



CREATING LIVABLE COMMUNITIES

A REPORT OF THE
NORTHWESTERN
INDIANA REGIONAL
PLANNING
COMMISSION
2013

Northwestern Indiana Regional Planning Commission



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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

www.nirpc.org

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METRO COMMUNITY

Design Principles

- Employment core
- Strength community identity by applying a design theme
- Within 0.5 mile of transit stops
- Complete streets with sidewalk, shade trees, lighting, signage, bike lane, side parking, street crossing and medium to control traffic speed.
- Walkable, and mixed-uses development
- Achieve appropriate density based on the size of center
- Create multi-modal travel choices
- Park and open space
- Provide diversity housing options
- Provide adequate parking

Scale Recommendations

- Consist of blocks generally at a range of 400'-600' in length that contain a variety of uses
- Densities generally range between 10 and 20 dwelling units per acre
- Non-residential floor area ratios may range between 1.0-2.5.
- Middle to high rise buildings serve by regional and local transit
- Municipalities: Gary, Hammond



New Urbanist housing in Downtown Gary (NIRPC)

Overview

Gary is a Northwest Indiana community in Lake County about 25 miles southeast of Downtown Chicago. According to 2010 Census the city population was 80,294.

Gary is generally bounded by County Line Road/US 20/I-80/I-65/Mississippi Street to the east, Cline Avenue (SR 912)/Colfax Street/Ridge Road/Grant Street/47th Avenue/Harrison Street to the west, Lake Michigan to the north, and 53rd Street to the south. Its neighbors include Hammond to the west, East Chicago to the northwest, Highland and Griffith to the southwest, Merrillville to the south, Hobart to the southeast, and Lake Station and Portage to the east. Most of the city's central functions are in the Downtown Center, in the north central part of the city, with neighborhood centers extending westward, southward, and eastward.

Livable Centers

Gary's livable centers include Downtown, Midtown, Brunswick, IUN-Glen Park, Glen Park, and Aetna-Miller Beach.

DOWNTOWN GARY (DOWNTOWN CENTER)

Downtown Gary borders the Indiana Toll Road (I-90) to the north, the Norfolk Southern railroad to the west and south, and the Indiana Harbor Belt railroad to the east. The total acreage of the center is 1,574 acres.

Population:

10,532 people (13% of total population). Population density is 12.3 people per acre.

Housing:

5,406 units (13.7% of the city's total housing). Housing density is 6.3 units per acre. Unit vacancy rate ranges between 5-10% in Horace Mann sub-neighborhood, 15-25% in City Center, and above 25% in the Emerson sub-neighborhood.

Jobs:

5,898 jobs in district (27% of the city's employment base).



Major employers within the district include Gary City Hall, Gary City Court, the Genesis Con-

GARY'S

LIVABLE CENTERS








LIVABLE CENTERS BOUNDARIES

These boundaries were drawn in consultation with planners and representatives associated with the municipalities based on NIRPC's analysis and the municipality's plans





-  Main Livable Center
-  Neighborhood Center

NIRPC ANALYSIS

NIRPC's analysis highlights areas which are dense and walkable. These areas ideally have small block sizes, population and employment density, as well as access to transit, education, and civic halls.

-  Schools
-  Higher Education
-  Civic Halls
-  South Shore Stops
-  Trails
-  Bus Lines
-  Identified Mixed Use Zoning

Density per Acre by Census Block

-  ≥ 25 Employees
-  ≥ 5 Houses
-  ≥ 5 Houses and ≥ 15 People
-  ≥ 15 People

Block Perimeter

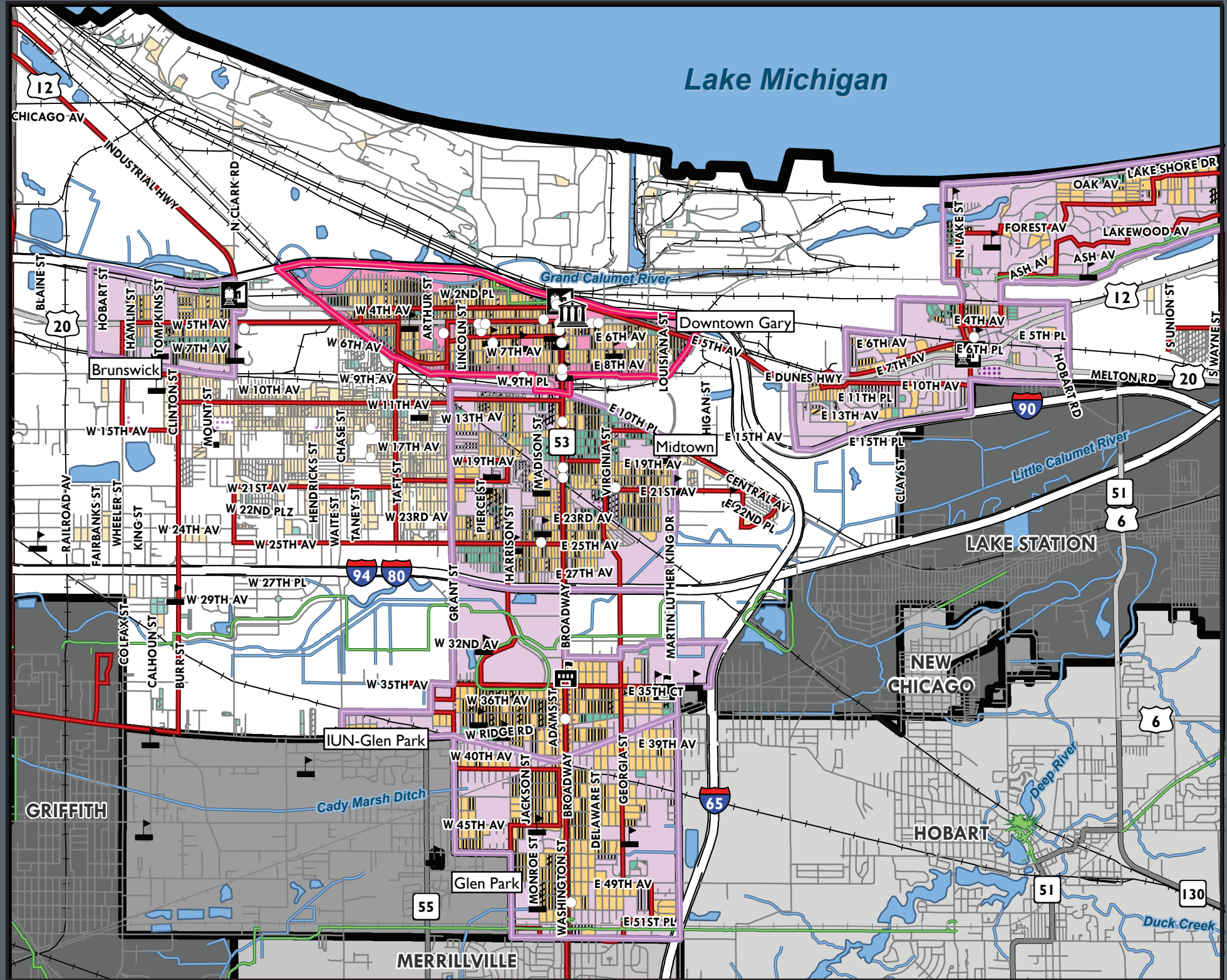
-  < 1600 ft
-  1600 - 2400 ft



0.5 | Miles



Map contains data that may be inaccurate or out of date. Refer to NIRPC or municipality for the most current information.



vention Center, Gary Southshore RailCats, Methodist Hospital, Adam Benjamin Metro Center, and Gary Police Department. Just to the north of the district, US Steel stands as one of the largest employers in the region.

Once standing as the urban epicenter of Northwest Indiana, Downtown Gary still retains regional assets, such as a professional baseball stadium, large civic center, multimodal transportation hub, and large hospital complex. With that said, Downtown Gary also contains a significant amount of vacancy and blight, and in many ways, is symbolic of the greater disinvestment experienced in the urban core communities of the region.

Downtown Gary is situated just to the south of US Steel, the conglomerate responsible for originally developing the city. In the early part of the twentieth century, US Steel's subsidiary, the Gary Land Company, developed Downtown as a commercial and residential area serving the company's factory workers, with a grid iron master plan. From 1906-1960, Downtown experienced a boom in population, particularly from African Americans migrating from the South, and from low-skilled European immigrants. With this population growth, Broadway Avenue in Downtown rose as an important regional corridor for retail and civic life. Schools, churches, libraries, and parks sprouted up around the district, high end mansions surfaced in the Horace Mann area, as well as dignified bungalows in the Emerson area. In the 1960's, however, the city's fortunes began to reverse. Over the course of the decade, there was a massive out-migration of white residents from Downtown and the city as a whole, which was both a product of broader racial tensions that were escalating across urban areas nationally, as well as the election of the city's first black mayor. This trend continued sharply towards the end of the 20th



Gary City Hall, Downtown Gary (NIRPC)

century. Simultaneously, employment at the nearby steel facilities dropped by 80% over the same period, which increased the level of poverty and disinvestment in Downtown (and the city as a whole).

To reverse these forces of decline, the City of Gary over the last few decades has undertaken a series of Downtown economic revitalization projects to restore the area's vitality, efforts that have ultimately varied in terms of their success. The Sheraton Hotel, in conjunction with the Genesis Convention Center was developed to help the city compete for large-scale events and conventions. Decades later, the Sheraton stands as a vacant, 13-story derelict structure, that the city is seeking to demolish. The Genesis Convention Center remains active, but ultimately has not attracted the events and customer levels it originally had targeted. US Steel Yard Stadium, developed in the early 2000's, stood as another large development project intended to spur broader economic revitalization in Downtown. A decade later, it appears that while the stadium's attendance levels have been successful, achieving a broader economic impact in Downtown has not been realized by the project.

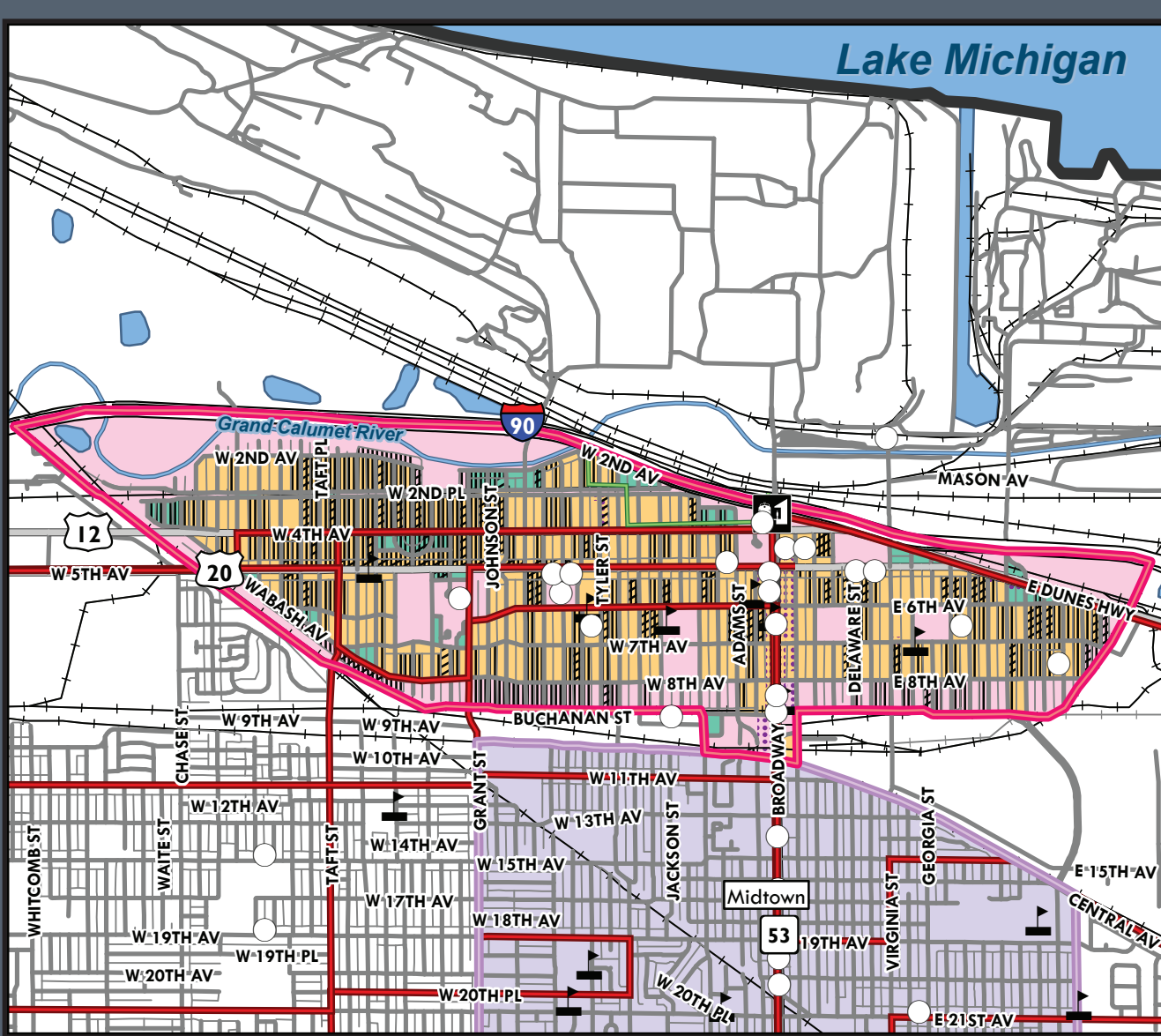
Efforts to revitalize Downtown nonetheless are ongoing. The city has been working with the Sustainable Communities Partnership (EPA-HUD-DOT) on redevelopment projects in the city center, Horace Mann, and Emerson, as part of the Gary Northside Redevelopment Project. This initiative, along with other efforts, could pose a brighter future for Downtown Gary as a Livable Center.



Sheraton Hotel, Downtown Gary (NIRPC)



Adam Benjamin Center, Downtown Gary (NIRPC)

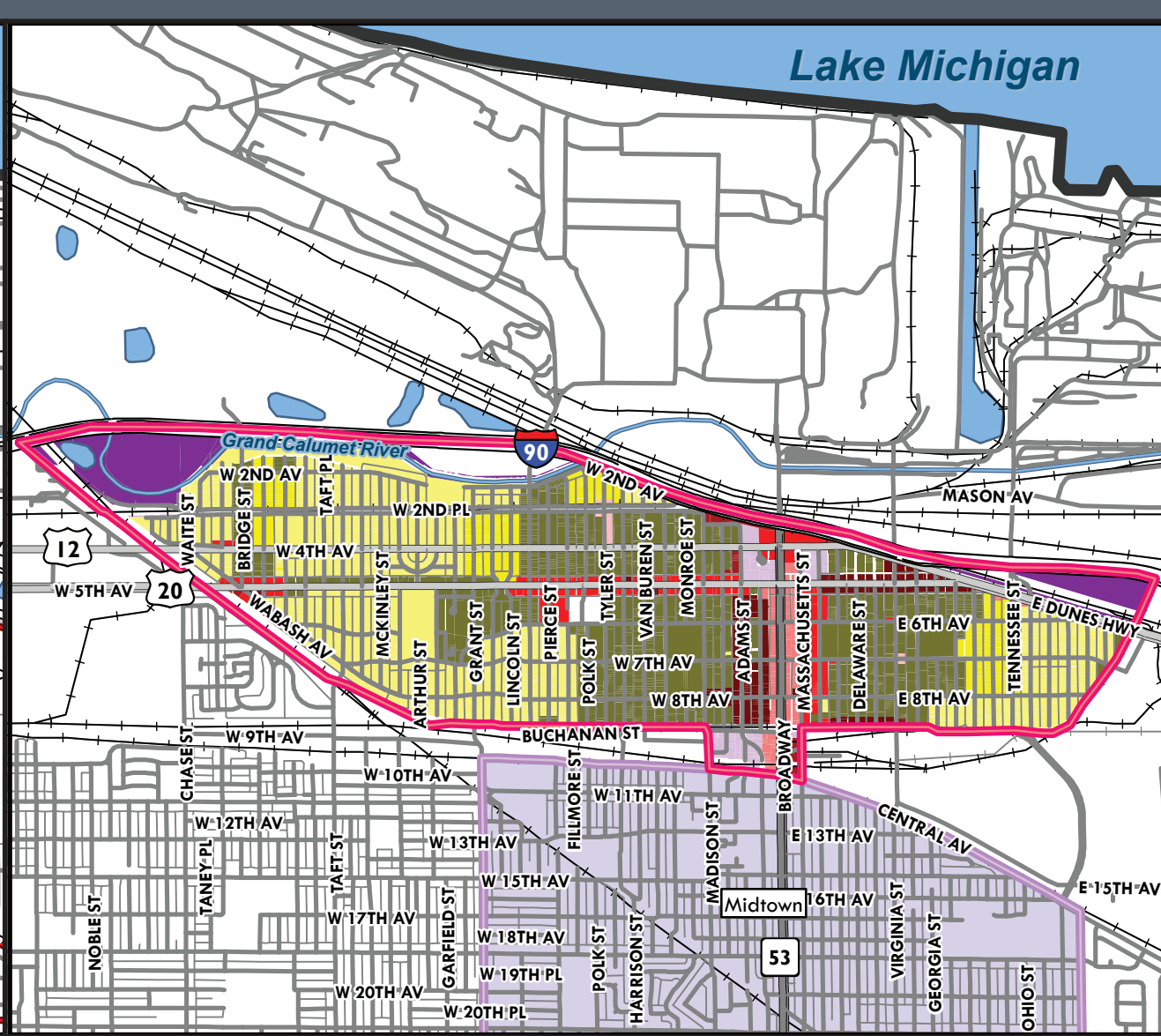


NIRPC ANALYSIS

- Important Features**
- Schools
 - Higher Education
 - Civic Halls
 - South Shore Stops
 - Bus Lines
 - Trails
 - Mixed Use Zoning

- Density Per Acre by Census Block**
- >= 15 People
 - >= 5 Houses
 - >= 5 Houses and 15 People
 - >= 25 Employees
- Block Perimeter**
- < 1600 ft
 - 1600 - 2400 ft

NIRPC's analysis highlights areas which are dense and walkable. These areas ideally have small block sizes, population and employment density, as well as access to transit, education, and civic halls.

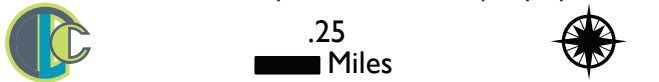


DOWNTOWN GARY

The Main Center

Main Centers **Neighborhood Centers**

These Boundaries were drawn in consultation with planners and representative associated with the municipalities based on NIRPC's analysis and the municipality's plans



Map contains data that may be inaccurate or out of date. Refer to NIRPC or municipality for the most current information.

ZONING

- Limited Retail
- General Retail
- Limited Service
- General Service
- Wholesale and Motor Vehicle
- Floodplain
- Limited Manufacturing
- General Manufacturing
- Heavy Industrial
- Single Family
- Two Family
- Multiple Family

Density Per Relevant Zoning Acre
12.3 People
6.3 Houses

Zoning data is integral to NIRPC's analysis because it indicates the municipality's current land use as well as desired future land uses. Zoning data is based on the most recent ordinances available.

Mobility

Major roads are the Indiana Toll Road (I-90), Broadway Street (SR 53), 4th Avenue (US 12), 5th Avenue (US 20), and Grant Street. Public transit service is available at the Adam Benjamin Metro Center (NICTD train station, Greyhound, GPTC routes 6, 12, 13, 17, 18, 19, 22, 23). Freight railroads running through the district are the Norfolk Southern, CSX, Canadian National, Indiana Harbor Belt, and Chicago, South Shore and South Bend railroads.

Street Grid:

A dense urban grid network, with block sizes mostly ranging between 1600 and 2400 feet, and a scattering of blocks under 400 feet, and over 600 feet near the boundary. The district's streets range in quality from good to poor. The US 12 and 20 have recently been resurfaced, and are in excellent condition. Conversely, certain side streets are in heavy disrepair.

Traffic Conflict:

Traffic along US 12, US 20, and Broadway is heavy, requiring pedestrians to cross at designated stops. US 12 and 20 in particular hold a lot of heavy duty truck traffic. Traffic on neighborhood streets is light and pedestrian friendly.

Walkability:

Central Downtown:

Walk Score of 49 (Car Dependent); lots of sidewalks, but far from most amenities.

Western End:

Walk Score of 35 (Car Dependent); lots of sidewalks, but far from most amenities.

Eastern End:

Walk Score of 35 (Car Dependent); lots of sidewalks, but far from most amenities.

Parking:

Street parking is the dominant form, only large parking lots and garages adjacent to large institutions.



Downtown Gary Street Grid (NIRPC)



Abandoned School, Emerson, Gary (NIRPC)



Historic Homes, Horace Mann, Gary (NIRPC)

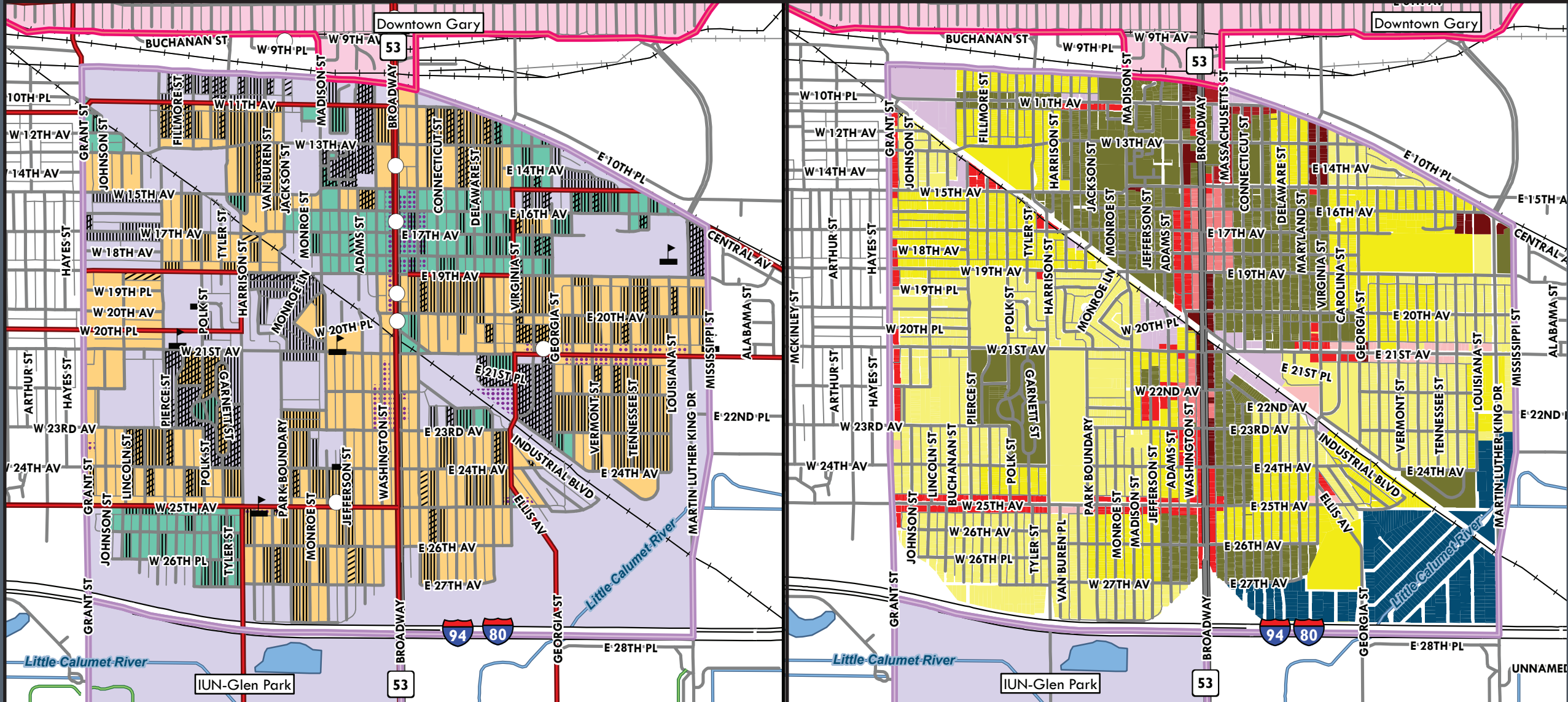
Land Use/Buildings

Building setbacks are 0 feet for commercial/mixed use corridors. Residential setbacks are 20 feet in the Emerson sub-area, and range from 30-50 feet in the Horace Mann sub-area. Commercial corridors are a mix of multi-story brick and stone office and retail buildings from the early twentieth century, and low-rise retail buildings from the middle twentieth century. Many of these buildings are vacant and are boarded up. Red brick bungalows and red brick mansions from the early part of the twentieth century are in the Horace Mann sub-area. In Emerson, red brick bungalows from the early twentieth century, and vinyl-sided two-story detached homes and ranch houses from the middle twentieth century are most common. These buildings vary in terms of upkeep and quality.

Open Space/ Landscape

Jackson Park, Borman Square Park, Buffington Park, and Horace Mann High School grounds all provide open space within Downtown. Jackson Park holds a playground, basketball courts, a pavilion, and an neglected pool and baseball field. Borman Square Park has basketball and tennis courts, a pavilion, a pool, a trail, and tree cover. Buffington Park has a trail network, a playground, monuments, and tree cover. The large field at Horace Mann High School provides a track and a large pitch of grass for sports.

Some streets have a plentiful amount of trees, but most streets could use more tree cover (especially the commercial corridors). Certain sidewalks in Downtown's commercial corridors currently hold green infrastructure, and there exists the opportunity for more green infrastructure both in the residential and commercial areas on Downtown, along the sidewalks.



NIRPC ANALYSIS

- Important Features**
- Schools
 - Higher Education
 - Civic Halls
 - South Shore Stops
 - Bus Lines
 - Trails
 - Mixed Use Zoning

- Density Per Acre by Census Block**
- >= 15 People
 - >= 25 Houses
 - >= 5 Houses and 15 People
 - >= 25 Employees
- Block Perimeter**
- < 1600 ft
 - 1600 - 2400 ft

GARY'S LIVABLE CENTERS

A Neighborhood Center

Main Centers Neighborhood Centers

These Boundaries were drawn in consultation with planners and representative associated with the municipalities based on NIRPC's analysis and the municipality's plans

.25 Miles

ZONING

- Limited Retail
 - General Retail
 - Limited Service
 - General Service
 - Wholesale and Motor Vehicle
 - Floodplain
 - Limited Manufacturing
 - General Manufacturing
 - Heavy Industrial
 - Single Family
 - Two Family
 - Multiple Family
- Density Per Relevant Zoning Acre
 9.4 People 5.2 Houses

NIRPC's analysis highlights areas which are dense and walkable. These areas ideally have small block sizes, population and employment density, as well as access to transit, education, and civic halls.

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MIDTOWN (NEIGHBORHOOD CENTER)

The Midtown neighborhood is bounded by the CSX railroad to the north, Martin Luther King Drive/Mississippi Street to the east, Interstate 80/94 to the south, and Grant Street to the west. Its total acreage is 2,214 acres.

Population:

12,019 people (almost 15% of total population). Population density is 9.4 people per acre.

Housing:

6,700 units (approximately 17% of the city's total housing). Housing density is 5.2 units per acre. Unit vacancy rate ranges between 15-25% in north Midtown, and is above 25% in south Midtown.

Jobs:

1,667 jobs are in Midtown (representing 8% of the city's total base). Employment is predominantly concentrated in the commercial retail employers on Broadway Avenue, in addition to other institutional employers.

Originally platted in the early part of the twentieth century, Midtown was designed as a



Broadway Avenue Commercial Strip, Midtown, Gary (NIRPC)

predominantly residential neighborhood just south of Downtown that housed a large share of the city's millworkers. As the twentieth century progressed, Midtown became the heart of Gary's African American community, and the businesses and civic institutions that emerged in the district in turn were deeply tied to that culture. Midtown holds the childhood home of Michael Jackson (and the rest of the Jackson 5). As the city has declined, Midtown's dense residential fabric and commercial corridors have begun to fray, with vacant lots and storefronts increasing, and the district's buildings falling into disrepair.

Mobility

Major roads are Interstate 80/94, Broadway Street (SR 53), Grant Street, 25th Avenue, and Martin Luther King Drive. Neighborhood served by GPTC routes 6, 11, 17, 18, 19, 22, and 23. Freight railroads running through the district are the CSX and Chicago Fort Wayne & Eastern railroads

Street Grid:

A dense urban grid network, with block sizes mostly ranging between 400 and 600 feet. Street conditions range from moderate to poor.

Traffic Conflict:

Traffic along Broadway and Grant Street is heavy, requiring pedestrians to cross at designated crosswalks. Grant Street in particular holds a lot of truck traffic. Traffic on



Abandoned Dry Cleaners, Midtown, Gary (NIRPC)



Street Grid, Midtown, Gary (NIRPC)

neighborhood streets is light and pedestrian friendly.

Walkability:

Northern End:

Walk Score of 68 (Somewhat Walkable); lots of sidewalks, range in distance to amenities.

Southern End:

Walk Score of 31 (Car Dependent); lots of sidewalks, but far from most amenities.

Parking:

Street parking is the dominant form, with a few instances of driveways on residential streets. Larger parking lots surround retail and institutional uses.

Land Use/ Buildings

Building setbacks are 20-35 feet for small residential plots, and 0 feet for commercial/mixed use corridors.

In northern part, the neighborhood is made up of smaller parcels with bungalows and traditional single family homes, in addition to a large housing tower on 13th Avenue and Broadway. Most of the housing further south is low-rise apartments and homes, in suburban style block configuration. These buildings vary in terms of upkeep and quality.

Open Space/ Landscape

Norton Park, Washington Park, Carolina Park, and Roosevelt Park all exist within Midtown. Norton Park provides green space and trees adjacent to an elementary school. Washington Park holds a large green space and an pool. Carolina Park holds large green space and a playground. Roosevelt Park (which is adjacent to Roosevelt High School and Douglas Stadium) hold three baseball fields, and two basketball courts.

Some streets have a plentiful amount of trees, but most streets could use more tree cover (especially the commercial corridors). Sidewalks present opportunity for green infrastructure. Green infrastructure is entirely lacking on the commercial corridor sidewalks.



Neighborhood Ranch Homes, Midtown, Gary (NIRPC)

BRUNSWICK (NEIGHBORHOOD CENTER)

Brunswick is bordered by the Indiana Toll Road (I-90) to the north, Fairbanks Street to the west, the Indiana Harbor Belt railroad to the south, and Clark Road to the east. The total acreage of the center is 664 acres.

Population:

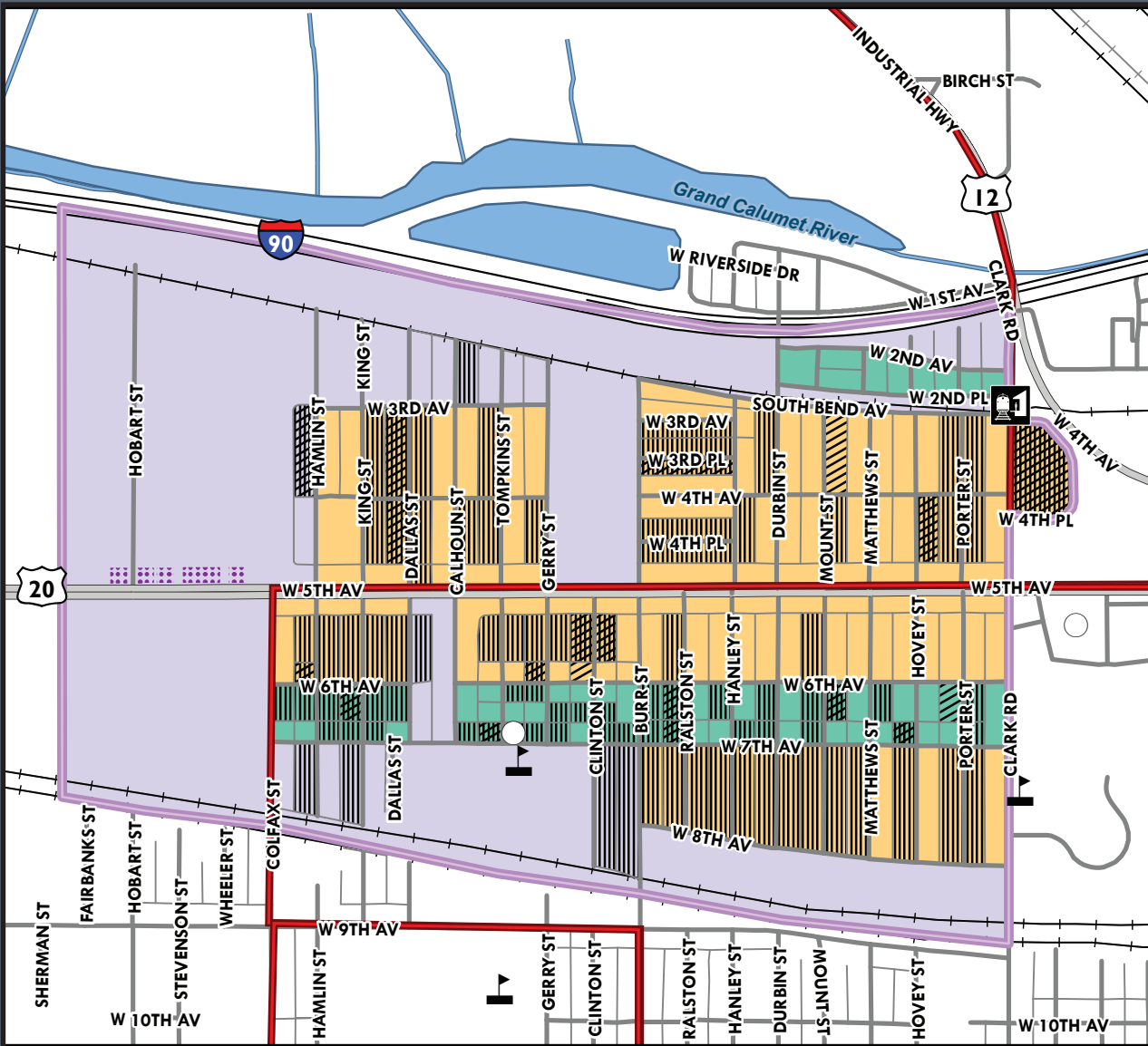
3,488 people (4% of total population). Population density is 10.8 people per acre.

Housing:

1,636 units (approximately 4% of the city’s total housing). Housing density is approximately 5 units per acre. Unit vacancy rate ranges between 15-25% for the neighborhood.

Jobs:

358 jobs in the district. There are major employers sitting just outside the Brunswick’s boundaries, such as the Gary Chicago International Airport, and various industrial facilities. Located just to the south of the Gary Chicago International Airport and just to the west of Downtown, Brunswick stands as a dense neighborhood center, surrounded by significant transportation and industrial infrastructure. With its close proximity to Lake Michigan, it also retains dune and swale features in certain areas of the district. The Grand Calumet River also traverses just to the north of Brunswick, with the Gary Sanitary District’s main sewage treatment plant within the district’s boundaries.



NIRPC ANALYSIS

- Important Features**
- Schools
 - Higher Education
 - Civic Halls
 - South Shore Stops
 - Bus Lines
 - Trails
 - Mixed Use Zoning

- Density Per Acre by Census Block**
- >= 15 People
 - >= 5 Houses
 - >= 5 Houses and 15 People
 - >= 25 Employees
- Block Perimeter**
- < 1600 ft
 - 1600 - 2400 ft

NIRPC's analysis highlights areas which are dense and walkable. These areas ideally have small block sizes, population and employment density, as well as access to transit, education, and civic halls.

BRUNSWICK - GARY

A Neighborhood Center

- Main Centers
- Neighborhood Centers

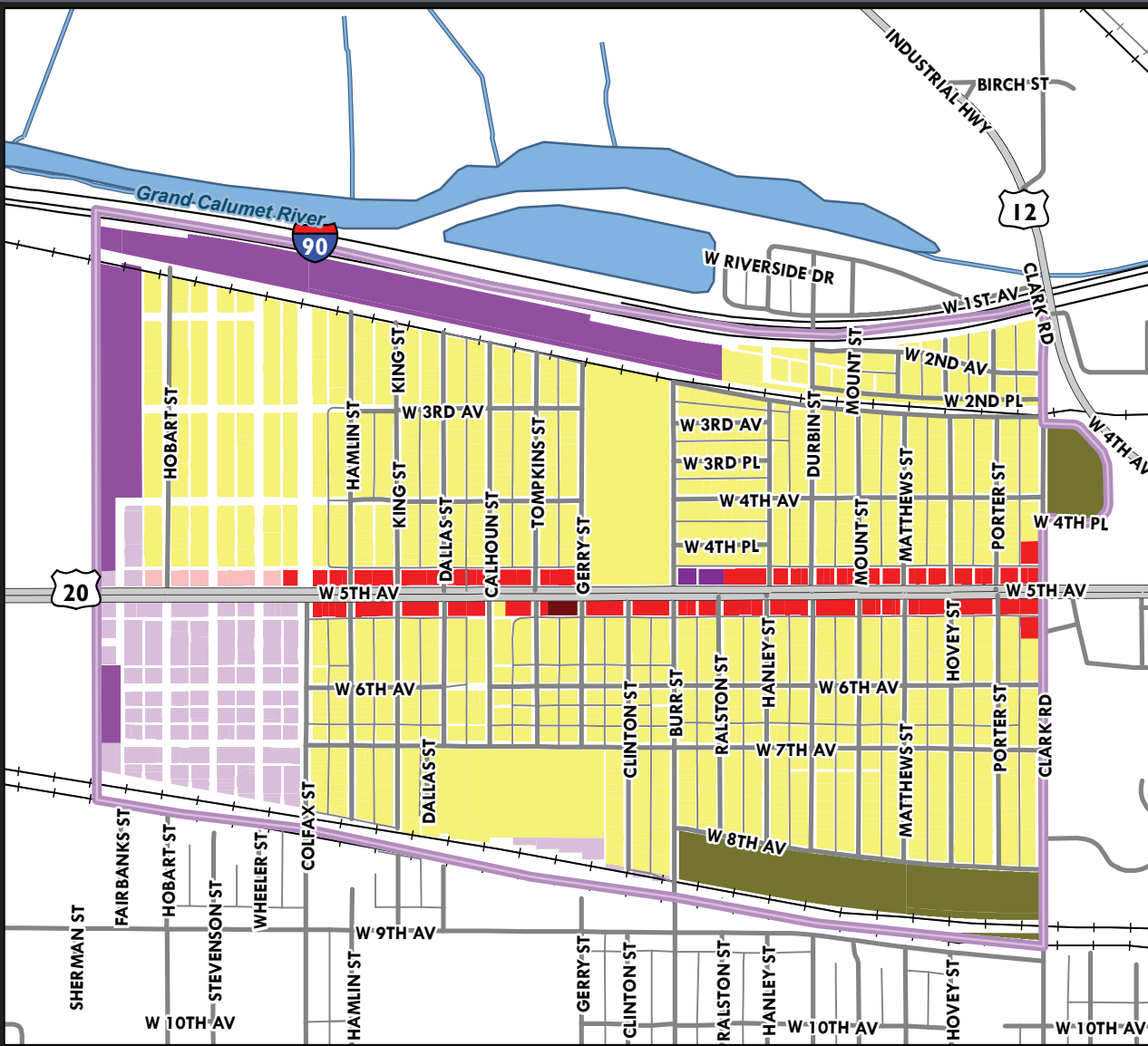
These Boundaries were drawn in consultation with planners and representative associated with the municipalities based on NIRPC's analysis and the municipality's plans



.25 Miles



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ZONING

- Limited Retail
- General Retail
- Limited Service
- General Service
- Wholesale and Motor Vehicle
- Floodplain
- Limited Manufacturing
- General Manufacturing
- Heavy Industrial
- Single Family
- Two Family
- Multiple Family

Density Per Relevant Zoning Acre
10.8 People 5 Houses

Zoning data is integral to NIRPC's analysis because it indicates the municipality's current land use as well as desired future land uses. Zoning data is based on the most recent ordinances available.

Mobility

Major roads are the Indiana Toll Road (I-90, no exit), 5th Avenue (US 20), and Burr Street. Neighborhood served by the Gary/Chicago Airport NICTD Station, and GPTC routes 12, and 23. Freight railroads running through the district are the CSX, Norfolk Southern, Indiana Harbor Belt, and the Chicago, South Shore, and South Bend railroads

Street Grid:

A dense urban grid network, with block sizes mostly ranging between 400 and 600 feet, and below 400 feet on 7th Avenue. Street conditions range from moderate to poor.

Traffic Conflict:

Traffic along US 12 and US 20 is heavy, requiring pedestrians to cross at designated crosswalks. The two routes also hold a lot of heavy duty truck traffic. Traffic on neighborhood streets is light and pedestrian friendly.

Walkability:

Northwest End:

Walk Score of 26 (Car Dependent); lots of sidewalks, but far from most amenities.

Southeast End:

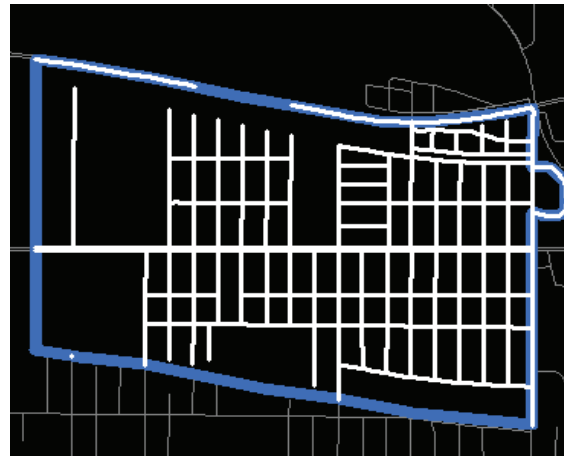
Walk Score of 46 (Car Dependent); lots of sidewalks, but far from most amenities.

Parking:

Street parking is the dominant form in the neighborhood.



Low-Rise Homes, Brunswick, Gary (NIRPC)



Street Grid, Brunswick, Gary (NIRPC)

Land Use/Buildings

Building setbacks are highly inconsistent in the district: 10-35 feet for small residential plots, and 0-30 feet for commercial/mixed use corridors.

Residential areas have mostly detached single family housing from the mid-twentieth century, predominantly built with vinyl siding. Commercial buildings are mostly mid-century low-rise, structures made from brick and stone. There are a lot of vacant lots on the commercial corridor. These buildings vary in terms of upkeep and quality.

Open Space/ Landscape

The community holds Brunswick Park, a 49-acre amenity featuring dune and swale and significant tree cover. Some streets have a plentiful amount of trees, but most streets could use more tree cover (especially the commercial corridors). Little green infrastructure exists, but sidewalks present opportunity.



Gary Chicago International Airport, north of Brunswick neighborhood in Gary (NIRPC)

IUN-GLEN PARK (NEIGHBORHOOD CENTER)

IUN-Glen Park is bordered by a combination of 32nd Avenue/33rd Avenue/35th Avenue/37th Avenue to the north, Chase Street to the west, a combination of Ridge Road/Norfolk Southern/an abandoned railroad to the south, and Mississippi Street/Interstate 65 to the east. The neighborhood is 1,696 total acres.

Population:
6,904 people (almost 8.6% of total population). Population density is 8.3 people per acre.

Housing:
3,385 units (approximately 8.6% of the city's total housing). Housing density is 4 units per acre. Census tracts to the west of Grant Street have vacancy rates of 10–15%, tracts east of Grant Street are at 15–25%.

Jobs:
2,311 jobs in total. Indiana University-Northwest (IUN) and Ivy Tech are the most significant employers.

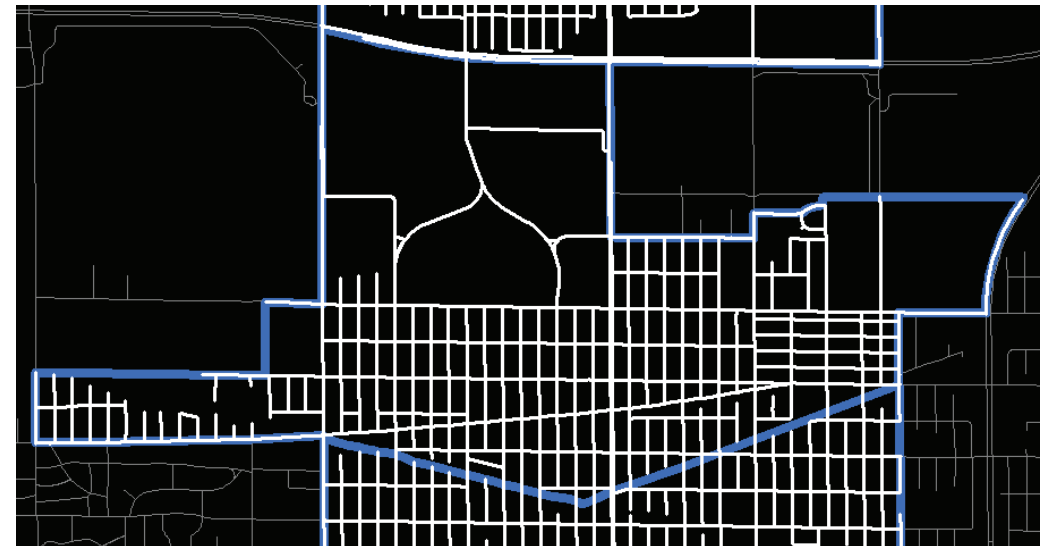


Campus of Indiana University-Northwest, Gary (NIRPC)

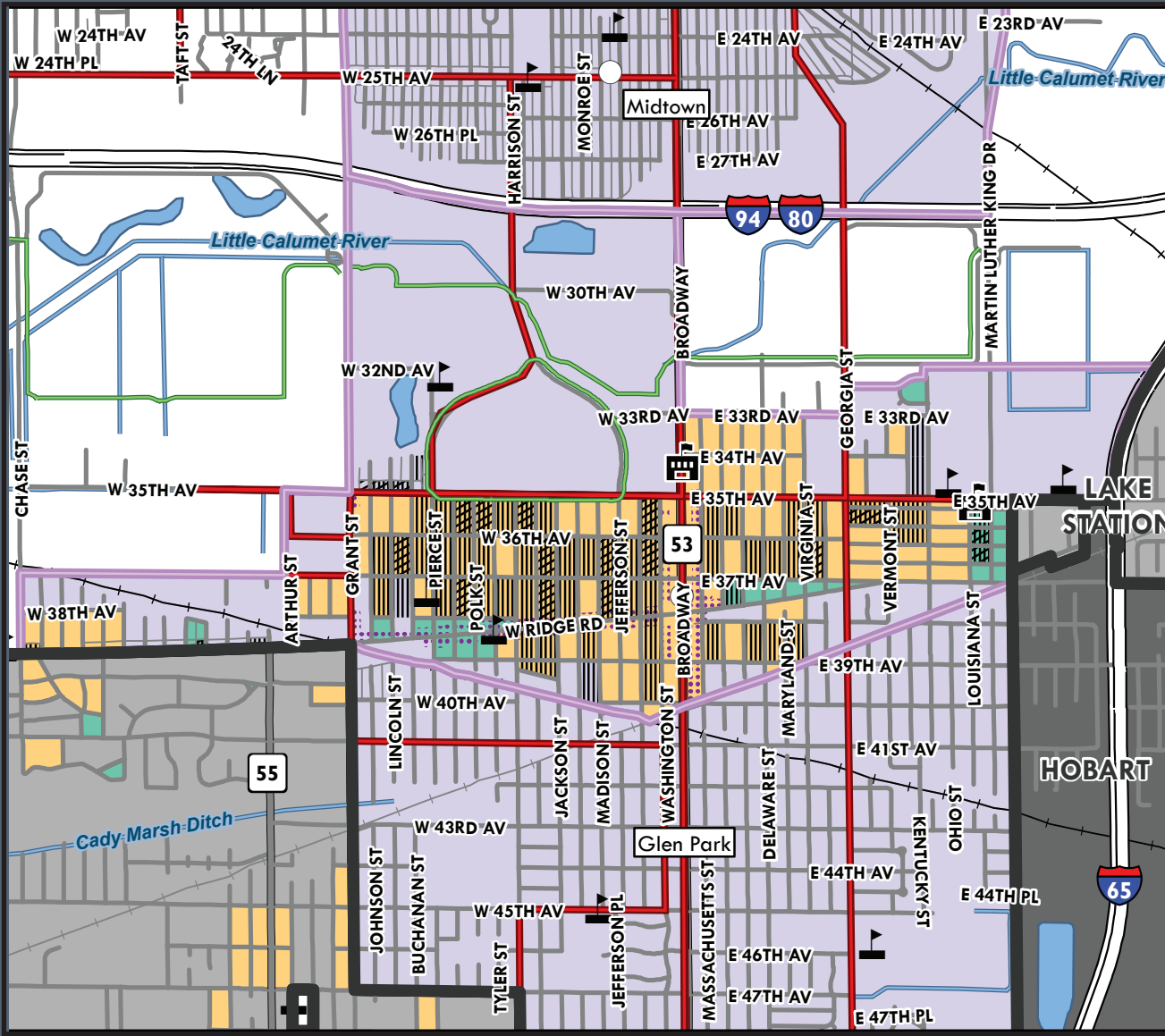
Originally platted at the turn of the 20th century, IUN-Glen Park's physical design was most deeply impacted by the development of Indiana University-Northwest, the enhancement of Ridge Road, and the creation of the Gleason Park Golf Course, all of which occurred in the middle of the 20th century. The result of this development is slightly lower levels of density than one would find in north Gary. Nonetheless, IUN-Glen Park boasts one of the strongest assets found in any neighborhood in Gary: two substantial educational institutions that draw a great number of students during day and evening hours (Indiana University-Northwest and Ivy Tech). Recognizing the strength of this asset, the City of Gary and the Regional Development Authority has undertaken an effort to enhance this neighborhood as a college district: through the expansion of mixed use development, transit, student housing, and retail institutions.

Mobility
Major roads are Interstate 65, Broadway Street (SR 53), Ridge Road, and 35th Avenue. Neighborhood is served by GPTC routes 6, 17, 18, 19, 21, and 22. Norfolk Southern railroad runs through the district.

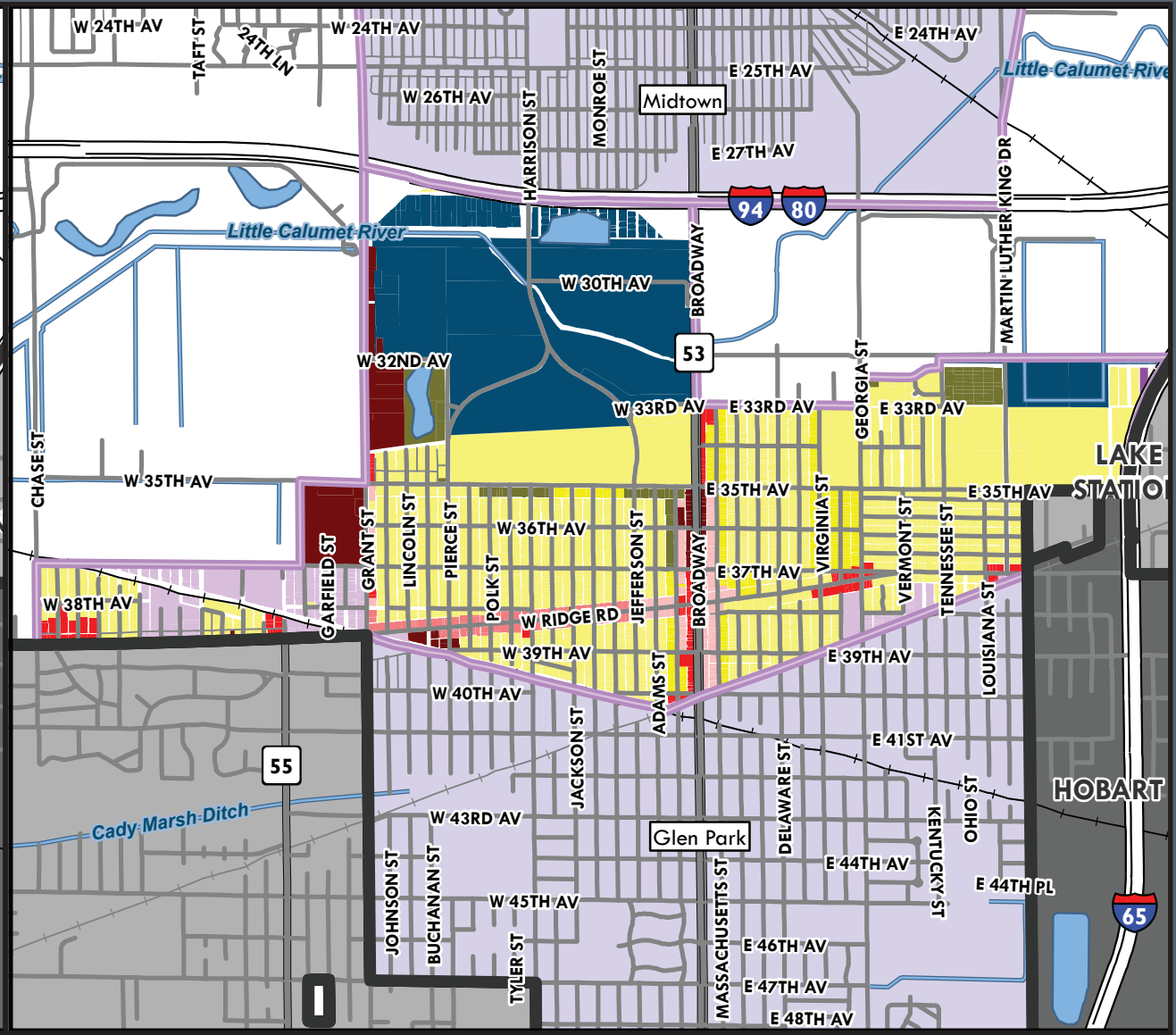
Street Grid:
A dense urban grid network, with Ridge Road serving as a strong diagonal. Its block sizes mostly ranging between 400 and 600 feet, with a few under 400 feet in size. Street conditions range from moderate to poor.



Street Grid, IUN-Glen Park, Gary (NIRPC)



NIRPC ANALYSIS



IUN-GLEN PARK - GARY

ZONING

- Important Features**
- Schools
 - Higher Education
 - Civic Halls
 - South Shore Stops
 - Bus Lines
 - Trails
 - Mixed Use Zoning

- Density Per Acre by Census Block**
- >= 15 People
 - >= 5 Houses
 - >= 5 Houses and 15 People
 - >= 25 Employees
- Block Perimeter**
- < 1600 ft
 - 1600 - 2400 ft

A Neighborhood Center

- Main Centers
- Neighborhood Centers

These Boundaries were drawn in consultation with planners and representative associated with the municipalities based on NIRPC's analysis and the municipality's plans

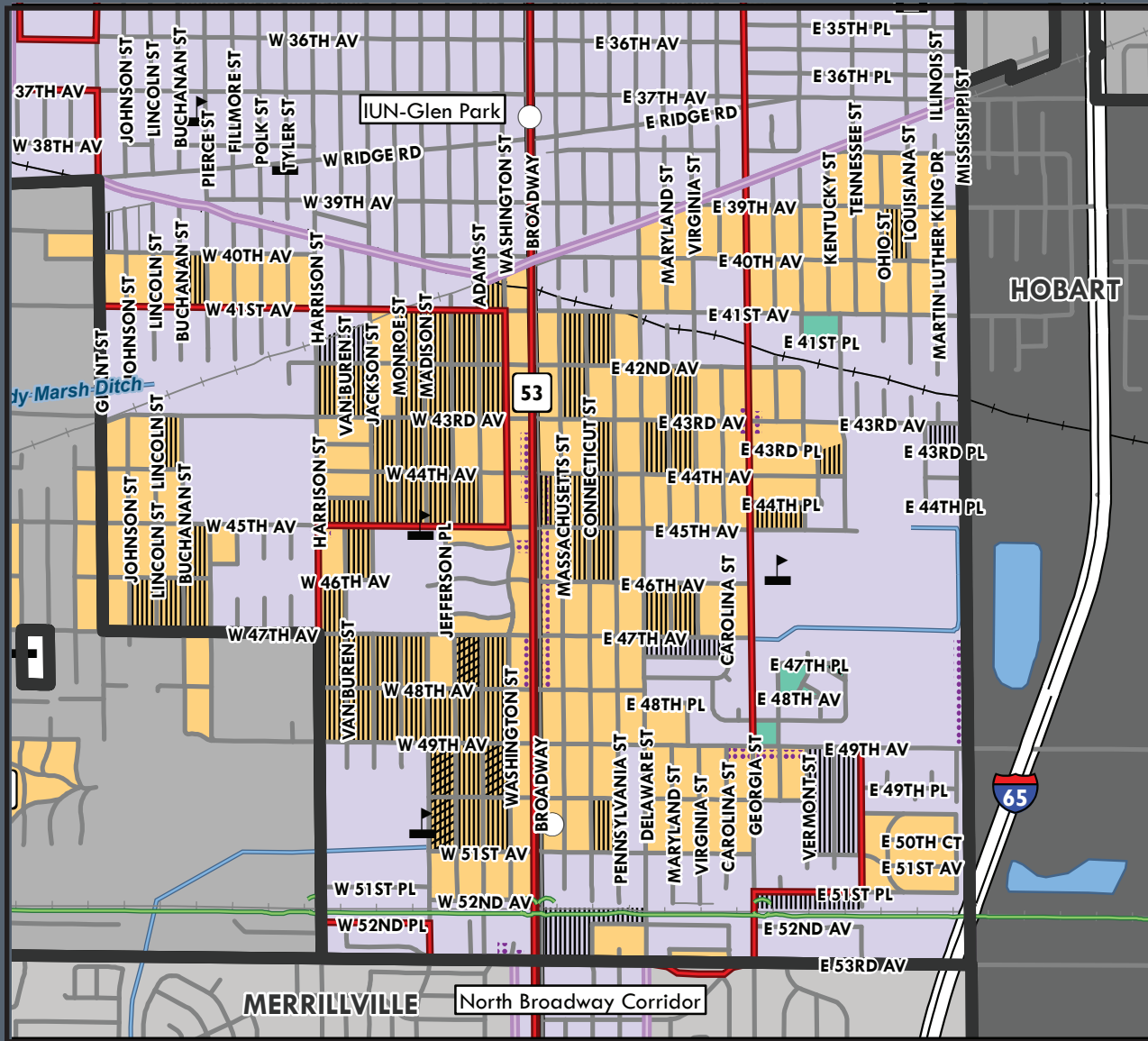
0.25 Miles

- Limited Retail
 - General Retail
 - Limited Service
 - General Service
 - Wholesale and Motor Vehicle
 - Floodplain
 - Limited Manufacturing
 - General Manufacturing
 - Heavy Industrial
 - Single Family
 - Two Family
 - Multiple Family
- Density Per Relevant Zoning Acre
- 8.3 People
 - 4 Houses

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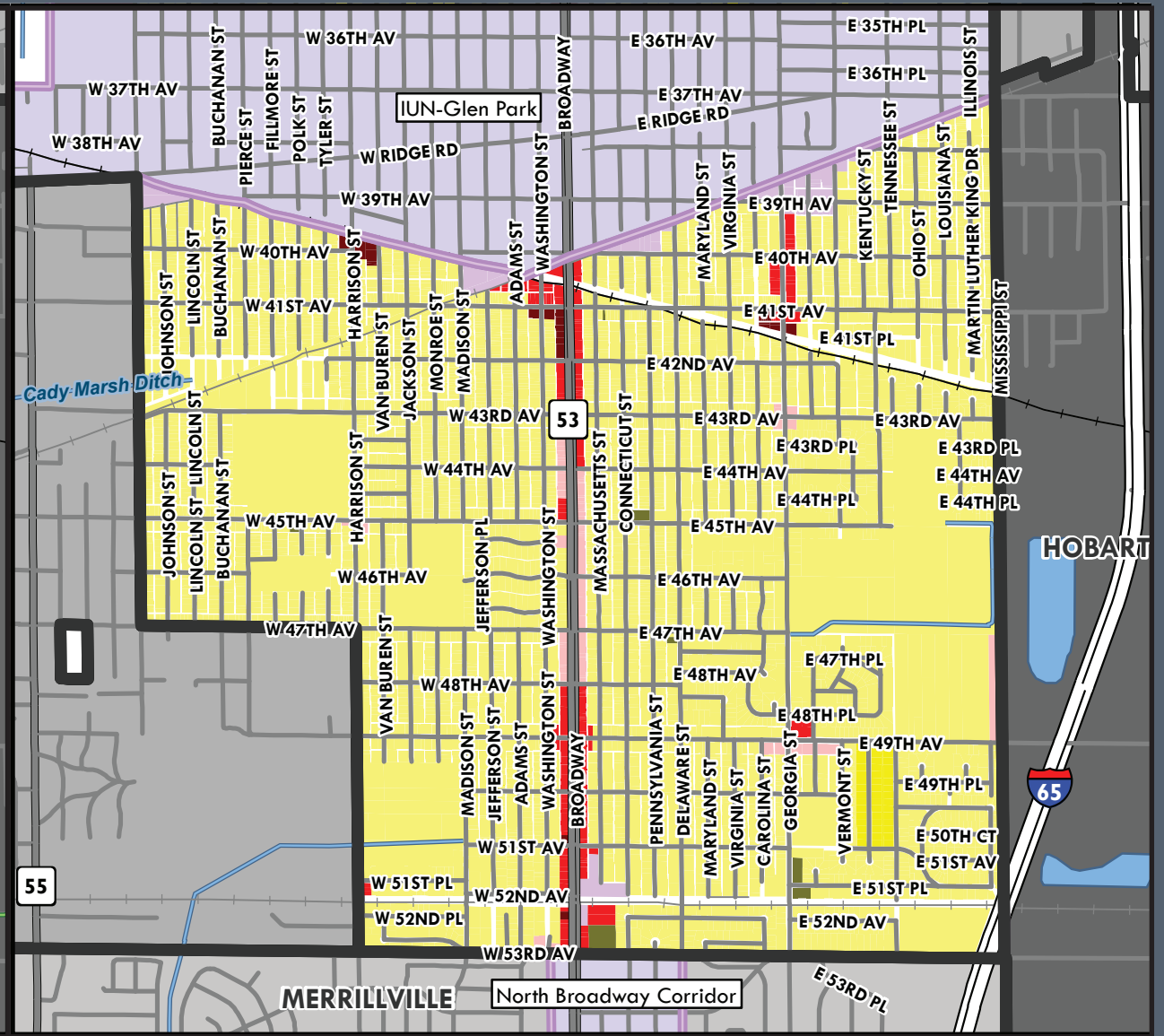


NIRPC ANALYSIS

- Important Features**
- Schools
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 - Mixed Use Zoning

- Density Per Acre by Census Block**
- >= 15 People
 - >= 5 Houses
 - >= 5 Houses and 15 People
 - >= 25 Employees
- Block Perimeter**
- < 1600 ft
 - 1600 - 2400 ft

NIRPC's analysis highlights areas which are dense and walkable. These areas ideally have small block sizes, population and employment density, as well as access to transit, education, and civic halls.



GLEN PARK - GARY

A Neighborhood Center

- Main Centers
- Neighborhood Centers

These boundaries were drawn in consultation with planners and representative associated with the municipalities based on NIRPC's analysis and the municipality's plans



.25 Miles



Map contains data that may be inaccurate or out of date. Refer to NIRPC or municipality for the most current information.

ZONING

- Limited Retail
- General Retail
- Limited Service
- General Service
- Wholesale and Motor Vehicle
- Floodplain
- Limited Manufacturing
- General Manufacturing
- Heavy Industrial
- Single Family
- Two Family
- Multiple Family

Density Per Relevant Zoning Acre
8.8 People / 4 Houses

Zoning data is integral to NIRPC's analysis because it indicates the municipality's current land use as well as desired future land uses. Zoning data is based on the most recent ordinances available.

Traffic Conflict:

Traffic along Broadway Street and Ridge Road is heavy, requiring pedestrians to cross at designated crosswalks. The two routes also hold a lot of truck traffic. Traffic on neighborhood streets is light and pedestrian friendly.

Walkability:

Center of District:

Walk Score of 78 (Very Walkable); lots of sidewalks, most amenities are accessible by foot.

West End:

Walk Score of 29 (Car Dependent); lots of sidewalks, but far from most amenities.

East End:

Walk Score of 29 (Car Dependent); lots of sidewalks, but far from most amenities.

Parking:

Vast parking lots surround IUN and Ivy Tech. In the residential areas, street parking is the dominant form.

Land Use/ Buildings

Building setbacks are 20-30 foot for small residential plots, and 0 feet for commercial/mixed use corridors.

A mixture of red brick bungalows, and red brick (and vinyl-sided) two-story homes are found on the residential streets, dating from the early and middle part of the twentieth century. These buildings vary in terms of upkeep and quality. One and two story brick commercial buildings are found on the main commercial/mixed use corridors.

Open Space/ Landscape

Gleason Park and South Gleason Park Golf Course stand as the only significant open space in the district. To the north, Gleason Park is composed mostly of conserved wetland, with the Little Calumet Trail running through it. The Golf Course just to the south is an 18-hole facility. Sidewalks in IUN-Glen Park present opportunity for green infrastructure, which the City of Gary is currently exploring. Tree cover is substantial on certain residential streets in the district, but is lacking in certain areas of the commercial corridor sidewalks.



Historic Bungalows, IUN-Glen Park, Gary (NIRPC)



Tree-lined street, IUN-Glen Park, Gary (NIRPC)

GLEN PARK (NEIGHBORHOOD CENTER)

Glen Park is bordered by the Norfolk Southern/abandoned railroad to the north, Grant Street/Harrison Street to the west, 53rd Avenue to the south, and Mississippi Street to the east. The total acreage of the center is 1,988.

Population:

12,563 people (15.6% of total population). Population density is about 8.8 people per acre.

Housing:

5,737 units (approximately 14.5% of the city's total housing). Housing density is 4 units per acre. Unit vacancy rate is 1-5%. Unit vacancy rate ranges between 15% and 25% for the district.

Jobs:

1,250 jobs in the district, mostly deriving from the neighborhood's retail locations and from the schools.

The southernmost neighborhood in the City of Gary, Glen Park borders the Town of Merrillville, and therein exhibits lower density levels than in north Gary. That said, the neighborhood is still heavily populated, supporting a large number of churches and schools in the area. Still, Glen Park has experienced a sharp decline in population over the last decade, reflected in its high count of vacant land and crime on its residential streets and commercial corridors.

Mobility

Major roads are Interstate 65, Broadway Avenue (SR 53), Grant Street, 49th Avenue, and 53rd Avenue. Neighborhood served by GPTC routes 17, 18, and 21. Norfolk Southern rail road runs through the district.

Street Grid:

Mostly 400–600 feet, with larger lots on the periphery. Street conditions range from moderate to poor.

Traffic Conflict:

Traffic along Broadway and Grant Street is heavy, requiring pedestrians to cross at designated crosswalks. Grant Street in particular holds a lot of truck traffic. Traffic on neighborhood streets is light and pedestrian friendly.

Walkability:

Northern End:

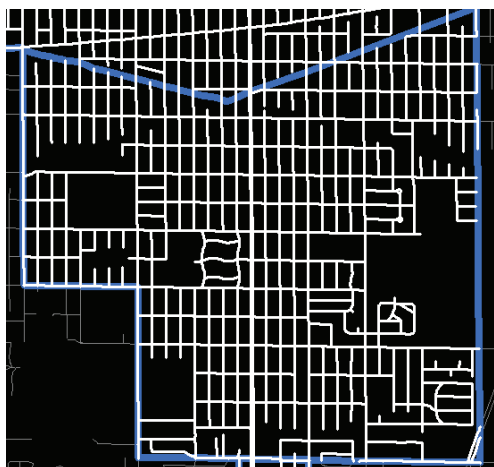
Walk Score of 65 (Somewhat Walkable); lots of sidewalks, range in distance to amenities.

Southern End:

Walk Score of 49 (Car Dependent); lots of sidewalks, but far from most amenities.

Parking:

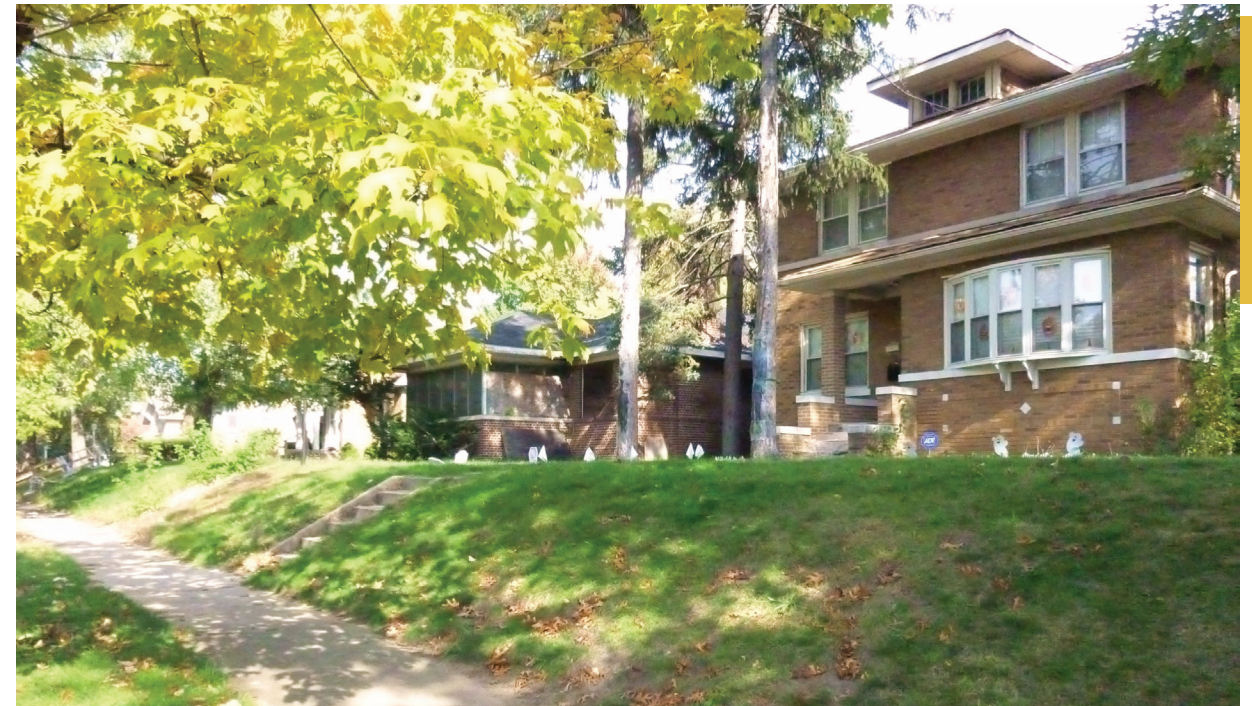
Street parking is the dominant form, with some driveways, and few parking lots.



Street Grid, Glen Park, Gary (NIRPC)



Broadway Avenue Commercial Corridor, Glen Park, Gary (NIRPC)



Historic Bungalows, Glen Park, Gary (NIRPC)

Land Use/Buildings

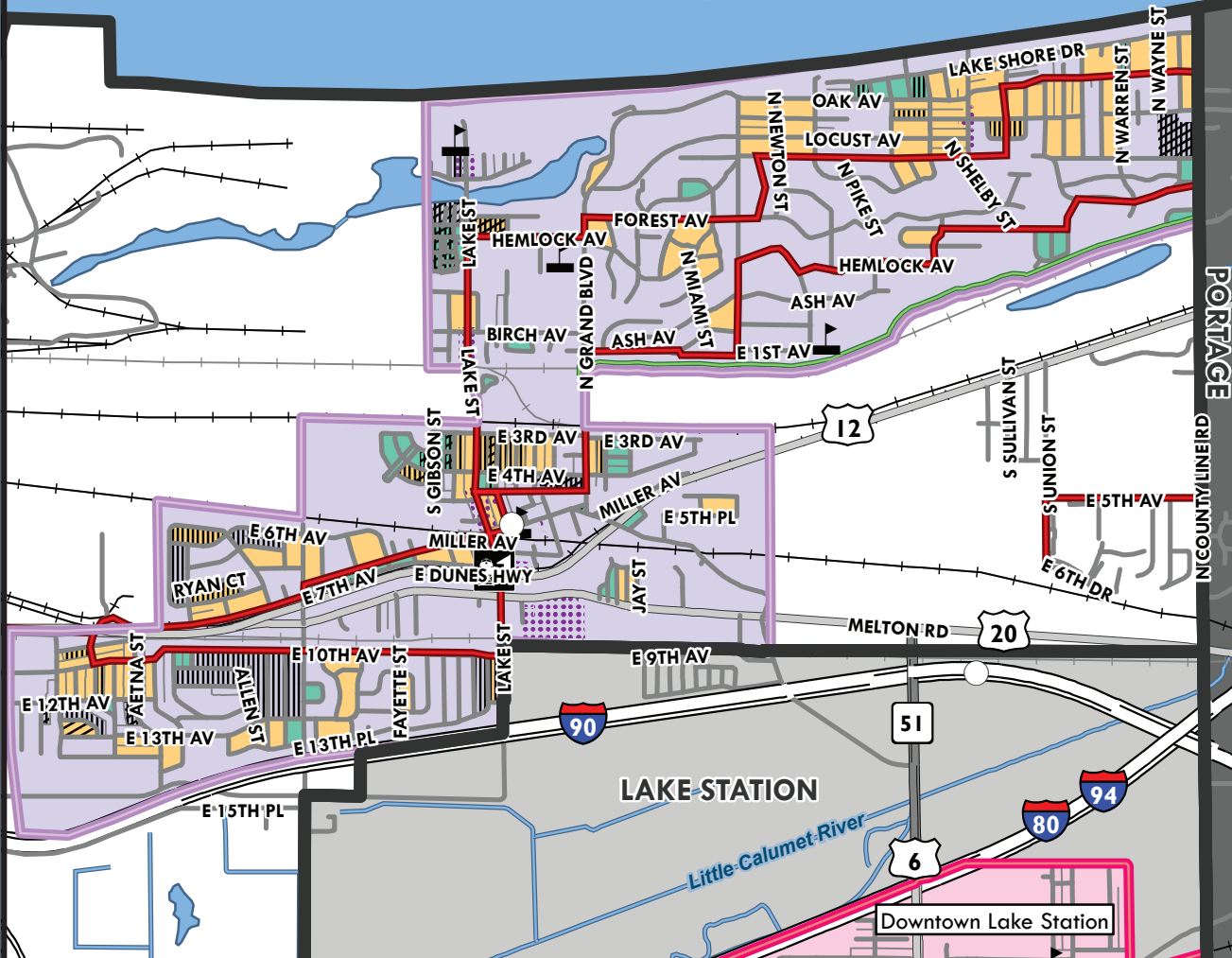
Building setbacks are 10-25 feet for small residential plots, and 0 feet for commercial corridors.

A mixture of single story homes (brick and vinyl), ranch homes, and red brick bungalows are found on the residential streets, dating from the early and middle part of the twentieth century. Detached commercial strip buildings are found on Broadway Avenue. All these buildings range in quality and upkeep.

Open Space/ Landscape

Pittman Square Park is located in Glen Park, featuring a basketball court, playground, and open space. The neighborhood is also in close proximity to the Oak Savannah Trail. Most of the residential streets have substantial tree cover, while on the commercial corridors it is lacking. The sidewalk network is inconsistent, meaning that the opportunities for green infrastructure are as well.

Lake Michigan



NIRPC ANALYSIS

- Important Features**
- Schools
 - Higher Education
 - Civic Halls
 - South Shore Stops
 - Bus Lines
 - Trails
 - Mixed Use Zoning

- Density Per Acre by Census Block**
- >= 15 People
 - >= 5 Houses
 - >= 5 Houses and 15 People
 - >= 25 Employees
- Block Perimeter**
- < 1600 ft
 - 1600 - 2400 ft

AETNA/MILLER BEACH - GARY

A Neighborhood Center

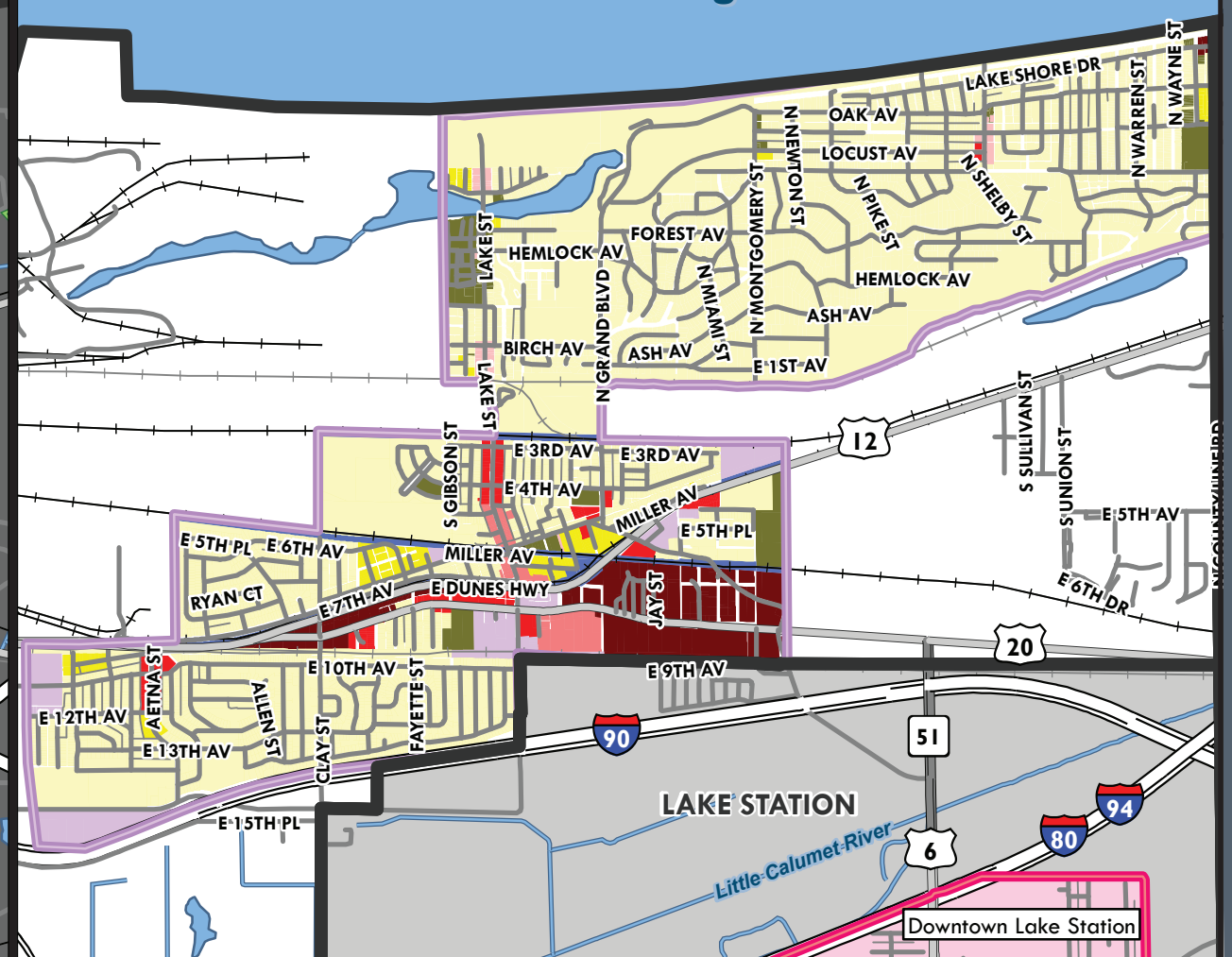
- Main Centers
- Neighborhood Centers

These Boundaries were drawn in consultation with planners and representative associated with the municipalities based on NIRPC's analysis and the municipality's plans

Scale: .25 Miles

Map contains data that may be inaccurate or out of date. Refer to NIRPC or municipality for the most current information.

Lake Michigan



ZONING

- Limited Retail
 - General Retail
 - Limited Service
 - General Service
 - Wholesale and Motor Vehicle
 - Floodplain
 - Limited Manufacturing
 - General Manufacturing
 - Heavy Industrial
 - Single Family
 - Two Family
 - Multiple Family
- Density Per Relevant Zoning Acre
6.2 People
3.1 Houses

Zoning data is integral to NIRPC's analysis because it indicates the municipality's current land use as well as desired future land uses. Zoning data is based on the most recent ordinances available.

AETNA/MILLER BEACH (NEIGHBORHOOD CENTER)

The Aetna/Miller Beach neighborhood center is a combination of two sub-neighborhoods. The Aetna section is bounded by the Norfolk Southern railroad to the north, the Indiana Toll Road (I-90) to the west and to the south, and Ripley Street to the east. For the Miller Beach portion, the boundaries are generally Lake Michigan to the north, Gibson Street to the west, the Norfolk Southern railroad to the south, and North County Line Road to the east. The total acreage of the center is 2,726 acres.

Population:

11,147 people (14% of total population). Population density is about 6.2 people per acre.

Housing:

5,594 units (14% of the city's total housing). Housing density is 3.1 units per acre. Unit vacancy rate is over 25% in Aetna, while in Miller Beach, it stands at 5%, which is the lowest in Gary.

Jobs:

1,208 jobs are in the combined neighborhood, deriving from a mixture of retail and institutional employers.



Abandoned Homes, Aetna, Gary (NIRPC)



Lake Street, Miller Beach, Gary (NIRPC)



Miller NICTD Station, Miller Beach, Gary (NIRPC)

Situated on the east end of Gary, just to the west of the Porter County border, Aetna and Miller Beach share a similar proximity, and common corridors (US 12 & 20). However, from that point on the two neighborhoods begin to differentiate. Aetna was platted in the late 1800's as the site for a gun powder factory. The area's isolation from much of the rest of Gary made it a natural fit for a manufacturing facility that was processing explosive material. Nonetheless, workers communities began to develop around the facility, eventually outlasting its presence. As the twentieth century marched to a close however, much of the populations and businesses located in Aetna began to disappear. Today, both the vacancy rate and the crime rate are high in Aetna.

At some indistinct point around the Miller NICTD station, Aetna transforms into Miller Beach. Miller Beach is a highly unique neighborhood when compared with the rest of industrial urban Gary. The neighborhood was originally developed as a resort destination for Chicagoans looking for a lakeside vacation getaway to the Indiana Dunes. Miller Beach contains a portion of the Indiana Dunes National Lakeshore, the city's most substantial green space (Marquette Park), some of the city's most stable commercial districts (Lake Street & Beach Shopping Plaza), and some of the city's highest home values. It is due to these assets, among others, that many believe that the revitalization of Gary begins within maximizing on opportunities in Miller Beach. Recognizing these opportunities, the city has been working with the Sustainable Communities Partnership (EPA-DOT-HUD) on spurring transit-oriented development in Aetna and Miller Beach, centered around the Miller NICTD station, and along US 12 & 20 (as part of the Gary Northside Redevelopment Project). That, in conjunction with the work that the Northwest Indiana Regional Development Authority has completed in Marquette Park, could lead to the revitalization of Aetna/Miller Beach as a livable center.

Mobility

Major roads are the Indiana Toll Road (I-90, no exit), Dunes Highway (US 12), Melton Road (US 20), Lake Street, South Grand Boulevard, N County Line Road, Aetna Street, and Shelby Street. Neighborhood served by the Miller NICTD Station, and GPTC Route 13. Freight railroads running through the district are the Norfolk Southern, CSX, the Chicago, South Shore, and South Bend railroads

Street Grid:

More curvilinear and suburban-style streets than found in most other parts of Gary. Nonetheless, the block sizes are smaller than those found in most true suburbs: an even mixture of blocks under 400 feet, between 400 and 600 feet, and over 600 feet.

Traffic Conflict:

Traffic along US 12 and US 20 is heavy, requiring pedestrians to cross at designated crosswalks. The two routes also hold a lot of heavy duty truck traffic. Traffic on Lake Street and neighborhood streets is light and pedestrian friendly.

Walkability:

Aetna/Miller Beach Boundary:

Walk Score of 49 (Car Dependent); lots of sidewalks, but far from most amenities.

Central Aetna:

Walk Score of 15 (Car Dependent); few sidewalks, far from most amenities.

Central Miller Beach:

Walk Score of 11 (Car Dependent); few sidewalks, far from most amenities.



Street Grid, Aetna/Miller Beach, Gary (NIRPC)



Beach Shopping Center, Miller Beach, Gary (NIRPC)

Parking:

Mixture of street parking and driveway parking in Aetna and Miller Beach.

Land Use/ Buildings

Building setbacks are 25-40 feet for small residential plots, and 0-5 feet for commercial/mixed use corridors.

Residential buildings are predominantly one- and two-story, brick and vinyl-sided ranch homes and cottages from the early and middle part of twentieth century. They vary in terms of up-keep and quality. Commercial areas are largely made up of attached single story storefronts from the early and middle part of the twentieth century. On the far east end of Miller Beach, there exists some more high end, contemporary, modular single family homes. A few low-income multi-family housing towers exist in Miller as well.

Open Space/ Landscape

Compared to other areas in Gary, Aetna/Miller Beach boasts a significant amount of park space. Situated on the Lake Michigan coastline is Marquette Park, a beautiful lakefront recreation area endowed with a public beach, restored sand dunes and park pavilion, and significant amounts of open space. The Miller Beach section of the neighborhood is also entirely surrounded by land belonging to the Indiana Dunes National Lakeshore. Traversing through this land, additionally, is the Marquette Greenway, a former railroad bed converted to an off-street bike path. On the Aetna end of the neighborhood, June La Broi Park stands as the most significant green space, featuring a playground, trails, and substantial tree cover.

Tree cover on residential streets and commercial corridors is fairly substantial throughout Aetna/Miller Beach, but lacking on US 12 and 20. Green infrastructure pilots in Miller Beach are currently being undertaken by the city. As it currently stands, the sidewalk network is incomplete throughout the district, posing some challenges for green infrastructure. Nonetheless, the neighborhood is situated on land that was originally wetlands, and so the city has identified green infrastructure expansion through the neighborhood as a priority.



Left and Right, Marquette Park, Miller Beach, Gary (NIRPC)