



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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LARGE COMMUNITY

DESIGN PRINCIPLES

- Employment center
- Improve community identity
- Close to transit stops
- Concentration of housing, retail, office and civic destinations within walking distance and a good pedestrian network.
- Walkable, and mixed-uses development
- Achieve appropriate density based on the size of center
- Improve pedestrian mobility and safety
- Improve store front space, park and open space
- Provide diversity housing options

SCALE RECOMMENDATIONS

- Blocks generally between 200-400 feet in length that contain a variety of uses
- Densities typically range between 8 and 15 dwelling units per acre, while nonresidential floor area ratios may range between 1.0-2.0.
- Areas of concentrated employment or major trip generators
- Low to middle-rise buildings serve with trail and local buses.
- Municipalities: Merrillville, Portage, Valparaiso, and Hobart, including eleven communities in the region.

CITY OF CROWN POINT



Old Lake County Courthouse, Downtown Crown Point (NIRPC)

Overview

Crown Point is a Northwest Indiana community in Lake County about 45 miles southeast of Downtown Chicago and 16 miles south of Gary. According to 2010 census the City's population was 27,317.

Crown Point is generally bounded by Interstate 65 on the east, Clark Street on the west, 93rd Avenue on the north, and 129th Avenue on the south. Its neighbors include Merrillville and Schererville to the north, Winfield to the east, and several townships in unincorporated Lake County. All major city facilities are located in the Downtown center.

Livable Centers

Crown Point includes a livable center and two neighborhood centers as follows:

DOWNTOWN CROWN POINT (DOWNTOWN CENTER)

The Downtown Center is defined by Summit Street on the north, West Street on the west, Indiana Avenue on the east, and South Street on the south. The total acreage of the center is 412 acres.

Population:

2,575 people (10% of Crown Point population). Population density is 13 people per acre.

Housing:

The total housing is 1,261 units (approximately 12% of Crown Point total housing). Housing density is 6.3 units per acre.

Jobs:



Total employment in the downtown area is 2442 with a density of 24 employees per acre.

The center of Downtown is a landmark building of the County Courthouse that was built in 1878 and expanded in 1907 and 1928. The Courthouse no longer holds the county offices, which have moved to a modern building on 93rd Avenue, but it remains active with shops, offices, the Lake County Historical Museum, and the Crown Point Chamber of Commerce. The area around Courthouse Square is the City's historic center. It contains City Hall, the library, restaurants, and a variety of small service and retail businesses that provide residents and visitors with mostly specialty or convenience shopping and services.

CROWN POINT'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.

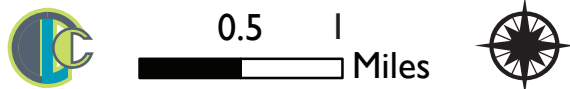
-  Schools
-  Higher Education
-  Civic Halls
-  South Shore Stops
-  Trails
-  Bus Lines
-  Identified Mixed Use Zoning

Density per Acre by Census Block

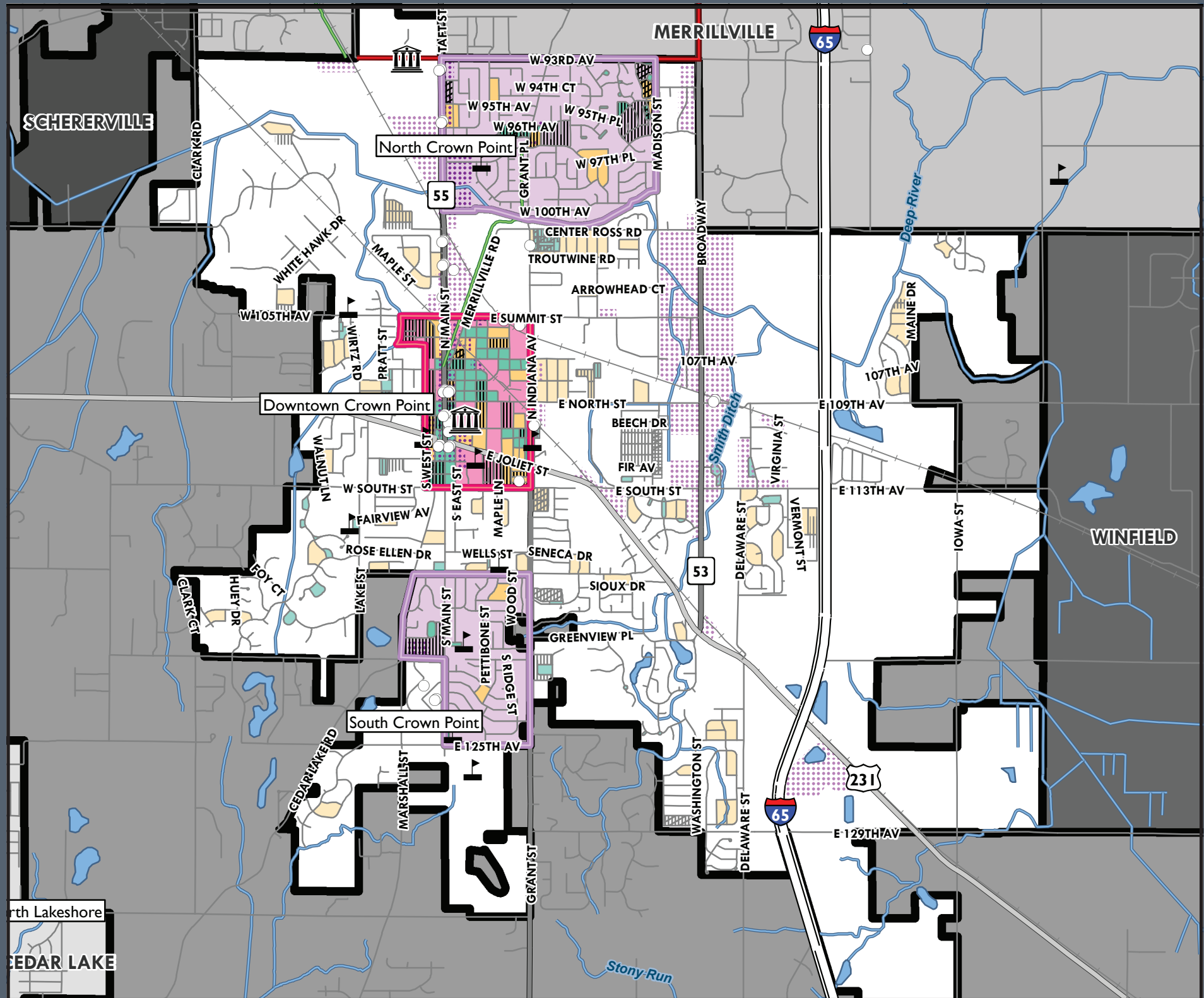
-  ≥ 25 Employees
-  ≥ 5 Houses
-  ≥ 5 Houses and 15 People
-  ≥ 15 People

Block Perimeter

-  < 1600 ft
-  1600 - 2400 ft



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





Mobility

Main Street in the Downtown center is the primary commercial corridor and gateway into Crown Point. It contains a wide variety of commercial uses including office, service, retail, and restaurants. These uses serve the needs of local residents and visitors traveling through Crown Point. Frontage roads along this corridor affect traffic flow, safety, and building visibility. The roadway also has varying widths and is especially narrow on its approach to Downtown from Summit Street to the Courthouse.

Street Grid:

As shown on the map, streets are laid out in a grid system with a short block length that creates strong connectivity and is easy to walk.

Traffic Conflict:

Truck traffic from Route 231 attempting to navigate the one-way road configuration around the Courthouse causes problems and noise. Trucks turn across several lanes, clip the corners of intersections, or nearly hit traffic signals and parked cars.

Walkability:

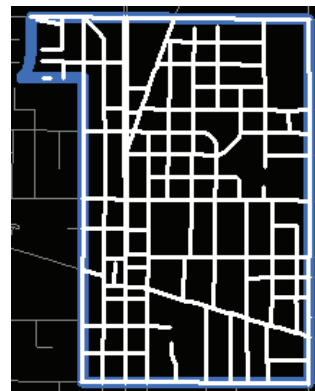
Downtown Crown Point, based on www.walkscore.com, scores 77, which is very walkable. However, the wide streets also make it difficult for pedestrians to cross, and pedestrian-vehicle conflicts have been continually reported. The Main Street corridor contains multiple curb cuts that disrupt traffic flow and affect safety.

Parking:

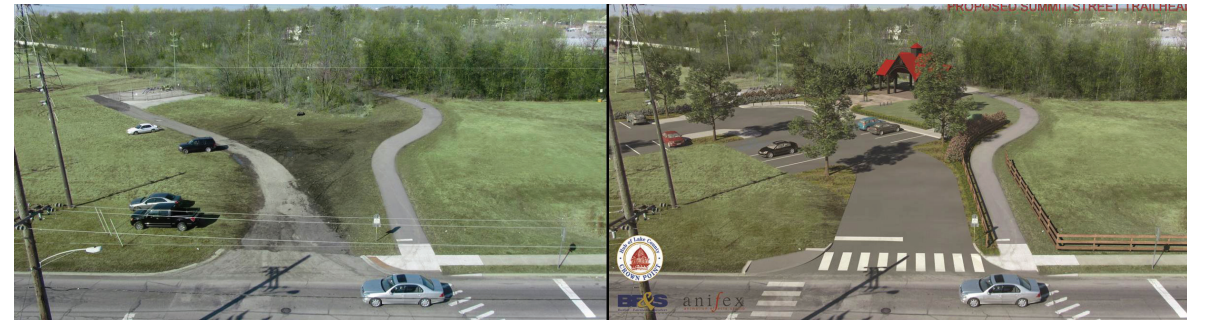
Parking in Downtown appears to be sufficient, but some lots are not well marked. Also, access from shared parking lots behind shops or on the perimeter of Downtown is often difficult or unattractive.



Main Street Commercial Corridor, Downtown Crown Point (NIRPC)



Street Grid, Downtown Crown Point (NIRPC)



Complete Street redevelopment, Summit Avenue, Downtown Crown Point (Butler, Fairmin, and Seufert)

Land Use/Buildings

Buildings setbacks along Main Street are deep and inconsistent, which limit the visibility of commercial businesses along with a wide variety of signage designs, colors, and heights, create visual clutter along the northern gateway into the City. The Main Street corridor overall is in fair physical condition.

A variety of older brick buildings frame the Square and, together with the Courthouse, provide a highly memorable image for the City. The Downtown is considered a regional shopping and dining hub for Northwest Indiana residents.

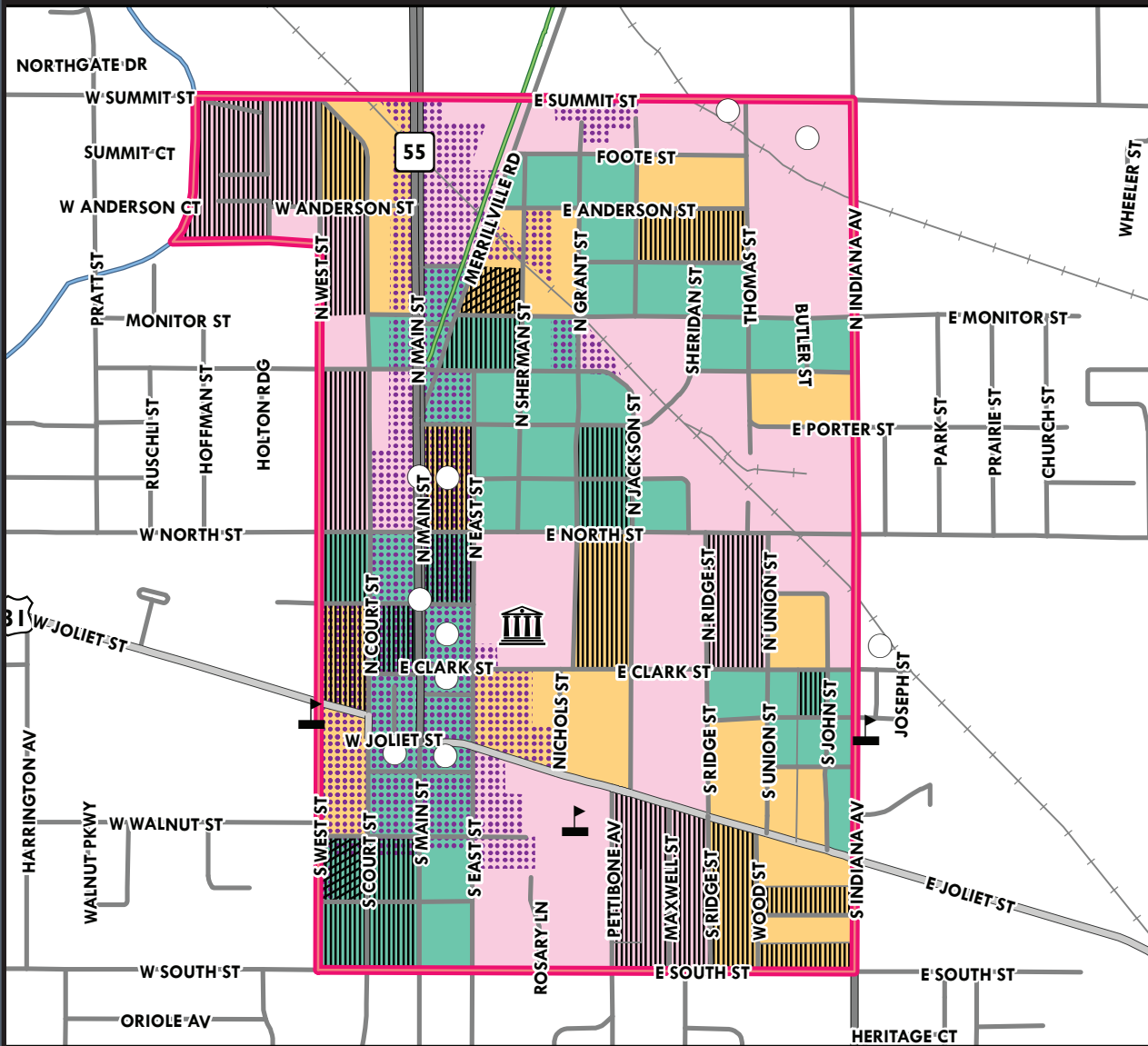
Some small industrial uses are also located just northeast of Downtown, south of Summit Street and west of Indiana Avenue. There are locations in Crown Point's Downtown that could accommodate a larger facility in the future, such as the former high school site.

Some Downtown buildings suffer from deteriorating physical conditions and/or unattractive facades and rear entrances. Area and business signage is aging or unattractive and contributes to visual clutter.

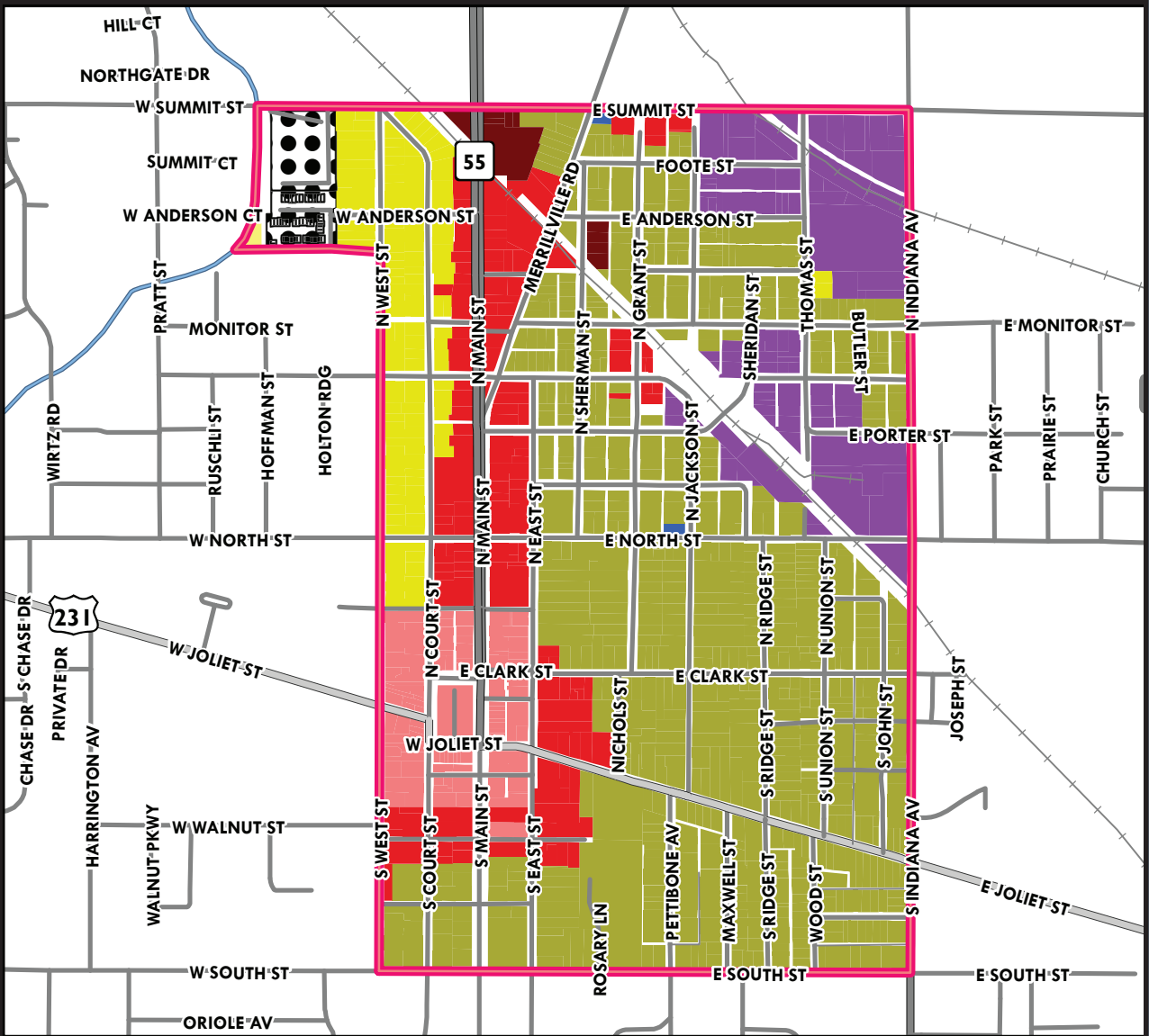
Open Space/ Landscape

The area includes two neighborhood parks, Russ Keller Park (8.5 acres) and Thomas Street Park (five acres). Both parks contain playground, swing set, picnic tables, and open space. Thomas Street Park contains three fields, basketball, baseball, and volleyball. Russ Park includes a soccer field.

The area in general lacks open spaces that provide for outdoor cafes, places to sit, and special events. The Downtown area needs a more attractive streetscapes extending from the Courthouse site to other Downtown blocks to make the area more pedestrian friendly. There is a visual conflict of tree-lined streets vs. overhead utilities.



NIRPC ANALYSIS



DOWNTOWN CROWN POINT

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

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

0 .25 Miles

- Density Per Relevant Zoning Acre**
- 13 People
 - 6.3 Houses
 - 24 Employees

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.

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

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.

NORTH SIDE (NEIGHBORHOOD CENTER)

The North Side Neighborhood Center is bounded by 93rd Avenue on the north, Main Street on the west, 101st Street on the south, and Madison Avenue on the east.

Population:

5,294 people (almost 20% of Crown Point population). Population density is 12 people per acre.

Housing:

The total housing is 2,309 units (approximately 21% of Crown Point total housing). Housing density is 5.1 units per acre.

Jobs:

Total employment in the North Side area is 3,627 with a density of 71 employees per acre. This high density of employment includes the Lake County Complex.

The Lake County Government complex is the largest employer in the city with over 2000 employees, and located across the street from the neighborhood center west of Main St. The County complex is considered a major activity generator.

Mobility

Gary Public Transit Corporation (GPTC) Bus 17 provides service to the area, and has a stop at the Lake County Government Complex.

Street Grid:

As shown in the street network map, streets are very dense but are not well connected. However, Grant Street provides the north-south connection to major roads as well as 97th Street which provides an east-west connection.

Walkability:

The area is generally well connected by maintained sidewalks, though it is far from many amenities. The neighborhood has a Walk Score 30 (Car-Dependent).

Land Use/ Buildings

The area is mixed-product single-family subdivision that is comprised of single-family homes and townhouses and is generally in good physical condition. Residential land use is the dominant land use, which represents about 90% of the total land uses in the area.

The commercial area is located largely on Main Street. It contains a variety of commercial uses including office, service, and retail. The overall character of the buildings is a typical suburban development with large surface parking surrounding the buildings. The adjacent areas north and east of the neighborhood center are still undeveloped creating a more typical suburban low density area.

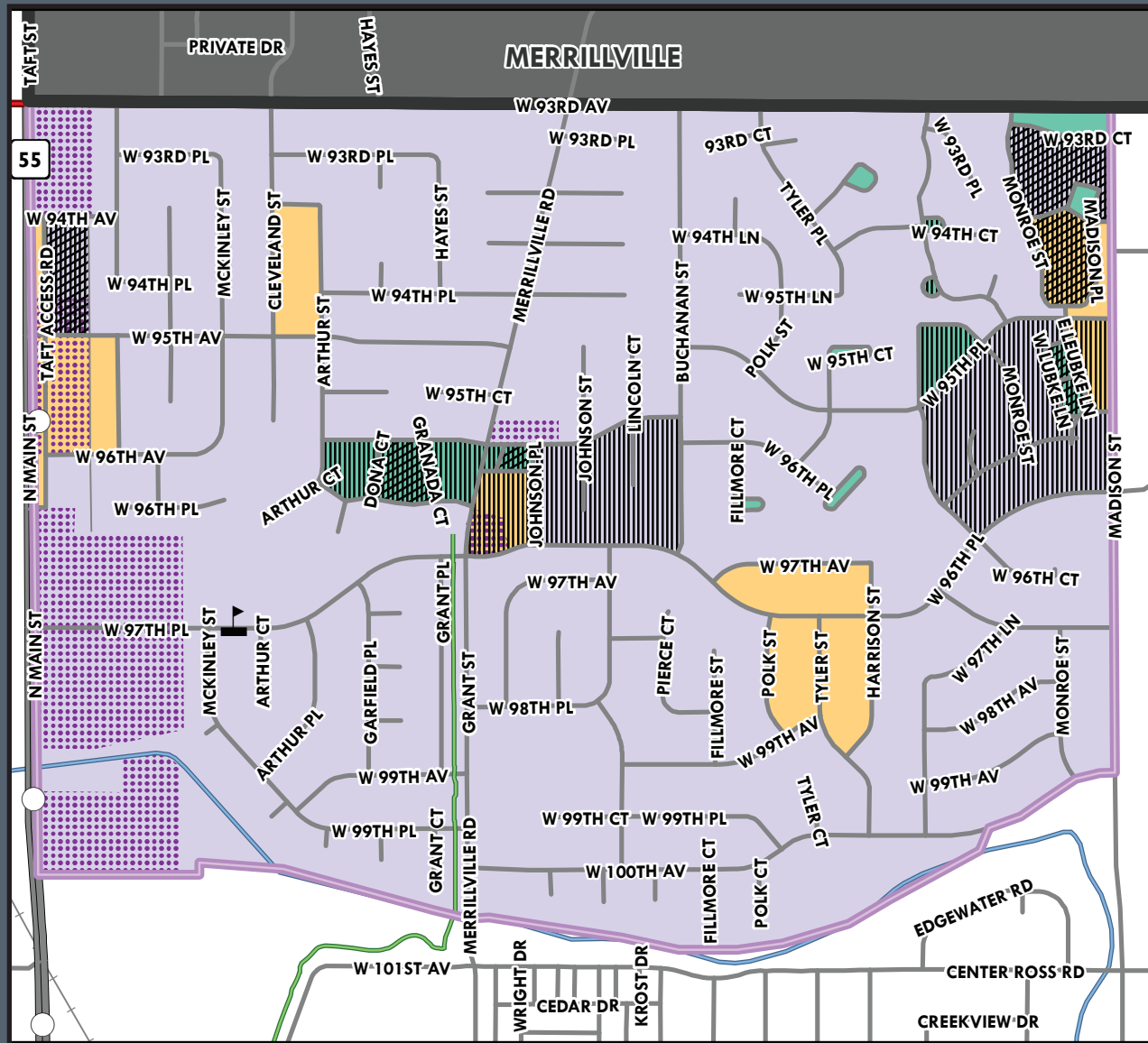
Open Space/ Landscape

The area includes two neighborhood parks, Collins Park (four acres) and Erlenbach Park (4.5 acres). Both parks contain a playground, swing set, picnic areas, and open space. Collins Park also includes a tennis court and a baseball field and Erlenbach Park includes a soccer field.



Street Grid,
North Side, Crown Point
(NIRPC)

Large Community



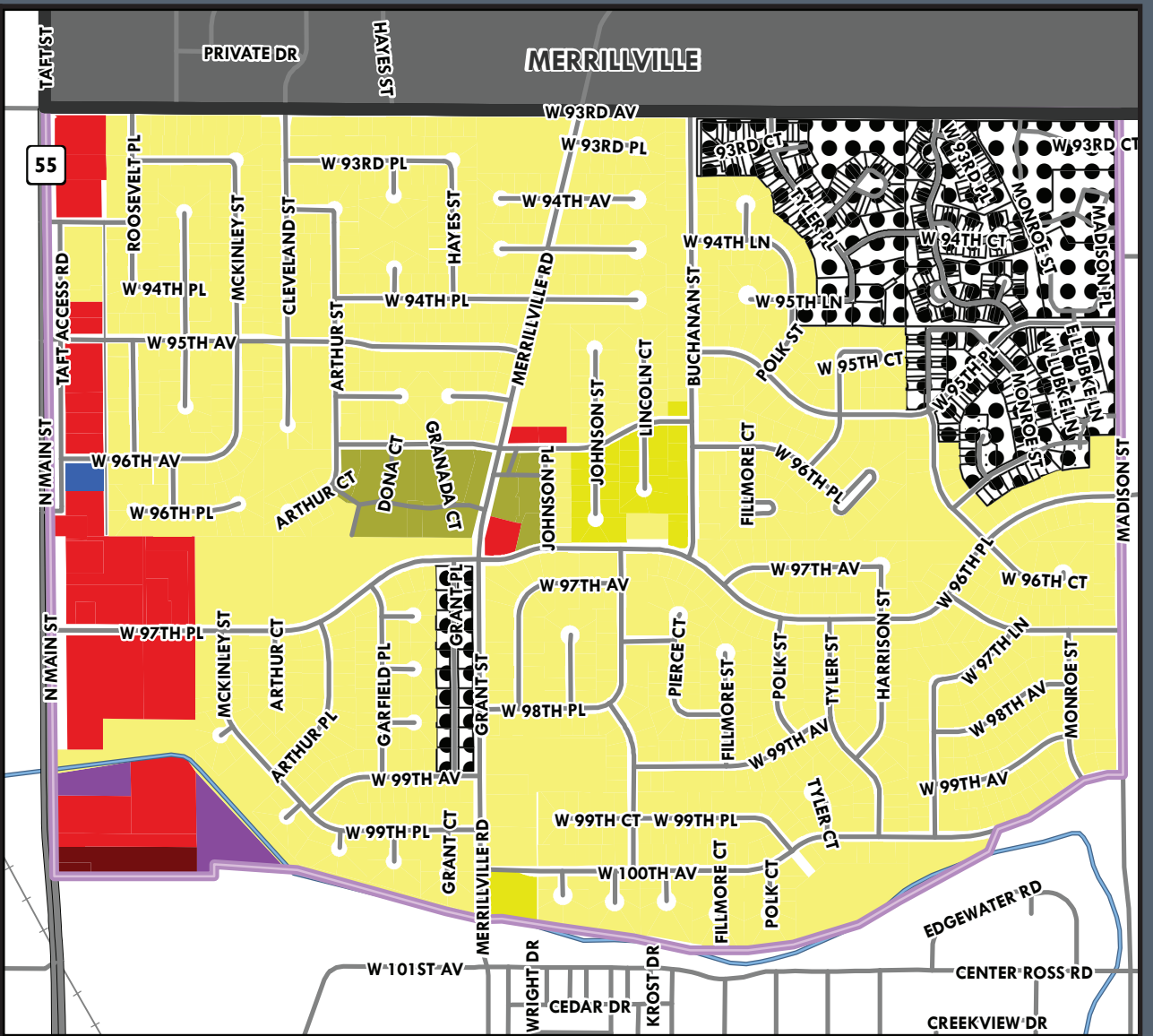
NIRPC ANALYSIS

- 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

NORTH SIDE - CROWN POINT

- 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



ZONING

- | | | |
|-------------|----------------|-----|
| Agriculture | Conservation | R-1 |
| B-1 | Industrial | R-2 |
| B-2 | Office Service | R-3 |
| B-3 | PUD | |
- Density Per Relevant Zoning Acre**
- | | | |
|-----------|------------|--------------|
| 12 People | 5.1 Houses | 71 Employees |
|-----------|------------|--------------|

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SOUTH SIDE (NEIGHBORHOOD CENTER)

The South Side neighborhood center is bounded by West Greenwood Avenue on the north, Court Street and Main Street on the west, West 125th Street on the south, and Indiana Avenue on the east.

Population:

2419 people (almost 9% of Crown Point population). Population density is 8.3 people per acre.

Housing:

The total housing is 950 units (approximately 8% of Crown Point total housing). Housing density is considerably low with 3.3 units per acre.

Jobs:

Total employment within the area is very low 368 with a density of 6.3 employees per acre. However, Franciscan St. Anthony Hospital, the second largest employer in the city with over 1,450 employees, is located across the street from the neighborhood center west of Main Street and it is considered an activity generator facility.

Robert A. Taft Middle School is centered in the neighborhood and accessible within walking distance from adjacent houses. Crown Point High School is also located south of the center. Both schools are considered major activity generators.

Mobility

Street Grid:

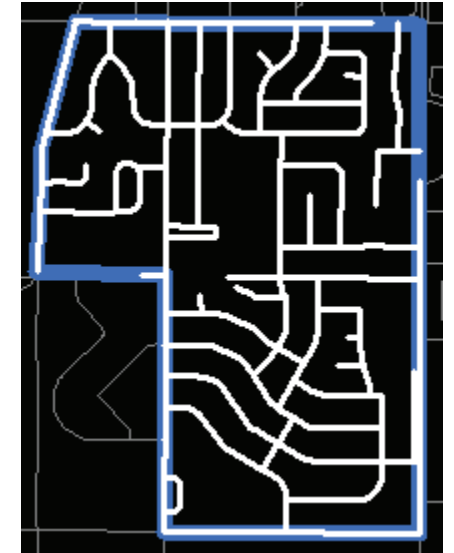
As shown in the street network map, streets have a reasonable connectivity to major roads. The street network is less dense than the other two centers, which is also reflected in the density of buildings and people.

Traffic Conflict:

Per Crown Point's comprehensive plan, the intersection of Court Street, Cedar Lake Road, and 121st Avenue intersection that is located on the east edge of the center contains high traffic volumes, peak-hour congestion, and/or safety and operational issues.



Single Family Homes, South Side, Crown Point (NIRPC)



Street Grid,
South Side, Crown Point
(NIRPC)

Walkability:

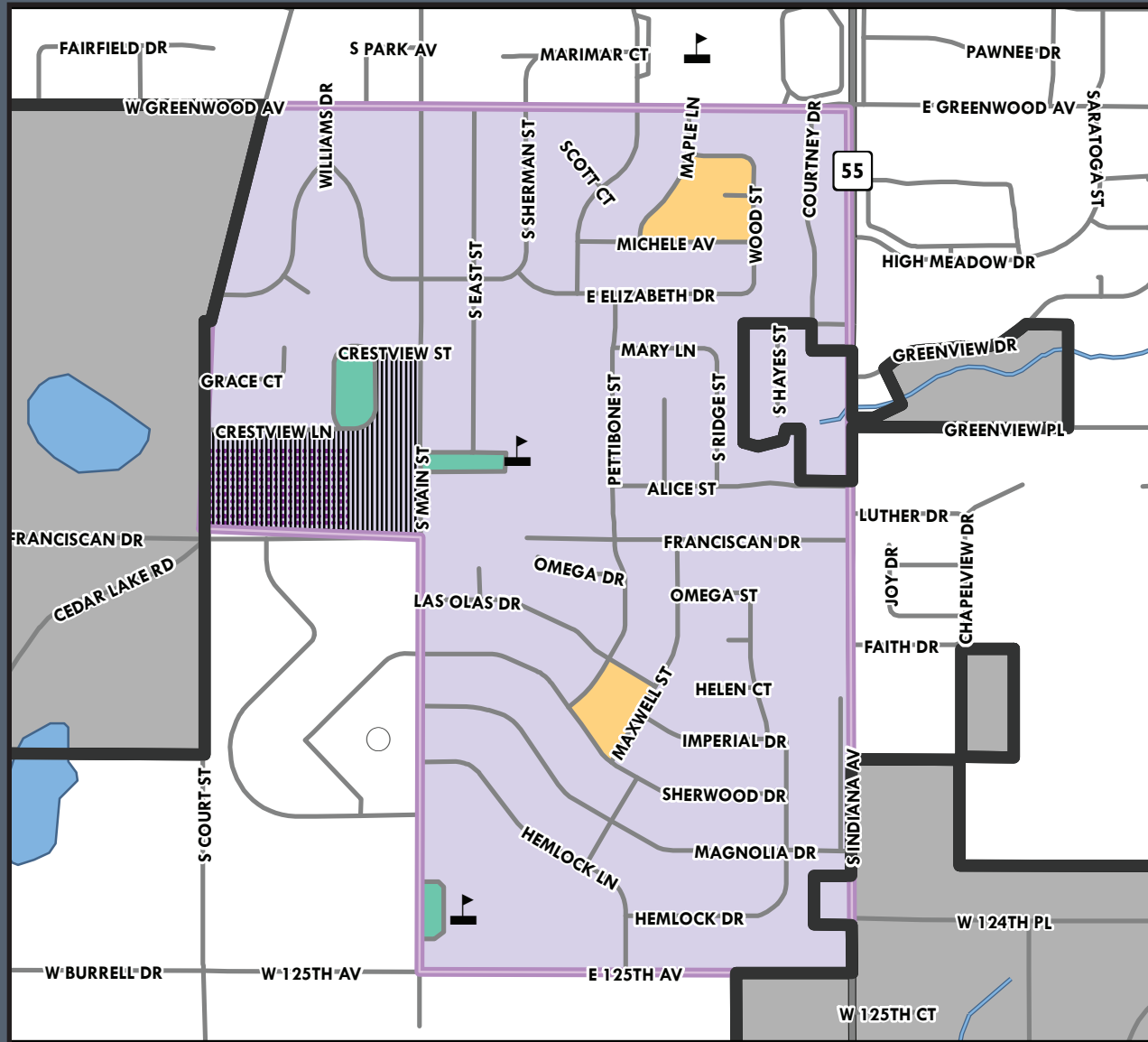
The area is in general well connected by maintained sidewalks, though far from many amenities. The neighborhood has a Walk Score 31 (Car-Dependent).

Land Use/Buildings

Residential single-family home are the dominant land use in the center and represent about 74% of the total land use. The center includes smaller commercial corners, which are nodes that provide convenience shopping. The main commercial node is at the Court/Cedar Lake/Franciscan intersection just north of Franciscan St. Anthony Hospital. This area is in fair physical condition but needs building, signage, and landscaping improvement.

Open Space/ Landscape

The area is served by a five acres neighborhood park called Kaiser Park. The park contains tennis courts, picnic areas, playground, portable toilet, open space, and a swing set.



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

SOUTH SIDE - CROWN POINT

A Neighborhood Center

- Main Centers
- Neighborhood Centers

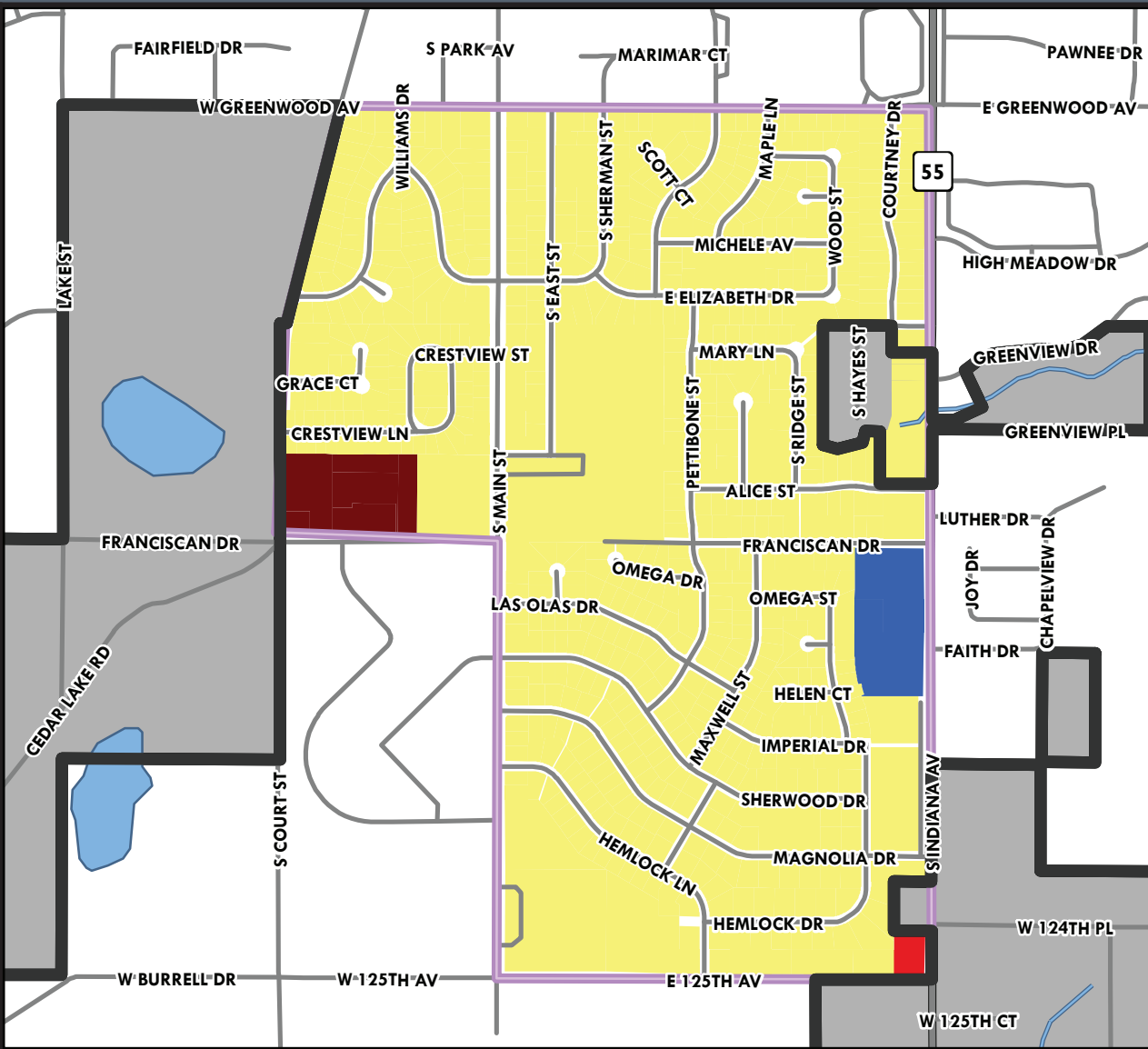
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0 .25 Miles



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ZONING

- Agriculture
- Conservation
- R-1
- B-1
- Industrial
- R-2
- B-2
- Office Service
- R-3
- B-3
- PUD

Density Per Relevant Zoning Acre

8.3 People 3.3 Houses 6.3 Employees

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.

CITY OF EAST CHICAGO



New Housing from the North Harbor Redevelopment Initiative, East Chicago (NIRPC)

Overview

East Chicago is a Northwest Indiana community in Lake County about 25 miles southeast of Downtown Chicago. According to 2010 census the City population was 29,968.

East Chicago is generally bounded by Cline Ave (SR 912) on the east, White Oak Avenue on the west, Lake Michigan to the north, and the Grand Calumet River/Michigan Street (US 20) to the south. Its neighbors include Hammond to the west and to the south, Whiting to the northwest and Gary to the east. A product of East Chicago's industrial heritage, the city has numerous downtown and neighborhood centers that are separated from each other by heavy infrastructure (rail, highway, water, etc.).

Livable Centers

East Chicago's downtown centers include the Harbor District, Canal District North Side, and Canal District South Side. Its neighborhood centers include the Calumet District, Roxanna, Sunnyside, Marktown, and New Addition.

HARBOR DISTRICT (DOWNTOWN CENTER)

The Harbor District borders Michigan Avenue to the northwest, Commonwealth Avenue to the northeast, Carey Street/Euclid Avenue to the west, and 144th Street/Parish Avenue/142nd Street/Elm Street/Columbus Drive/Alder Street/140th Street to the south. The total acreage of the center is 563 acres.

Population:

11,418 people (38% of total population). Population density is about 25.7 people per acre. Approximately 50% Hispanic, 40% African American.

Housing:

5380 units (approximately 41.5% of the city's total housing). Housing density is 9.6 units per acre. Unit vacancy rate is around 15% for the majority of the neighborhood (some blocks around 10%). Public housing is on northeast side (between Guthrie and Commonwealth).

Jobs:



1,072 jobs in district. Major employers nearby are Indiana Harbor, Arcelor Mittal, and St. Catherine Hospital.

Since its initial platting around the turn of the twentieth century, the Harbor District was de-

EAST CHICAGO'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

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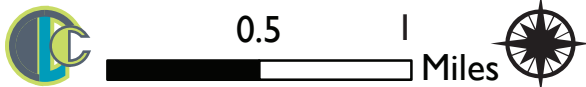
-  Schools
-  Higher Education
-  Civic Halls
-  South Shore Stops
-  Trails
-  Bus Lines
-  Identified Mixed Use Zoning

Density per Acre by Census Block

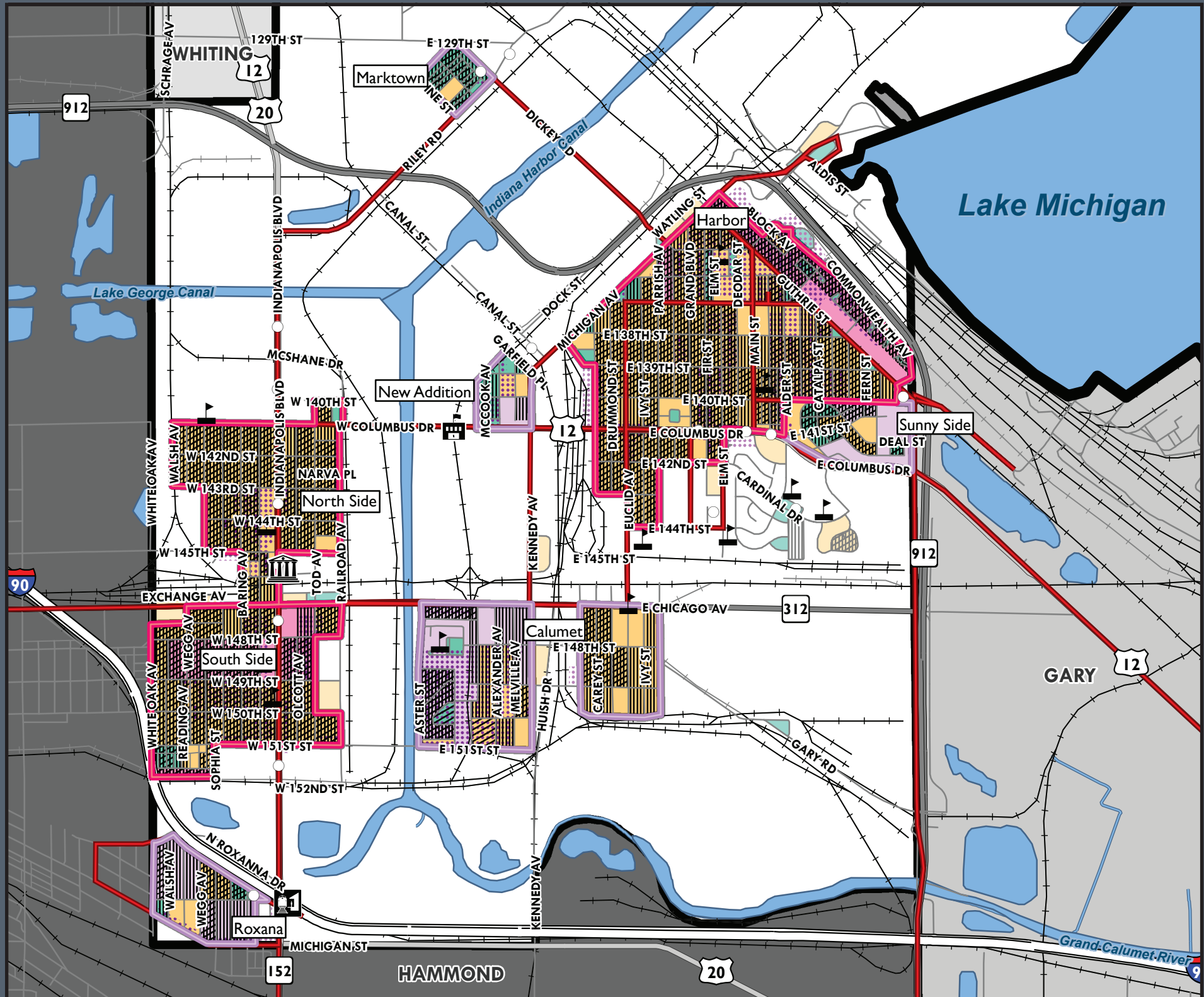
-  >= 25 Employees
-  >= 5 Houses
-  >= 5 Houses and 15 People
-  >= 15 People

Block Perimeter

-  < 1600 ft
-  1600 - 2400 ft



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vised as a dense worker's community, surrounded by heavy industry and infrastructure, capable of housing a large number of residents, in close proximity to their jobs at the mills. With the expansion of steel industry jobs came a massive in-migration of workers to the Harbor District: the Irish, Germans, Swedish, and Eastern Europeans represented the first wave in the early 1900's, followed by African Americans after World War I, and then later, Mexican and Puerto Rican immigrants. In the earlier part of the twentieth century, streetcar service and passenger ferries moved through the district, carrying workers to their jobs. However, as the twentieth century rolled forward, the streetcars and ferries were replaced by an elevated highway bypass (Cline Avenue), a massive urban renewal project that served to cut right through the heart of the Harbor District. Simultaneously, employment in the mills began to wane towards the end of the twentieth century, a result of industry automation. With the loss of jobs, poverty increased significantly in the Harbor District, and throughout the rest of the city. Throughout its economic decline, the Harbor District did not see much of a change in its population density, but rather a massive decline in the per capita income of its residents. Today, the Harbor District has one of the largest concentrations of affordable housing in the country. Amidst its socio-economic troubles however, the city has engaged in an ambitious agenda of plans for the district, like the North Harbor Redevelopment Initiative and the Waterfront Revitalization Initiative, both of which seek to bring economic development, green infrastructure, and market rate housing back to the neighborhood.



Downtown Commercial Area, Harbor District, East Chicago (NIRPC)



Left:
 Historic
 Multi-Unit Housing
 Harbor District
 East Chicago (NIRPC)

Right:
 Street Grid
 Harbor District
 East Chicago (NIRPC)

Mobility

Major roads are Cline Avenue, Columbus Drive, Broadway Street, Main Street, and Michigan Avenue. Neighborhood is served by East Chicago Transit routes 1,2,and 3. The Indiana Harbor Belt Railroad runs through the district, and the Indiana Harbor Belt Railyard is on the western boundary.

Street Grid:

A dense urban grid network, with block sizes mostly ranging between 400 and 600 feet. The District's streets range in quality. Areas that have been redeveloped, like the Main Street/ Broadway Street intersection, feature streetscaping. Others are in need of enhancement. Most are at least functional.

Traffic Conflict:

Traffic along Michigan Avenue and Columbus Drive is heavy, requiring pedestrians to cross at designated crosswalks. The two routes also hold a lot of heavy duty truck traffic. Traffic on Broadway Street and Main Street, as well as other neighborhood streets, is light and pedestrian friendly.

Walkability:

North End:

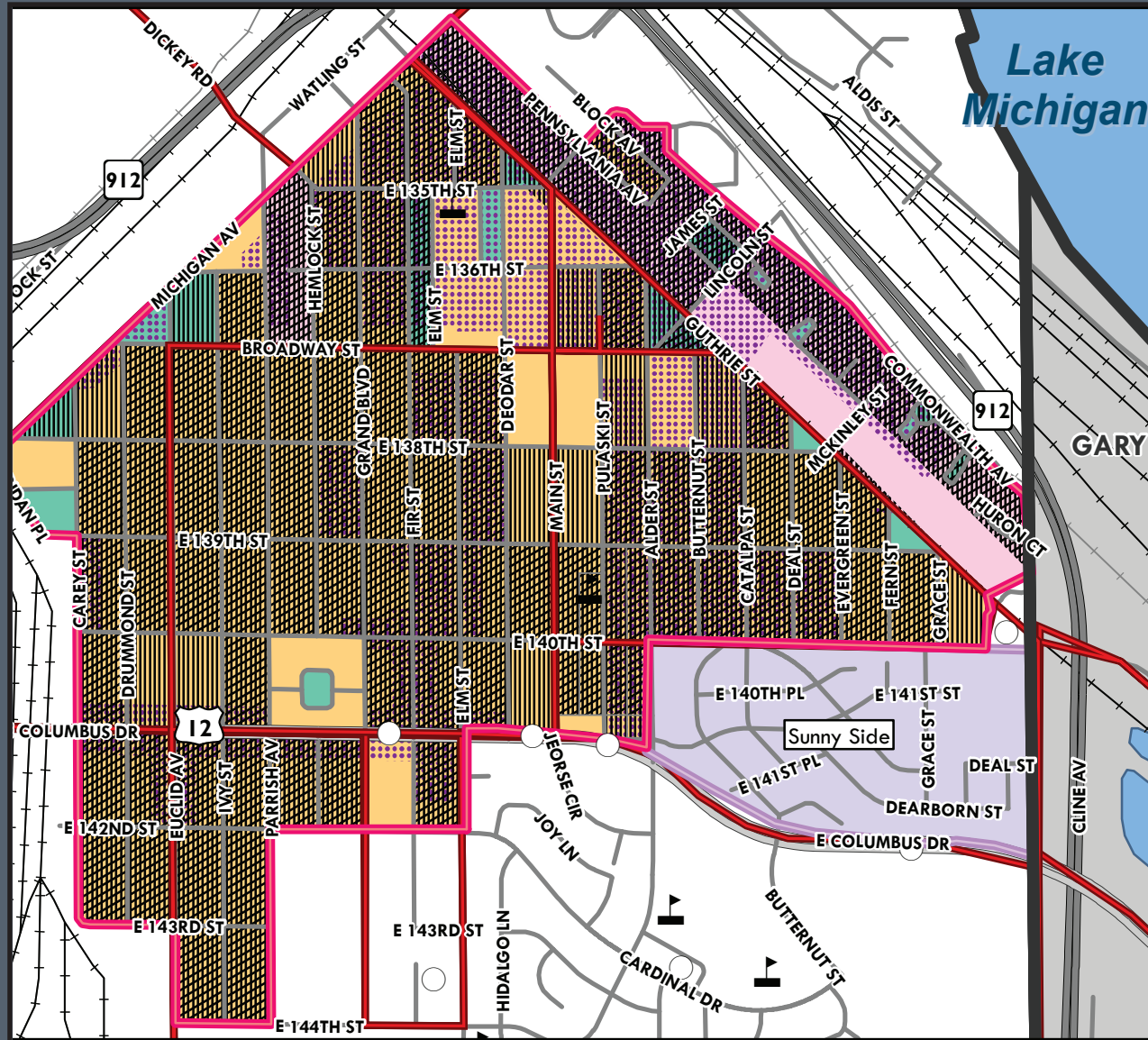
Walk Score of 62 (Somewhat Walkable); lots of sidewalks, range in distance to amenities.

Western End:

Walk Score of 50 (Somewhat Walkable); lots of sidewalks, range in distance to amenities.

Parking:

Moderately-sized parking lots exist to support specific businesses, but street parking remains dominant.



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

HARBOR DISTRICT - EAST CHICAGO

The Main Center

- Main Centers
- Neighborhood Centers

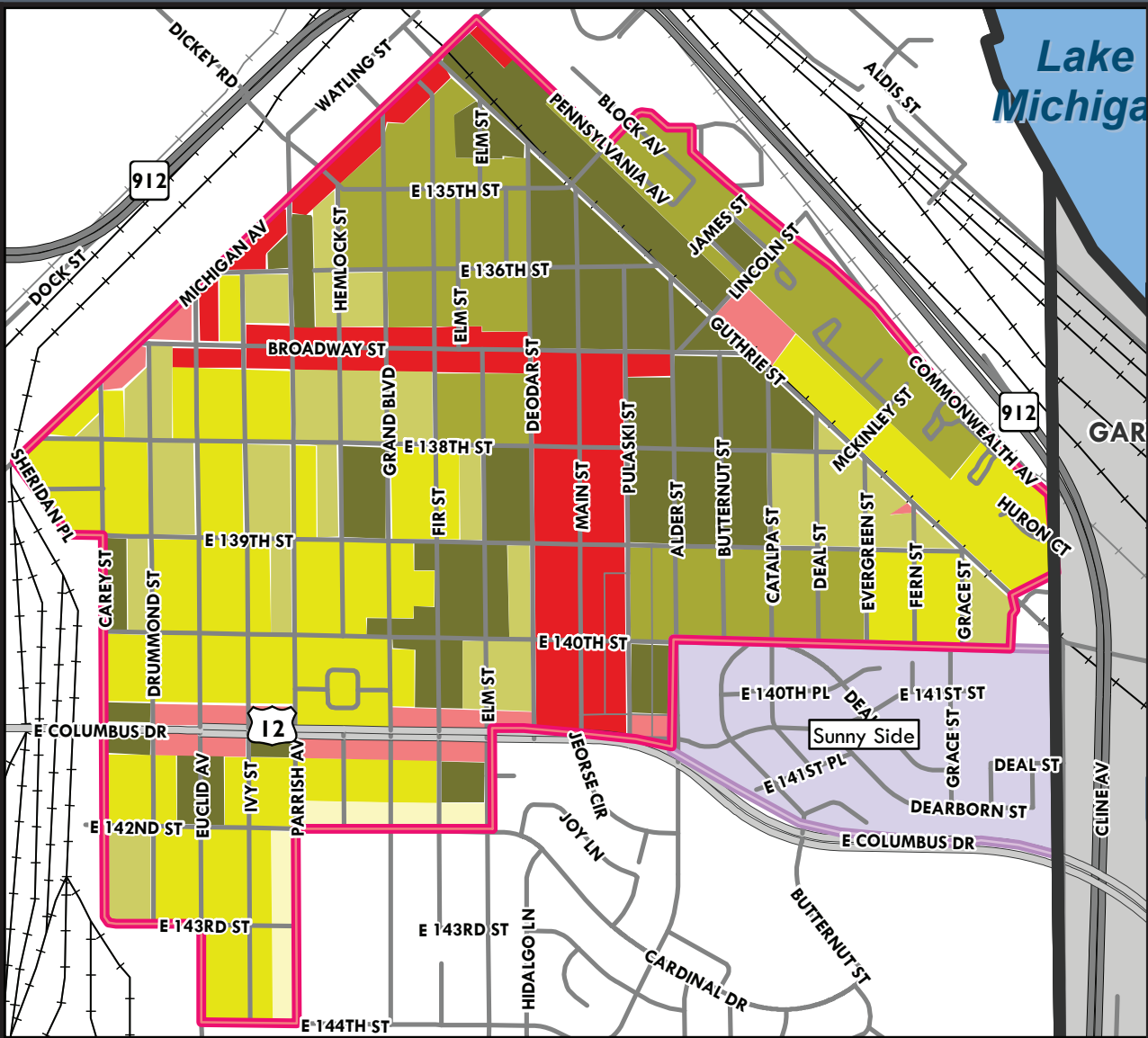
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.25 Miles



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



ZONING

- Neighborhood Retail
- General Commercial Retail
- Light Industrial
- Park
- Single Family
- Single Family Semi-Detached
- Two Family
- Multiple Family/Two Story Row House
- Multiple Family

Density Per Relevant Zoning Acre
25.7 People 9.6 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.



New Housing from the North Harbor Redevelopment Initiative, East Chicago (NIRPC)

Washington Park Water Slide Bordering the Harbor District East Chicago (NIRPC)

Land Use/Buildings

Building setbacks are 10 feet for small residential plots, and 0 feet for commercial/mixed use corridors.

A mixture of red brick bungalows, two-story red brick homes, and vinyl-sided two-story homes are found on the residential streets, dating from the early and middle part of the twentieth century. There is a range in quality and upkeep. New mixed use red-brick construction exists at the intersection of Broadway Street & Main Street (as part of the North Harbor Redevelopment Initiative). One and two story brick commercial buildings and warehouses are found on the main corridors.

Open Space/ Landscape

Callahan Park and Nunez Park both exist in the neighborhood, and are undergoing development (as part of the North Harbor Redevelopment Initiative). Partially completed, they both have a playground, basketball courts, picnic tables, trail network, landscaping, and open space. Most streets could use more tree cover (especially the commercial corridors). Sidewalks present that opportunity for green infrastructure, and the permeable pavers at Broadway and Main set a good precedent for the neighborhood. The city is looking to expand open space and green infrastructure in the Harbor District through the Waterfront Revitalization Initiative.

NORTH SIDE (DOWNTOWN CENTER)

North Side district is bounded by Columbus Drive to the north, Railroad Avenue/145th Street/Indianapolis Boulevard to the east, Chicago Avenue (SR 312) to the south, and Baring Avenue/145th Street/Homerlee Avenue/143rd Street/ Walsh Avenue to the west. The total acreage of the center is 215 acres.

Population:

4,434 people (almost 15% of total population). Population density is about 20.6 people per acre. 72% Hispanic, 21% African American.

Housing:

1,720 units (approximately 13.2% of the city’s total housing). Housing density is 8 units per acre. Vacancy rate is between 5% and 10% for most of the district, (10–15% in the southeast corner).

Jobs:

329 jobs in the district. Major employers nearby: East Chicago Central High School, West Side Junior High School, Regional Mental Health Center, various industrial employers.

The northern section of East Chicago’s twin downtown, North Side was similarly a worker’s community surrounded by heavy industry. Along with streetcar service, North Side’s southern boundary (Chicago Avenue, SR 312) used to have a commuter rail service in the earlier part of the twentieth century, before what would become the NICTD line was rerouted further south. Now SR 312 stands as an extra heavy duty truck route (as does US 20). Notably, North Side has one of the city’s strongest concentrations of institutional uses, bordering East Chicago Central



Left & Right: Historic Single Family Homes & Bungalows, North Side, East Chicago (NIRPC)

Large Community

High School, and holding East Chicago City Hall, the City Departments of Planning, Engineering, and Economic Development, Benjamin Harrison Elementary, Heritage Hall Community Center, and the East Chicago Public Library Pastrick Branch.

Mobility

Major roads are Columbus Drive (US 12), Chicago Avenue (SR 312), and Indianapolis Boulevard (US 20). The neighborhood is served by East Chicago Transit routes 1,2,and 3. CSX railroad runs south and west through the district, and the CSX railyard is to the southwest.

Street Grid:

There is 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 US 12, US 20, and SR 312 is heavy, requiring pedestrians to cross at designated crosswalks. The three routes also hold a lot of heavy duty truck traffic. Traffic on neighborhood streets is light and pedestrian friendly.

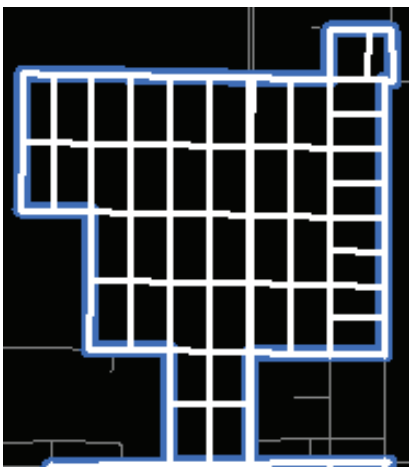
Walkability:

Southeast End:

Walk Score of 74 (Very Walkable); lots of sidewalks, close to a variety of amenities.

Northwest End:

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



Street Grid, North Side, East Chicago (NIRPC)



Brick paving at the Intersection of SR 312 & US 20 North Side, East Chicago (NIRPC)



Historic Multi-Unit Residential Buildings North Side East Chicago (NIRPC)

Parking:

Street parking is the dominant form, with only a large parking lot belongs to elementary school.

Land Use/ Buildings

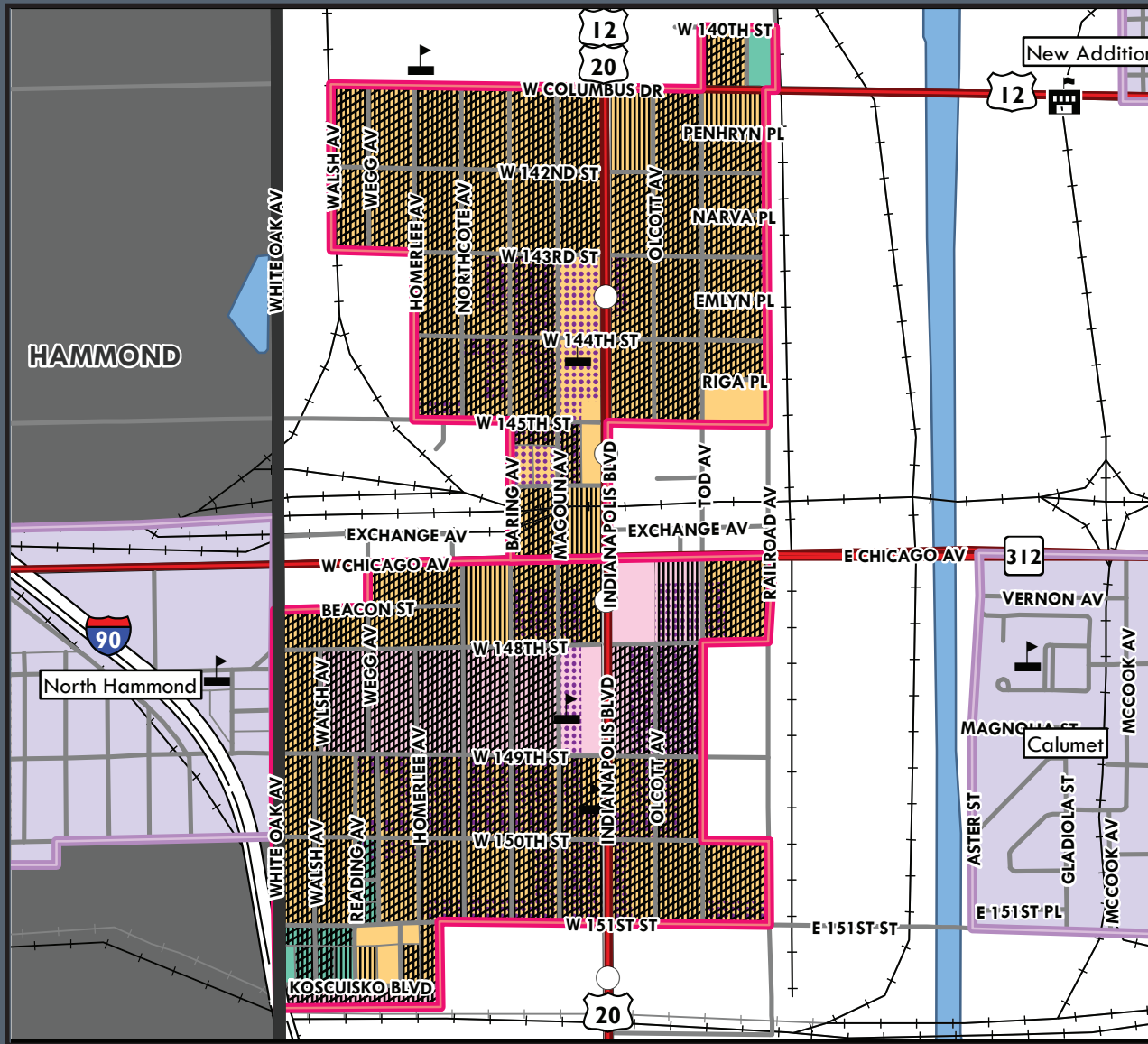
Building setbacks are 20-35 feet for small residential plots, and 0 feet for commercial/mixed use corridors.

A mixture of red brick bungalows, two-story red brick homes, and vinyl-sided two-story homes are found on the residential streets, dating from the early and middle part of the twentieth century. There is a range in quality and upkeep. One and two story brick commercial buildings and warehouses are found on the main commercial/mixed use corridors.

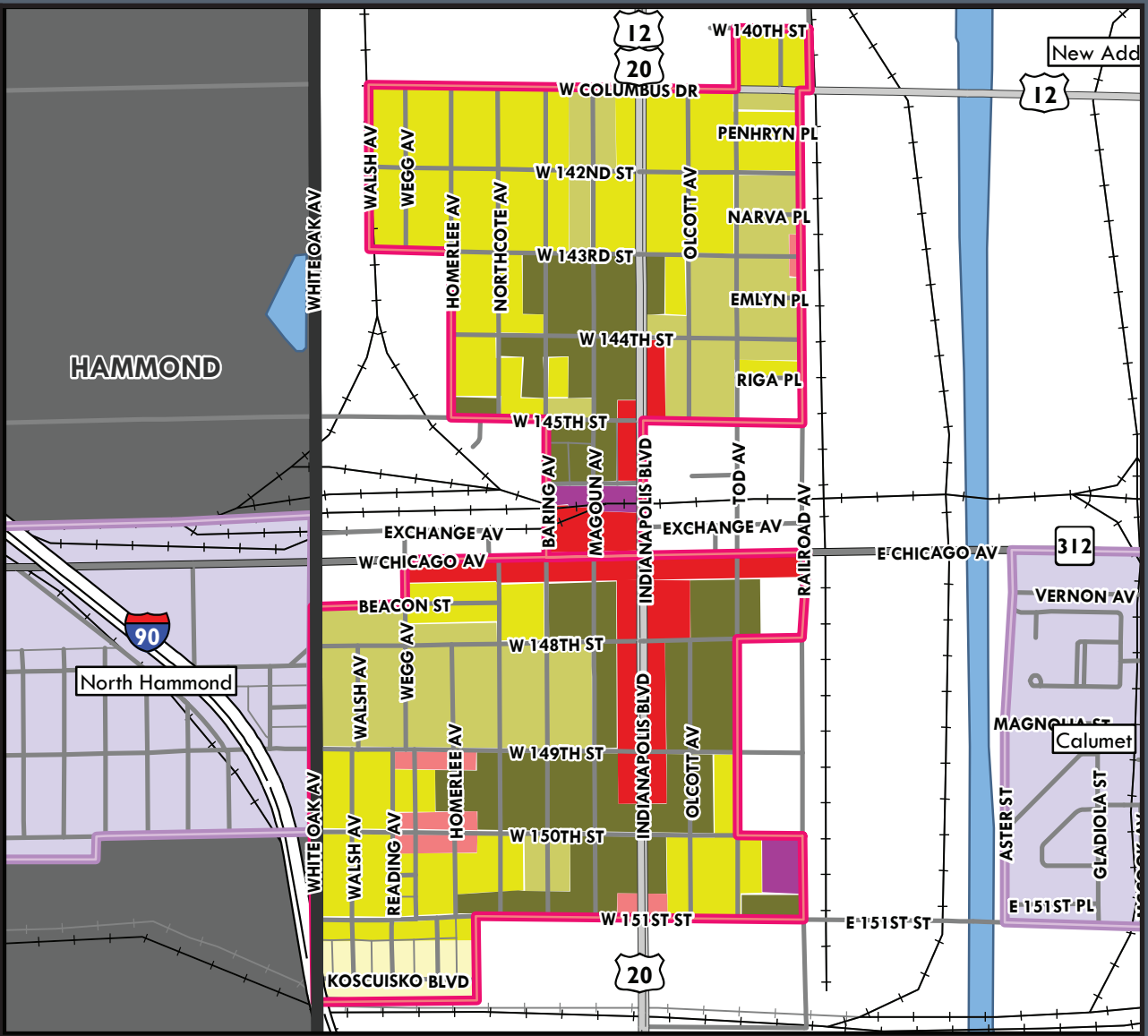
Open Space/ Landscape

No parks exist within the neighborhood boundary, but just outside the district are the Mac Arthur Golf Course, Veteran’s Park, Valve Park, and Tod Park. 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. Trees and green infrastructure is entirely lacking on the commercial corridor sidewalks.

Large Community



NIRPC ANALYSIS



ZONING

NORTH SIDE & SOUTH SIDE - EAST CHICAGO

- 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

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
- 0.25 Miles

- Neighborhood Retail
- General Commercial Retail
- Light Industrial
- Park
- Single Family
- Single Family Semi-Detached
- Two Family
- Multiple Family/ Two Story Row House
- Multiple Family

Density Per Relevant Zoning Acre

28.43 People 11.7 Houses 12.5 Employees

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.

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.

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



Commercial Development
on US 20
South Side
East Chicago (NIRPC)

SOUTH SIDE (DOWNTOWN CENTER)

South Side is bordered by Chicago Avenue/Wegg Avenue/Beacons Avenue to the north, White Oak Avenue to the west, the Canadian National Railroad/Sophia Street/151st Street to the south, and Railroad Avenue/148th Street/150th Street/Tod Avenue to the east. The total acreage of the center is 252 acres.

Population:

6,210 people (21% of total population). Population density is about 24.6 people per acre. 64% Hispanic, 25% African American.

Housing:

2,651 units (approximately 20% of the city's total housing). Housing density is 10.5 units per acre. Vacancy rate is below 10% north of 148th Street, between 10% and 15% for the rest of the neighborhood.

Jobs:

Total employment in the downtown area is 371. Major steel manufacturing and waste management employers are nearby.

The South Side district has historically held more residential units and less institutional uses than its northern brother. That said, South Side is home to the East Chicago Housing Authority, as well as McKinley Elementary and St. Stanislaus School. Additionally, it also borders SR 312 and US 20, benefitting from the commercial uses on those corridors, but also experiencing the heavy duty truck traffic.

Mobility

Major roads are Chicago Avenue (SR 312), Indianapolis Boulevard (US 20), and the Indiana Toll Road (I-90, no exit). The neighborhood is served by East Chicago Transit routes 1,2,and 3. Freight railroads running through the district are the Canadian National, CSX, Indiana Harbor Belt, and CSSB railroads. The CSX railyard is to the northwest.

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 US 12, US 20, and SR 312 is heavy, requiring pedestrians to cross at designated stops. The three routes also hold a lot of heavy duty truck traffic. Traffic on neighborhood streets is light and pedestrian friendly.

Walkability:

Northeast End:

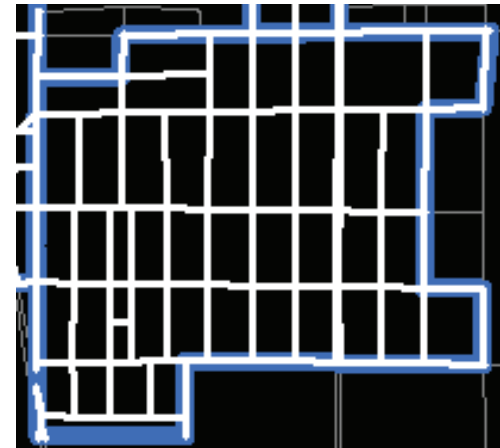
Walk Score of 64 (Somewhat Walkable); lots of sidewalks, range in distance to amenities.

Southwest End:

Walk Score of 38 (Car Dependent); lots of sidewalks, but far from most amenities.

Parking:

Street parking is the dominant form, except for commercial strip large parking lots at Chicago and Indianapolis.



Street Grid, South Side
East Chicago (NIRPC)



Historic Single Family Homes
South Side, East Chicago (NIRPC)



NIRPC ANALYSIS

CALUMET DISTRICT - EAST CHICAGO

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



.25 Miles



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

- Neighborhood Retail
- General Commercial Retail
- Light Industrial
- Park
- Single Family
- Single Family Semi-Detached
- Two Family
- Multiple Family/ Two Story Row House
- Multiple Family

Density Per Relevant Zoning Acre
13.7 People 5.9 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.

Land Use/Buildings

Building setbacks are 0-15 feet for small residential plots, and 0 feet for commercial/mixed use corridors.

A mixture of red brick and vinyl-sided 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. There is a range in quality and upkeep. One and two story brick commercial buildings and warehouses are found on the main commercial/mixed use corridors. Commercial buildings and warehouses are found on the main commercial/mixed use corridors.

Open Space/ Landscape

Kosciuszko Park on the neighborhood’s southern boundary, the park includes two baseball fields, a pavilion, a pool, basketball courts, a path, picnic tables, trails, and nice tree cover. Some streets have a plentiful amount of trees, but most streets could use more tree cover (especially the commercial corridors). Sidewalks present little opportunity for green infrastructure.

CALUMET DISTRICT (NEIGHBORHOOD CENTER)

West Calumet: Chicago Avenue (SR 312) to the north, a private street to the west, 151st Street to the south, Kennedy Avenue to the east. East Calumet: Chicago Avenue (SR 312) to the north, Grasselli Avenue to the west, 149th Place to the south, Parrish Avenue to the east. The total acreage of the center is 225 acres.

Population:

3,361 people (almost 11% of total population). Population density is about 13.7 people per acre. 30% Hispanic, 71% African American (mostly living in public housing on the west side).

Housing:

1,438 units (approximately 11% of the city’s total housing). Housing density is 5.9 units per acre. Vacancy rate is between 10% and 15% on the west side, and between 5% and 10% on the east side. There are a lot of vacant lots on the west side.

Jobs:

329 jobs in the district. Major employers nearby: St. Catherine Hospital, petroleum and electrical engineering firms.

Split in two by freight railroads, bordered to the east by oil tanks, sitting to the east on the Indiana Harbor Canal, and to the north of the Grand Calumet River, the Calumet District finds itself completely surrounded by industry and infrastructure. It also has the densest concentration of public housing in East Chicago. Additionally, Calumet holds many of East Chicago’s institutional and community facilities such as the Martin Luther King Community Center, East Chicago Redevelopment Department, US Post Office, Carrie Gosch Elementary School, 151 Street Library, St. Joseph’s Carmelite Home, and Lake County Nursing.

Mobility

Major roads are Chicago Avenue (SR 312), Kennedy Avenue, and Euclid Avenue. Neighborhood is served by East Chicago Bus Transit 2 and 3. Freight railroads running through the district are the Indiana Harbor Belt, Canadian National, and CSX railroads.

Street Grid:

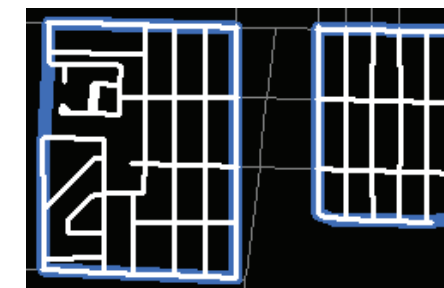
A dense urban grid network, with block sizes mostly ranging between 400 and 600 feet, minus the portion of West Calumet, which has larger blocks and diagonal streets for its public housing campus. Street conditions range from moderate to poor.



*Single Family Homes
Calumet District
East Chicago (NIRPC)*



*Single Family Homes
Calumet District, East Chicago
(East Chicago Comprehensive Plan)*



*Street Grid,
Calumet District
East Chicago
(NIRPC)*

Large Community



Traffic Conflict:

Traffic along SR 312 and Kennedy Avenue is heavy, requiring pedestrians to cross at designated crosswalks. The two routes also hold a lot of truck traffic, with one of the worst at-grade railroad crossings in the region occurring at Chicago Avenue and Huish Avenue. Traffic on neighborhood streets is light and pedestrian friendly.

Walkability:

Southeast End:

Walk Score of 28 (Car Dependent); lots of sidewalks, but far from most amenities.

Northwest End:

Walk Score of 45 (Car Dependent); lots of sidewalks, but far from most amenities.

Parking:

Street parking is the dominant form, only large parking lot belongs to elementary school.

Land Use/ Buildings

Building setbacks are 0-15 feet for small residential plots, 0 feet for commercial/mixed use corridors and 30-50 foot setbacks for public housing buildings.

A mixture of red brick and vinyl-sided 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. There is a range in quality and upkeep. One and two story brick commercial buildings and warehouses are found on the main commercial/mixed use corridors. Commercial buildings and warehouses are found on the main commercial/mixed use corridors. There are also two-story townhouse buildings for public housing.

Open Space/ Landscape

Riley Park is located in the north central part of the district. It includes a baseball diamond, basketball courts, a pavilion, a playground, and open space. Significant open space also exists around the elementary school, which has a baseball diamond, playground, and basketball courts. Roxanna Marsh exists as protected open space to the southwest. 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. Trees and green infrastructure is entirely lacking on the commercial corridor sidewalks.

ROXANNA (NEIGHBORHOOD CENTER)

Roxanna is bordered by Roxanna Drive/Roosevelt Street to the north, White Oak Avenue to the west, Michigan Street to the south, and Magoun Avenue to the east. The total acreage of the center is 75 acres.

Population:

1,032 people (3% of total population). Population density is about 13.8 people per acre. 65% Hispanic, 8% African American.

Housing:

409 units (approximately 3% of the city's total housing). Housing density is 5.5 units per acre. Unit vacancy rate is between 1-5%. Vacancy rate between 10% and 15% for the district.

Jobs:

There is very little employment in the neighborhood, but major industrial employers reside nearby.

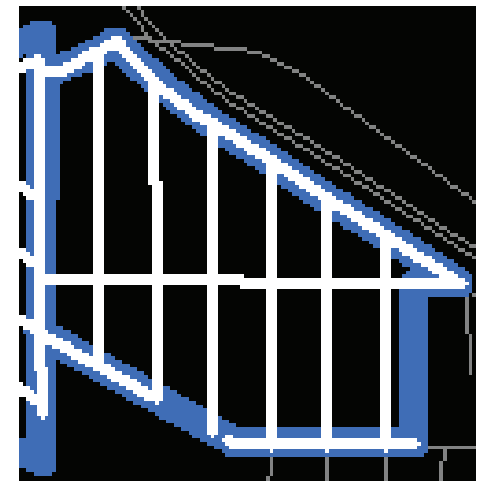
Somewhat isolated from the rest of East Chicago by the Indiana Toll Road and the NICTD railroad, Roxanna sits adjacent to Hammond's Woormar/ Purdue Calumet neighborhood, as well Hammond's Gibson Yard. The Roxanna Addition School, Head Start Roxanna, and the Roxanna Community Center stand as its most significant institutions. That said, Roxanna's adjacency to the East Chicago NICTD station provides opportunity for transit-oriented development in the district.



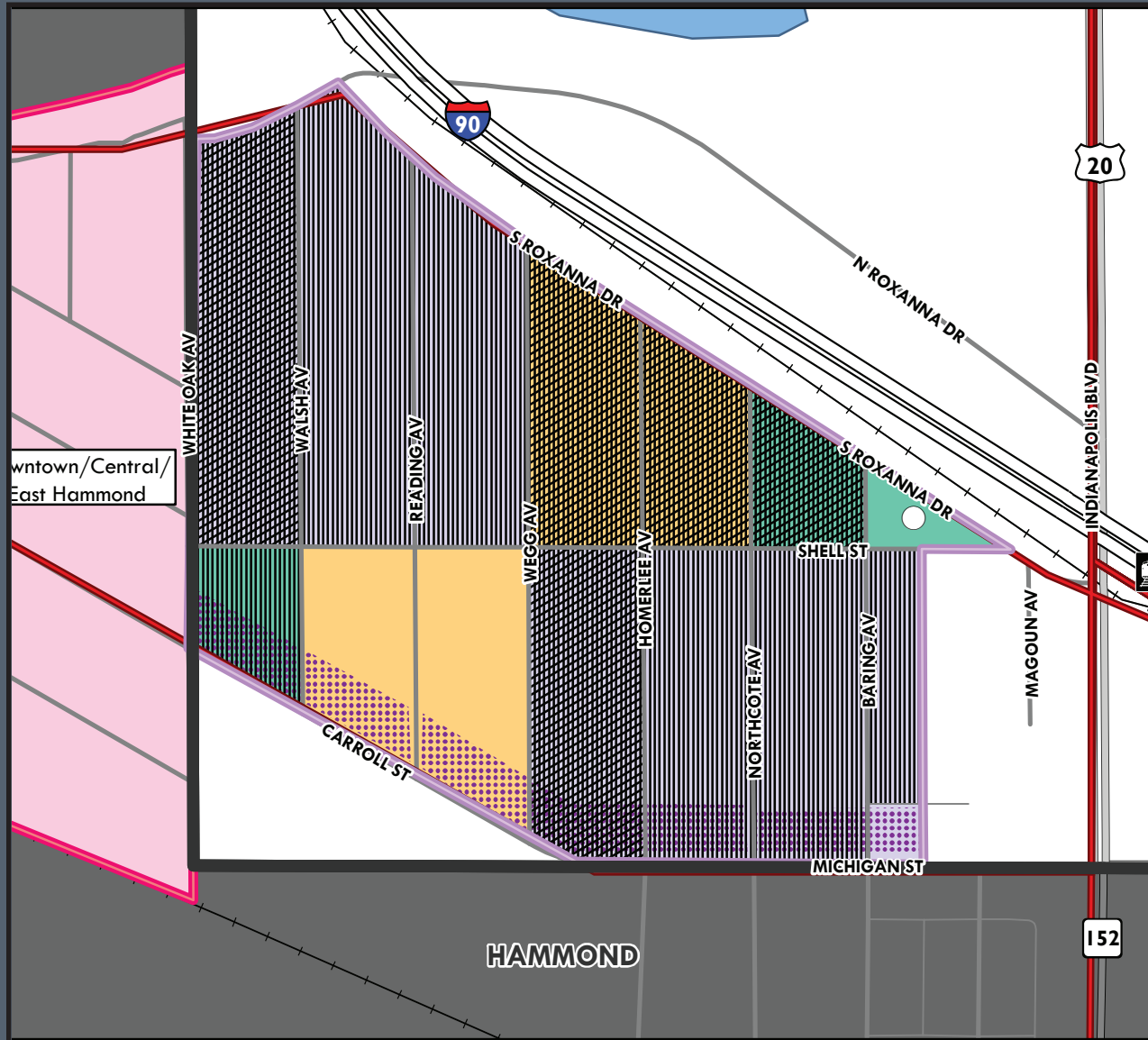
Single Family Housing
Roxanna, East Chicago (NIRPC)



Walsh Avenue
Roxanna, East Chicago (NIRPC)



Street Grid,
Roxanna, East Chicago (NIRPC)



HAMMOND

152

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

ROXANA - EAST CHICAGO

A Neighborhood Center

- Main Centers
- Neighborhood Centers

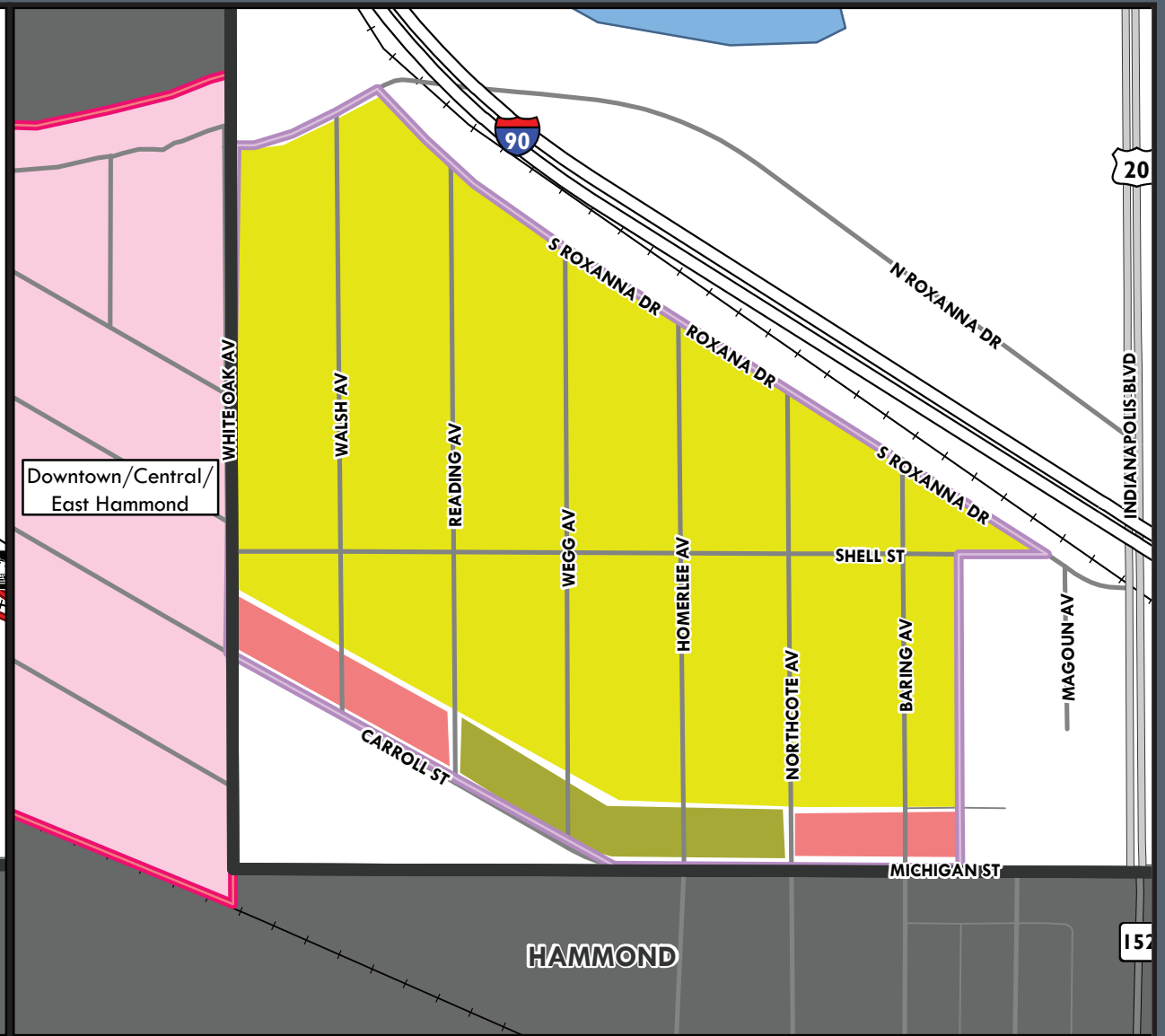
These Boundaries were drawn in consultation with planners and representative associated with the municipalities based on NIRPC's analysis and the municipality's plans



.25 Miles



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



HAMMOND

152

ZONING

- Neighborhood Retail
- General Commercial Retail
- Light Industrial
- Park
- Single Family
- Single Family Semi-Detached
- Two Family
- Multiple Family/ Two Story Row House
- Multiple Family

Density Per Relevant Zoning Acre

13.8 People

5.5 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), Indianapolis Boulevard (US 20), White Oak Avenue, and Michigan Street. Neighborhood is served by the East Chicago NICTD station, and East Chicago Bus Transit 1,2, and 3. Freight railroads running through the district are the Chicago, South Shore and South Bend and the Indiana Harbor Belt Railroads. Hammond's Gibson Yard is to the south.

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 US 20 is heavy, requiring pedestrians to cross at designated stops. US 20 also holds a lot of heavy duty truck traffic. Traffic on neighborhood streets is light and pedestrian friendly.

Walkability:

Walk Score of 30 (Car Dependent); lots of sidewalks, but far from most amenities.

Parking:

Street parking is the dominant form, only large parking lot by the NICTD station.

Land Use/Buildings

Building setbacks are 25-35 feet for small residential plots, and 0 feet for commercial/mixed use corridors.

A mixture of vinyl-sided two-story homes, and red brick and vinyl-sided ranch homes are found on the residential streets, dating from the early and middle part of the twentieth century. Detached commercial strip buildings and warehouses are found on Michigan Street. All these buildings range in quality and upkeep.

Open Space/ Landscape

Roxanna Park is located on the eastern part of the district. It includes a baseball diamond, basketball courts, and unimproved open space. There are very few trees and green infrastructure in Roxanna, but space exists on the sidewalks for adding these elements.

SUNNYSIDE (NEIGHBORHOOD CENTER)

The Sunnyside neighborhood center is bounded by 140th Street to the north, Alder Street to the west), Columbus Drive (US 12) to the south, and Cline Avenue (SR 912) to the east. The total acreage of the center is 75 acres.

Population:

763 people (2.6% of total population). Population density is about 12.3 people per acre. 42% Hispanic, 55% African American.

Housing:

324 units (approximately 2.5% of the city's total housing). Housing density is 5.2 units per acre. Unit vacancy rate is between 1-5%.

Jobs:

Very little employment in the neighborhood, but major industrial, transportation, medical, and institutional employers reside nearby.

Standing as one of the few neighborhoods in East Chicago that exhibits suburban-style features, Sunnyside was originally built to house upper-level employees at Inland Steel (now Arcelor Mittal) in the middle of the twentieth century. Sunnyside now stands as a mixed race, mixed income neighborhood, with one of the highest owner occupancy rates in the city. The neighborhood also benefits from a number of major facilities and institutions nearby, such as Arcelor Mittal Global R&D, East Chicago Police Department, East Chicago Public Library, East Chicago Emergency Medical Center.

Mobility

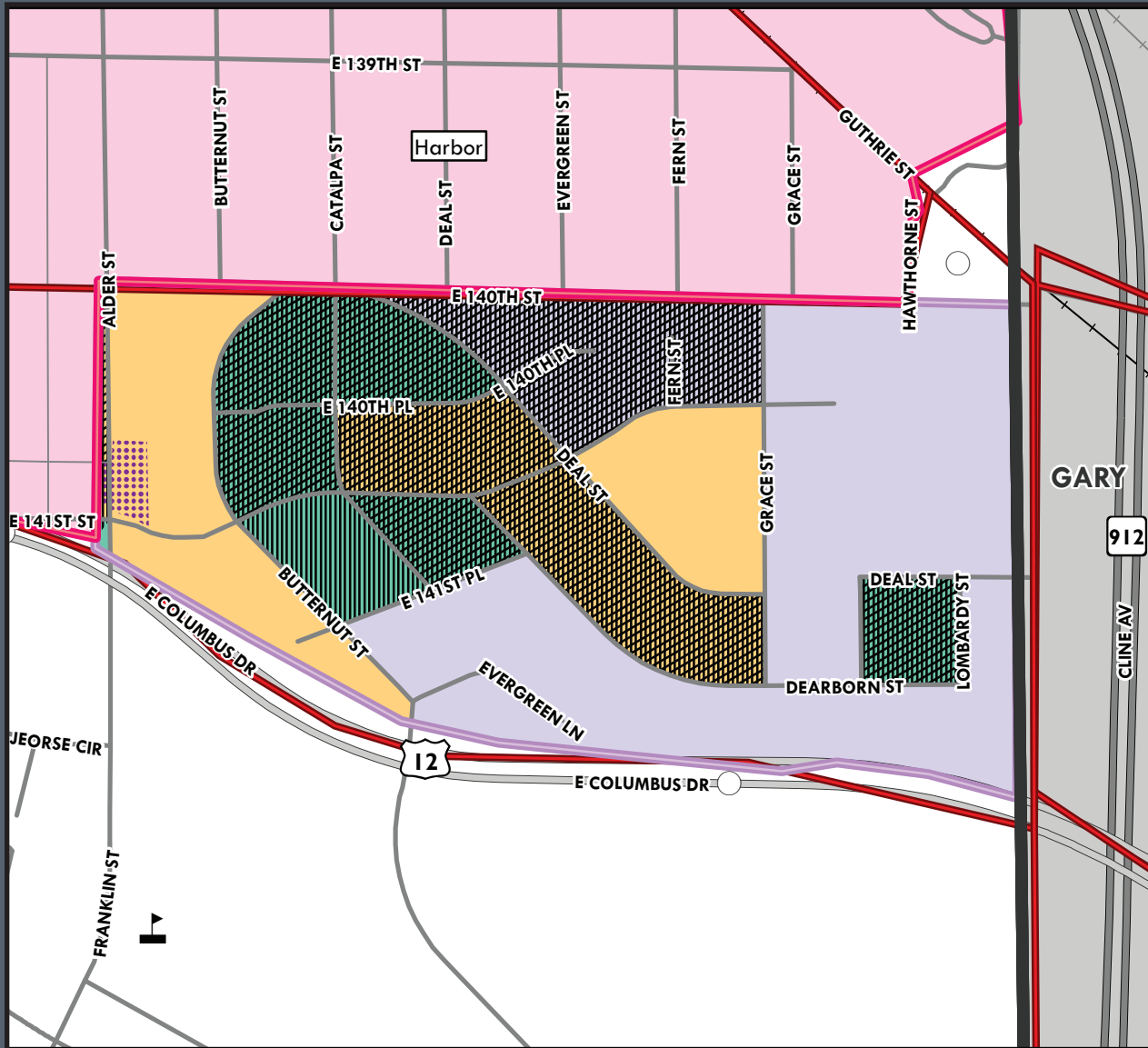
Major roads are Cline Avenue (SR 912), Columbus Drive (US 12), and 140th Street. Neighborhood is served by East Chicago Transit route 2.

Street Grid:

A curvilinear, suburban-style street network. Block sizes range from below 400 feet to over 600 feet. Street condition is moderate.

Traffic Conflict:

Traffic on US 12 is heavy, requiring pedestrians to cross at designated stops. US 12 also holds lots of heavy duty truck traffic. Traffic on neighborhood streets is light and pedestrian friendly.



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

SUNNY SIDE - EAST CHICAGO

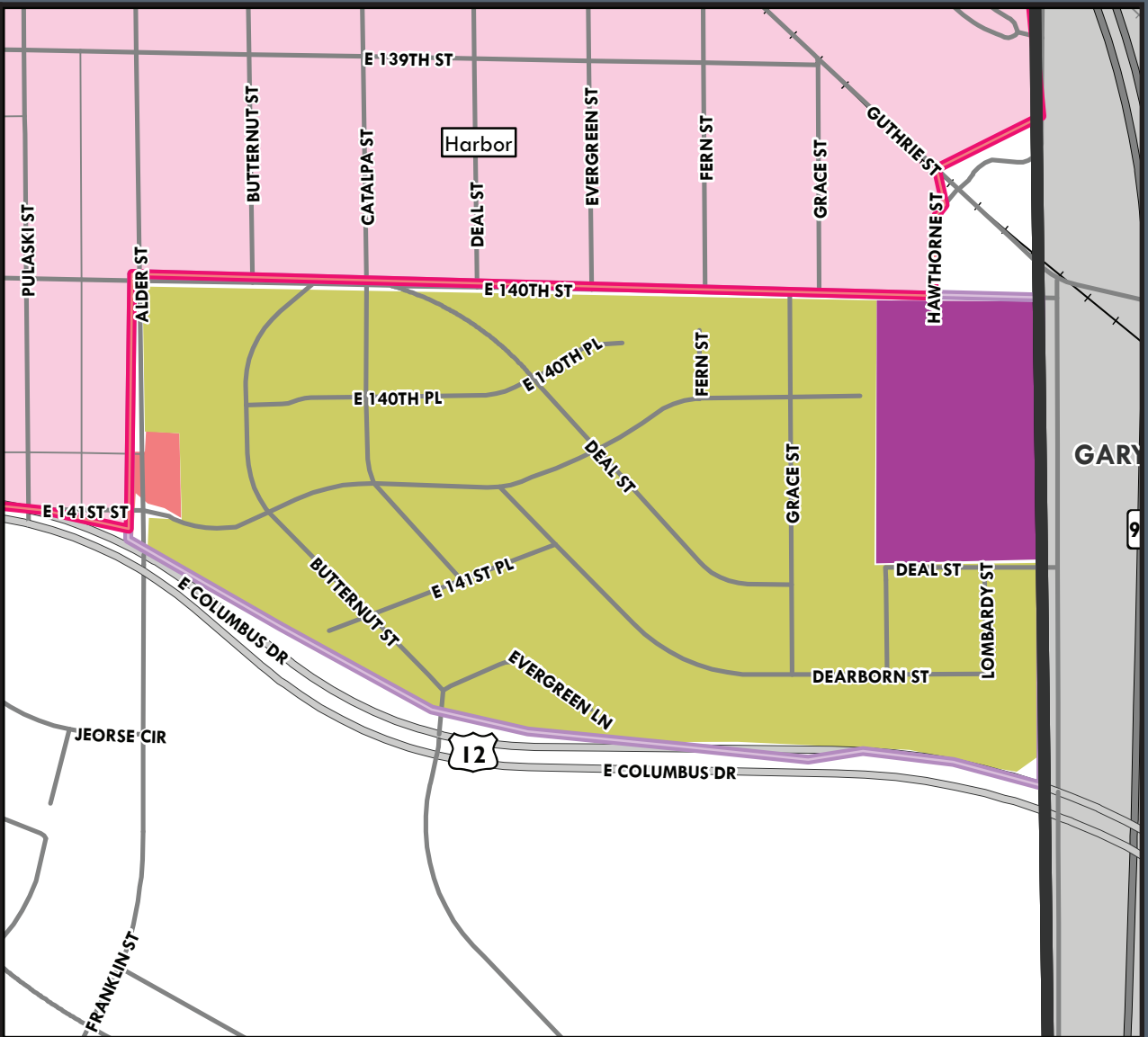
A Neighborhood Center

- 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



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



ZONING

- Neighborhood Retail
- General Commercial Retail
- Light Industrial
- Park
- Single Family
- Single Family Semi-Detached
- Two Family
- Multiple Family/ Two Story Row House
- Multiple Family

Density Per Relevant Zoning Acre

12.3 People 5.2 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.



Walkability:

West End:
Walk Score of 62 (Somewhat Walkable); lots of sidewalks, range in distance to amenities.
East End:
Walk Score of 40 (Car Dependent); lots of sidewalks, but far from most amenities.

Parking:

Driveway parking is the dominant form. A significant parking lot belongs to Penske.

Land Use/ Buildings

Building setbacks are 20-25 feet for mid-sized residential plots, and 0 feet for commercial/mixed use corridors.

Residential buildings are predominantly two-story, vinyl-sided homes from the middle twentieth century. They vary in terms of upkeep and quality. Standard free standing commercial strip building design typifies the commercial district.

Open Space/ Landscape

Sunnyside Park is located on the eastern part of the district. It includes basketball courts, a playground, a swingset, and open space. Some streets have a plentiful amount of trees, but most streets could use more tree cover (especially the commercial corridors). Sidewalks present little opportunity for green infrastructure.



Duplex Housing, Sunnyside, East Chicago (East Chicago Comprehensive Plan)



Street Grid, Sunnyside, East Chicago (NIRPC)



Historic Homes Marktown, East Chicago (NIRPC)

MARKTOWN (NEIGHBORHOOD CENTER)

The Marktown neighborhood is bordered by Broad Street to the northwest, Dickey Road to the northeast, Pine Avenue to the southwest, and Riley Road to the southeast. The total acreage of the center is 27 acres.

Population:

539 people (2% of total population). Population density is about 20 people per acre. 77% Hispanic, 14% African American.

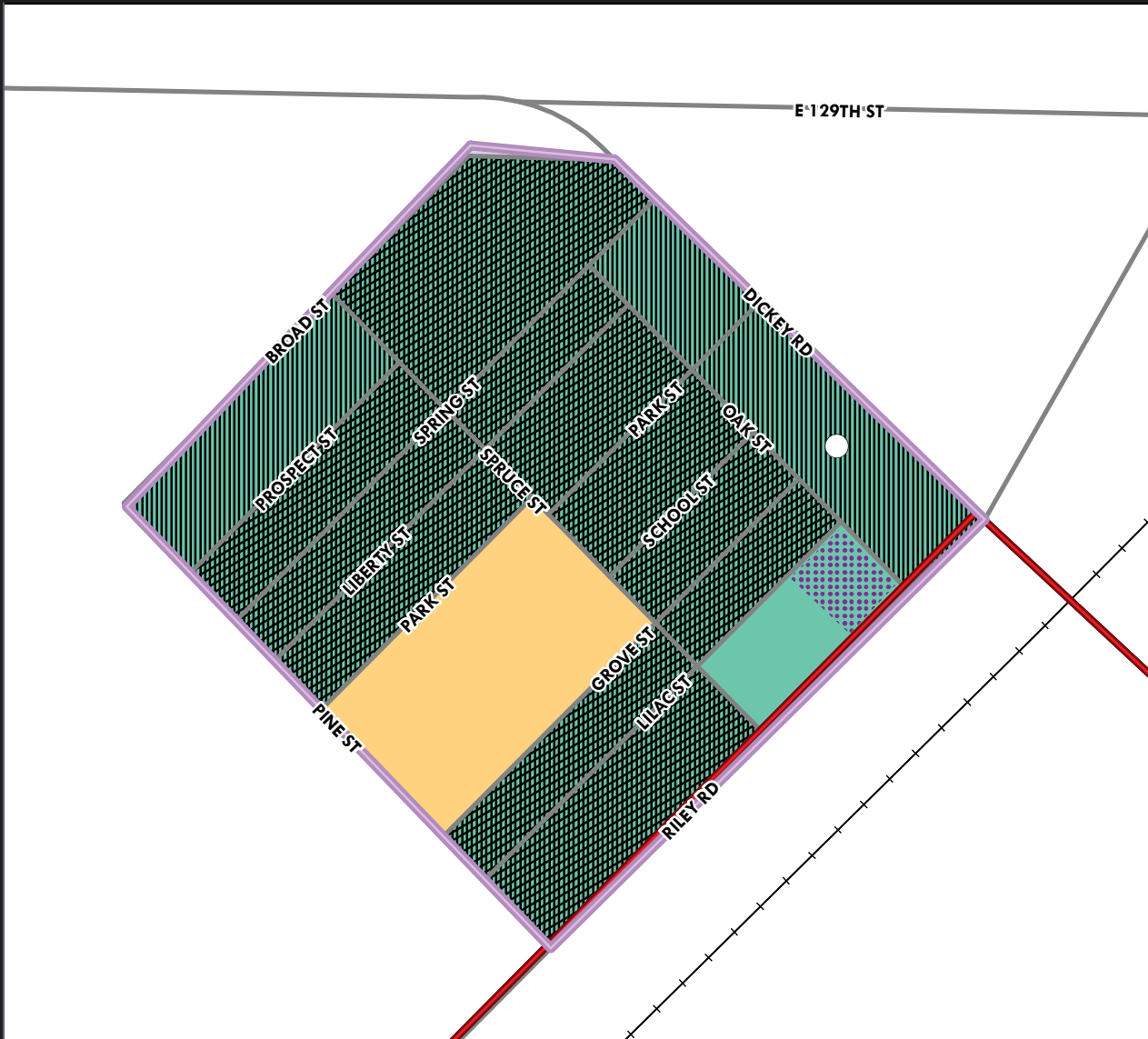
Housing:

214 units (1.7% of the city's total housing). Housing density is 7.9 units per acre. Vacancy rate is between 5% and 10% for the district.

Jobs:

There is very little employment in the neighborhood, but major industrial employers surround the neighborhood.

Originally designed by architect Howard Van Doren Shaw as a model workers community for the Mark Manufacturing Company, Marktown is remarkably preserved development of Dutch-style homes, where cars park on the sidewalk, and pedestrians walk on the street. Though Marktown is currently listed on the National Register of Historic Places, its existence is currently threatened by the heavy industrial facilities that surround it. The nearby BP facility in Whit-



NIRPC ANALYSIS



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

MARKTOWN - EAST CHICAGO

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



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

- Neighborhood Retail
- Single Family Semi-Detached
- General Commercial Retail
- Two Family
- Light Industrial
- Multiple Family/ Two Story Row House
- Park
- Multiple Family
- Single Family

Density Per Relevant Zoning Acre
 20 People 7.9 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.



ing owns the rights to soil under Marktown, and with storage tanks, oil processing, and steel manufacturing all within close proximity, Marktown's beauty and uniqueness exist amidst many environmental challenges.

Mobility

Major roads are 129th Street, and Dickey Road. Neighborhood served by East Chicago Transit routes 1 and 3. The Indiana Harbor Belt Railroad runs through district.

Street Grid:

A dense urban grid network, with block sizes mostly less than 400 feet in size. Street conditions range from moderate to poor.

Traffic Conflict:

Traffic along Dickey Road and 129th Street is heavy, requiring pedestrians to cross at designated stops. Both streets also hold a lot of heavy duty truck traffic. Traffic on neighborhood streets is light and pedestrian friendly.

Walkability:

Walk Score of 22 (Car Dependent); lots of sidewalks, but far from most amenities.

Parking:

Heritage tradition of parking on the sidewalk, and walking in the street. No parking lots.



Street Grid
Marktown
East Chicago
(NIRPC)



Historic Homes
Marktown, East Chicago
(NIRPC)

Land Use/Buildings

All buildings have a 0 foot setback.

Residential buildings are predominantly Dutch-style cottage homes from the early twentieth century. They vary in terms of upkeep and quality. Not enough commercial buildings in the district to constitute a style.

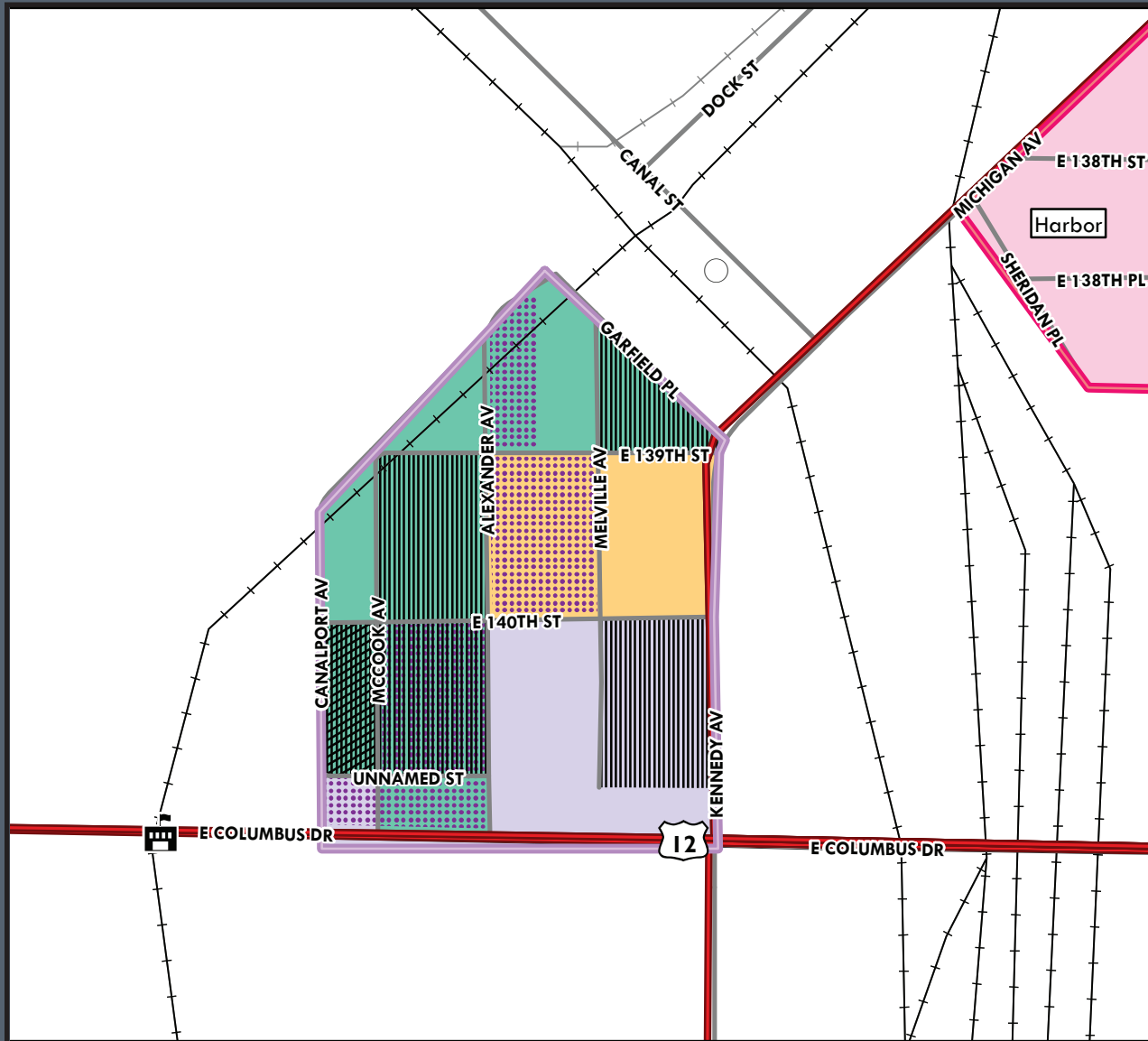
Open Space/ Landscape

Marktown Park, located in the middle of the district, is an unimproved patch of open space. There are very few trees and green infrastructure in Roxanna, and the sidewalks present little opportunity for inclusion of the elements in the neighborhood.



Marktown Park, Marktown, East Chicago (NIRPC)

Large Community



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

NEW ADDITION - EAST CHICAGO

A Neighborhood Center

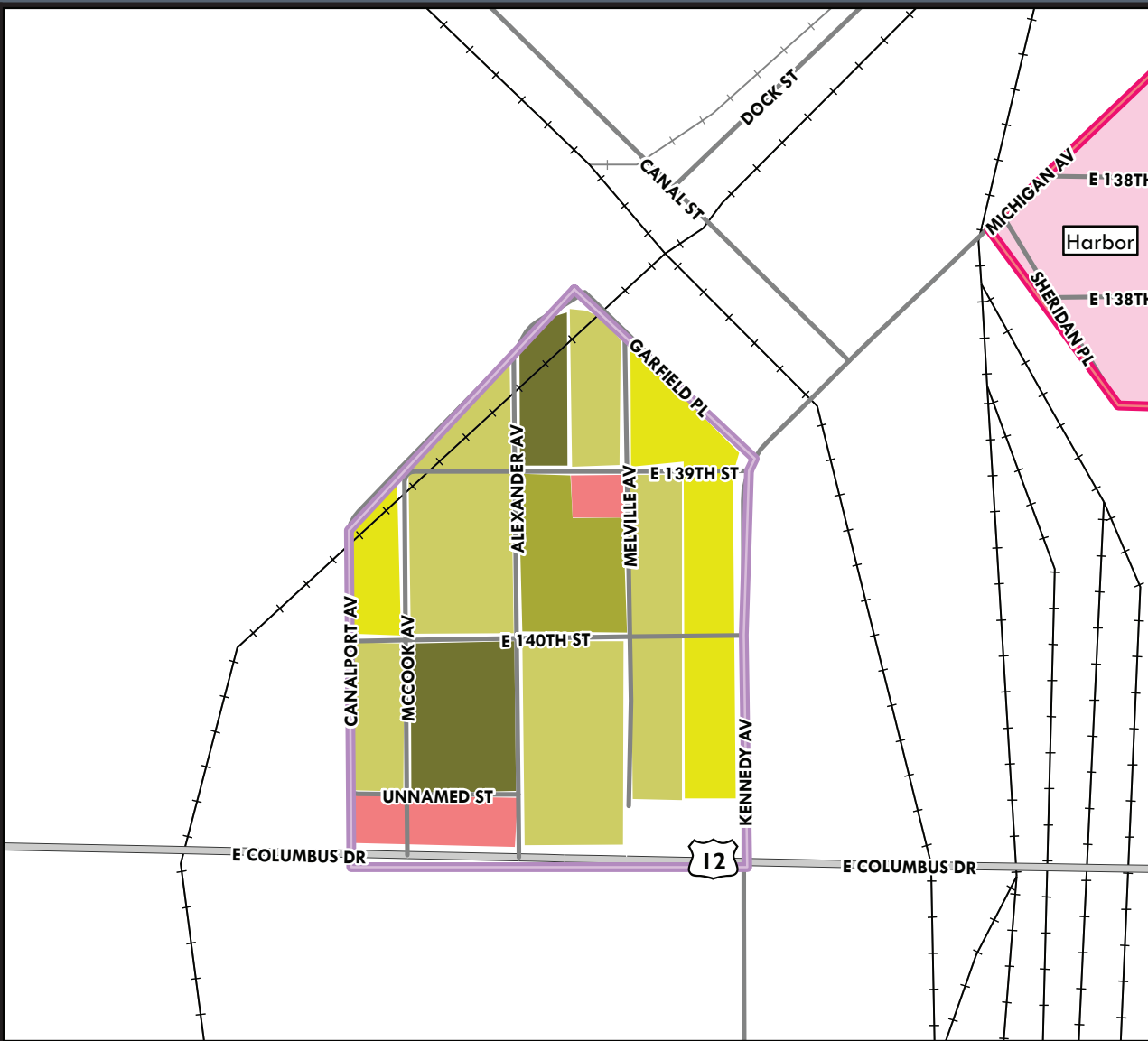
- Main Centers
- Neighborhood Centers

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

- Neighborhood Retail
- General Commercial Retail
- Light Industrial
- Park
- Single Family
- Single Family Semi-Detached
- Two Family
- Multiple Family/ Two Story Row House
- Multiple Family

Density Per Relevant Zoning Acre

7.5 People 4.5 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.

NEW ADDITION (NEIGHBORHOOD CENTER)

The triangular neighborhood New Addition is bounded by Canalport Avenue to the west, Columbus Drive to the south, and Kennedy Avenue to the east. The total acreage of the center is 35 acres.

Population:

263 people (Less than 1% of total population). Population density is 7.5 people per acre.

Housing:

158 units (1% of the city's total housing). Housing density is 4.5 units per acre. Unit vacancy rate is between 10% and 15% for the district

Jobs:

Very little employment in the neighborhood, but major industrial and educational employers reside nearby.

Like Roxanna, New Addition is a dense community entirely surrounded by heavy roads, railroads, and industrial infrastructure. To its name, it boasts a branch of Ivy Tech Community College & Bookstore and the Bessie Owens Community Center as neighborhood institutions.

Mobility

Major roads are Columbus Drive (US 12), and Kennedy Avenue. Neighborhood is served by East Chicago Transit routes 1, 2, and 3. The Indiana Harbor Belt railroad runs through district, on the west and east boundaries, and the Indiana Harbor Belt railyard is located nearby.

Street Grid:

A dense urban grid network, with block sizes less than 400 feet, and between 400 and 600 feet in size. Street conditions range from moderate to poor.

Traffic Conflict:

Traffic along US 12 and Kennedy Avenue is heavy, requiring pedestrians to cross at designated stops. US 12 also holds a lot of heavy duty truck traffic. Traffic on neighborhood streets is light and pedestrian friendly.

Walkability:

Walk Score of 37 (Car dependent); good sidewalk network, but most amenities are accessible only by car.

Parking:

Large parking lots support large commercial uses, but driveways and street parking are the dominant form.

Land Use/ Buildings

5-15 foot setback for all buildings.

A mixture of red brick and vinyl-sided two-story homes, and vinyl-sided ranch homes are found on the residential streets, dating from the early and middle part of the twentieth century. Detached commercial strip buildings and warehouses are found on Columbus Drive. All of these buildings range in quality and upkeep.

Open Space/ Landscape

There is a playground adjacent to Bessie Owens Community Center, but no significant open space. There are very few trees and green infrastructure in New Addition, but space exists on the sidewalks for adding these elements.



Street Grid
New Addition
East Chicago
(NIRPC)



Single Family Homes
New Addition, East Chicago
(East Chicago Comprehensive Plan)