3. Encourage a mix of uses on a block and building basis.
4. Avoid single-use, single-story developments in the Corridor to the maximum extent.
5. Encourage the re-structuring of existing commercial uses into more compact, mixed use, transit-supported centers.
6. Support rehabilitation and infill development, particularly on the western section of North Street, for important buildings.
7. Promote adaptive re-use of important buildings for other uses, such small office space, restaurants, or recreation related services.
8. Promote street level vitality by encouraging active ground-floors, sidewalk cafes, and short-term, on-street parking, particularly on the side streets.
9. Limit new or expanded surface parking.
10. Concentrate high-density mixed-use projects along eastern section of the North Street and Broadway to capitalize on transit investments, support high end housing unit developments, and bring vitality to business areas.
11. Focus medium-density residential on western segment of the Corridor.
12. Adopt Design Guidelines and an Overlay Zoning District to ensure a proper regulatory structure for implementation.



EXAMPLES OF PROPOSED BUILDING DENSITIES: LOW (TOP) WITH SINGLE-FAMILY HOMES, MEDIUM (MIDDLE) WITH MIN. 2-STORY TOWNHOUSES AND MIXED-USE BUILDINGS, AND HIGH (BOTTOM) WITH 3-4 STORY MIXED-USE BUILDINGS, OR HIGHER ALONG BROADWAY

land use

The Land Use Plan translates the community’s vision into a framework for guiding the City’s physical development over the next 10-20 years. The Plan identifies future land uses by recommending the appropriate type, intensity, and character of the development. The proposed Plan sets clear guidelines, but remains flexible enough to accommodate future opportunities as they arise and respond to market conditions.

As the City transitions from a traditional County Seat into a modern suburban community, locational needs and requirements have changed. Industry used to require a great deal of land to support its activities, while far less is needed in the new economy. At the same time, location—in dense, mixed-use, lively places—is becoming more important to building and maintaining business relationships. These changes and the development trends point to a future vision for the North Street Corridor that will be very different from what it has been in the past or what we see today. Recent developments, such as the Beacon Hill retail center located at the corner of Broadway and North Street, and pending developments all provide glimpses of how future land use could look like.

Future development patterns can also be impacted by other factors, such as:

- Market demands
- Development costs and the ability to secure financing
- Employment and housing trends
- Age, income, and other characteristics of residents in the “market area”
- Accessibility offered by the transportation system
- Capacity and quality of City infrastructure and services
- Regulations on land uses and density

One of the overriding purposes of this Vision Plan is to set a framework for continued investment in the future and an orderly growth. This will be accomplished by ensuring land use decisions are based on a solid set of objectives which support the overall goals for the Vision Plan.

Objectives

- Strengthen the Neighborhood
- Promote diversity and affordability
- Reclaim vacant buildings and land
- Leverage and repurpose former industrial assets
- Allow for density
- Enhance open spaces



EXHIBIT 8 · FUTURE LAND USE PLAN

Land use options were analyzed by the consulting team and then refined through market analysis, public comments, a visioning exercise, and transportation assessments of the impacts that could be expected with different land use alternatives. In general, preservation of neighborhood character, creation of an arrival zone, and ample street amenities had the broadest appeal. In addition, high quality architecture and design was expressed strongly by the stakeholders. The land use element of the Vision Plan reflects these objectives, and the proposed Land Use Plan supports policies which embrace the broad objectives expressed by the community.

Strengthen the Neighborhood

It is important to preserve the unique assets that define individual neighborhoods. North Street sits next to one of the oldest parts of the City with substantial historic resources. Supporting and maintaining strong neighborhoods is the key to attracting and retaining residents, bolstering the City's image and improving quality of life. Developments on North Street can further strengthen Downtown by supporting uses which enhance the Downtown as a destination point. The existing Sportsplex further attracts a large number of visitors to the corridor. Facilities should be developed to support these visitors to increase the impact on the economic scene of the neighborhood and Downtown.

The North Street Corridor and Downtown Crown Point can benefit from diverse, walkable blocks that are linked by a network of sidewalks, trails, or transit. There are several blocks within the planning area that remain isolated, inaccessible, or in need of major public improvements. These areas, primarily located on the northern section, need to be improved to create a complete neighborhood. Redevelopment areas, can also be developed with compatible residential and mixed-uses which strengthen the neighborhood.



REDEVELOPMENT CONCEPT, EXPANDING GENTLE MANOR ESTATES INTO A "TINY HOUSE VILLAGE", WHILE REDEVELOPING INDUSTRIAL AREAS. THIS CONCEPT WOULD STRENGTHEN THE CORRIDOR BY PROVIDING NEW MIXED-USE DEVELOPMENT, INCREASING CONNECTIVITY TO THE STREET GRID, AND ENHANCING THE VISUAL IMPACT OF NORTH STREET

The Land Use Plan proposes the continuation of traditional land uses, consisting of low and medium density residential uses for the western section of the corridor with some areas in close proximity of the Sportsplex devoted to retail and related commercial uses. A variety of housing types, including for-sale multi-family condos, apartments, live/work lofts and townhouses, are recommended along with new neighborhood-oriented shops and services on Indiana Avenue. The preservation and introduction of a tiny house village as a part of Gentle Manor Estates will protect and increase affordable housing in the neighborhood. The strategy to provide more diverse housing choices in this area – within walking distance to Downtown and a future Broadway transit station existing businesses along Broadway and in Downtown – will also benefit from new customers. Proposed uses should be developed with medium- density residential and mixed uses on frontage of North Street, flanked by lower density housing in the interior blocks.



CONCEPTUAL RENDERING OF NEW DEVELOPMENT FOR THE NORTH STREET/ INDIANA AVENUE INTERSECTION

Repurpose Industrial Assets

Industrial uses originally grew up along the North Street as an edge use due to the availability of land and proximity to rail lines which are now abandoned. These uses generally consisted of a variety of shipping and receiving businesses. Some are still in operation, but most have been replaced by newer and less intense single-story steel buildings. As the City expanded outward – epitomized by the growth on Broadway and the new I-65 interchange - the growth pattern has changed the development opportunities and dynamics in the Corridor. As a result, an island of highly inefficient industrial uses has emerged that is not only outdated, it is negatively impacting the growth potential for other surrounding areas and neighborhoods.

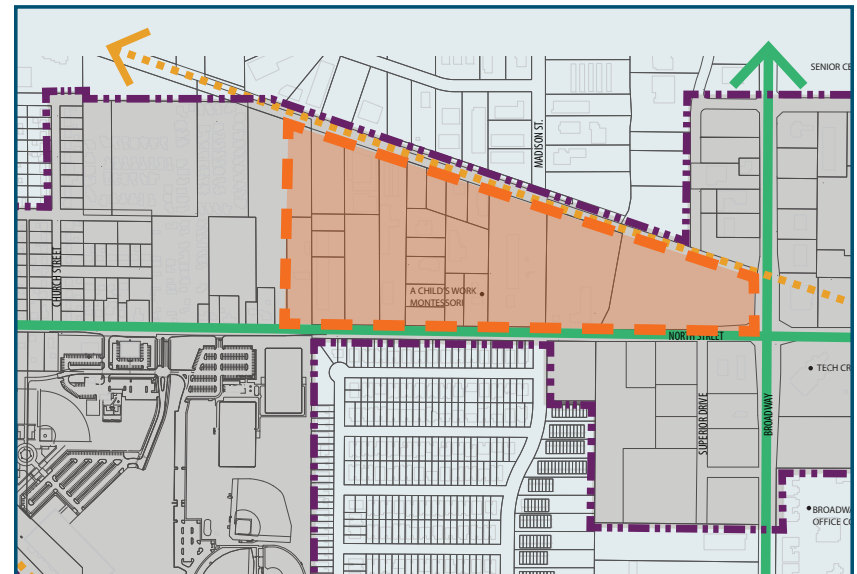


EXHIBIT 9 - INDUSTRIAL REDEVELOPMENT AREA

The City has a sizable amount of industrial land, some of which is underutilized, located immediately on the north side of the abandoned rail line and are accessible from Summit Street. Over the long term, the majority of the corridor's industrial uses can be relocated to the other side of this rail line where several business parks are currently operating.

The Land Use Plan targets industrial uses only for sites adjacent to the abandoned railroad to the north. Such uses, however, should be smaller uses in the form of business parks which currently exist immediately north of the track. The plan proposes the frontage land for mixed and residential uses.

Build a Mixed-Use Center

The eastern section of the Corridor, spanning the areas east of Madison Street, can be a vibrant mixed-use retail district. New development in this area should promote a walkable environment with ample public and street amenities. Mixed land uses typically are characterized by medium and higher-density development with active retail uses on the ground floor and housing, service, or office uses above. By promoting a walkable mixture of uses in this district, the area could also benefit from a future transit station proposed in the vicinity of Broadway and North Street. Development in this area should primarily consist of multiple story buildings with parking located in the back. Proposed public improvements, as recommended in this chapter, will provide a framework for new mixed-use development that is medium to higher density and oriented directly to the sidewalk and pedestrian space.

Common Characteristics of Mixed-Use Centers

- A mixed-use retail “core” which includes:
 - Shops, services, offices, restaurants, entertainment, civic, and residential uses in buildings that are oriented to the street
 - Transit stop
 - Public spaces for shared activities
- A connected street system that defines small blocks, is designed for walkability, and links the mixed-use center to surrounding neighborhoods
- An “edge” zone that creates a transition in residential densities and building scale adjacent to existing single family neighborhoods



Parks and Open Space

In addition to public realm streetscape improvements along North Street and Broadway, there are opportunities for linkages to existing open space. The Sportsplex plays a major role in the life of the Corridor and the City. But this facility is separated from another major nearby recreational facility: Sauerman Woods Park. Establishing a linkage between the two parks not only increases the viability of both parks, it expands access to Sportsplex. The proposed roundabout at US-231 and 113th Street must strengthen this linkage, as well as allowing redevelopment of adjacent properties for more suitable highway related uses rather than residential uses.

There is also the opportunity for the creation of green corridors using existing drainage ways and railroad right of ways. These green corridors are particularly important for storm water management and expansion of the pedestrian and bicycle network. As development occurs, it will be required for the City to obtain necessary easements to create a network of shared pedestrian and bicycle pathways in conjunction with stormwater ponds and waterways. With respect to storm water management, the City must make efforts to place retention and detention basins along these water ways, instead of on the street frontage.

Proposed Parks

As the North Street Corridor grows over time, more open spaces will be needed for both active and passive uses. Opportunities exist for the creation of small parks along existing trails and green corridors, as well as a neighborhood park in the mobile home park area. Other opportunities for open space also exist as a part of the redevelopment of available parcels. These sites have not been identified in Exhibit 8, but the City must consider expansion of open space in all redevelopment parcels and link them to the extent possible to the trails and other open space uses.



PARK CONCEPT NEAR BULLDOG DRIVE AND PORTER STREET

Recommendations

1. Place low and medium density residential in the western section of the Corridor with higher density residential located on the street frontage, and single family residential in the interior blocks.
2. Expand areas for single-family housing, particularly in the inner blocks, as a part of redevelopment of industrial lands.
3. Preserve and reuse historically and architecturally significant buildings in the Corridor, particularly for alternative uses.
4. Create a mixed-use center around the Broadway node with full walkable uses and shared parking consisting of retail, office, and other high density commercial uses.
5. Establish a Redevelopment District covering all industrial land for future redevelopment.
6. Transition from industrial uses in the Corridor to higher density mixed-uses consisting of shopping, office, and recreational opportunities.
7. With the exception of the northern most section of the existing industrial area, change all industrial zoning classification to residential, mixed-use, or open space for future redevelopment.
8. Capitalize on the importance of the Sportsplex by supporting synergistic land uses, such as sports related professional services, in adjoining sites.
9. Expand open and public spaces in the residential areas and adjacent to vacant railroads to create a complete system of pedestrian and bicycle facilities.
10. Incorporate Prairie View Park into the design of the arts walk to ensure a linkage from the Prairie View subdivision on the North Street.
11. Encourage the re-structuring of existing commercial uses as more compact, mixed-use, pedestrian-oriented centers.
12. Update the Zoning Ordinance to ensure that proper massing and height is provided along North Street and Broadway sub districts.
13. Preserve and expand sites for habitat restoration and reconnect fragmented ecosystems.

urban design

Buildings – their shape, form, and composition – greatly influence the context of our communities. At the most fundamental level, buildings and their underlying use create what we call a “place.” We can build great neighborhoods, vital business districts, and thriving areas for commerce by better understanding the interaction and dynamics between land use, urban design, and transportation. These interactions are often summarized as the “3 D’s” of urban forms: Density, Diversity, and Design. It is the blending of these elements that create vibrant spaces and influence how we view our cities, corridors or neighborhoods.

With well-designed streetscapes, well-placed buildings, and opportunities for social interaction, the Corridor’s streets can become a fundamental component of a healthy, vital, and thriving public realm. The right proportions, unique spaces, and appropriate amenities can make a street a comfortable and memorable place where people want to spend their time. Equally, buildings and gathering sites add life to the streets by the way they react or contribute into the life of the street.

The following sections presents some of these opportunities which range from streetscaping to building placement and removal of objectionable land uses. In addition to these opportunities, the City must adopt the Design Guidelines proposed in this Plan to fully implement a viable policy for creating a livable corridor.

Change Image

The North Street Corridor has ample opportunities for creating a cohesive urban design framework which stretches from Downtown to the eastern edge of the City. Opportunities exist for preserving the traditional sense of the community on the western section of the Corridor by promoting infill development, adaptive reuse, and redevelopment which connect to the street. Redevelopment opportunities in the middle section of the Corridor can expand this

Objectives

- Improve visual image and identity
- Design for the Public Realm
- Integrate design with transportation and land use

The 3 D’s

DENSITY the concentration of housing or employment per unit of area

DIVERSITY type of land uses that occupy a defined area, i.e. residential, office, retail, etc. The greater mix of land uses, the more efficient can be had for transportation, walking and social interaction.

DESIGN the characteristics of the streets, street network, and buildings



AVOID BARBED WIRE AND CHAIN LINK FENCING

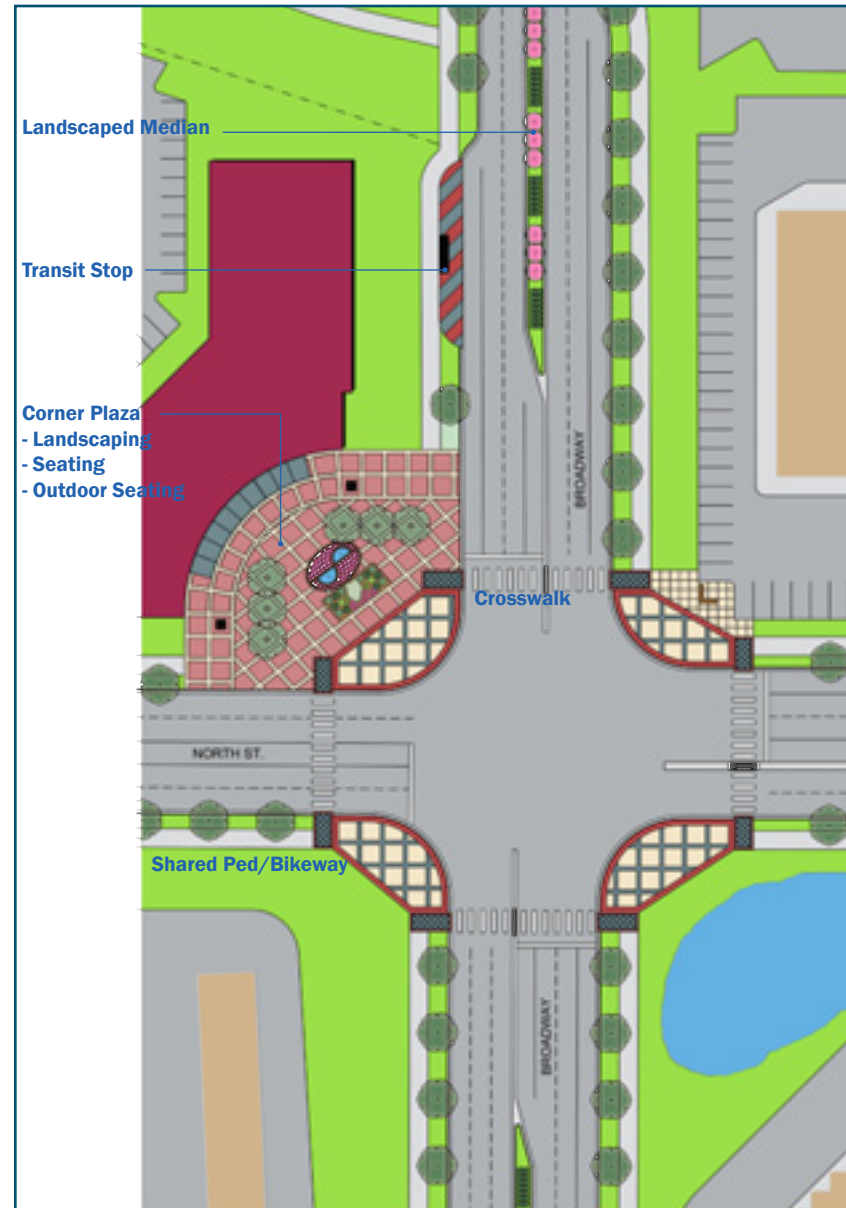
traditional theme while removing existing objectionable uses. On the eastern section of the Corridor, fully-articulated modern buildings with ample public space could act as the heart of the Corridor with mixed uses that are fully connected to the streets and bring vitality to the Corridor. These strategies could change the image of the Corridor from what it is today to a well-defined urban corridor which supports a variety of uses, has vitality, and links pedestrians to transit, shopping, and work.

Design for Public Realm

The City's support for an attractive public realm should include for components such as bike facilities, pedestrian safety enhancements, shared streets, and temporary interventions such as parklets and plazas. Creating better public spaces will reinforce the area's identity. Streetscapes should reflect a unified, complete design that balances a wide variety of functions, including safe pedestrian travel, uses for public space, bicycle, transit and vehicle movement, parking and loading requirements, and emergency access.

All public realm projects should support the following guidelines:

- Streetscape improvements should be constructed for an entire block on both sides for design consistency.
- Street improvement projects should widen sidewalks that don't meet the recommended sidewalk widths.
- Consider adding street trees, landscaping, storm water facilities, and site furnishings when repairing sidewalks, utility trenching, and other major public improvements.
- Consider locating all parking lots on the side or rear lots and connect to adjoining lots where feasible.



CONCEPTUAL RENDERING FOR IMPROVED NORTH STREET/BROADWAY INTERSECTION

Proposed improvements for streetscaping are presented in the form of conceptual street plans created to promote a vibrant walkable environment for several street types. These concepts are general, but they should be strongly considered in all future street improvements.

Building Scale and Form

Buildings in the North Street Corridor generally consist of one to two stories. Most of the building on the west end face the right-of-way. Elsewhere, buildings either have large setbacks or face away from the street. In the interior blocks, the buildings are typically smaller and consist of one to two-story structures, most of which have a 15-20' setback from the right-of-way.

To maintain the traditional neighborhood character, proposed buildings should reinforce this character with generally low building heights (3-4 stories) and vertical architectural edges framing the streets. Height variance should be permitted along Broadway as long as such buildings provide necessary uses on the ground floor to link the building to the street.

As redevelopment occurs or new buildings are constructed, opportunities exist to define the space and the edges these buildings occupy. Buildings with enhanced architectural facades and a wide range of articulations tend to be more attractive and inviting. Spandrel panels, graceful railings, rooftop features, awnings, metal archways, and many other amenities can be added to the buildings to improve the public realm or create a sense of place.

New buildings should also be constructed where razed buildings once existed in order to better frame the public spaces and create a continuous wall. Along with considering height increases for a few key sites, particularly those on North Street and key intersections, new development should also seek ways to integrate new buildings



CONCEPT FOR PLAZA AND SIDEWALK TREATMENT FOR A CORNER BUILDING

with the surrounding public realm. This could include the location and orientation of ground floor uses, parking access, and other factors. The City should make efforts to place careful attention to the thoughtful detailing of the new buildings in order to maintain the consistent feel and theme of the public spaces for all new developments in the Corridor.

Public Plazas

Public plazas are small gathering places that are typically located at intersections, building corners, or near transit stations. These street elements can act as important gateways and gathering places for the Corridor. These spaces can be designed with seating, public artwork, space for vendors, shade structures, fountains, and other placemaking elements. The plazas can also be designed as an element of a transit station: to have kiss and ride spaces and bus stops.

In the Corridor, opportunities exist at every intersection or as a part of a building – particularly those placed on the corner lots – for development of plazas. Public plazas can also be incorporated in the design of parking lots, particularly if the parking lot is shared.

Major Corridor Entrances

The North Street Vision Plan identifies three key corridor entrances that should be improved and celebrated. These entrance include Interstate 65 and 109th Avenue, Broadway and 109th Avenue, and US 231 and 113th Street. Each of these entrances are primarily auto-oriented in nature. Improvements should focus on improving safety and the overall pedestrian experience in order to create a stronger link to Downtown and the southern part of Broadway. In the short-term, public investment

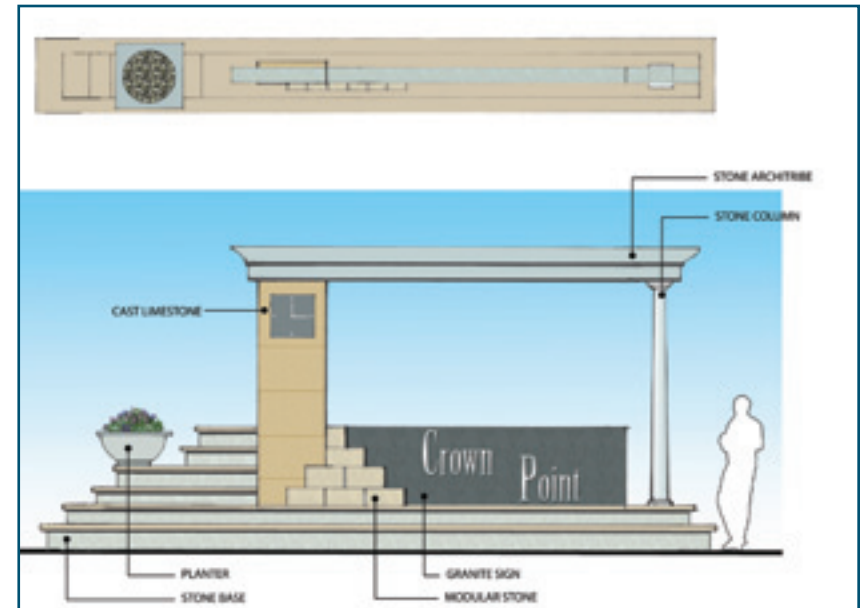
should be focused on intersection improvements such as Grant Street, Indiana Avenue, and along North Street.

Opportunities exist in other locations as well. For example, where neighborhood residential streets intersect with North Street or Broadway, a gateway treatment such as a planted median island, public art, or other traffic calming feature may be appropriate. Such treatments also highlight this transition to alert drivers to the fact that they are entering a neighborhood street where pedestrians are likely to be present.

Encourage the Arts

Inclusion of an arts based redevelopment effort for the Corridor could enhance the vitality of uses, as well as giving character to the Corridor. A stretch of the North Street frontage, between Bulldog Drive and Madison Street, offers the opportunity for an arts walk. The walk could generate interest for uses that are arts related that can be catered to the visitors of the Sportsplex.

The City can further explore opportunities to incentivize development of artistic spaces ranging from housing for artists, office space for non-profit organizations, and studio space to support the cultural community already found in the City. This could occur through economic development or redevelopment policies that incentivize or require new development to support the arts through the provision of needed arts-related spaces or donation of funds for public arts.



MODERN ENTRY GATEWAY CONCEPT

An Arts Walk can be a program that creates not only livability, but also economic development.

- Annual arts walk
- Annual historic district walk
- Garden Walk
- Creative class can set up shops in the Corridor. They can also live in the area
- Support the Historic District
- Could start the process for eventual establishment of an arts district

Recommendations

1. Adopt the Design Guidelines and implement design policies to the extent practical
2. Protect neighborhood edges by creating incremental transitions in use intensity and building scale.
3. Bring development to the street in all commercial uses.
4. Mandate that all commercial uses have ground floor uses which directly connect to the street.
5. Develop public plazas on the corners at Bulldog Drive and Broadway with a strong public art component to symbolize the creative of character of surrounding areas.
6. Maintain a wider sidewalk, seating, pedestrian facilities, lighting, and kiss and ride spaces on Broadway, particularly as the northwest quadrant is developed.
7. Promote streetscape improvements, especially along North Street and Broadway, that create the opportunity for strong connections to the surrounding neighborhoods and trail systems.
8. Design public/civic spaces on the street and within the development to encourage a more vibrant streetscape environment.
9. Support the development of an arts walk as a part of broader livability efforts for the City.
10. Establish an Arts Commission to develop arts-based programming for the Corridor.
11. Establish incentive programs as a part of Redevelopment, including Tax Abatement and approval of Tax Increment Financing (TIF) for additional amenities, public spaces, and public arts.



PUBLIC PLAZA CONCEPT FOR BROADWAY INTERSECTION



ARTS WALK RENDERING CONCEPT

transportation

Transportation and infrastructure have an enormous impact on the land use and the built environment. Canals, rivers, and rail lines of yesteryears have been replaced by today's highways and interstate systems. The City of Crown Point was not initially laid out to accommodate cars; it has had to adapt to this new reality. The advent of I-65 has further changed the City from a small County Seat into a vibrant suburban community with traditional charm. With this substantial growth potential, the City must find a balance among transportation options, making sure all are integrated in a manner that supports economic opportunity, neighborhood stability, community character, and environmental sustainability. To this end, the transportation objectives must support policies which consider all modes of transportation and promote integration of connectivity with land use.

Similarly, infrastructure improvements must help designate where new growth, infill development, and redevelopment will occur. Such improvements must further move the City away from piecemeal projects into an integrated public investment process. While these represent key objectives for the Transportation Element of the Plan, the fact remains that a core objective for the North Street Vision Plan is expanding livability for the City of Crown Point. As such, the Transportation Element must also advance the livability objectives of the Vision Plan.

The following sections, describe different activities aimed to advance connectivity and infrastructure improvements while enhancing livability for the Corridor.

Objectives

- Enhance Connectivity
- Promote Livable Street Concept
- Allow for transportation choice
- Provide adequate infrastructure to promote community's sustainability
- Create a complete network of pedestrian-friendly streets and public spaces

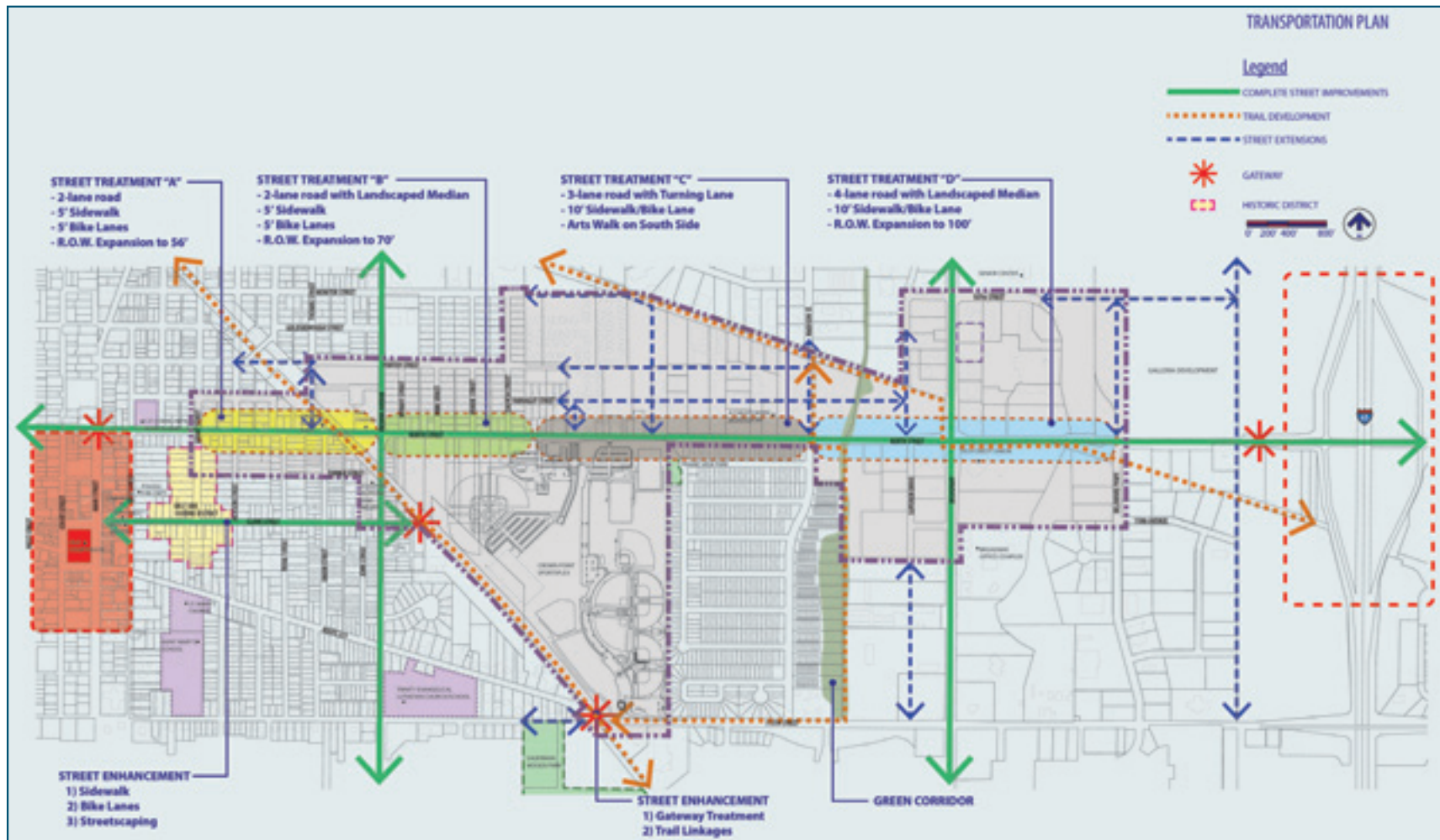


EXHIBIT 10 - TRANSPORTATION PLAN

Connectivity

The underlying objective for the transportation system is that the City streets and rights-of-way will be accessible, attractive, and safe, serving all residents and businesses and increasing economic opportunity while contributing to the livability of the City.

Street Improvements

The Vision Plan proposes a series of street improvements and connections throughout the Corridor. The North Street corridor requires the most improvements. Improvements on North Street will vary depending on the reach. The improvements proposed for each reach reflect the land uses proposed for the area as well as broader Plan objectives. The proposed concepts were created to promote a vibrant walkable environment for the Corridor. These concepts were presented as a part of Urban Design element of this plan.

Another connectivity opportunity will be development of a Roundabout at the intersection of the US-231 and 113th Street. A roundabout at this location will create several opportunities for redevelopment, connectivity, recreational enhancement, and aesthetic improvement.

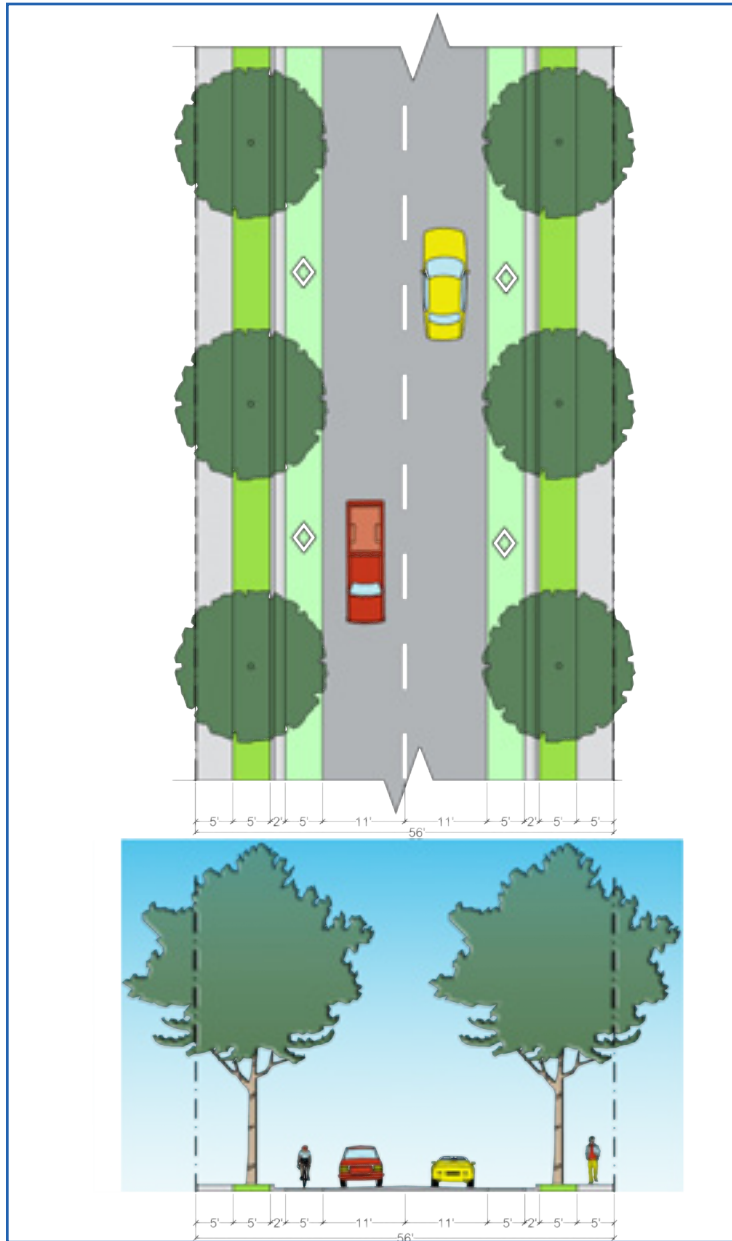
There is also opportunity for mid-block crossings in several locations, particularly on Broadway. Mid-block crossings without medians or other appropriate treatments create multiple-threat exposure for pedestrians. For these street improvements, at a minimum, raised median islands and pedestrian activated signals should be considered.

Reach	Character	Amenities	ROW
Grant-Indiana	Urban, Residential	Sidewalk, Parkway, Corner Plazas, Bike Lanes	56'
Indiana-Bulldog	Urban, Residential	Sidewalk, Parkway, Corner Plazas, Bike Lanes	70'
Bulldog-Madison	Mix residential, Arts Walk	Shared Pedestrian Paths, Public Art	80'
Madison-Delaware	Suburban	Shared Pedestrian Paths, Corner Plazas	100'

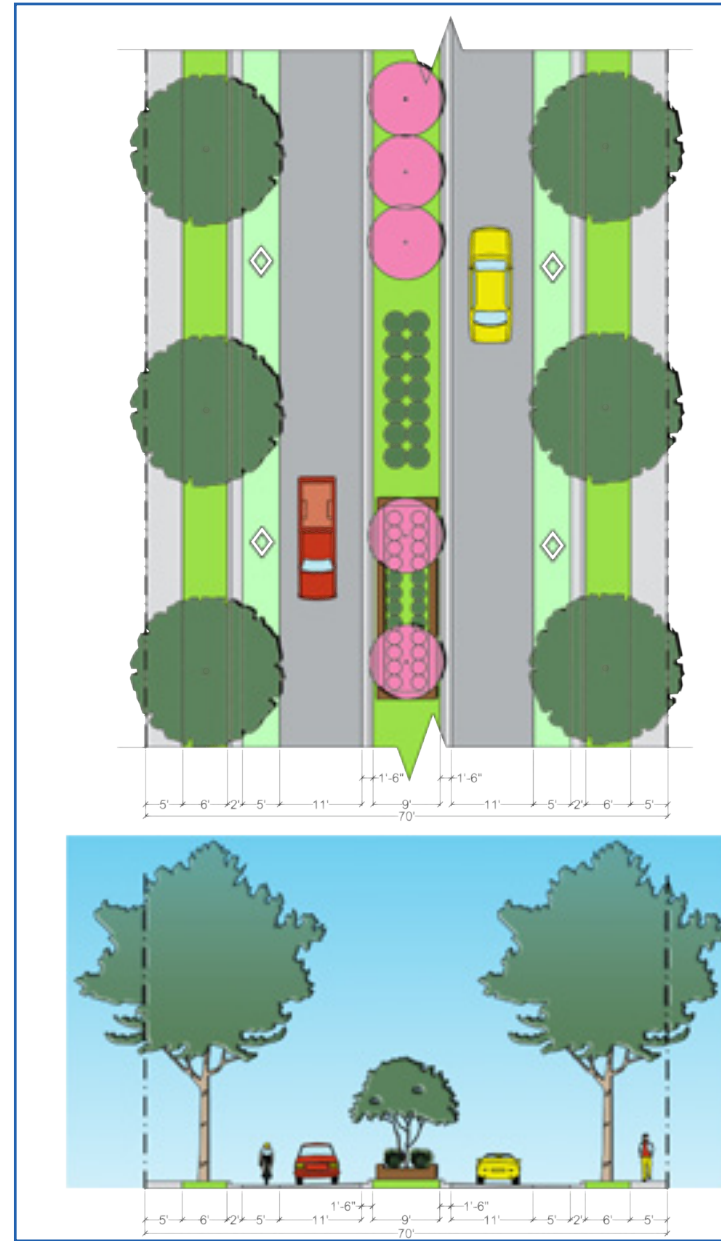
TABLE 9 - STREET IMPROVEMENT MATRIX



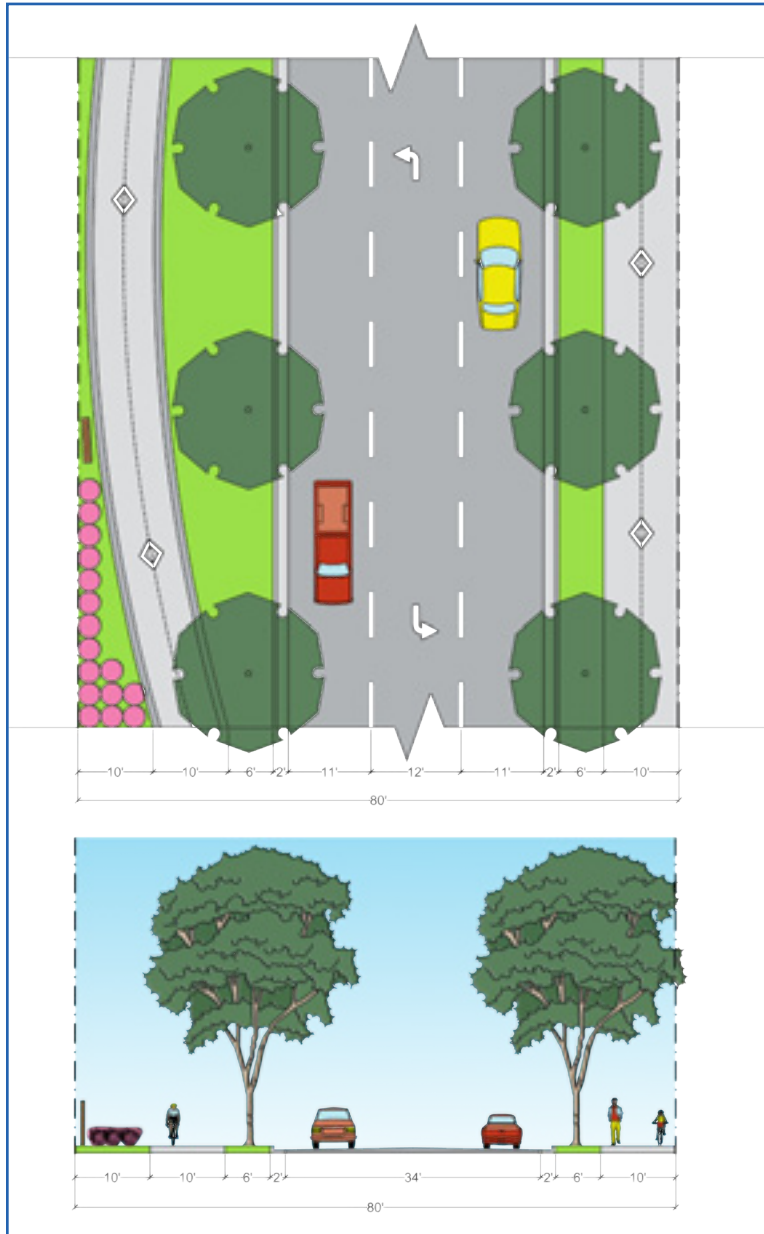
ROUNDBOUT CONCEPT FOR US 231/113TH AVENUE



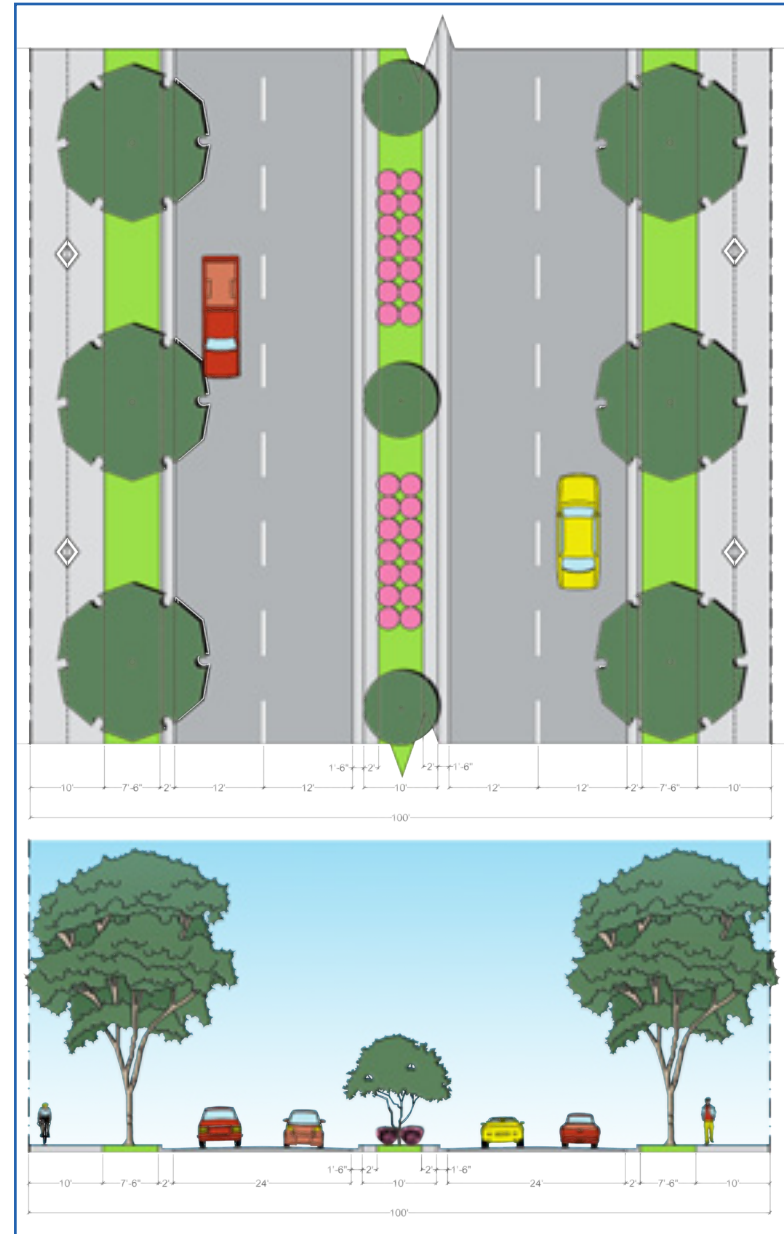
STREETSCAPE CONCEPT A (GRANT-INDIANA)



STREETSCAPE CONCEPT B (INDIANA-BULLDOG)



STREETScape CONCEPT C (BULLDOG-MADISON)



STREETScape CONCEPT D (MADISON-DELAWARE)

Green Streets

Crown Point has many traditional streets that are narrow, tree-lined, and easily walkable. The City has the opportunity to re-introduce the “Green Street” concept as it redevelops or reconstructs existing streets. Green Streets not only bring back the old charm of street walking, they can also benefit stormwater management by reducing the impact of development.

- Manage stormwater at its source by, for example, reducing paved area (by decreasing lane widths where possible), creating rain gardens in the parkways, and using permeable pavement in alleys, parking lanes, and sidewalks.
- Landscaped areas parallel to the curb, in curb bumpouts, traffic islands, or medians can also be expanded and designed to capture and infiltrate runoff from streets and sidewalks
- Provide trees with enough land and soil volume to create a productive tree canopy, absorb rainfall, and reduce runoff.

Pedestrian And Bicycle Amenities

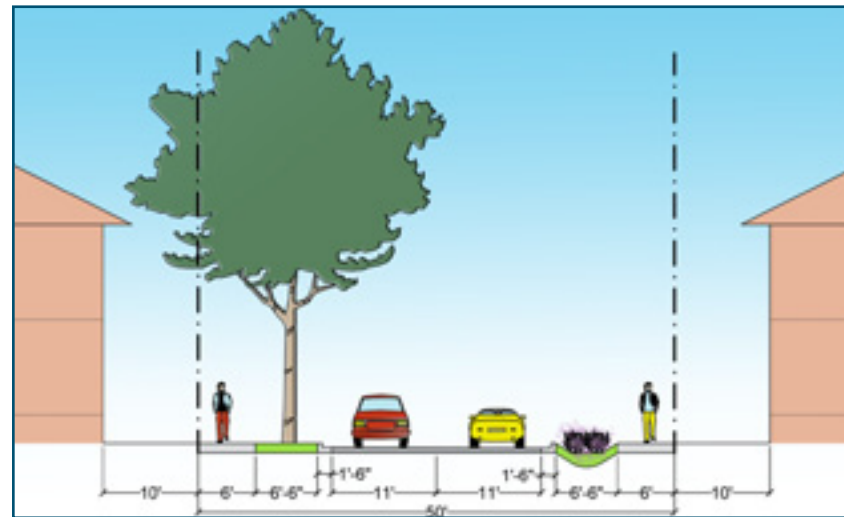
By promoting improved pedestrian and bicycle facilities, the City will increase the capacity for alternative modes of transportation. The Vision Plan proposes an extensive set of improvements which will enhance connectivity as well as enhance the quality of the pedestrian environment in the City of Crown Point.

Enhanced Sidewalks

Throughout the planning area, enhanced sidewalks are needed to replace dilapidated, overly narrow, or non-existent sidewalks. The effort should first focus on sidewalks along existing arterials as well local north-south streets such as Indiana Avenue and those that connect to local schools or children’s facilities. Enhanced sidewalks should include wider walking areas, varied paving patterns, street trees, benches, and other street amenities, and can become part of Green Street development for all new and reconstruction efforts, particularly in the residential blocks.

Characteristics of Green Streets

- Emphasis is placed for pedestrians and open space and aesthetic over other street functions.
- Street design complements and enhance adjacent land uses
- Impervious pavement is reduced, while pervious pavement is increased.
- Divert water from the sewer system
- Traffic speeds and volumes are designed to be low
- Respond to site specific conditions



GREEN STREET PROFILE PROTOTYPE

Street Connections

Due primarily to its historical place in Crown Point, the North Street Corridor lacks a complete grid of interconnected streets and pedestrian connections in most of its northern section. Each of these proposed street connections is intended to help integrate the neighborhood with major destinations, job centers, shopping opportunities, and gathering places. As properties redevelop over time, the City should focus on creating these connections to help weave together the overall connectivity fabric.

The connections proposed in this section can either be complete streets, i.e. North Street, for residents or have a reliever purpose for a regional arterial such as Broadway. Proposed new roads are depicted in Exhibit 11 and are listed in Table 10.

PROPOSED STREET	FROM	TO	CHARACTER
Porter Street	Jackson	Thomas	Residential
	Church	Madison	Residential
Thomas Street	Porter	North	Residential
Monitor Street	Church	ROW/North	Reliever Road
Farragut Street	Church	Superior	Residential
Bulldog Boulevard	North	Farragut	Residential
Madison Street	North	ROW/Summit	Commercial/Truck Traffic
Superior Drive	south of 107th	North	Commercial
	Levin	113th	Commercial
[new eastern road]	Summit	113th	Commercial/Truck Traffic
Delaware Parkway	North	107th	Commercial
107th Avenue	Broadway	east of Delaware	Commercial
113th Avenue	Sauerman Woods	US-231	Residential

TABLE 10 - SUMMARY OF STREET CONNECTIONS



EXHIBIT 11 - FUTURE STREET CONNECTIONS

Bike Routes

To create safe and robust connections throughout the planning area, the Vision Plan identifies two corridors for the development of bicycle facilities. These corridors are identified in the Exhibit 12. In addition, it should be noted that the City must consider a variety of amenities to fully integrate proposed bike facilities with the land use. These include not only requirements for bike parking, but also other facilities which supports use of bicycles. The City should consider the following bike facility improvements for the planning area.

- Veterans Memorial Trail – Bike Racks, regional trail connection
- North Street – Bike Lanes (on & off-street), corner plazas at Indiana Avenue with bike parking
- Buckeye ROW – Future trail, pocket parks, connections to Broadway retail uses
- Bike and pedestrian paths along the waterways in the Corridor

Transit

Encouraging multi-modal and active transportation helps reduce Vehicle Miles Traveled (VMT), which in turn improves the quality of the urban environment. Expanding the City's existing Trolley service in the corridor is one way to encourage alternative modes of travel. In addition to the existing stop near the North/Indiana intersection, the City must engage with future developers for the design of an attractive transit station on the corner of Broadway and North Street. The City should also look to expand and promote the Trolley service as a means to connect the Corridor to other points of interest in the City.



EXHIBIT 12 · FUTURE BIKE ROUTES

Infrastructure

Given the demands of its growing population, the City of Crown Point has an extensive program to ensure an adequate infrastructure network is in place for the anticipated development. Water, sewer, natural gas, electric, and communications service, are generally available and have sufficient capacity to support anticipated growth over the next 20 years. However, providing for the next generation of infrastructure, energy, and communications requires additional planning and coordination as the City moves forward. The City must develop a process to promote sustainability and reduce the impact of development as it develops new facilities or expands existing ones. Available opportunities include green streets, energy efficiency, and sustainability. These practices can be incorporated into the design of the projects as the City implements different improvements in the planning area.

Sustainability

Earlier in the Plan, sustainable development was proposed as an opportunity for new development. Development of an efficient infrastructure should be a major part of City's sustainability. To improve the Corridor's sustainability for infrastructure, the following strategies could be employed. Encouraging sustainable development should be an integral part of all future developments. Such practices support the vision and design principles. The following recommendations should be employed to guide land use policy and urban design initiatives:

- Do not use prime development properties for storm water retention/detention.
- Encourage re-naturalization of the various watercourses which run through the planning area to improve biodiversity, reconnect the area with this historic character, and expand green pedestrian corridors.
- Use the existing watercourses west of Broadway as a green corridor to connect retention and detention basins and create a chain of lakes.
- Employ green street principles in all new and reconstruction improvements.
- Replace existing public lighting with underground systems that uses more efficient LED lighting for all public/exterior fixtures.

Recommendations

1. Design streets for safe target speeds that calm traffic, accommodate pedestrians and cyclists, and minimize the frequency and severity of collisions.
2. As redevelopment occurs, recreate the grid system to be consistent with the traditional street pattern.
3. Encourage road diets in all street improvements; reallocate space for transportation alternatives.
4. Minimize block sizes; add mid-block passages to break up long blocks and limit dead ends, gated streets, and cul-de-sacs.
5. Employ “Green Street” principals in all new street development and reconstruction.
6. Cooperate with the Lake County to develop the Veterans Memorial Trail. Over long term, promote development a bike and pedestrian path along the old Erie-Lackawanna railroad ROW.
7. Support public transit by focusing compact development and employment density around major intersections, particularly Broadway.
8. Identify potential stops for the Crown Point Trolley system, including the Sportsplex and the Broadway/North Street intersection. Work with other entities to promote connections between various services.
9. Employ on-street parking, shared parking lots, and parking decks, and locate and design off-street parking to minimize its impact on the pedestrian character of the Corridor and adjacent neighborhoods. A shared sub-district approach to parking could be established in the Northeastern corner of Broadway and North Street in order to promote walkable developments.
10. Support Safe Routes to School programs and prioritize projects which improve safety for students.
11. Install bicycle facilities as part of routine road reconstruction and maintenance, with a goal of establishing a complete network of bike routes.
12. Ensure that all transportation modes are considered in site planning, including pedestrians, bicyclists, automobiles, and delivery vehicles.
13. Develop a storm water management plan which incorporates existing watercourse west of Broadway, to create a green and natural corridor as a part of broader storm water collection system.





5

NEXT STEPS

This Vision Plan contains a host of recommendations for each of the elements identified by the residents and stakeholders to help the North Street Corridor Area attain the objectives described in previous chapters. Those policy objectives evolved through community engagement, stakeholder input, and technical analysis. The Vision Plan further reflects the desires of the City to establish a new vision for redevelopment and reinvestment over the next 10-20 years. This timeline should provide adequate time to implement new development ordinances, adjust existing land use patterns, and create a multi-modal transportation network. It also allows Crown Point to formulate capital improvement funding strategies and sources to implement different recommendations successfully.

The primary focus of the Plan is on character, land use, urban design, and transportation. As such, this chapter presents items that are considered to be high priority as identified in each of the four Plan elements. The Plan may also require other detailed studies before some objectives can be fully realized or prioritized. Nonetheless, implementation is more of a process than specific action steps.

As the first step in the implementation, the Plan identifies most important items that should be considered by the City as critical. These items – Section 2-6 – are important for implementation as each will have determining impact on the process. The last section – Other Steps – identifies major activities for each of the four elements of the Plan. A target timeline is also provided to maintain an orderly process for implementation. The City, Plan Commission, Redevelopment Commission, and other agencies should review the priority list on a regular basis to ensure that it is up to date and applicable to current conditions as they proceed with completing different action steps.

1. Annual Review Required

This element of the Plan should be reviewed and updated annually to ensure an orderly process for implementation. Planning must respond to new information and changing circumstances. Trends such as economic climate, available funding, and environmental conditions must be evaluated as part any land use policy decision. An annual review of major items by the City will give an opportunity for the City to review trends and set goals for planning and implementation on an annual basis. This review should also note where the Plan is generating success and where it has been less effective. In such cases, a refinement of action steps, or an amendment to the Plan itself, may need to be considered.

The Annual review should address the following:

- Review of completed programs and projects.
- Assessment of the successes and where improvement may be needed for project implementation.
- Major differences between projected economic and demographic growth rates and actual growth.
- Any deviations in the Plan brought about by other opportunities.
- Any necessary amendments to the Plan that may be required due to changing neighborhood, market, or City conditions.
- Review of the high priority activities and any modification that may be required.
- Changes in the local/regional political structure that may require review of high priority items.

2. *Comprehensive Plan Amendment*

For the City to have legal authority to implement many of the proposed recommendations, establish a redevelopment district, or create an Allocation Area, the Corridor must be included in the City's current Comprehensive Plan. The City must adopt the Vision Plan and amend the Crown Point Comprehensive Plan to include land use, urban design, and transportation provisions of the Vision Plan. Such amendment will also allow the City to make changes in the zoning or to establish an Overlay District.

3. *Adopt Design Guidelines*

To create a well-defined corridor with high-value buildings and architecture, it is important that a set of architectural guidelines is agreed upon and adopted. As a compendium to this Plan, an extensive Design Guidelines document was developed by the Consultant team. This document must be adopted and included in any amendment to the City's Comprehensive Plan.

4. *Rezoning*

The adoption of this Vision Plan will provide the City the ability to update the Future Land Use Map and guide future zoning decisions. Zoning decisions for the Corridor area should incorporate the Future Land Use Map, presented in Chapter 4. The rezoning actions should be carefully reviewed before such action is approved by the City. Rezoning is only justifiable under the following circumstances:

- When the requested rezoning is consistent with the Vision Plan.
- When there was an error or oversight in the original zoning of the property, i.e. industrial zoning in the midst of a residential district or on Broadway.
- Changing market and local conditions prevent the proper use of the property due to its current zoning classification.
- When hardship may occur for the use of the property.

5. Overlay District Creation

For the North Street Vision Plan to become a regulatory document, the establishment of a new district consistent with the vision for the area is required. The Overlay District will give the City a legal tool to enforce the objectives and recommendations proposed by the Plan. The Overlay District will further provide a form-based development code that regulates the building form, placement, and function, as well as how it relates to the street. The district will also address height requirements, setbacks, floor area ratios, landscaping, buffering, and parking requirements.

6. Plan for Funding

Available funding is the most important factor affecting success of any plan. Most of the identified recommendations can be funded through existing City resources or outside sources. The City must commit to a long term capital improvement plan which is dedicated to the Corridor Vision Plan. It should be noted most of activities will happen in the future or as development occurs. It is imperative that the City has the necessary funding in place for infrastructure or other improvements.

Table 11 provides the anticipated costs solely for infrastructure improvements. The City must adopt this budget as a part of the City’s Capital Improvement to ensure adequate funding for the next ten years.

7. Other Steps

Table 12 outlines a series of action steps that are built upon the recommendations of Chapter 4. The charts are not prioritized, as many steps within them may be overlapping with others. Nonetheless, all items listed should be priority items and reviewed on an annual basis to ensure relevancy.

WORK DESCRIPTION	ESTIMATED COST
STREETSCAPING & STREET IMPROVEMENTS	
Grant-Indiana	\$1,800,000
Indiana-Bulldog	\$1,500,000
Bulldog-Madison	\$1,800,000
Madison-Delaware	\$2,500,000
TRAIL DESIGN & DEVELOPMENT	
North Street Bikeway (Bulldog-Delaware)	\$800,000
Sportsplex Bikeway (North-113th)	\$400,000
Galleria-Summit St. Bike Connector	\$1,000,000

TABLE 11 - COST ESTIMATES FOR INFRASTRUCTURE IMPROVEMENTS (SOURCE: BUTLER, FAIRMAN & SEUFERT INC.)

ACTION STEP		TIMELINE
CORRIDOR CHARACTER		
1	Prioritize Public Realm improvements and incorporate into the City's Capital Plan.	2017
2	Establish an Arts District.	2017
3	Purchase, consolidate, and clean up vacant and underutilized lands to promote redevelopment.	On going
4	Work with the Parks Department to promote the Sportsplex as destination point.	On going
5	Work with existing property owners to remove and clean up distractions to the extent possible.	On going
LAND USE		
6	Establish a Redevelopment District for the designated areas.	2017
7	Establish a Mixed Use District for Broadway sub district area.	2016
8	Promote the Corridor as a livable center.	On going
9	Develop master plans for new parks.	2017
10	Update zoning code to address many current deficiencies.	2018
URBAN DESIGN		
11	Establish robust code enforcement to remove eyesore and non-conforming uses.	On going
12	Complete final design for streetscaping and other improvements .	2017
13	Design gateway plans consistent with the Vison Plan.	2017
14	Adopt typical intersection design consistent with the Vision Plan and implement as roads are improved.	On going
15	Establish an Arts Commission to program the arts walk and arts related activities.	2016
16	Establish incentive program for arts.	2017
TRANSPORTATION		
17	Develop a capital improvement plan for an orderly process to implement all street improvements.	2017
18	Appropriate funding to improve street on an annual basis.	2017-2026
19	Improve North Street consistent with the Vision Plan.	2018-2021
20	Extend Madison Street south to North Street.	2019
21	Extend Delaware Street north to 107th Avenue.	2017
22	Work with the County to implement the Veterans Memorial Trail.	2018-2020
23	Acquire easement to build additional trails along the northern track as redevelopment occurs.	2018-2026
24	Develop a habitat and stream restoration plan for the existing water ways. Incorporate findings in the storm water management plan for the Corridor.	2017
25	Design and construct a roundabout on 113th Street and US 231.	2021

TABLE 12 - PLAN ACTION STEPS AND TIMELINE