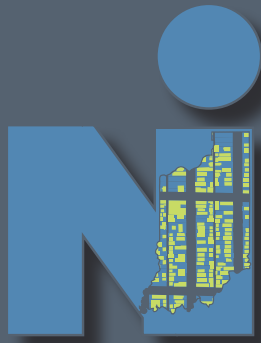




# CREATING LIVABLE COMMUNITIES

A REPORT OF THE  
NORTHWESTERN  
INDIANA REGIONAL  
PLANNING  
COMMISSION  
2013

# Northwestern Indiana Regional Planning Commission



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## Creating Livable Communities

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## TABLE OF CONTENTS

5	Introduction	181	Small Communities
		182	Town of Porter
18	Metro Communities	186	City of Whiting
19	City of Gary	190	Town of Winfield
37	City of Hammond	194	Town of Burns Harbor
		196	Town of Beverly Shores
52	Large Communities	196	Town of Hebron
53	City of Crown Point	197	Town of Kingsbury
61	City of East Chicago	197	Town of Kingsford Heights
80	City of Highland	198	Town of Kouts
86	City of Hobart	198	Town of LaCrosse
95	City of La Porte	199	Town of Long Beach
103	Town of Merrillville	199	Town of Michiana Shores
109	City of Michigan City	200	Town of New Chicago
118	City of Munster	200	Town of Ogden Dunes
124	City of Portage	201	Town of Pottawattamie Park
130	Town of Schererville	201	Town of Schneider
138	City of Valparaiso	202	Town of Pines
		202	Town of Trail Creek
147	Medium Communities	203	Town of Wanatah
148	Town of Cedar Lake	203	Town of Westville
152	Town of Chesterton		
161	Town of Dyer	204	Appendix
165	Town of Griffith	208	List of Figures and Maps
169	City of Lake Station	210	References
173	Town of Lowell	211	Acknowledgments
177	Town of St. John		

## ABOUT NIRPC

The Northwestern Indiana Regional Planning Commission (NIRPC) serves Lake, Porter and LaPorte Counties in Northwest Indiana as a council of local governments that provides a forum for Northwest Indiana's elected officials to address regional issues relating to transportation, the environment, and community and economic development.

NIRPC also functions as the Metropolitan Planning Organization (MPO) for Northwest Indiana, working with federal and state departments of transportation, local transit operators, and various stakeholders and residents to plan for, prioritize, and fund regional transportation projects.

# CREATING LIVABLE COMMUNITIES

A Report by the Northwestern Indiana Regional Planning Commission  
2013

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# APPENDIX

## Design Parameters for Walkable Urban Thoroughfares- Urban Center/ Urban Core

	Current Conditions	Metro Center					
		Residential			Commercial		
		Boulevard	Avenue	Street	Boulevard	Avenue	Street
<b>Context</b>							
<b>Building Orientation (entrance orientation)</b>		front	front	front	front	front	front
<b>Maximum Setback [2]</b>		10 ft.	10 ft.	10 ft.	0 ft.	0 ft.	0 ft.
<b>Off-Street Parking Access/Location</b>		rear	rear	rear, side	rear	rear	rear, side
<b>Streetside</b>							
<b>Recommended Streetside Width [3]</b>		12-21.5 ft.	12-19.5 ft.	12-16 ft.	12-21.5 ft.	12-19.5 ft.	12-16 ft.
<b>Minimum sidewalk (throughway) width</b>		10 ft.	9 ft.	6 ft.	10 ft.	9 ft.	6 ft.
<b>Pedestrian Buffers (planting strip exclusive of travel way width) [3]</b>		7 ft. tree well	6 ft. tree well	6 ft. tree well	7 ft. tree well	6 ft. tree well	6 ft. tree well
<b>Street Lighting</b>		For all thoroughfares in all context zones, intersection safety lighting, basic street lighting, and pedestrian-scaled lighting is recommended. See Chapter 8 (Streetside Design Guidelines) and Chapter 10 (Intersection Design Guidelines).					
<b>Traveled Way</b>							
<b>Target Speed (mph)</b>		25–35	25–30	25	25–35	25–30 [4]	25
<b>Number of Through Lanes [5]</b>		4–6	2–4	2–4	4–6	2–4	2–4
<b>Lane Width [6]</b>		10–11 ft.	10–11 ft.	10–11 ft.	10–11 ft.	10–11 ft.	10–11 ft.
<b>Parallel On-Street Parking Width [7]</b>		7 ft.	7 ft.	7 ft.	8 ft.	8 ft.	7–8 ft.
<b>Min. Combined Parking/Bike Lane Width</b>		13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.
<b>Horizontal Radius (per AASHTO) [8]</b>		200–510 ft.	200–330 ft.	200 ft.	200–510 ft.	200–330 ft.	200 ft.
<b>Vertical Alignment</b>							
<b>Medians [9]</b>		4–18 ft.	Optional 4–16 ft.	None	4–18 ft.	Optional 4–18 ft.	None
<b>Bike Lanes (min./preferred width)</b>		5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.
<b>Access Management [10]</b>		Moderate	Low– Moderate	Low– Moderate	High	Low– Moderate	Low– Moderate
<b>Typical Traffic Volume Range (ADT) [11]</b>		15,000– 30,000	1,500– 20,000	500–5,000	15,000– 40,000	1,500– 30,000	1,000– 15,000
<b>Intersections</b>							
<b>Roundabout [12]</b>		Consider urban single-lane roundabouts at intersections on avenues with less than 20,000 entering vehicles per day, and urban double-lane roundabouts at intersections on boulevards and avenues with less than 40,000 entering vehicles per day.					
<b>Curb Return Radii/Curb Extensions and Other Design Elements</b>							

This table was developed based the CSS report "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice - 2010 "

## Design Parameters for Walkable Urban Thoroughfares

	Current Conditions	Large Urban Center					
		Residential			Commercial		
		Boulevard	Avenue	Street	Boulevard	Avenue	Street
<b>Context</b>							
<b>Building Orientation (entrance orientation)</b>		front	front	front	front	front	front
<b>Maximum Setback [2]</b>		15 ft.	15 ft.	15 ft.	0 ft.	0 ft.	0 ft.
<b>Off-Street Parking Access/Location</b>		rear	rear, side	rear, side	rear, side	rear, side	rear, side
<b>Streetside</b>							
<b>Recommended Streetside Width [3]</b>		9-18.5 ft.	9-15.5 ft.	9-13.5 ft.	12-19 ft.	12-16 ft.	12-16 ft.
<b>Minimum sidewalk (throughway) width</b>		8 ft.	6 ft.	6 ft.	8 ft.	6 ft.	6 ft.
<b>Pedestrian Buffers (planting strip exclusive of travel way width) [3]</b>		8 ft. planting strip	8 ft. planting strip	6 ft. planting strip	7 ft. tree well	6 ft. tree well	6 ft. tree well
<b>Street Lighting</b>		For all thoroughfares in all context zones, intersection safety lighting, basic street lighting, and pedestrian-scaled lighting is recommended. See Chapter 8 (Streetside Design Guidelines) and Chapter 10 (Intersection Design Guidelines).					
<b>Traveled Way</b>							
<b>Target Speed (mph)</b>		25–35	25–30	25	25–35	25–30 [4]	25
<b>Number of Through Lanes [5]</b>		4–6	2–4	2	4–6	2–4	2–4
<b>Lane Width [6]</b>		10–11 ft.	10–11 ft.	10–11 ft.	10–12 ft.	10–11 ft.	10–11 ft.
<b>Parallel On-Street Parking Width [7]</b>		7 ft.	7 ft.	7 ft.	8'	7–8 ft.	7–8 ft.
<b>Min. Combined Parking/Bike Lane Width</b>		13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.
<b>Horizontal Radius (per AASHTO) [8]</b>		200–510 ft.	200–330 ft.	200 ft.	200–510 ft.	200–330 ft.	200 ft.
<b>Vertical Alignment</b>							
<b>Medians [9]</b>		4–18 ft.	Optional 4–16 ft.	None	4–18 ft.	Optional 4–18 ft.	None
<b>Bike Lanes (min./preferred width)</b>		5 ft./6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.
<b>Access Management [10]</b>		Moderate	Low	Low	High	Low– Moderate	Low– Moderate
<b>Typical Traffic Volume Range (ADT) [11]</b>		10,000– 35,000	1,500– 20,000	500–5,000	15,000– 50,000	1,500– 30,000	1,000– 15,000
<b>Intersections</b>							
<b>Roundabout [12]</b>		Consider urban single-lane roundabouts at intersections on avenues with less than 20,000 entering vehicles per day, and urban double-lane roundabouts at intersections on boulevards and avenues with less than 40,000 entering vehicles per day.					

This table was developed based the CSS report "*Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice - 2010*"

## Design Parameters for Walkable Urban Thoroughfares

	Current Conditions	Medium Center/Suburban					
		Residential			Commercial		
		Boulevard	Avenue	Street	Boulevard	Avenue	Street
<b>Context</b>							
<b>Building Orientation (entrance orientation)</b>		front, side	front, side	front, side	front, side	front, side	front, side
<b>Maximum Setback [2]</b>		20 ft.	20 ft.	20 ft.	5 ft.	5 ft.	5 ft.
<b>Off-Street Parking Access/Location</b>		rear, side	rear, side	rear, side	rear, side	rear, side	rear, side
<b>Streetside</b>							
<b>Recommended Streetside Width [3]</b>		9–16.5 ft.	9-15.5 ft.	9-12.5 ft.	12-16 ft.	12-16 ft.	12-15 ft.
<b>Minimum sidewalk (throughway) width</b>		6 ft.	6 ft.	6 ft.	6 ft.	6 ft.	6 ft.
<b>Pedestrian Buffers (planting strip exclusive of travel way width) [3]</b>		8 ft. planting strip	6–8 ft. planting strip	5 ft. planting strip	7 ft. tree well	6 ft. tree well	6 ft. tree well
<b>Street Lighting</b>		For all thoroughfares in all context zones, intersection safety lighting, basic street lighting, and pedestrian-scaled lighting is recommended. See Chapter 8 (Streetside Design Guidelines) and Chapter 10 (Intersection Design Guidelines).					
<b>Traveled Way</b>							
<b>Target Speed (mph)</b>		25–35	25–30	25	25–35	25–35	25
<b>Number of Through Lanes [5]</b>		4–6	2–4	2	4–6	2–4	2
<b>Lane Width [6]</b>		10–11 ft.	10–11 ft.	10–11 ft.	10–12 ft.	10–11 ft.	10–11 ft.
<b>Parallel On-Street Parking Width [7]</b>		7 ft.	7 ft.	7 ft.	8 ft.	7-8 ft.	7-8 ft.
<b>Min. Combined Parking/Bike Lane Width</b>		13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.
<b>Horizontal Radius (per AASHTO) [8]</b>		200–510 ft.	200–330 ft.	200 ft.	200–510 ft.	200–510 ft.	200 ft.
<b>Vertical Alignment</b>							
<b>Medians [9]</b>		4–18 ft.	Optional 4–16 ft.	None	4–18 ft.	Optional 4–18 ft.	None
<b>Bike Lanes (min./preferred width)</b>		5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.
<b>Access Management [10]</b>		Moderate	Low	Low	High	Moderate	Low
<b>Typical Traffic Volume Range (ADT) [11]</b>		20,000– 35,000	1,500–25,000	500–5,000	20,000– 50,000	1,500– 35,000	1,000– 10,000
<b>Intersections</b>							
<b>Roundabout [12]</b>		Consider urban single-lane roundabouts at intersections on avenues with less than 20,000 entering vehicles per day, and urban double-lane roundabouts at intersections on boulevards and avenues with less					
<b>Curb Return Radii/Curb Extensions and Other Design Elements</b>							

This table was developed based the CSS report "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice - 2010"

# LIST OF FIGURES AND MAPS

## Introduction

6	Livable Centers Community Typology Chart
11	2040 Plan Livable Centers in Northwest Indiana Conceptual Map
12	Minimum Recommended Streetside Dimensions in Livable Centers Chart
16	Livable Centers in Northwest Indiana Map
17	Transit Areas in Northwest Indiana Map

## Metro Communities

### City of Gary

20	Livable Centers Boundary Map
21	Downtown Center Analysis and Zoning Map
24	Midtown Neighborhood Analysis and Zoning Map
27	Brunswick Neighborhood Analysis and Zoning Map
30	IUN-Glen Park Neighborhood Analysis and Zoning Map
31	Glen Park Neighborhood Analysis and Zoning Map
34	Aetna/Miller Beach Neighborhood Analysis and Zoning Map
	<i>City of Hammond</i>
38	Livable Centers Boundary Map
39	Downtown/Central-East Hammond Center Analysis and Zoning Map
41	Robertsdale Neighborhood Analysis and Zoning Map
43	North Hammond Neighborhood Analysis and Zoning Map
45	South Hammond Neighborhood Analysis and Zoning Map
47	Woodmar/Purdue Calumet Neighborhood Analysis and Zoning Map
50	Hessville Neighborhood Analysis and Zoning Map

## Large Communities

### City of Crown Point

54	Livable Centers Boundary Map
55	Downtown Center Analysis and Zoning Map
58	North Side Neighborhood Analysis and Zoning Map
59	South Side Neighborhood Analysis and Zoning Map

### City of East Chicago

62	Livable Centers Boundary Map
63	Harbor District Downtown Center Analysis and Zoning Map
67	Canal District Downtown Center Analysis and Zoning Map

68	Calumet District Neighborhood Analysis and Zoning Map
72	Roxanna Neighborhood Analysis and Zoning Map
74	Sunnyside Neighborhood Analysis and Zoning Map
76	Marktown Neighborhood Analysis and Zoning Map
78	New Addition Neighborhood Analysis and Zoning Map
	<i>City of Highland</i>
81	Livable Centers Boundary Map
82	Downtown Center Analysis and Zoning Map
84	Kennedy Corridor Neighborhood Analysis and Zoning Map
	<i>City of Hobart</i>
87	Livable Centers Boundary Map
88	Downtown Center Analysis and Zoning Map
91	Mundell Neighborhood Analysis and Zoning Map
92	Lincoln Corridor Neighborhood Analysis and Zoning Map
	<i>City of La Porte</i>
96	Livable Centers Boundary Map
97	Downtown Center Analysis and Zoning Map
100	North Lakes Neighborhood Analysis and Zoning Map
102	South Neighborhood Analysis and Zoning Map
	<i>Town of Merrillville</i>
104	Livable Centers Boundary Map
106	US 30 and Broadway Downtown Center Analysis and Zoning Map
108	North Broadway Neighborhood Analysis and Zoning Map
	<i>City of Michigan City</i>
110	Livable Centers Boundary Map
112	North End Downtown Center Analysis and Zoning Map
114	West Side Neighborhood Analysis and Zoning Map
117	Krueger Neighborhood Analysis and Zoning Map
	<i>City of Munster</i>
119	Livable Centers Boundary Map
120	Old Munster Steel Downtown Center Analysis and Zoning Map
123	Ridge and Calumet Neighborhood Analysis and Zoning Map
	<i>City of Portage</i>
125	Livable Centers Boundary Map
126	Downtown Center Analysis and Zoning Map



129	Marina District Neighborhood Analysis and Zoning Map
	<i>Town of Schererville</i>
131	Livable Centers Boundary Map
134	Downtown Center Analysis and Zoning Map
135	Schererville North Neighborhood Analysis and Zoning Map
137	Schererville South Neighborhood Analysis and Zoning Map
	<i>City of Valparaiso</i>
139	Livable Centers Boundary Map
141	Downtown Center Analysis and Zoning Map
142	North Side Neighborhood Analysis and Zoning Map
146	Valparaiso University District Neighborhood Analysis and Zoning Map
	<b>Medium Communities</b>
	<i>Town of Cedar Lake</i>
149	Livable Centers Boundary Map
150	Lakeshore District Downtown Center Analysis and Zoning Map
	<i>Town of Chesterton</i>
153	Livable Centers Boundary Map
154	Central Chesterton Downtown Center Analysis and Zoning Map
156	Indian Boundary East Neighborhood Analysis and Zoning Map
160	Coffee Creek Neighborhood Analysis and Zoning Map
	<i>Town of Dyer</i>
162	Livable Centers Boundary Map
164	Downtown Center Analysis and Zoning Map
	<i>Town of Griffith</i>
166	Livable Centers Boundary Map
168	Downtown Center Analysis and Zoning Map
	<i>City of Lake Station</i>
170	Livable Centers Boundary Map
172	Central Lake Station Downtown Center Analysis and Zoning Map
	<i>Town of Lowell</i>
174	Livable Centers Boundary Map
176	Downtown Center Analysis and Zoning Map
	<i>Town of St. John</i>
178	Livable Centers Boundary Map
179	US 41 and 93rd Avenue Downtown Center Analysis and Zoning Map

**Small Communities**

	<i>Town of Porter</i>
182	Livable Centers Boundary Map
184	Downtown Center Analysis and Zoning Map
	<i>City of Whiting</i>
187	Livable Centers Boundary Map
188	Downtown Center Analysis and Zoning Map
	<i>Town of Winfield</i>
191	Livable Centers Boundary Map
192	Central Winfield Downtown Center Analysis and Zoning Map
	<b>Communities with Less Than 4000 People</b>
	<i>Town of Burns Harbor</i>
194	Downtown Center Analysis and Zoning Map
196	Town of Beverly Shores – Livable Centers Boundary Map
196	Town of Hebron– Livable Centers Boundary Map
197	Town of Kingsbury– Livable Centers Boundary Map
197	Town of Kingsford Heights– Livable Centers Boundary Map
198	Town of Kouts – Livable Centers Boundary Map
198	Town of LaCrosse– Livable Centers Boundary Map
199	Town of Long Beach– Livable Centers Boundary Map
199	Town of Michiana Shores– Livable Centers Boundary Map
200	Town of New Chicago– Livable Centers Boundary Map
200	Town of Ogden Dunes– Livable Centers Boundary Map
201	Town of Pottawattamie Park– Livable Centers Boundary Map
201	Town of Schneider– Livable Centers Boundary Map
202	Town of Pines– Livable Centers Boundary Map
202	Town of Trail Creek– Livable Centers Boundary Map
203	Town of Wanatah– Livable Centers Boundary Map
203	Town of Westville– Livable Centers Boundary Map

**Appendix**

205	Metro Community Table
206	Large Community Table
207	Medium Community Table
213	Resolution 13-23

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Town of Burns Harbor Website, [http://burnsharbor.org/home\\_page.htm](http://burnsharbor.org/home_page.htm)  
Town of Merrillville Website, <http://www.merrillville.in.gov/>

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Times of Northwest Indiana

# ACKNOWLEDGMENTS

## 2013 NIRPC APPOINTMENTS

### Appointing Authority

#### Lake County

Lake County Commissioners  
Lake County Council  
Lake County Surveyor  
Mayor of Crown Point  
Mayor of East Chicago  
Mayor of Gary  
Mayor of Hammond  
Mayor of Hobart  
Mayor of Lake Station  
Mayor of Whiting  
Merrillville Town Council  
Munster Town Council  
Griffith Town Council  
Highland Town Council  
Schererville Town Council  
Dyer Town Council  
Cedar Lake Town Council  
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Winfield Town Council  
New Chicago Town Council  
St. John Town Council  
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Hebron Town Council  
Porter Town Council  
Kouts Town Council  
Ogden Dunes Town Council  
Burns Harbor Town Council  
Beverly Shores Town Council  
Pines Town Council  
Porter Township Trustee  
Union Township Trustee  
Dune Acres Town Council

#### LaPorte County

LaPorte County Commissioners  
LaPorte County Council  
LaPorte County Surveyor  
Mayor of Michigan City  
Mayor of La Porte  
Long Beach Town Council  
Kingsford Heights Town Council  
Michiana Shores Town Council  
Trail Creek Town Council  
Wanatah Town Council  
Kingsbury Town Council  
LaCrosse Town Council  
Pottawattomie Park Town Council  
Westville Town Council

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Vacant

Ed Soliday, Executive Board

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Pathway to 2040 Implementation Committee  
Land Use Committee  
Transportation Policy Committee  
Environmental Management Policy Committee

## **THANK YOU TO THE FOLLOWING COMMUNITIES:**

City of Crown Point  
City of East Chicago  
City of Gary  
City of Hammond  
City of Highland  
City of Hobart  
City of La Porte  
City of Lake Station  
City of Merrillville  
City of Michigan City  
City of Portage  
City of Valparaiso  
City of Whiting  
Town of Beverly Shores  
Town of Burns Harbor  
Town of Cedar Lake  
Town of Chesterton  
Town of Dyer  
Town of Griffith  
Town of Hebron  
Town of Kingsbury  
Town of Kingsford Heights  
Town of Kouts  
Town of LaCrosse

Town of Long Beach  
Town of Lowell  
Town of Michiana Shores  
Town of Munster  
Town of New Chicago  
Town of Ogden Dunes  
Town of Pines  
Town of Porter  
Town of Pottawattamie Park  
Town of Schererville  
Town of Schneider  
Town of St. John  
Town of Trail Creek  
Town of Wanatah  
Town of Westville  
Town of Winfield

## **THANK YOU TO THE FOLLOWING MEMBERS OF THE LAND USE COMMITTEE FOR THEIR REVIEW OF THE CREATING LIVABLE COMMUNITIES (CLC) APPLICATION PROCESS:**

Anne Anderson  
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Christopher Meyers  
Richard Murphy  
Craig Phillips  
Brian Poland  
Greg Stinson  
David Wright



**NORTHWESTERN INDIANA  
REGIONAL PLANNING COMMISSION**

Together We Make The Difference

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**RESOLUTION 13-23**

**A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING  
COMMISSION ADOPTION OF THE DEFINED LIVABLE CENTERS BOUNDARY MAP FOR  
NORTHWEST INDIANA**

**WHEREAS**, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "The Commission", being designated the Metropolitan Planning Organization and Council of Governments for the Lake, Porter and La Porte County Region, has committed to implementing the 2040 Comprehensive Regional Plan which addresses the areas of Transportation, Land Use, Environmental Management, Economic Development and Environmental Justice planning; and

**WHEREAS**, integrating land use and transportation planning with economic development, environmental and social equity considerations, the 2040 Comprehensive Regional Plan provides a framework for how the three-county region can develop in the next generation, and is a tool to guide our actions and direct our resources to achieve our vision of a vibrant, revitalized, accessible and united region; and

**WHEREAS**, the 2040 Comprehensive Regional Plan includes a goal of encouraging livable urban, suburban and rural centers and revitalizing the urban core and concentrating growth and employment within existing communities; and

**WHEREAS**, the 2040 Comprehensive Regional Plan has identified the development of Livable Centers within the Growth and Infill areas as fundamental in achieving the implementation of the preferred regional strategy; and

**WHEREAS**, Livable Centers support existing communities and attract public investment to encourage a sustainable pattern of population and employment growth that maximizes the use of areas already served by roads and utilities; and

**WHEREAS**, Livable Centers are compact and support a vibrant mix of uses within a concentrated, accessible area; and

**WHEREAS**, Livable Centers are walkable and promote non-motorized opportunities for pedestrians and bicyclists and provide convenient and safe alternatives to driving for local trips; and

**WHEREAS**, NIRPC initiated a new program to define Livable Centers boundaries with the 41 communities in Northwest Indiana. These boundaries are based upon block size, residential density, employment density, transit stations and stops, roadway density and connectivity, land use and the communities' current and future plans; and


**WHEREAS**, NIRPC also developed a new funding program called Creating Livable Communities (CLC). The program will support community-based transportation/land use projects that bring vitality to downtown areas, neighborhoods, station areas, commercial cores, and transit corridors; and

**WHEREAS**, the CLC funding program will support projects that are guided by the principle of "place-making" to ensure increased residential development, a mix of uses and connectivity in livable and neighborhood centers that can serve each community's need; and

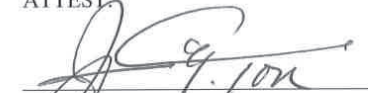
**WHEREAS**, eligibility for applying and receiving CLC funding, planning projects must be within the defined Livable Centers boundary map; and

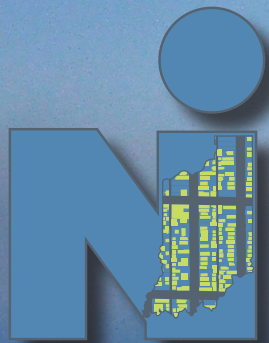
**NOW, THEREFORE, BE IT RESOLVED** that the Northwestern Indiana Regional Planning Commission hereby adopts the CLC Program and the defined Livable Centers Boundary Map for Northwest Indiana.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this seventeenth day of October, 2013.

  
David Uran  
Chairperson

ATTEST:

  
James G. Ton  
Secretary



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