



# Land Use & Housing Update



## Economy & Place Committee

02/11/2026

Presented by:

Eman Ibrahim, Planning Manager

ADUs are permitted in Indiana, with a modernized approach to secondary dwellings for property owners. There is no statewide rule, but many cities and rural areas have set clear guidelines for adding small homes on single-family lots.



ADU Status in Northwest Indiana	
Municipality	ADU Status
Chesterton	No ADU
Crown Point	It is subject to strict local zoning and building codes, including a requirement for permits on accessory structures over 120 square feet
Dyer	Dyer allows accessory dwelling units (ADUs). ADUs can be detached or integrated into existing structures, such as a garage. In some cases, detached accessory structures may need to meet specific, detailed, and sometimes rigid criteria.
East Chicago	No ADU
Gary	Gary has been incorporating Accessory Dwelling Units (ADUs) as part of its housing strategy to revitalize residential areas, specifically targeting the city's often narrow, 30-foot residential lots. The city supports ADUs to provide flexible housing options, such as accessory units for family members or rentals.
Hammond	The City is updating its zoning to allow for more housing types, including Accessory Dwelling Units (ADUs)
Highland	Accessory Dwelling Units (ADUs) are generally allowed in Highland, Indiana, subject to specific municipal zoning, design, and size regulations.
La Porte	No ADU
Michigan City	(ADUs) are generally allowed in Michigan City, Indiana, particularly as detached accessory structures, subject to specific permitting, zoning, and building code compliance. Types: ADUs can be detached units (like a small cottage or converted garage) or attached to the main home. ADU allowed in districts R1A, R1B, R1C, R1D, and R1E.
Munster	Accessory Dwelling Units (ADUs) are recognized as a permitted land use type.
Portage	Portage allows ADU under specific regulated conditions. ADUs are permitted only on parcels with a single-family dwelling in one-family residential districts (R-1A, R-1B, R-1C, or R-1D)- at least 500 square feet and no more than 900 square feet.
Schererville	there is no explicit blanket prohibition against Accessory Dwelling Units (ADUs) in Schererville, Indiana, but they are subject to strict regulations and permitting requirements.
St. John	No ADU
Valparaiso	Allowed within general residential zones, aimed at addressing housing shortages. They are generally restricted from neighborhood conservancy zones and must be placed in the rear yard. Specific size, height (typically 17 ft max), and setback restrictions apply, with regulations requiring they do not exceed 600 sq ft or 25% of the rear yard.
Whiting	ADUs are governed by specific local zoning ordinances, which generally restrict them in certain districts, such as the Institutional (INST-SZ) district.



## House Bill 1001, 2026

The bill, by State Rep. Doug Miller, allows single-family homes and townhomes to be built without public hearings in residential areas.

Accessory dwelling units can be approved automatically, and local design standards and parking rules may be waived unless municipalities choose to opt out.

Construction fees are capped, and affordable housing can be developed on land owned by religious groups if those groups retain ownership.

Mixed-use residential developments must be permitted in commercial areas zones.

Advocates argue it addresses the housing shortage, while opponents raise concerns about local governance and property values..

New restrictions on building approvals and fees take effect on December 31, 2026, including penalties for outdated zoning ordinances.



# NIRPC Land Use & Housing Information

<https://www.in.gov/nirpc/>



## Regional Land Use Planning

As the Northwest Indiana region develops, NIRPC examines how to leverage existing physical and service system infrastructure to manage development costs. NIRPC addresses emerging needs by placing local choices within a broader regional framework and influencing decision-makers to ensure the region's high quality of life and to serve a growing, diverse population. In addition to more traditional land-use planning, NIRPC's role has expanded to facilitate regional collaborative efforts on land use, including environmental and transportation initiatives. NIRPC also provides local planners with training on important emerging issues.

## Helpful Links

- [Technical Assistance Planning \(TAPP\) Toolkit](#)
- [Coastal Hazards Planning Guidance for Indiana Coastal Communities](#)

## NWI 2050+ Land Use & Housing

The Land Use & Housing chapter of NWI 2050+ focuses on regional issues like population growth, housing, urban and rural design, transportation, active transportation, public transit, and freight movement. The Land Use & Housing full report and Summary can be found in the following links:

- [Full report of the Land Use & Housing chapter](#)
  - [Overall Regional Development Map](#)
  - [Centers & Corridors Map](#)
  - [Environmental Map](#)
- [Land Use & Housing Summary](#)

## Community-Based Snapshot

The Community-Based Snapshot is derived from the NWI 2050+ recommendations for overall land-use development and housing needs. It offers guidance and recommendations for enhancing local



Northwestern Indiana Regional Planning Commission

Available Communities:

<a href="#">Burns Harbor</a>	<a href="#">Lake Station</a>
<a href="#">Cedar Lake</a>	<a href="#">Lowell</a>
<a href="#">Crown Point</a>	<a href="#">Merrillville</a>
<a href="#">Dyer</a>	<a href="#">Michigan City</a>
<a href="#">East Chicago</a>	<a href="#">Munster</a>
<a href="#">Gary</a>	<a href="#">Portage</a>
<a href="#">Griffith</a>	<a href="#">Schererville</a>
<a href="#">Hammond</a>	<a href="#">St. John</a>
<a href="#">Highland</a>	<a href="#">Valparaiso</a>
<a href="#">Hobart</a>	<a href="#">Whiting</a>
<a href="#">La Porte</a>	<a href="#">Winfield</a>

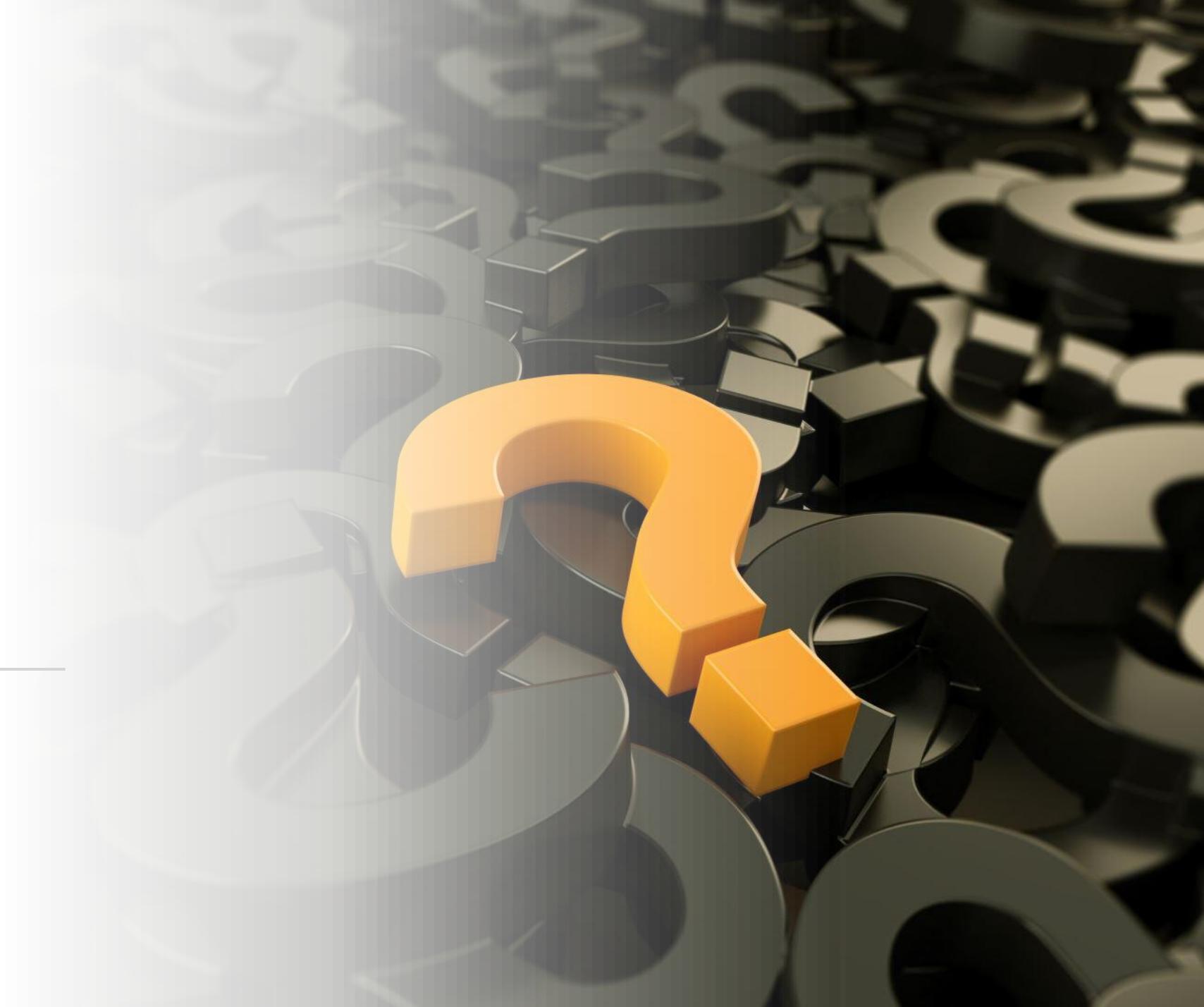
Local Governments Technical Assistance +

Local Governments Technical Assistance (LTA) Funding Program +



# Questions

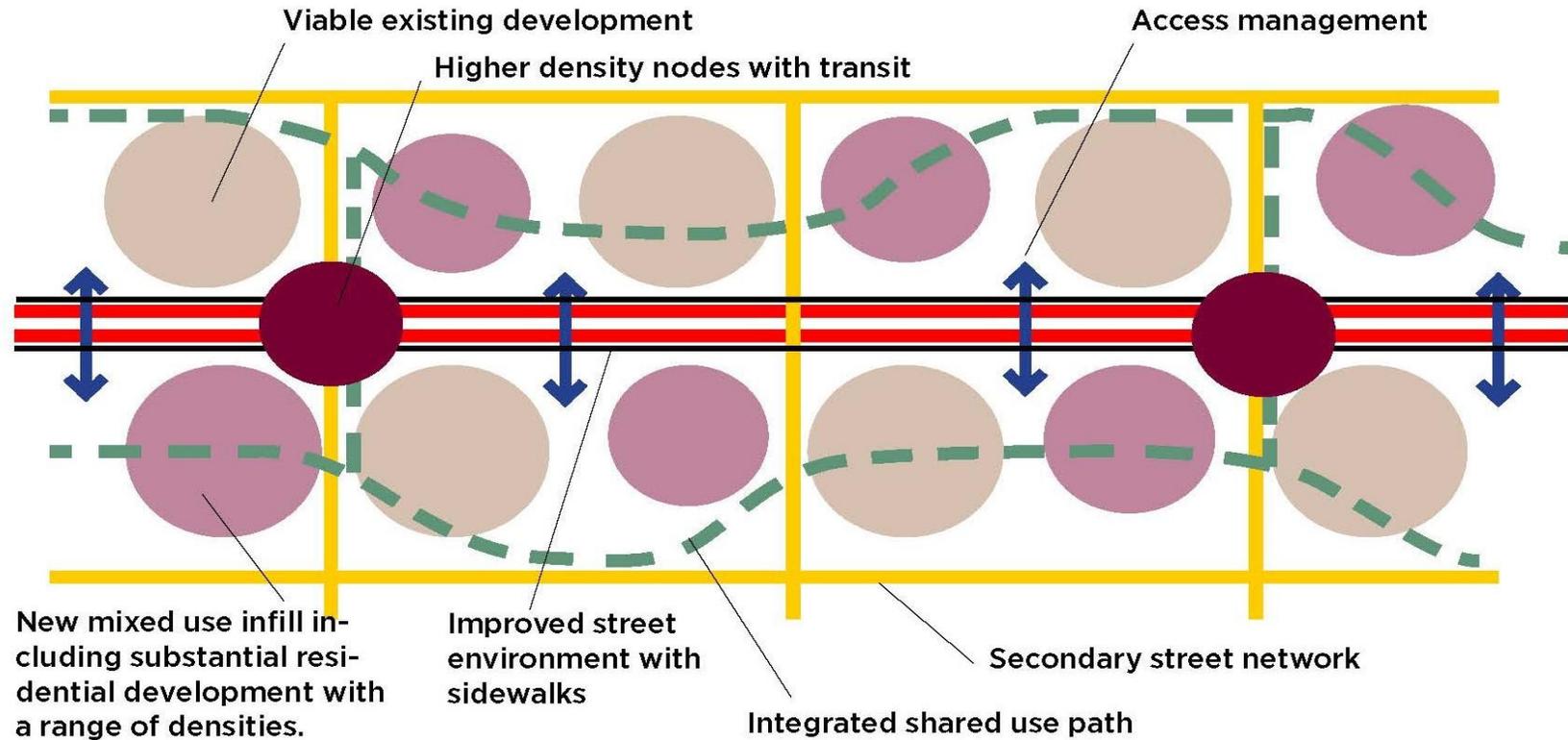
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# Corridor Urbanism

# WHAT IS CORRIDOR URBANISM?



*NWI 2050+* adopts the concept of Corridor Urbanism to help revitalize urban corridors. This concept has a set of principles that fall under five categories:

- **Reality and Respect:** provide an environment that understands and supports the needs of existing businesses.
- **Resident Population:** increase the number of people living along or near the corridor.
- **Opportunity and Orientation:** taking advantage of vacant sites,

oversized and unused paved areas, parking lots, and other overlooked but available sites.

- **Transportation Function and Choice:** fixing functional problems and establishing a corridor that works well and encourages access for all modes of travel.
- **Quality Urban Environment:** Scaled and feature-rich, it provides a positive user experience across all speeds and purposes.

## Key Characteristics

1. Linear spatial form
2. Transport-oriented development
3. Mixed land use along the corridor
4. Nodal concentration
5. Ribbon development
6. Scalability and incremental growth
7. Economic efficiency and clustering
8. Urban design challenges
9. Governance and planning complexity



Source: <https://www.reasite.com/projects/monon-blvd-midtown-plaza>

**Monon Blvd., Carmel, Indiana:** Situated at the center of Midtown Plaza, ideal for public events.

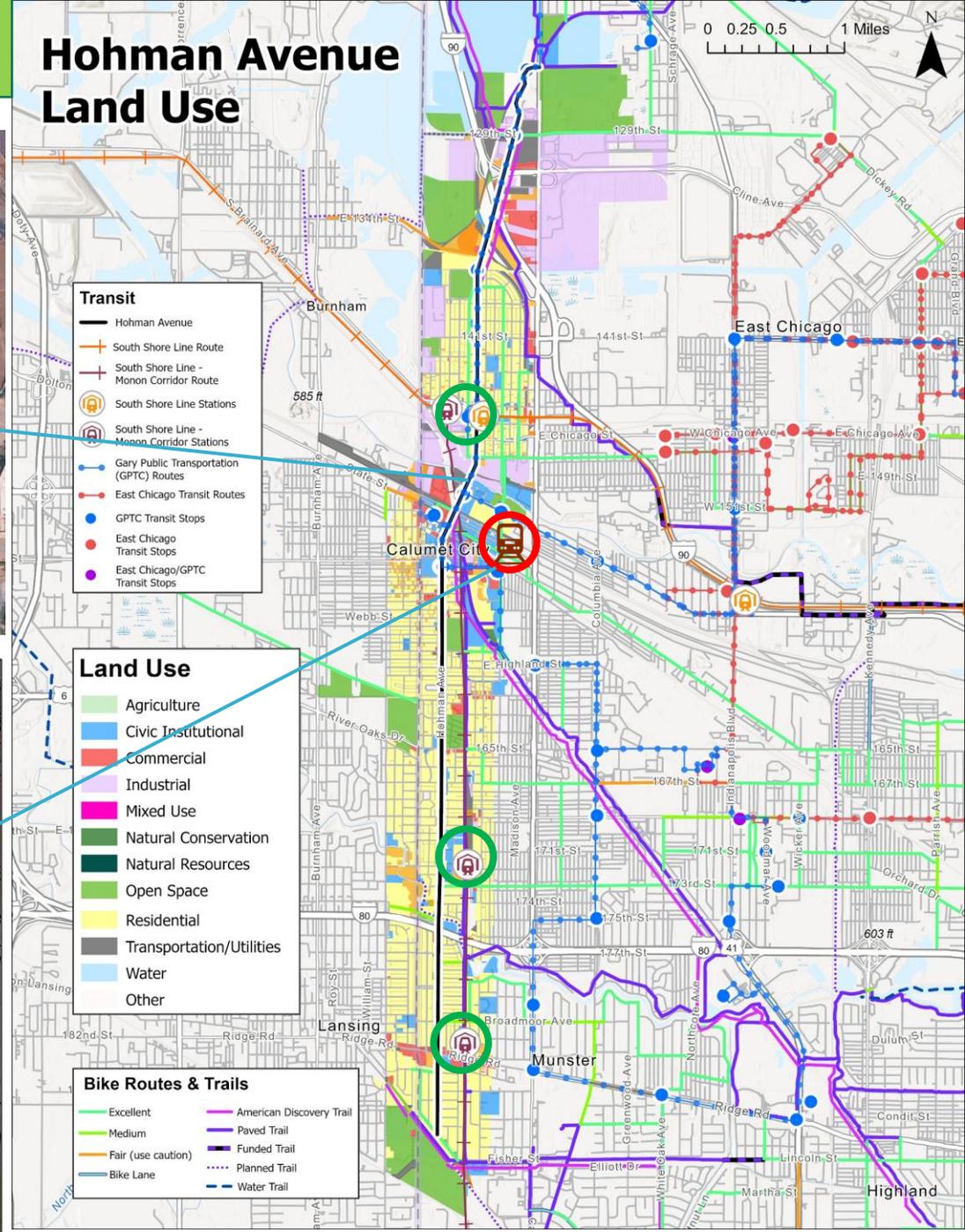
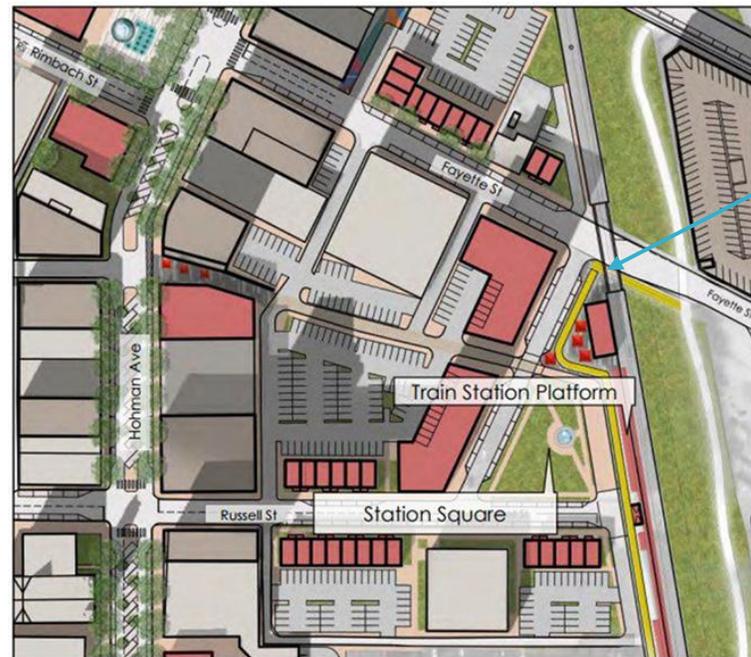
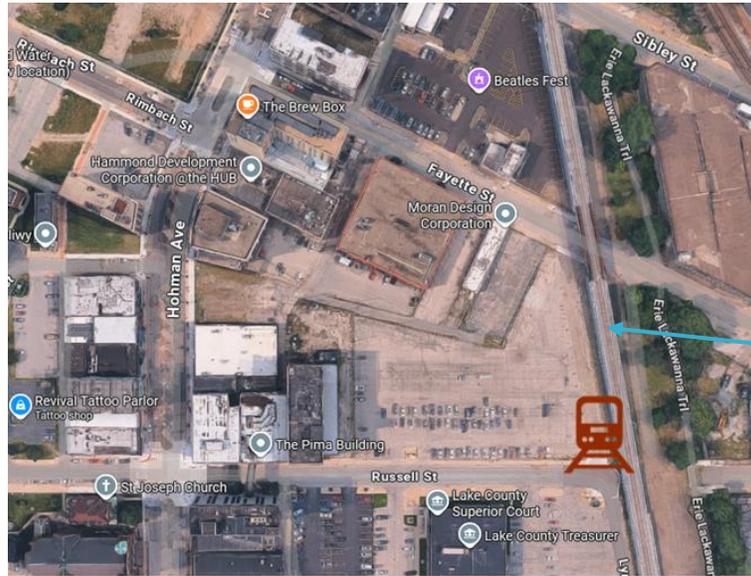
- ✓ 7.4 acres, 6 blocks
- ✓ Replaced a 12-foot-wide asphalt path with an expanded 140-foot wide multimodal boulevard for bicyclists and pedestrians.
- ✓ Surrounded by slow-speed vehicle lanes with curbside parking, tree-lined sidewalks, cycle tracks, and expanded outdoor retail and dining options.



# HOHMAN AVE- HAMMOND

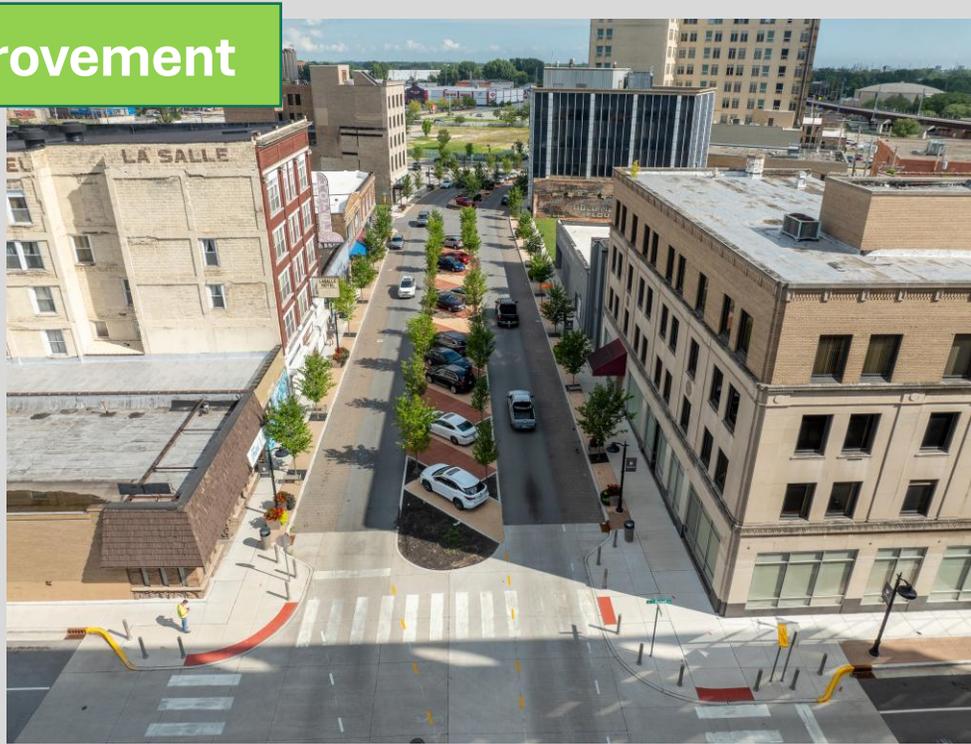
## Key Characteristics

1. Linear spatial form ✓
2. Transport-oriented development ✓
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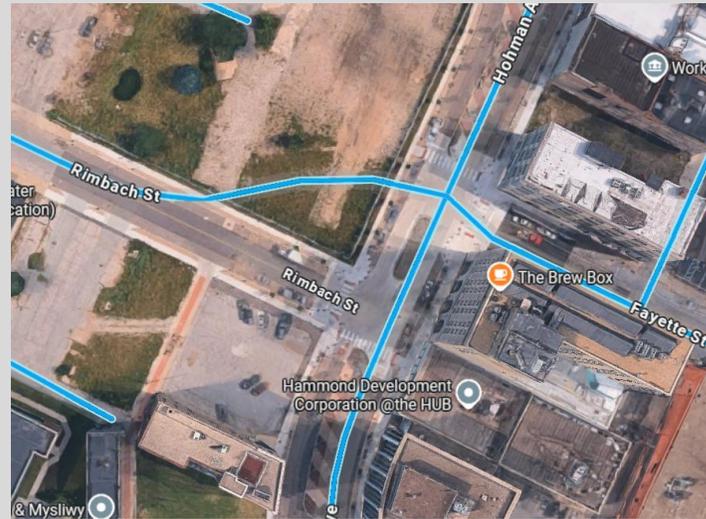
# Hohman Ave Improvement

NIRPC funded the reconstruction of Hohman Ave. between Douglas and Russell St., and the City used its local funds for the segment between Russell and Sibley Streets.



Source: American Structure Point, City of Hammond, and Google

The Hohman Avenue project is to reconstruct the road from Sibley Street to Russell Street, and realign Rimbach Street, relocate the rotunda at Rimbach Plaza, and provide improved parking and walkability. The realignment will discourage speeding and facilitate the creation of Rimbach Plaza.





# OTHER CANDIDATE CORRIDOR

## Broadway Ave.- Gary/ Merrillville/ Crown Point



Broadway Corridor Transit-Oriented Development by Gary Housing Authority

Source: <https://www.meticulousda.com/project/gary-housing-authority-broadway-corridor/>



# Questions

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