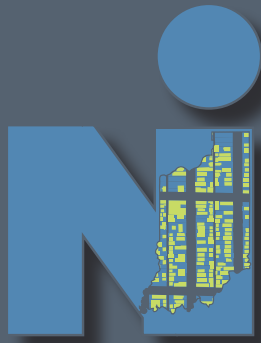




CREATING LIVABLE COMMUNITIES

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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The Northwestern Indiana Regional Planning Commission (NIRPC) prohibits discrimination in all its programs and activities on the basis of race, color, sex, religion, national origin, age, disability, marital status, familial status, parental status, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance program.

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 MICHIGAN CITY



Scupture installation in Uptown Arts District, Michigan City (NIRPC)

Overview

Michigan City is a Northwest Indiana community in LaPorte County approximately 50 miles east of Chicago and 12 miles northwest of La Porte. According to 2010 census, the City population was 31,479.

Michigan City is generally bounded by Meer Road on the east, County Line Road on the west, Lake Michigan on the north, and by Interstate 94 and US Highway 20 on the south. Most major city facilities are located in the Downtown center.

Livable Centers

Michigan City includes a livable center and two neighborhood centers as follows:

NORTH END (DOWNTOWN CENTER)

The North End Downtown Center is defined by Trail Creek on its northern and eastern boundary, until the corner of Michigan Boulevard and 11th Street. The Amtrak railline borders the western portion of the center. The southern boundary follows 11th Street and NICTD's South Shore line railroad. The total acreage of the center is 419 acres.

Population:

1,836 people (6% of Michigan City population) lives in the downtown area. Population density is about 8.8 people per acre.

Housing:

The total housing is 1,015 units (approximately 7% of Michigan City's total housing). Housing density is 4.9 units per acre.

Jobs:

Total employment in the downtown area is 4,017 with a density of 20.6 employees per acre.



A large number of civic institutions and structures, including Michigan City City Hall, Michigan City Courthouse, Michigan City Public Library, Police Headquarters, Barker Mansion, Michigan City Post Office, Marquette High School, St. Paul Lutheran Church and school are located in this center.

In an effort to capitalize on tourism, this area has also been referred to as the Golden Trian-

MICHIGAN CITY'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.

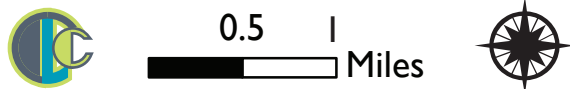
-  Schools
-  Higher Education
-  Civic Halls
-  South Shore Stops
-  Trails
-  Bus Lines
-  Identified Mixed Use Zoning

Density per Acre by Census Block

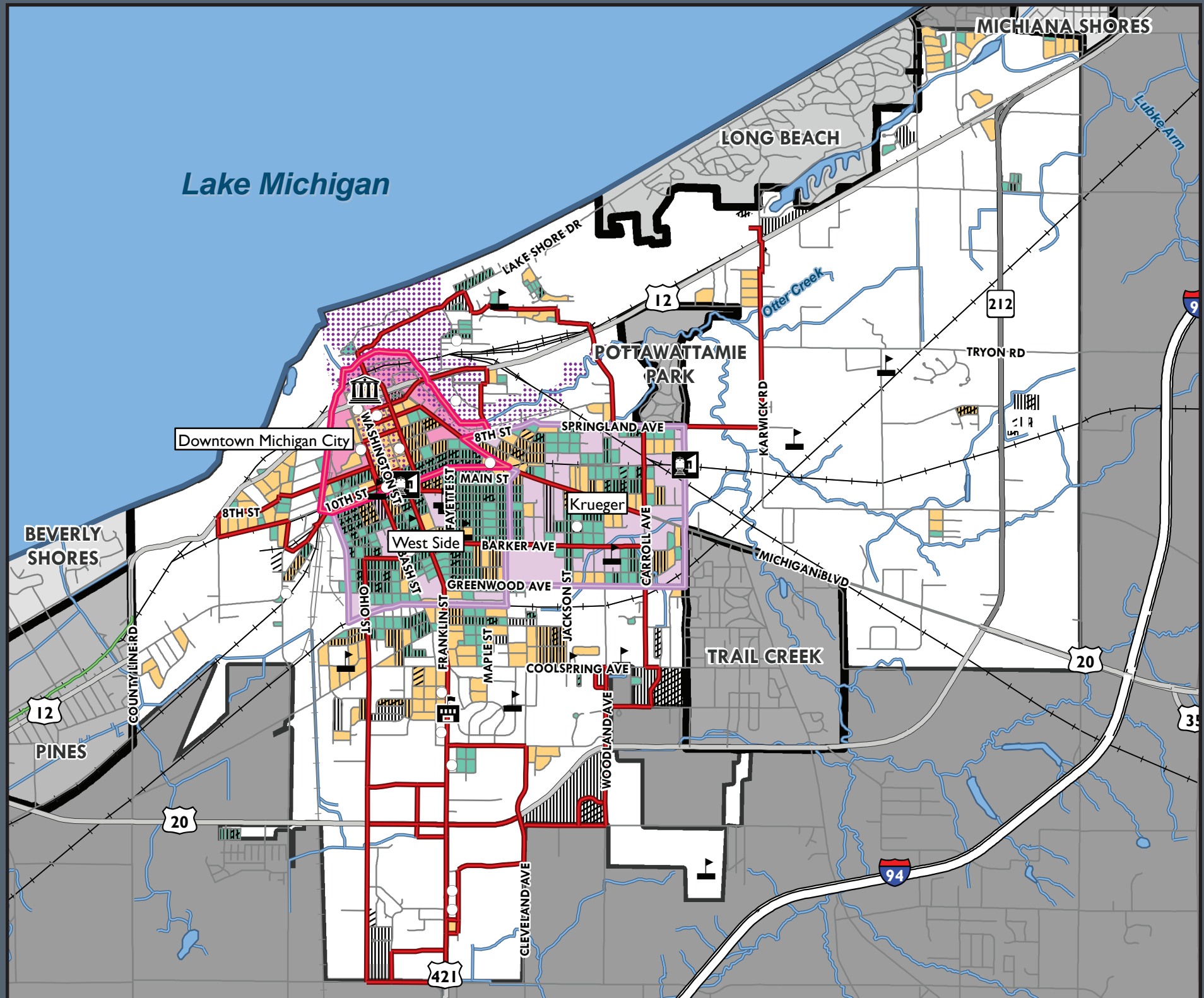
-  ≥ 25 Employees
-  ≥ 5 Houses
-  ≥ 5 Houses and 15 People
-  ≥ 15 People

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.





Franklin Street Commercial Corridor, North End, Michigan City (NIRPC)

gle, defined by the points of Lighthouse Place Mall, the Lakefront and Blue Chip Casino. Franklin Street is the “Main Street” of Michigan City and is blocks away from Lighthouse Place Mall, the City’s key anchor to downtown. Two historic residential districts are located in this area, Washington Street and Elston Grove.

Mobility

Many of the streets are one-way streets. Franklin Street is one-way northbound, ending at the Library. Wabash Street, Washington Street, and Pine Street are the north-south connections, while US12 and 11th Street are the east-west connections.

The 11th Street (Michigan City) NICTD Station is located on the southern end of the district, between Franklin Street and Pine Street. The South Shore Line railroad runs through the center of 11th Street, a unique configuration for a commuter railroad. NICTD recently reached an agreement with the City of Michigan City to redevelop the existing station site for transit-oriented development. Amtrak also operates service from a station in the northern part of downtown, off of Washington Street. Michigan City Transit (MCT) service provides bus service along four fixed routes. All of the City’s transit bus routes originate from Downtown, at the Michigan City Public Library and travel around the city in (largely mono-directional) loops until they return back to the library. MCT also offers an ADA Paratransit service called Dial-a-Ride.

Street Grid:

As shown on the map, streets are laid out in a traditional grid system with a short block lengths that create strong connectivity and are easy to walk. A bike lane is located along Michigan Boulevard, as part of the City’s beautification project.

Walkability:

The area is well connected by sidewalks. Sidewalk connectivity improvements have been made along Michigan Boulevard. The high traffic speed along US 12 can sometimes make it difficult for pedestrians to cross. According to Walk Score, the center scores a 72 (very walkable) with most errands accomplished by foot.

Traffic Conflict:

The intersection of US 12 and Wabash Street can cause problems for vehicles turning onto US 12 from Wabash Street.

Parking:

Parking in Downtown appears to be sufficient. Parking is mostly on street with some parking lots.

Land Use/Buildings

The area is primarily comprised of multi-family residential with townhouse residential allowing for higher density.

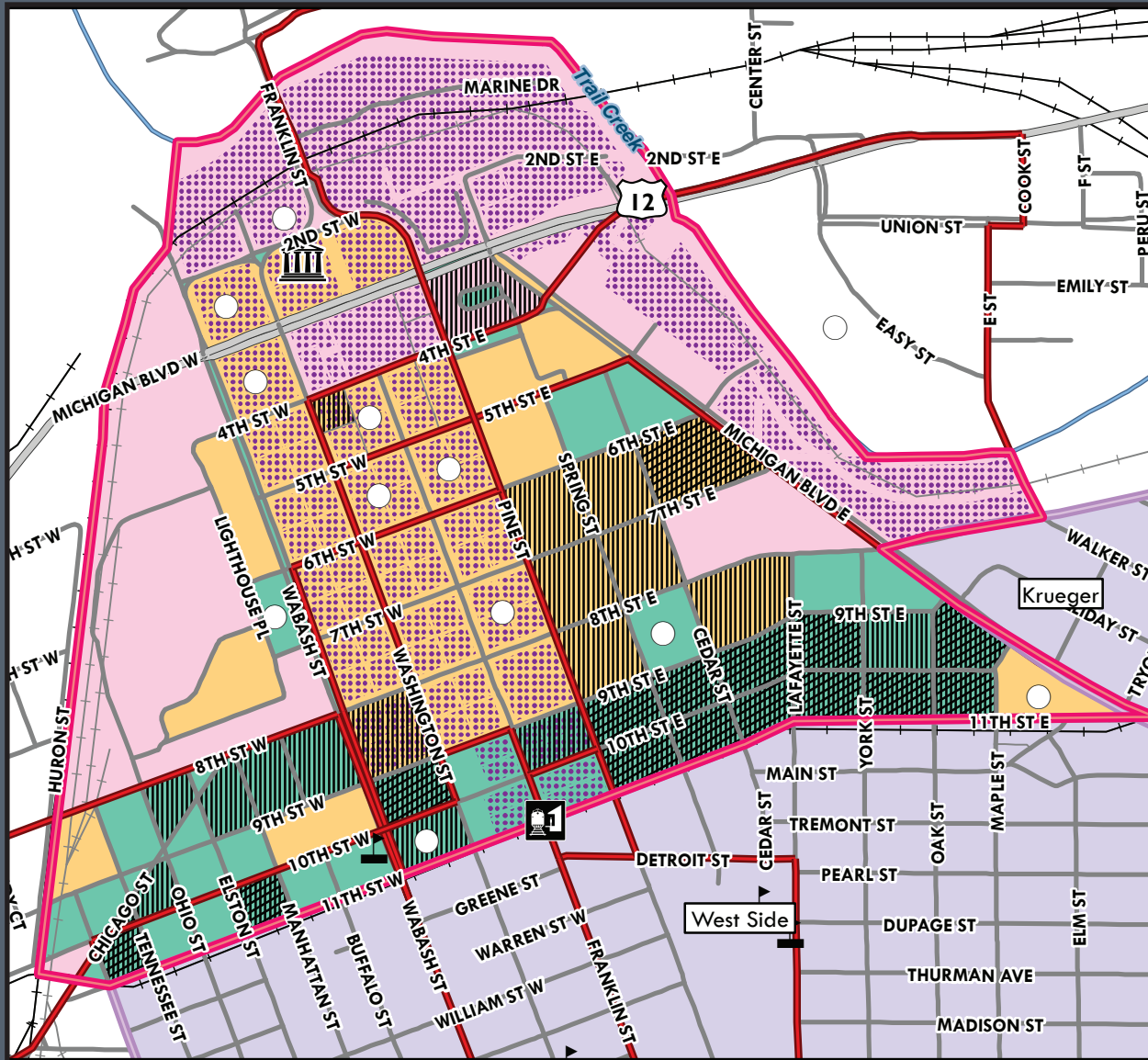


Franklin Street Commercial Corridor North End, Michigan City (NIRPC)



Street Grid North End, Michigan City (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

DOWNTOWN MICHIGAN CITY

The Main Center

Main Centers Neighborhood Centers

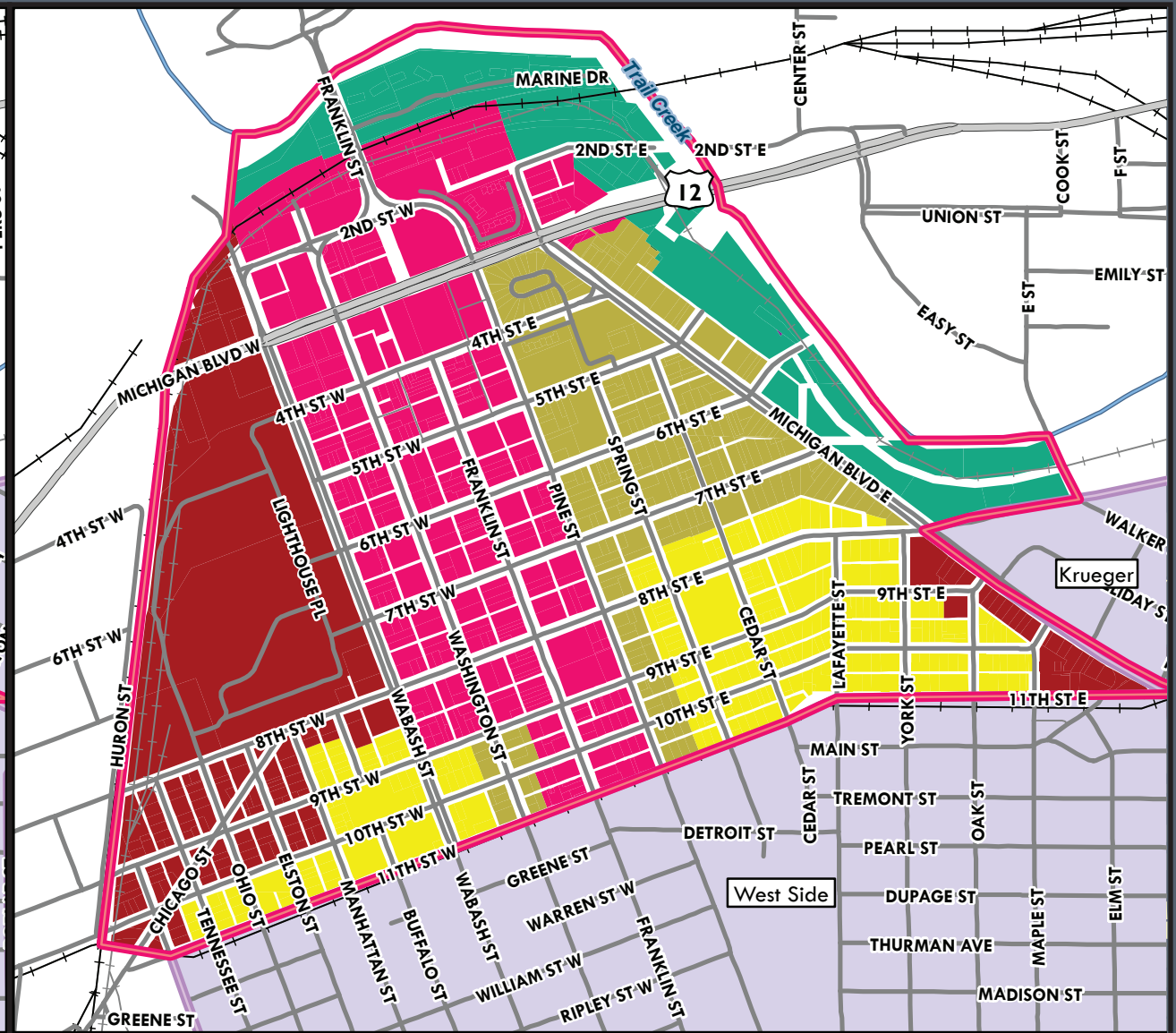
These Boundaries were drawn in consultation with planners and representative associated with the municipalities based on NIRPC's analysis and the municipality's plans



.25 Miles



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



ZONING

- Agriculture
- Neighborhood Commercial
- General Commercial
- Office Space
- Downtown Core
- Light Industrial
- Heavy Industrial
- Marina Development
- Single Family
- Low-Rise Multiple Family

Density Per Relevant Zoning Acre
 8.8 People 4.9 Houses 20.6 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.



Michigan City Public Library, North End, Michigan City (NIRPC)



Farmer's Market, North End, Michigan City (NIRPC)

The downtown core district is located between Wabash Street and Pine Street, with Franklin Street serving as the main commercial corridor. Located here is a variety of small shops, restaurants, bars, and banks, and also serves as the center of the Uptown Arts District. The area allows for mixed use development.

Franklin Street is a relatively typical pedestrian-oriented Midwestern main street and features an array of fine mixed-use buildings, although several stores are vacant and some lots lie empty. Behind Franklin Street's storefront buildings, the fabric of the city changes substantially to a conventional suburban development pattern. Many buildings having been demolished to make way for parking lots, newer buildings are set back from the street and are primarily designed to serve automobile traffic.

The Marina District is located along Trail Creek, encompassing the waterfront. The North End Development Plan focuses on redeveloping and revitalizing the City's core area, Franklin Street, and expanding its public art presence to capitalizing on tourism. The City's Trail Creek Plan and Waterfront Redevelopment Plan are intended to help redevelop North End, and serve as a catalyst for revitalization.

Open Space/ Landscape

The area includes a park on the corner of US 12 and Michigan Boulevard. In general, the area lacks green open spaces that provide for outdoor cafes, places to sit, and special events. Most of the open space can be found in Washington Park, just north of the center. The area contains open and partial lots making it difficult to connect to other areas of the center, especially in the northeast portion.



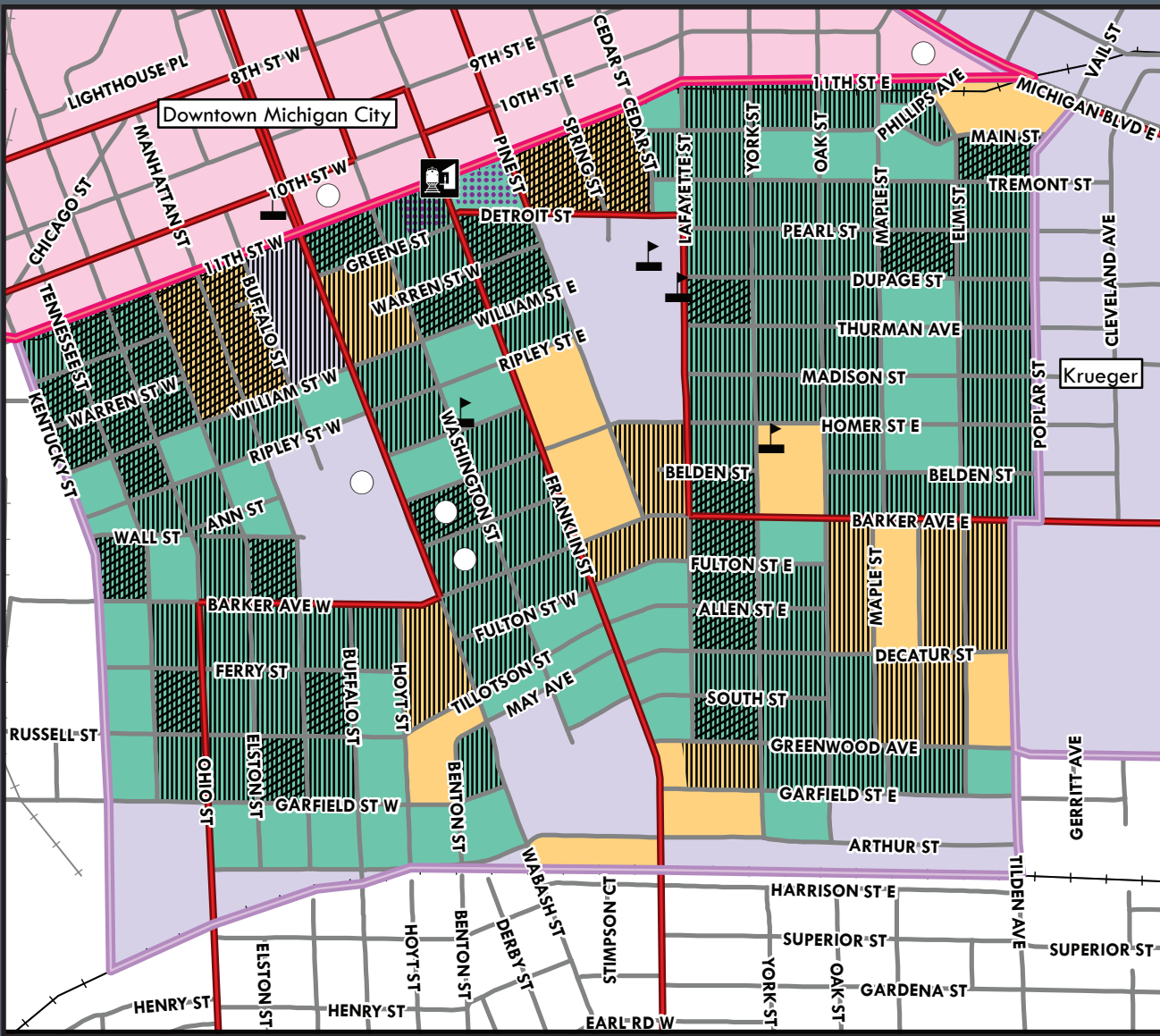
Trail Creek Reuse Plan, Michigan City (NIRPC)



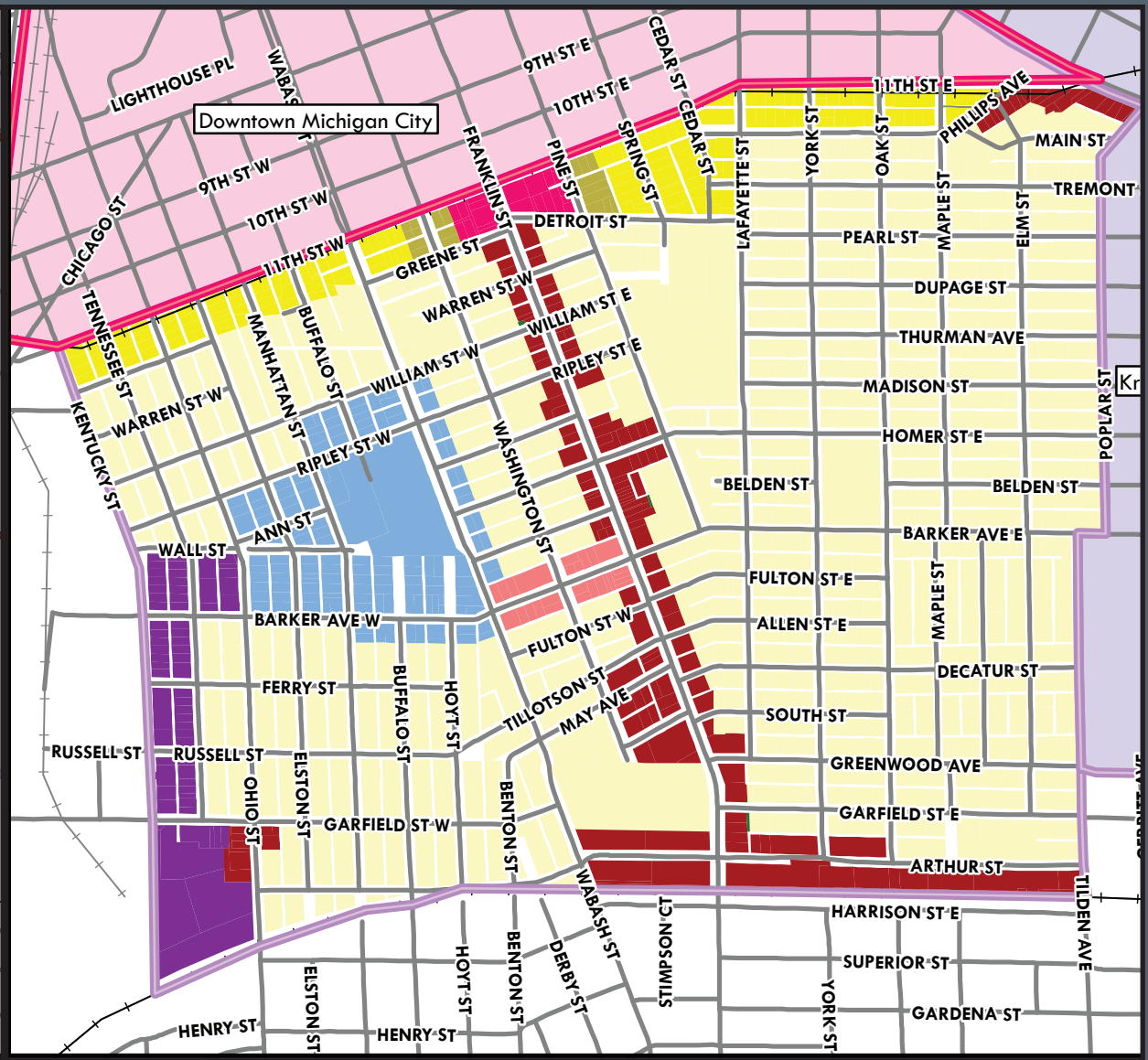
Trail Creek Reuse Plan, Michigan City (NIRPC)



11th Street TOD Concept, The North End Plan, Michigan City (NIRPC)



NIRPC ANALYSIS



ZONING

WEST SIDE - MICHIGAN CITY

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.

Density Per Relevant Zoning Acre
 19.6 People 9 Houses 39.9 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.

WEST SIDE (NEIGHBORHOOD CENTER)

The West Side Neighborhood Center is located directly south of the North End downtown center, with 11th Street and the South Shore Line railroad serving as its northern boundary. It is bordered by Kentucky Street on the west, and the southern border is primarily formed by the CSX railroad. The eastern boundary is formed mainly along Poplar Street and Tilden Avenue. The total acreage of the center is 531 acres.

St. Anthony Memorial Hospital is located on the western portion, along Wabash Street. The hospital is considered a major activity center. Michigan City Junior High School is also located in the area and accessible within walking distance from adjacent houses and commercial corridors.

Population:

5,030 people (almost 16% of Michigan City's population). Population density is 19.6 people per acre.

Housing:

The total housing is 2,315 units (approximately 16% of Michigan City's total housing). Housing density is 9 units per acre.

Jobs:

Total employment within the area is 3,152 with a density of 39.9 employees per acre.



Residential street, West Side, Michigan City (NIRPC)



Sidewalk Infrastructure
West Side, Michigan City (NIRPC)

Mobility

Michigan City Transit provides service to the area.

Street Grid:

As shown in the street network map, streets are laid out in a grid system with small block perimeter allowing for easy walkability. Kentucky, Wabash and Franklin Streets provide the best north-south connections while 11th Street and Barker Avenue provide east-west connections.

Walkability:

The area is in general well connected by sidewalks. According to Walk Score, the neighborhood scores a 72 (very walkable) with most errands can be accomplished by foot.

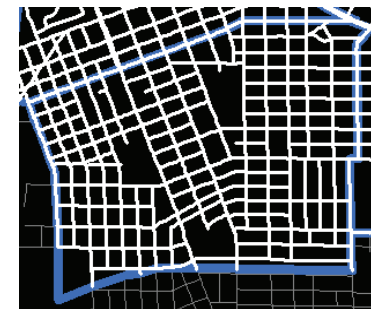
Land Use/ Buildings

The area is primarily comprised of single family residential with townhouse residential, allowing higher density along 11th Street. Residential is the dominated land use type, which represents about 76% of the total land uses in the area.

The commercial area is located largely along Franklin Street. It contains a variety of small businesses, shops, restaurants, and bars. Parking is largely on street, behind or in some areas, adjacent to the building. A section of heavy industry is located along Kentucky Street.

Open Space/ Landscape

The area includes Ames Field and Michigan City Junior High School Field. Ames Field contains a playground, swing set, picnic areas, open space and football stadium. The Junior High School includes a tennis court and a track. The neighborhood also includes Zilla Square Park which is three acres and includes a playground, ball field, basketball courts, and picnic shelter.



Left
Landscaping at St. Anthony's Memorial Hospital
West Side, Michigan City (NIRPC)
Right
Street Grid
West Side, Michigan City (NIRPC)

Large Community



Complete Street Features on Michigan Boulevard
Kreuger Michigan City (NIRPC)

KRUEGER (NEIGHBORHOOD CENTER)

The Krueger Neighborhood Center is located directly southeast of North End Downtown and directly east of West Side. The northern boundary follows East 8th Street and continues along Springland Avenue. The east is border by North Roeske Avenue and the south border follows Greenwood Avenue. The west is bordered by Tilden Avenue, Poplar Street and the northwestern portion of Michigan Boulevard. The total acreage of the center is 746 acres.

Population:

5,090 people (almost 16% of Michigan City's population). Population density is 11 people per acre.

Housing:

The total housing is 2,201 units (approximately 15% of Michigan City's total housing). Housing density is 4.7 units per acre.

Jobs:

Total employment within the area is 956 with a density of 12 employees per acre.

Mobility

Michigan City Transit provides service to the Kreuger area.

Street Grid:

As shown in the street network map, streets are laid out in a traditional grid system with the majority of streets connecting to Michigan Boulevard, the main east-west and commercial corridor. A major streetscape improvement and beautification has taken place along Michigan Boulevard.

Walkability:

The area is in general well connected by sidewalks. Queen of All Saints School is centered in the neighborhood and accessible within a walking distance from adjacent houses. According to Walk Score, the neighborhood scores a 32-48 (car dependent) with most errands requiring a car.

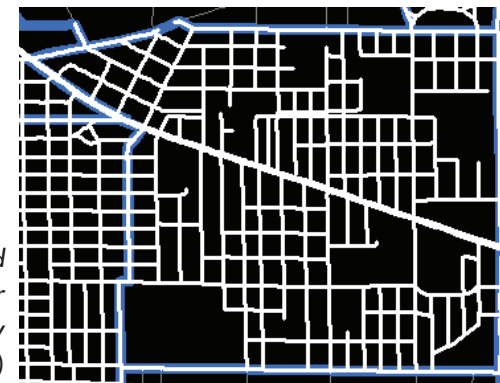
Land Use/Buildings

The area is primarily comprised of single family residential representing about 81% of the total land use.

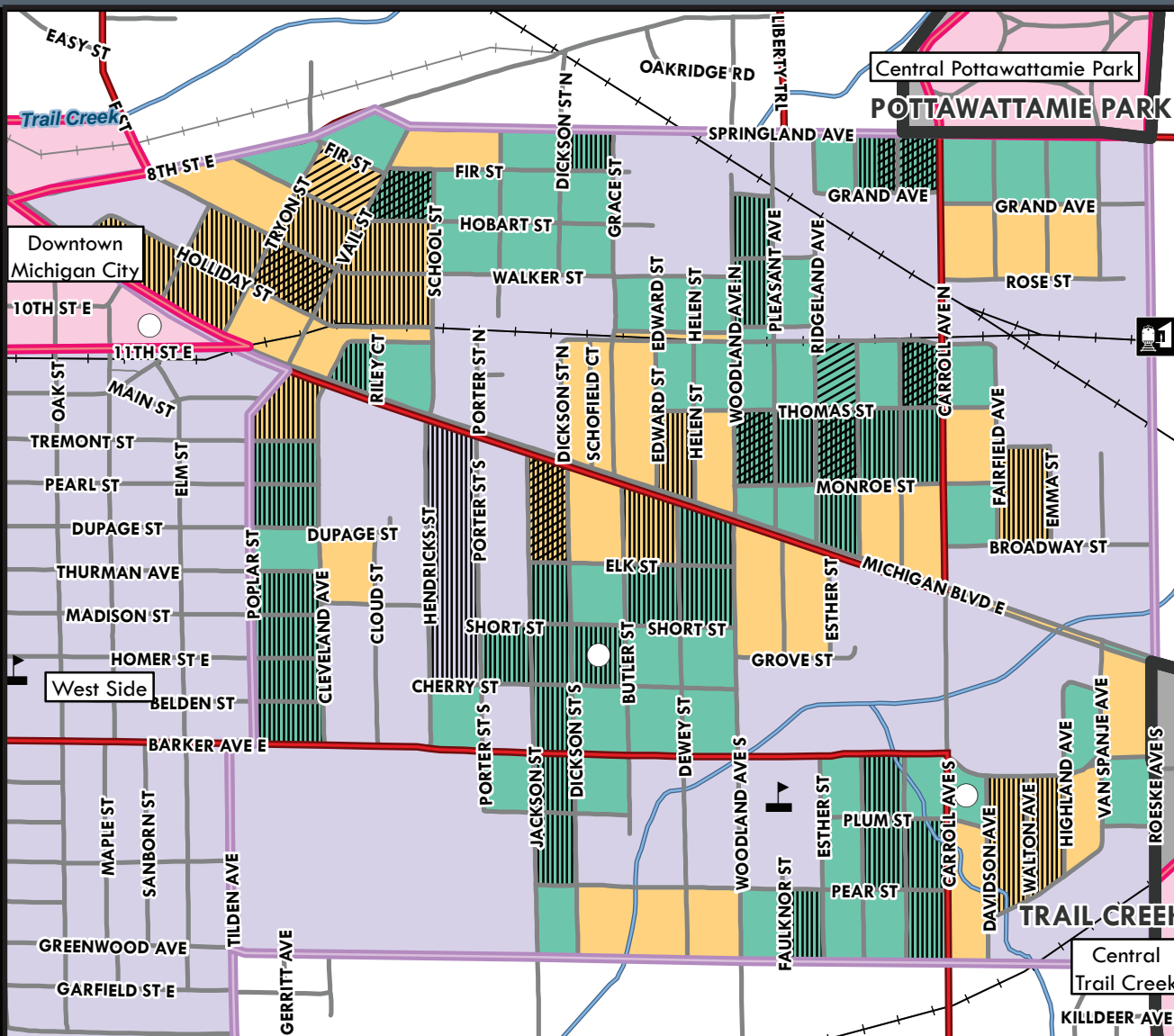
The commercial area is located along Michigan Boulevard. It contains a variety of small shops, businesses, and convenient shopping. Parking is largely on street or adjacent to the buildings.

Open Space/ Landscape

The area is served by a neighborhood park called Cleveland Park that is six acres, and includes a ball field, playground. Water Tower Park is 5.3 acres and includes a playground, two ball fields, a basketball court, and tennis courts.



Street Grid
Kreuger
Michigan City
(NIRPC)

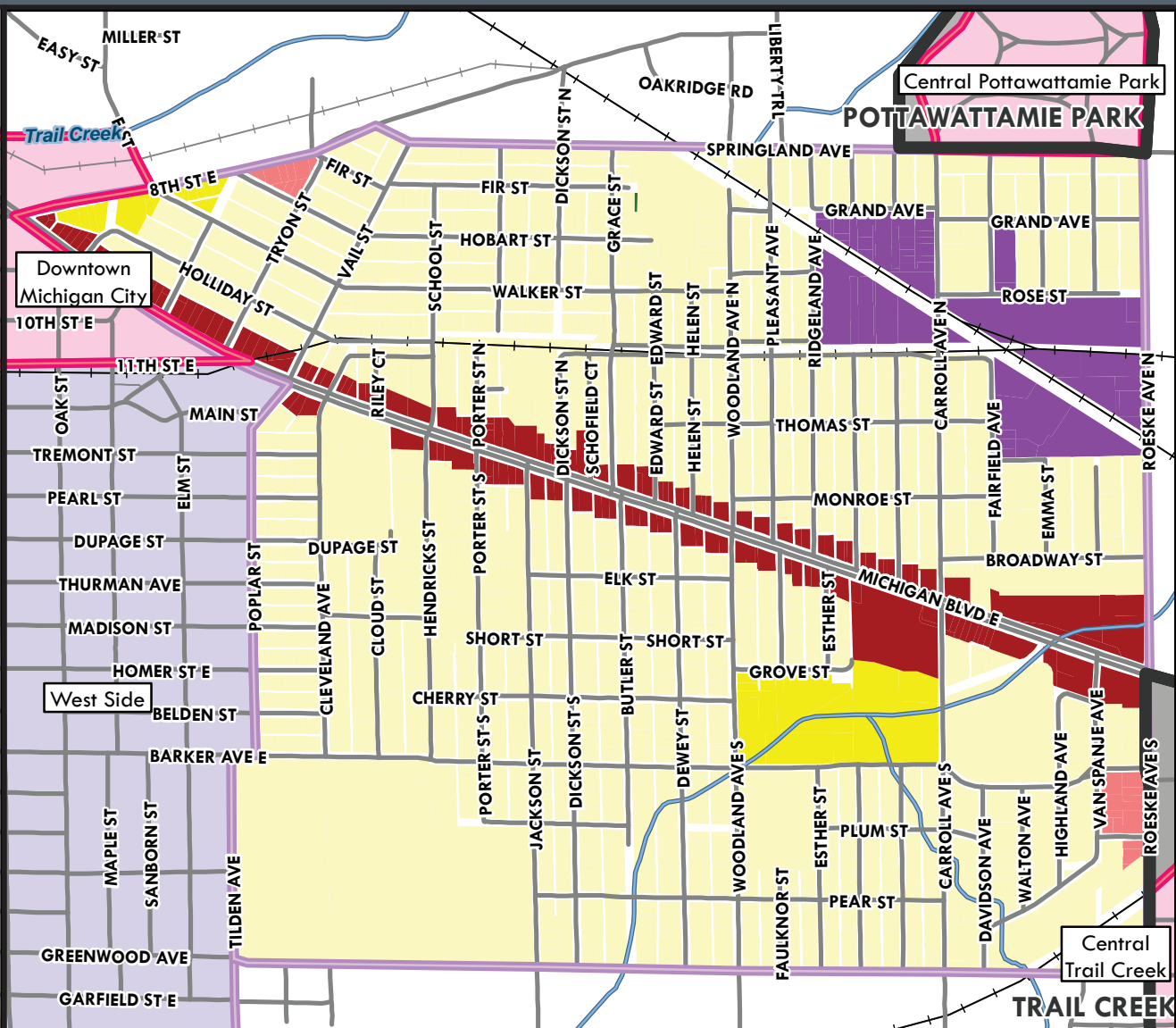


NIRPC ANALYSIS

- 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.



KRUEGER - MICHIGAN CITY

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

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

ZONING

- Agriculture
 - Neighborhood Commercial
 - General Commercial
 - Office Space
 - Downtown Core
 - Light Industrial
 - Heavy Industrial
 - Marina Development
 - Single Family
 - Townhouse
 - Low-Rise Multiple Family
- Density Per Relevant Zoning Acre**
- 11 People
 - 4.7 Houses
 - 12 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.

TOWN OF MUNSTER

Overview

Munster is situated in Lake County, which is in Northwestern Indiana, approximately 30 miles southeast of Chicago. Munster is a mature community of 7.6 square miles and over 24,000 people. It shares municipal boundaries with Hammond to the north, Highland to the east, Dyer and Schererville to the south, and Lansing and Lynwood directly west of the Illinois border. Munster's location near major highways I-80/94, airports and rail lines has helped the town become a desirable place for living and business of all sorts.

Munster is on the rise as a regional medical center. The population of Munster has been stable since the 1980s. However, until today, Munster continues to hold a reputation as a conveniently located, well-educated community that serves as a medical and cultural center for Northwest Indiana.

Livable Centers

Munster includes a livable center and a neighborhood center as follows:

OLD MUNSTER STEEL (DOWNTOWN CENTER)

Munster's 2010 Comprehensive Plan calls for mixed-use development around the Old Munster Steel site. With a possible overpass at 45th Street, Munster plans to develop this district as the downtown with commercial and residential units around Clay Lake. The Old Munster Steel Center is irregular in shape and its boundary defined by Azalea Drive on the north, Walnut Drive on the east, 45th Street on the southeast, Columbia Street on the northeast, and Calumet Avenue on the west. The total acreage of the center is 170 acres.

Population:

1337 people (almost 6 % of Munster total population). Population density is 15 people per acre.

Housing:

The total housing is 559 units (approximately 6 % of total housing). Housing density is 6 units per acre.

Jobs:

Total employment in the North Side area is 131 (approximately 1 % of the total employment in Munster) with a density of 9 employees per acre.




New commercial development on Calumet Avenue, Munster (NIRPC)

MUNSTER'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.

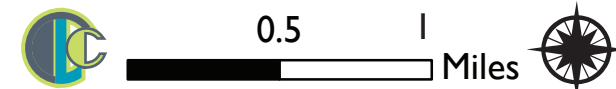
-  Schools
-  Higher Education
-  Civic Halls
-  South Shore Stops
-  Trails
-  Bus Lines
-  Identified Mixed Use Zoning

Density per Acre by Census Block

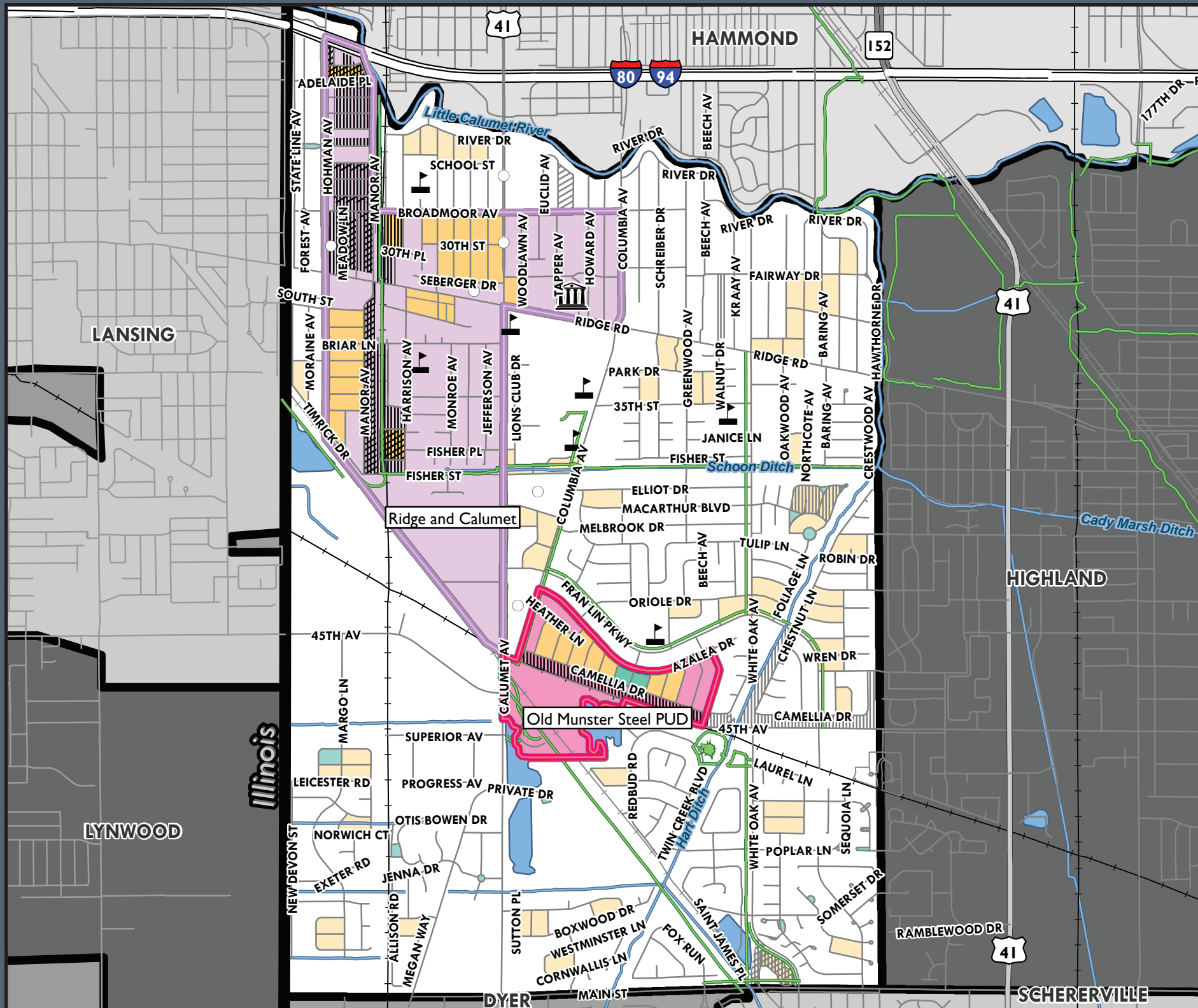
-  ≥ 25 Employees
-  ≥ 5 Houses
-  ≥ 5 Houses and
-  ≥ 15 People

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

Street Grid:

As shown in the street network map, streets are somewhat dense and connected.

Walkability:

The area scores 55, which is somewhat walkable. The center is fairly connected by sidewalks.

The area includes the Pennsy Greenway that when it is fully complete, this 15 mile trail (10 miles in Indiana, 5 in Illinois) will connect directly to the 450-mile Burnham Greenway/Grand Illinois trail system in Illinois, with the potential to serve a large regional population. The map on the right shows the comprehensive trail framework plan within the Center. The Plan aims for Munster to connect southward to Centennial Park. As it travels through Centennial Park, the path will leave the old rail right of way and wind around the edge of the golf course providing bicyclists with an attractive view of the park.

The Center includes the Canadian National Railroad that is parallel to 45th Street. Across the tracks, there is long term potential for creating a transit oriented community on the current Lansing Country Club site. A pedestrian tunnel or bridge can connect across the tracks.

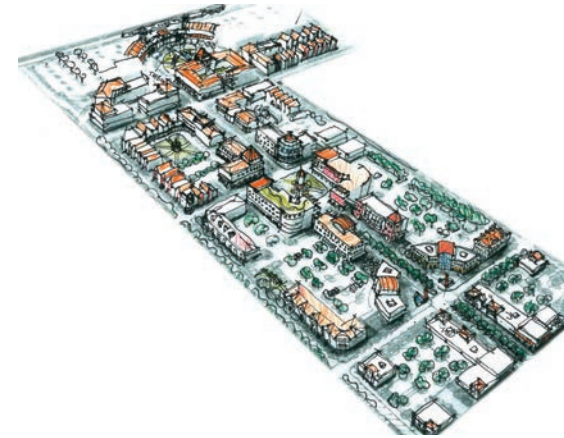
Land Use/ Buildings

The area is a mixed-product single-family subdivision that is comprised of single-family and multi-family homes. It is generally in good physical condition. Residential land use is significant in the Center, which represents about 57% of the total land uses in the area.

There is no commercial land use within the center. However there is about fourteen acres of industrial land at the old Munster Steel site that is recommended for redevelopment. Such development will include creating a small square as a focal point of a new mixed use development.

Open Space/ Landscape

Public open space in the center covers 25% of the total land use which is very high in comparison to other areas. Located south of the Neighborhood Center is Centennial Park, Munster's premier new open space. It encompasses 205 acres. It was constructed, in part on a landfill, in honor of the town's centennial celebration in 2007. It is a great asset for the Town and has become a regional destination for active and passive recreation and civic events. The park has set a high standard for quality design and best environmental practices.



Left
Mixed Use Concept
(Munster 2010 Comprehensive Plan)

Right
Street Grid
Old Munster Steel
Munster (NIRPC)

RIDGE ROAD & CALUMET AVENUE (NEIGHBORHOOD CENTER)

The Neighborhood Center is irregular, and defined by Broadmoor Avenue and I-80 on the north, Hohman Avenue on the west, Columbia Avenue and Calumet Avenue on the east, Ridge Road on the south, and the Canadian National Railroad on the southwest. The total acreage of the center is 771 acres.

Population:

5383 people (23% of total Munster's population). Population density is 11 people per acre.

Housing:

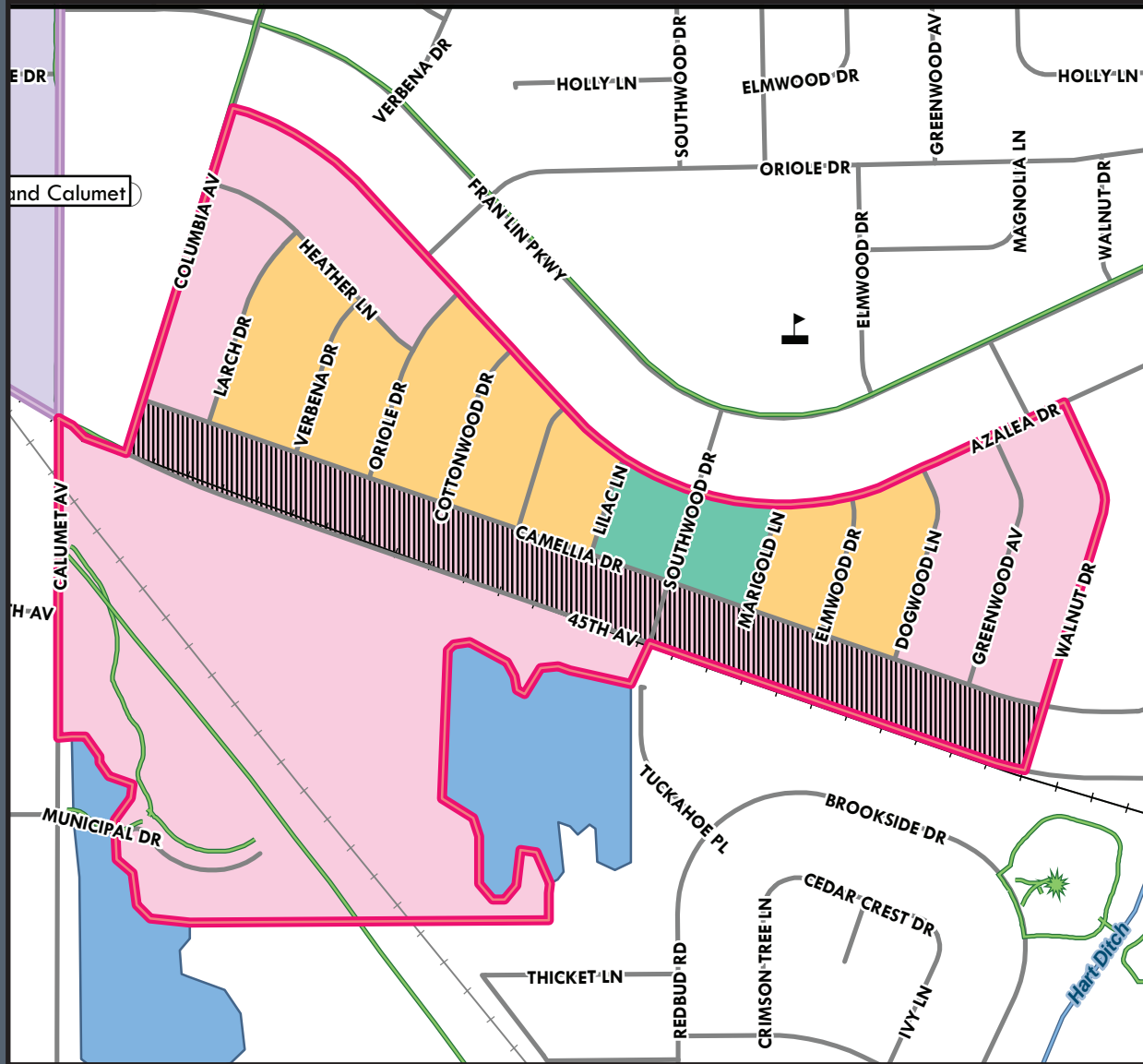
The total housing is 2447 units (approximately 26 % of Munster's total housing). Housing density is 5 units per acre.

Jobs:

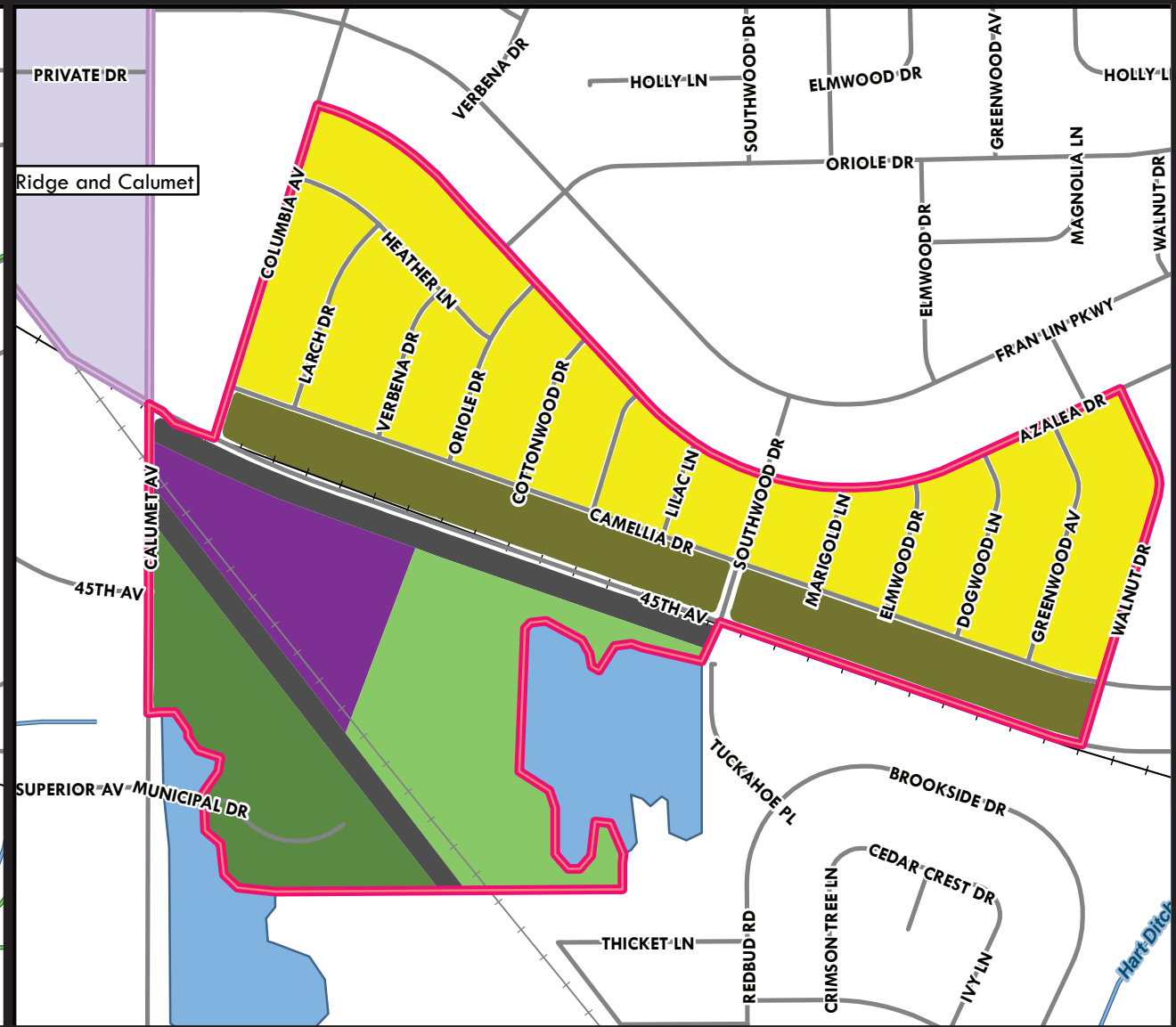
Total employment in the downtown area is 2600 (approximately 20% of the total employment in Munster) with a density of 14 employees per acre.

The Center features the Town Government Complex and major shopping area along Ridge Road and Calumet Avenue. The Town Hall area is a major civic gathering space, hosting at one time community events such as the Annual Blues, Jazz, and Fine Arts Festival. The Town Hall and the shopping area are not connected and people cannot walk between the two areas conveniently. The 2010 Munster Comprehensive Plan identifies opportunities for both short term and long term projects to redefine the area around the Town Hall. It is recom-

Large Community



NIRPC ANALYSIS



OLD MUNSTER STEEL - MUNSTER

- 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

- General Commercial
 - Neighborhood Commercial
 - Shopping Center
 - Manufacturing
 - Railroad
 - Office Park
 - Public Space
 - Landfill and Recycling
 - Low Density Single Family
 - Medium Density Single Family
 - Two Family
 - Apartments
- Density Per Relevant Zoning Acre**
- 15 People
 - 6 Houses
 - 9 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.

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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.



mended in the 2010 Plan to redevelop the area to open up a view corridor so that Town Hall is visible from Calumet Avenue and to connect the Town Hall to the shopping area to allow pedestrian and car movement.

Mobility

Calumet Avenue and Ridge Road are the primary corridors and gateway into Munster. 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 to and through Munster. The 2010 Plan proposes to create a grand entry into Town with a new gateway at the Calumet Bridge. When the Northern Indiana Commuter Transportation District (NICTD) proposed the 45.8 mile long West Lake Corridor through Munster, the Town considered different options. The 2010 Comprehensive Plan proposes two possible locations for a future tran station. The first one is at the Lake Business Center Site on Calumet Avenue, and the second one at a greenfield site north of the proposed Main Street extension. The Canadian National Railroad is located southwest of the center.

The Town of Munster has had a long commitment to creating safe bike connections for its residents and visitors. The Pennsy Greenway just recently connected with Lansing's established bike path. In 2014 the Monon trail will connect with Hammond with the construction of a non-motorized bridge over the Little Calumet River and the 2010 Plan aims to eventually connect these major bike and pedestrian routes to the potential train station at the Lake Business Center.

Street Grid:

As shown on the map, streets are laid out in a grid system and its block lengths vary between short and medium. Major roads are well connected but some side streets are not well connected creating limited connectivity and walkability.

Traffic Conflict:

There is a high number of curb cuts along Ridge Road and Calumet Avenue, which cause traffic problems, unnecessary turn movements, and discontinuous sidewalks. The existing traffic circulation pattern in the area is confusing and inefficient. The 2010 Plan proposes to consolidate these curb cuts, creating fewer shared access drives and providing cross access between parking areas can provide a more efficient traffic flow. Better sidewalk connectivity would provide for a safer pedestrian environment.

Walkability: This area scores 57, which is somewhat walkable.



Street Grid, Ridge Road & Calumet Avenue Munster (NIRPC)



Sidewalk Infrastructure Ridge and Calumet Avenue Munster (NIRPC)

Parking: Parking is segmented and inefficient, with minimal shared parking and cross access connections. It is recommended in the 2010 Plan to create consolidated shared parking areas for the Ridge and Calumet corridors to eliminate the need for individual curb cuts.

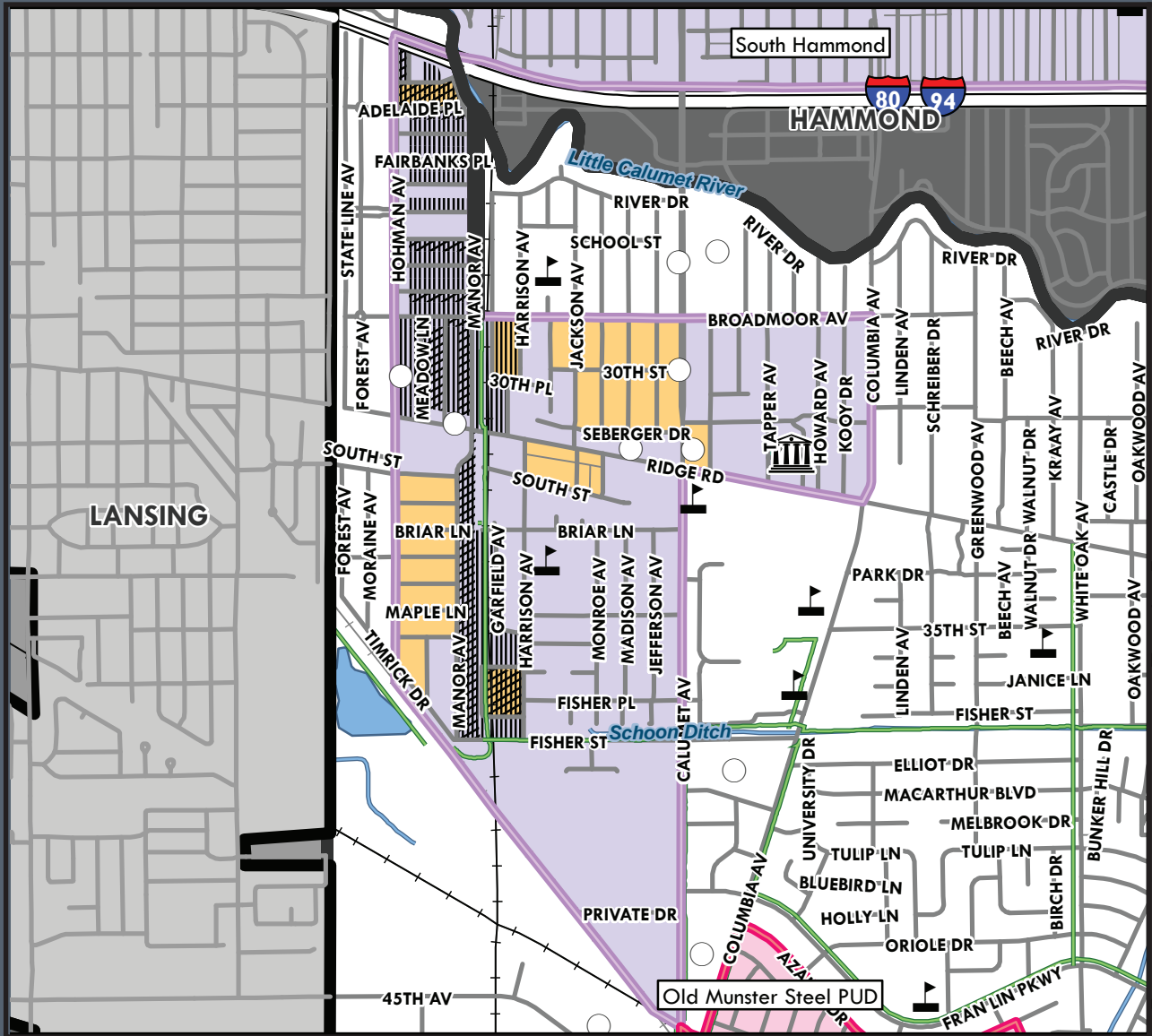
Land Use/Buildings

The area is mixed-product single-family subdivision that is comprised of single-family and multi-family homes. It is generally in good physical condition. Residential land use is significant in the Center, which represents about 61% of the total land uses in the area. Commercial land use is concentrated along Ridge Road and parts of Calumet Avenue. South of the Center on Calumet Street located is the Pepsi facility that is recommended in the 2010 Plan to be retained as an anchor for redevelopment. The NIPSCO site to the west across the tracks has significant amount of tall utility structures.

Open Space/ Landscape

The Center includes about 35 acres of public space, which represents 5% of the land use in the center. However, southeast of the center there are a number of parks within walking distance to the surrounding neighborhoods. North of the Center located is the Little Calumet River, which has a past of significant flooding issues, the most recent in 2008. Major efforts are underway by the Army Corps of Engineers and the Little Calumet River Basin Development Commission to improve the river's capacity to handle the stormwater impacts of the future. In line with engineering improvements is the idea to bring back one of the boldest concepts of the 1938 plan. The 1938 plan called for preservation of land along the Little Calumet as park land, turning what has historically been considered a functional feature into a prime recreational amenity for Munster.

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

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.

RIDGE AND CALUMET - MUNSTER

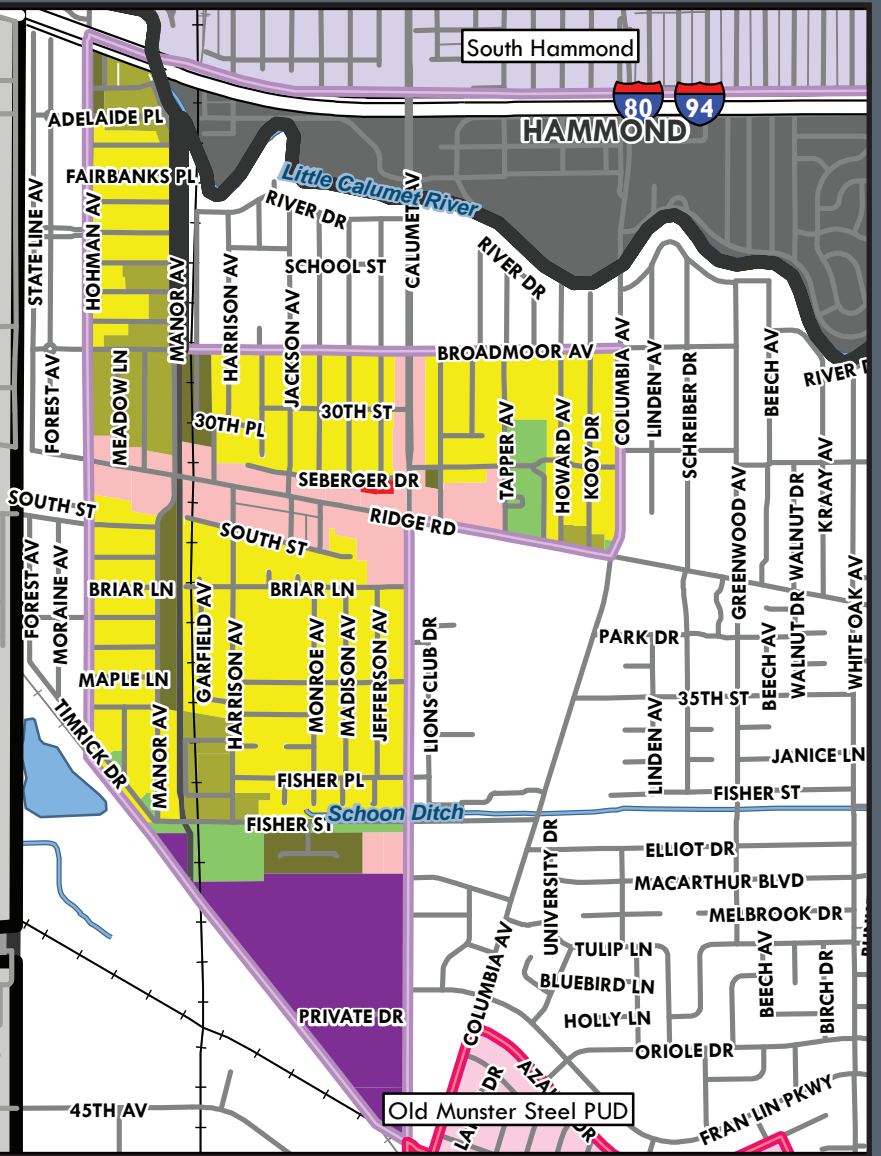
A Neighborhood Center

- 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.



ZONING

- General Commercial
 - Neighborhood Commercial
 - Shopping Center
 - Manufacturing
 - Railroad
 - Office Park
 - Public Space
 - Landfill and Recycling
 - Low Density Single Family
 - Medium Density Single Family
 - Two Family
 - Apartments
- Density Per Relevant Zoning Acre**
- 11 People
 - 5 Houses
 - 14 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.

Overview

Portage is located in Porter County, about 31 miles from downtown Chicago and 8 miles from downtown Gary. According to the 2010 Census the city's population was 36,828, making it the third most populous city in Northwest Indiana.

Portage's general boundary is Lake Michigan and Ogden Dunes on the north, Burns Harbor to the east, unincorporated Porter County to the south, and Gary and Lake Station to the west.

Livable Centers

Portage includes a livable center and one neighborhood center as follows:

DOWNTOWN PORTAGE (DOWNTOWN CENTER)

The Downtown Portage livable center's boundary follows the one set forth for the Downtown District in Portage's 2009 Comprehensive Plan. The total acreage of the center is 299 acres.

Population:

1,156 people (3% of Portage's population). Population density is 15.2 people per acre.

Housing:

The total housing is 492 units (approximately 3% of Portage's total housing). Housing density is 2.3 units per acre.

Jobs:

Total employment in the downtown livable center is 3,126 with a density of 15.2 jobs per acre.

Mobility

Downtown Portage contains the important crossroads of Central Avenue and Willowcreek Road. Willowcreek, designated as SR 249 north of US 20, provides north-south access to the Port of Indiana, I-94, the Indiana Toll Road, and US 6. The City's long range plans allow for the potential of Willowcreek to eventually connect directly south to US 30.

Street Grid:

Central Avenue serves as a dividing line between two different types of development. On the north side of Central, large, car-oriented developments dominate, resulting more in a series of parking lots rather than a true street system. It does warrant mentioning, however, that the city is working to create a better street system within the area between Vivian Street and Ham-





Portage City Hall, Downtown Portage (NIRPC)

PORTAGE'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



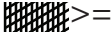

-  Main Livable Center
-  Neighborhood Center

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.

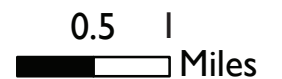
-  Schools
-  Higher Education
-  Civic Halls
-  South Shore Stops
-  Trails
-  Bus Lines
-  Identified Mixed Use Zoning

Density per Acre by Census Block

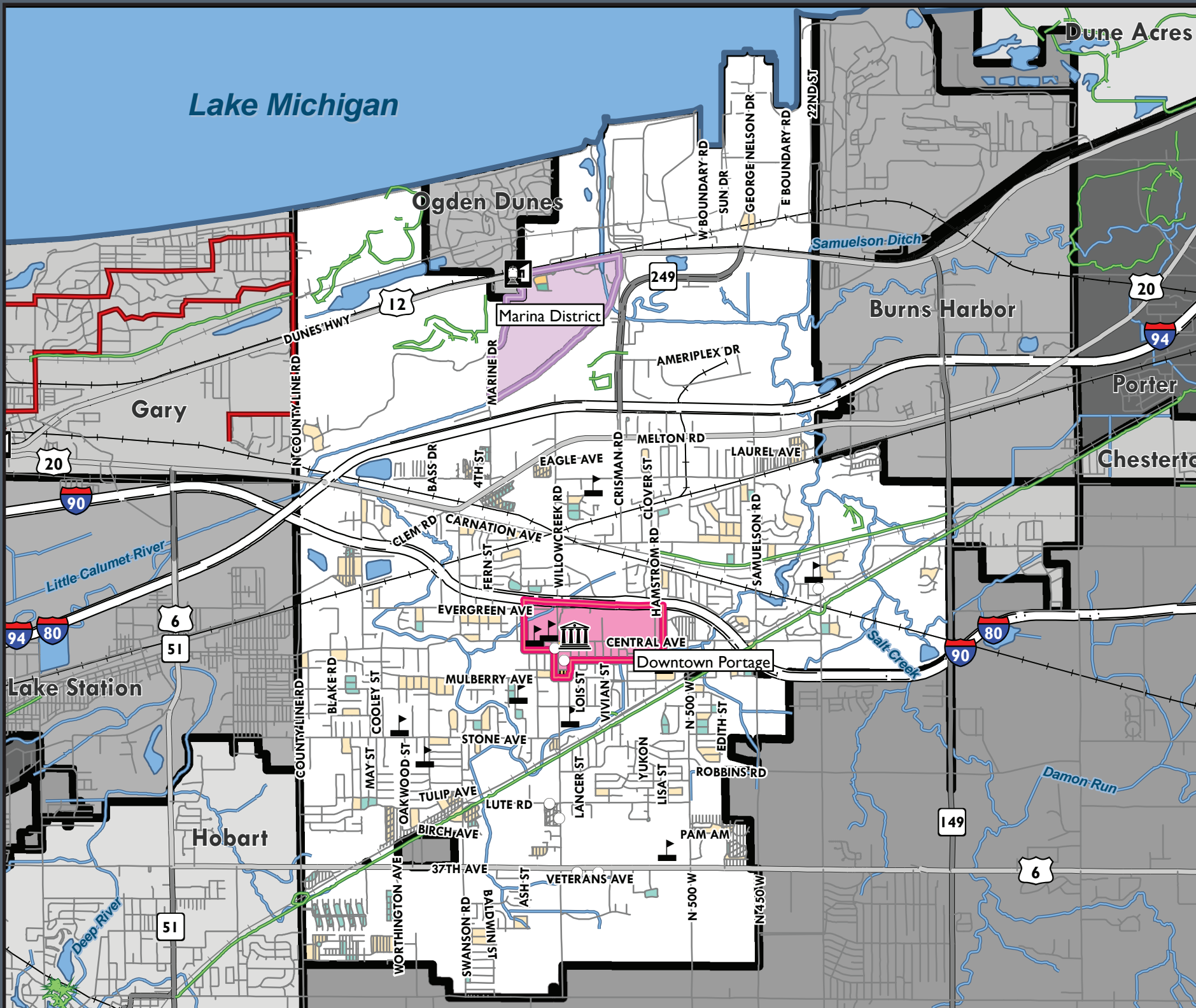
-  >= 25 Employees
-  >= 5 Houses
-  >= 5 Houses and
-  >= 15 People

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.





strom Road. A street grid does already exist on the south side, however, the blocks tend to be larger than the 1,600-2,400 foot range that the livable centers analysis calls for.

Traffic Conflict:

With Central Avenue and Willowcreek Road as major thoroughfares, along with the large number of ingress and egress points for the various businesses along these corridors, there are several points of traffic conflict. Left turn actions across two lanes of oncoming traffic at unsignalized intersections are common. Along with the typical rush periods, traffic can be exacerbated due to the fact that two schools, Aylesworth Elementary and Willowcreek Middle Schools, are both located at the intersection of Central and Willowcreek.

Walkability:

The streets in this center generally all have sidewalks, and this allows easy pedestrian connections to the services that are located in this area. The commercial development in the area, predominantly located along Willowcreek and Central, is car-oriented and results in a large number of curb cuts to allow access to parking areas. This can cause conflicts with pedestrians. Also, the major intersection of Central and Willowcreek, while marked and signalized, still holds the potential for pedestrian and motorized vehicle issues, especially when children are coming to or leaving school. The residential areas included in this center are generally quieter streets, though there is no alley system, meaning that the houses include driveways. With all that said, the high proximity of amenities gives Downtown Portage a walk score of 65 (Somewhat Walkable).

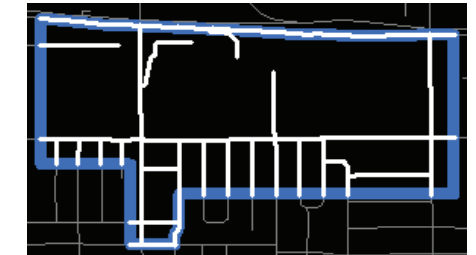
Parking:

Parking in the downtown center is mainly in surface lots, neither located in front of nor next to the businesses they serve. The Meadows Shopping Center at Central and Willowcreek possesses the largest of these parking lots.

Land Use/Buildings

Downtown Portage, in addition to the aforementioned commercial development, also contains some single-family residential development as well as many of the city's civic functions. The Portage City Hall, Police Department, and Library are all located here, along with Aylesworth Elementary and Willowcreek Middle Schools. The Portage Post Office is located at the southern end of the center.

The commercial development in Downtown Portage is mainly retail such as medium-box shopping centers and fast food restaurants, as well as some professional services. The Meadows



Left
Purdue Learning Center
Downtown Portage
(NIRPC)

Right
Street Grid
Downtown Portage
(NIRPC)

Shopping Center anchors the northeast corner of Central and Willowcreek, with the main plaza facing Central and set far back from it. There is some outlot development closer to the street, however, which helps provide some activity closer to Central Avenue. The car-oriented nature of the development, however, means that a more consistent setback and continuous wall of buildings is not possible at this time.

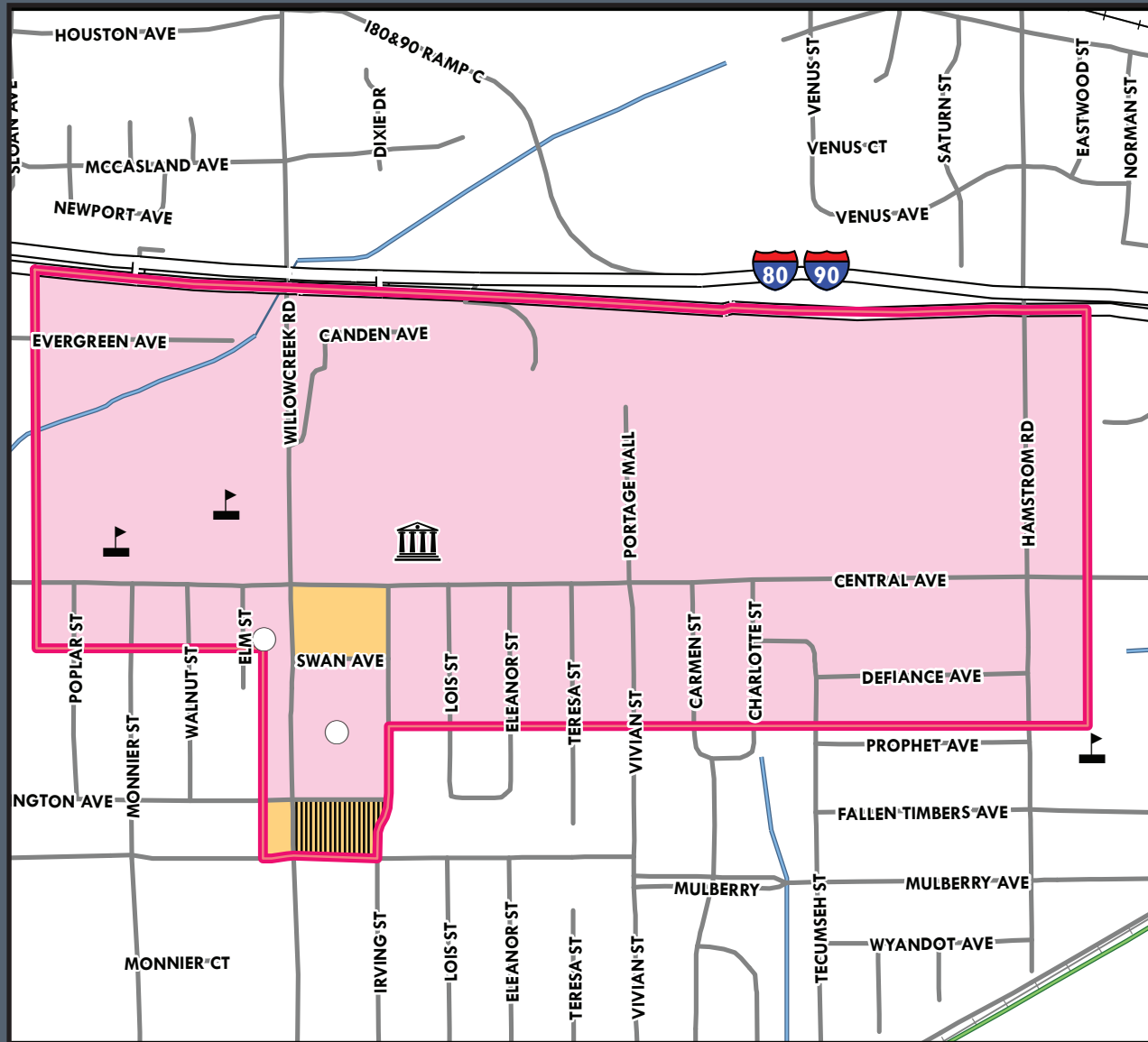
The residential use is predominantly single-family homes, set back from the street with ample front and back yards. A small townhome development along Lexington Avenue at the southern end of the downtown center is worth noting, as it provides an example of denser housing set closer to the street, with small front and back yards, and garages in the rear. The 2009 Comprehensive Plan calls for a greater amount of infill development, especially in the area of Purdue's Portage Learning Center and Founder's Square Park. The center's zoning also reflects the plan's recommendation of changing zoning in the area to allow for more traditional mixed use and central business district uses.

Open Space/Landscaping

Open space in the Downtown Center mainly consists of patches of undeveloped land, some of which is clear and some wooded. In terms of formal public space, the development occurring north of Central Avenue, just west of Hamstrom, contains Founder's Square Park and some baseball diamonds along the Indiana Toll Road. The elementary and middle schools also have open space for their activities as well.

Some landscaping and installation of decorative street elements such as lampposts has been done to beautify the area, mainly along the Central and Willowcreek corridors and where the two intersect. These efforts, however, are forced into small areas due to the surrounding development and parking lots that come close to the street.

Large Community

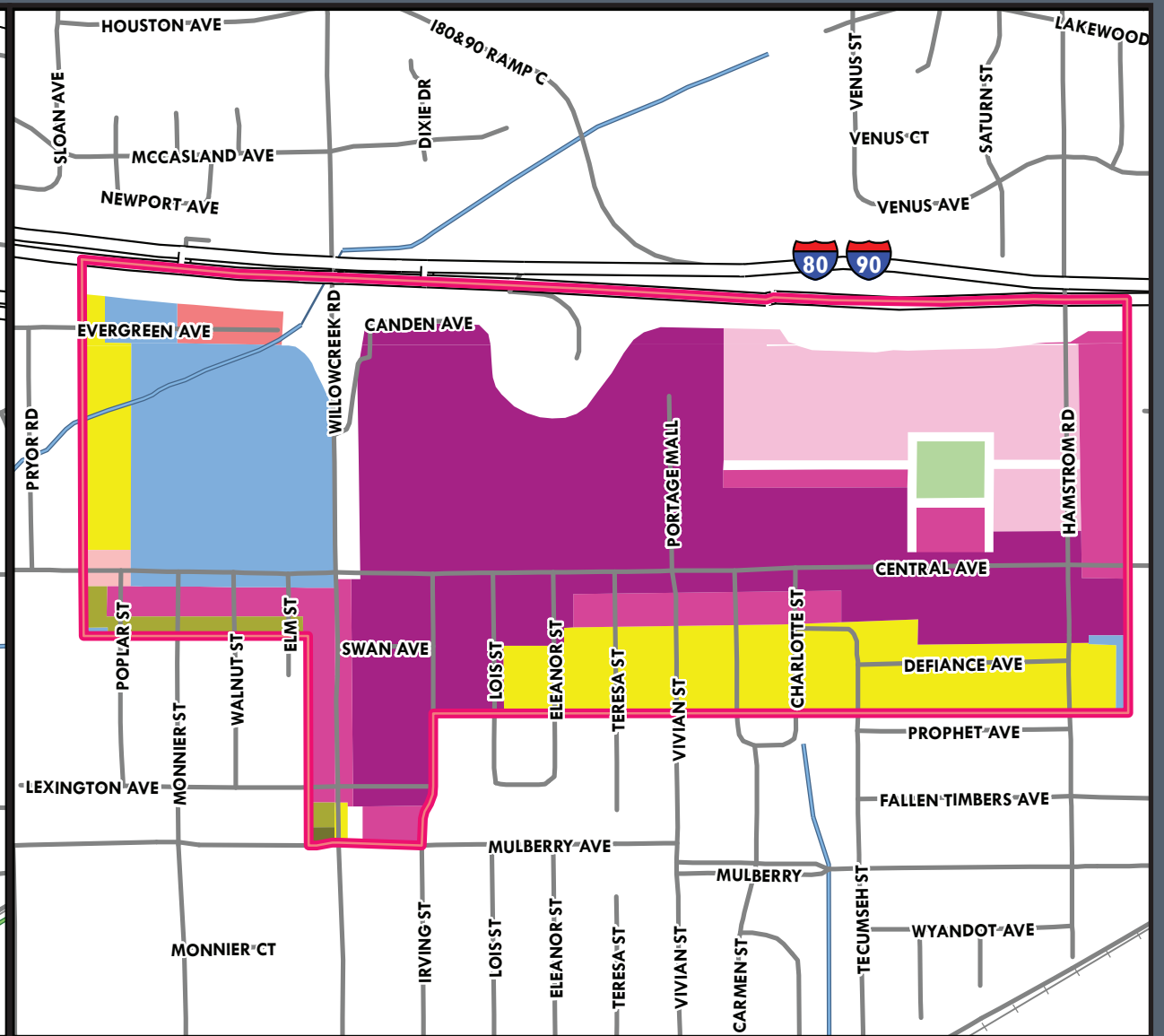


NIRPC ANALYSIS

- 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

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 PORTAGE

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



.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 Commercial
- Small/ Medium General Business
- Central Ave Business
- Central Ave Mixed Use
- Central Ave Business/Residential
- Institutional
- Low Density Residential
- Medium Density Residential
- City Core Residential
- Marina Waterway
- Parks and Recreation
- Conservation District

Density Per Relevant Zoning Acre
 15.2 People 2.3 Houses 15.2 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.



MARINA DISTRICT (NEIGHBORHOOD CENTER)

The Marina District Neighborhood Center is bounded on the north by US 12/Dunes Highway, on the east and south by the Little Calumet River, and on the west by Marina Drive and Stagecoach Road. Ogden Dunes, is on the northwest. The total acreage of the center is 376 acres.

Population:

78 people (0.002% of Portage's population) lives in the Marina District area. Population density is about 1.7 people per acre.

Housing:

The total housing is 56 units (approximately 0.004% of Portage's total housing). Housing density is 2.4 units per acre.

Jobs:

Total employment in the Marina District is 25.

The Marina District is part of the area included in Portage's Northside Master Plan dating from 2005. The area is still largely undeveloped, with plans having been put on hold as a result of the financial crisis and resulting housing collapse. While this section of the report will take into account the current state of the Marina District, it will also attempt to elaborate upon the plans that have been set forth for the area as well.

Mobility

The center is contained within a largely undeveloped area that is part of the larger Northside District that Portage has been focusing development energies on for several years.

Street Grid:

There is currently no street grid, though Marina Shores, a small, partially-built mixed use development based around a small marina currently exists, with plans calling for compact blocks and dense housing development. The Northside Master Plan's larger vision also calls for new roads, sidewalks, and paths to provide better connections between the existing development south of the Marina District and the planned development, as well as the Portage/Ogden Dunes NICTD station. These connections would provide alternatives to the current car-only connection between these areas provided by SR 249 and US 12.

Traffic Conflict:

US 12, at the northern edge of the Marina District, can pose some traffic issues. The Portage/

Left
Street Grid
Marina District, Portage
(NIRPC)

Right
Single Family Homes
Marina District, Portage
(NIRPC)



Ogden Dunes NICTD station is a significant traffic generator, and NICTD trains, as well as the parallel Norfolk Southern (NS) tracks used by both NS and Amtrak trains can cause conflicts due to the interconnected signal systems and blockage of traffic.

Walkability:

The streets in this center away from the Marina Shores and Portage Public Marina basins do not have sidewalks. Walking on US 12 is extremely hazardous as there are no proper accommodations for pedestrians. The Northside Master Plan, however, calls for these improvements to be made as the area is developed in order to create these non-motorized linkages and provide for truly multi-modal connectivity within the Marina District. Until that happens, the neighborhood's walk score is very low: 15 (Car-Dependent).

Parking:

Parking is provided for NICTD's Portage/Ogden Dunes station in the narrow strip between the NICTD and NS rail lines. Surface lots are also provided at both marinas.

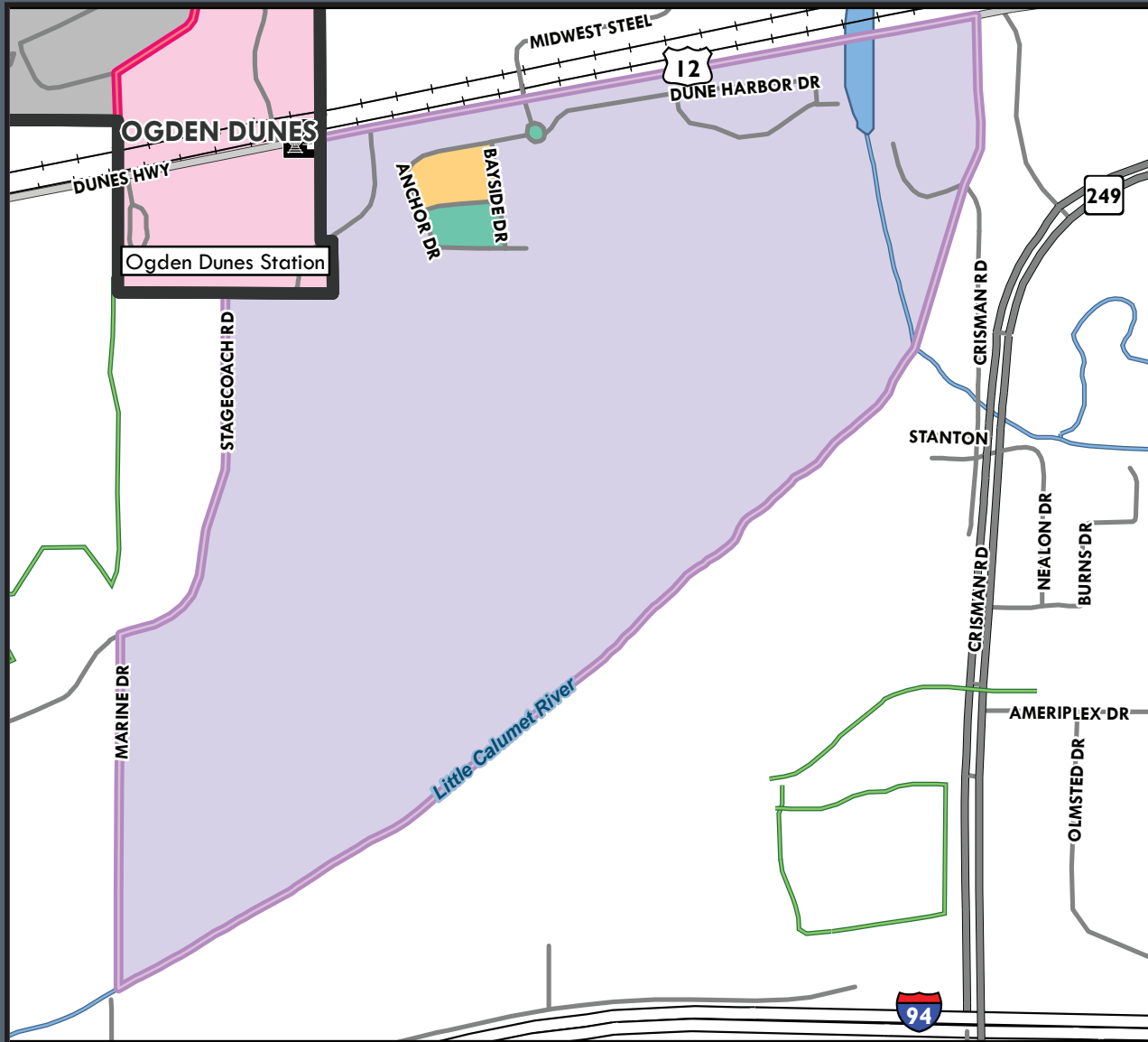
Land Use/Buildings

The current land use is some small pockets of residential, a gas station across US 12 from the NICTD station, and some uses associated with the marinas. The land is otherwise empty, consisting of woods and wetlands. The Northside Master Plan calls for a neighborhood center to be built in the vicinity of the gas station on US 12, with medium and low-density residential making up much of the rest of the area.

Open Space/Landscaping

This center is predominantly open space, filled with wetlands and woods. The Northside Master Plan shows the Marina District, once developed, as having community recreation areas and a linear park along an existing NIPSCO easement.

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

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.

MARINA DISTRICT - PORTAGE

A Neighborhood Center

- Main Centers
- Neighborhood Centers

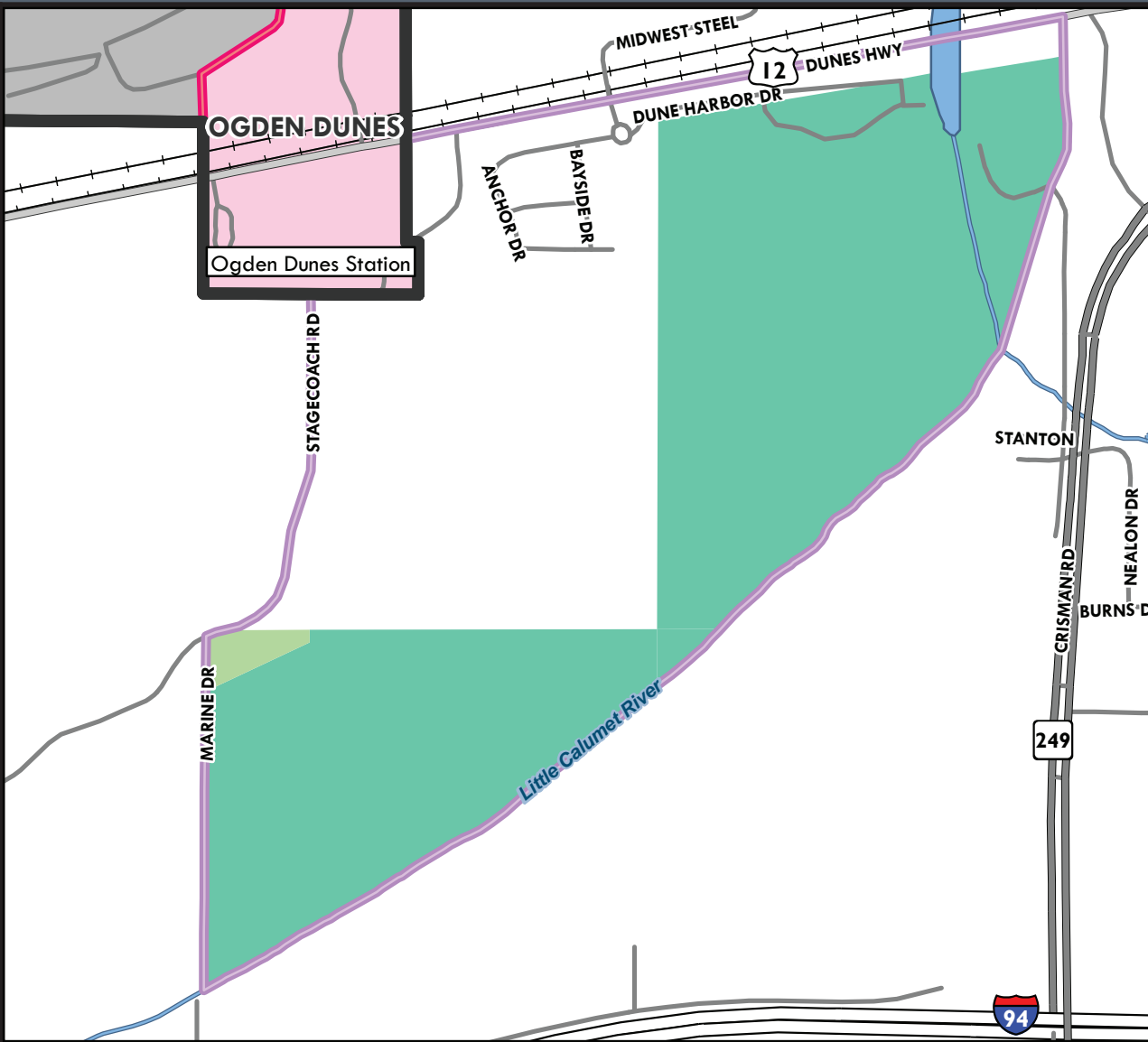
These Boundaries were drawn in consultation with planners and representative associated with the municipalities based on NIRPC's analysis and the municipality's plans



.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 Commercial
- Small/ Medium General Business
- Central Ave Business
- Central Ave Mixed Use
- Central Ave Business/Residential
- Institutional
- Low Density Residential
- Medium Density Residential
- City Core Residential
- Marina Waterway
- Parks and Recreation
- Conservation District

Density Per Relevant Zoning Acre

1.7 People 2.4 Houses 25 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.

TOWN OF SCHERERVILLE

Overview

Schererville is a Northwest Indiana community in Lake County, approximately 35 miles southeast of Downtown Chicago, and 15 miles southwest of Gary. According to 2010 census the town population was 29,243.

Schererville is generally bounded by a combination of Main Street/Cline Avenue/Division Road/Joliet Street/Turkey Creek to the north, Dove Drive/Clark Road to the east, and 101st Avenue/Burr Street/85th Avenue/77th Avenue to the south. Its western boundary runs just west of St. John Road. Schererville's neighbors include Dyer to the west, Munster to the northwest, Highland to the north, Griffith to the northeast, Merrillville to the east, Crown Point to the southeast, and St. John to the south.

Livable Centers

Downtown Schererville stands as Schererville's livable center, and Schererville North and Schererville South stand as its two neighborhood centers.

DOWNTOWN SCHERERVILLE (DOWNTOWN CENTER)

Downtown Schererville is generally bounded by Golfview Road/Junction Avenue to the north, Cline Avenue to the east, US 30 to the south, and Kennedy Avenue to the east. The total acreage of Downtown Schererville is 771.

Population:

4,101 people (14% of the total population). Population density is 5.3 people per acre.

Housing:

The total housing is 1,813 units (14.6% of the town's total housing). Housing density is 2.4 units per acre.

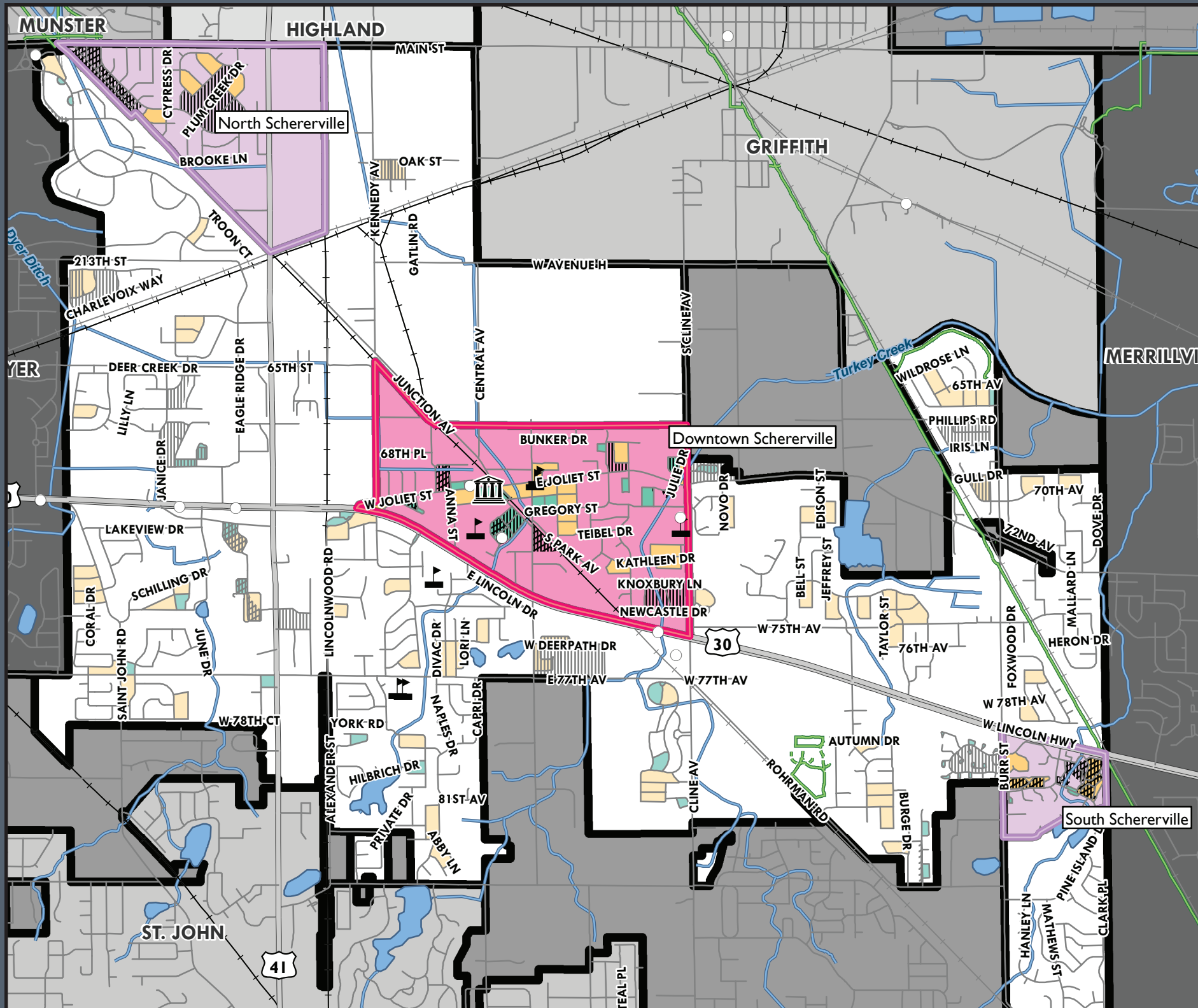
Jobs:

Total employment in the downtown area is 4,451, with a density of 5.8 employees per acre.

Schererville's Downtown holds most of the municipality's primary institutions: the Schererville Town Administration, Schererville Police Department, five of the town's schools, etc. Downtown sprang up in the late nineteenth century, in support of the railroad junction that would drive much of the town's development in the early twentieth century. The Chicago, Great Eastern, and




Joliet Street, Downtown Schererville (NIRPC)



SCHERERVILLE'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.

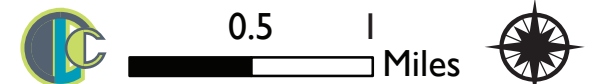
-  Schools
-  Higher Education
-  Civic Halls
-  South Shore Stops
-  Trails
-  Bus Lines
-  Identified Mixed Use Zoning

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.

Ohio, the New York Central, and the Michigan Central railroads all crossed through Schererville, a heavy determinant for Nicolas Scherer originally plotting the town in its location. A community of German Catholics soon settled in downtown, initiating Schererville's first businesses and institutions, leading to the town's full incorporation in 1911.

As the twentieth century marched forward, the plotting of US 30 & 41 through Schererville and the overall suburbanization of the Chicagoland region transformed the town from a small rural area to an affluent bedroom suburb. Between 1960 and 2010, the town's population grew from 2,875 to 29,243, an increase of over 900% in a 50 year period. While this has meant an overall increase in population and development in Downtown Schererville, Downtown has not been the primary focus area of this growth, lower density subdivisions on the town's outskirts and commercial strip development along US 41 & 30 have. Due to this automobile-era development, Downtown Schererville now stands as an area of low density, lacking the design, foot traffic, and business activity of a traditional town center. Nonetheless, existing assets like a daytime workforce, housing diversity, and high connectivity stand as assets to build upon for maximizing the district as a livable center.

Mobility

Major roads are US 30, Joliet Street, Cline Avenue, Kennedy Avenue, and Austin Avenue.

Street Grid:

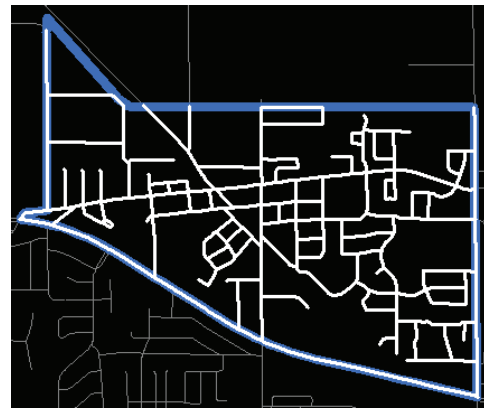
Streets have a curvilinear, low density suburban form, with limited connectivity in certain areas. The majority of blocks in Downtown are over 600 feet in size. In the middle of Downtown, blocks are in between 400 and



Schererville Town Administration Building
Downtown Schererville (NIRPC)



Multi-Unit Housing
Downtown Schererville (NIRPC)



Street Grid
Downtown Schererville (NIRPC)

600 feet in size, and there are smaller blocks scattered throughout the district, often holding multi-unit buildings. Streets vary in condition from good to fair.

Traffic Conflict:

Traffic along US 30, Kennedy Avenue, and Cline Avenue is heavy, requiring pedestrians to cross at designated crosswalks. The three routes also hold a lot of heavy truck traffic. Traffic on neighborhood streets and on Joliet Street is light and pedestrian friendly.

Walkability:

Western End:
Walk Score of 65 (Somewhat Walkable); lots of sidewalks, range in distance to amenities.
Central Downtown:
Walk Score of 45 (Car Dependent); lots of sidewalks, but far from most amenities.
Eastern End:
Walk Score of 25 (Car Dependent); some sidewalks, but far from most amenities.

Parking:

Predominantly driveway parking in residential areas, and parking lots in commercial areas. There is some street parking on Joliet Street near the town center.

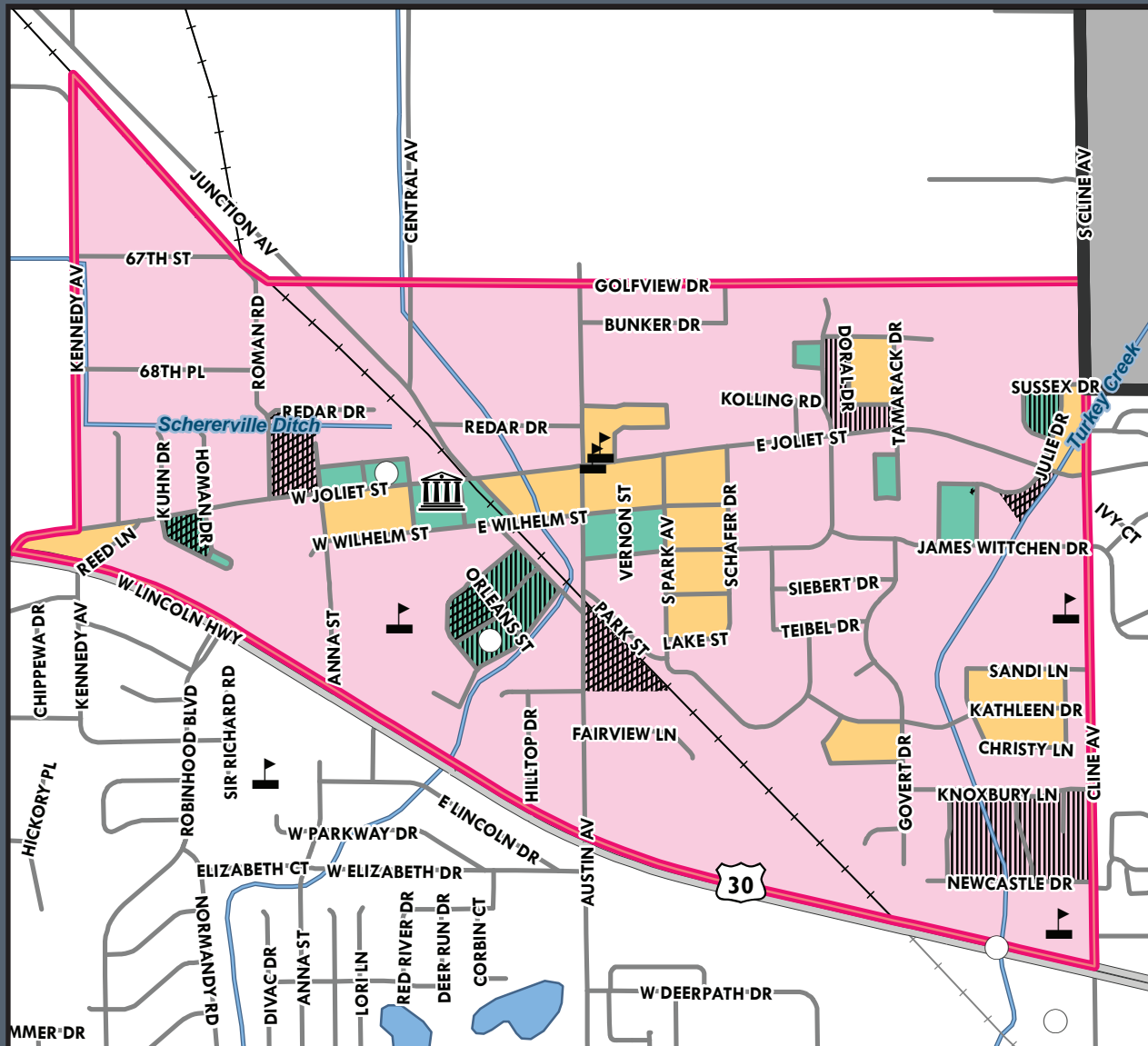
Land Use/Buildings

Building setbacks are 30-40 feet for mid-sized residential plots, and 0-30 feet for commercial corridor.

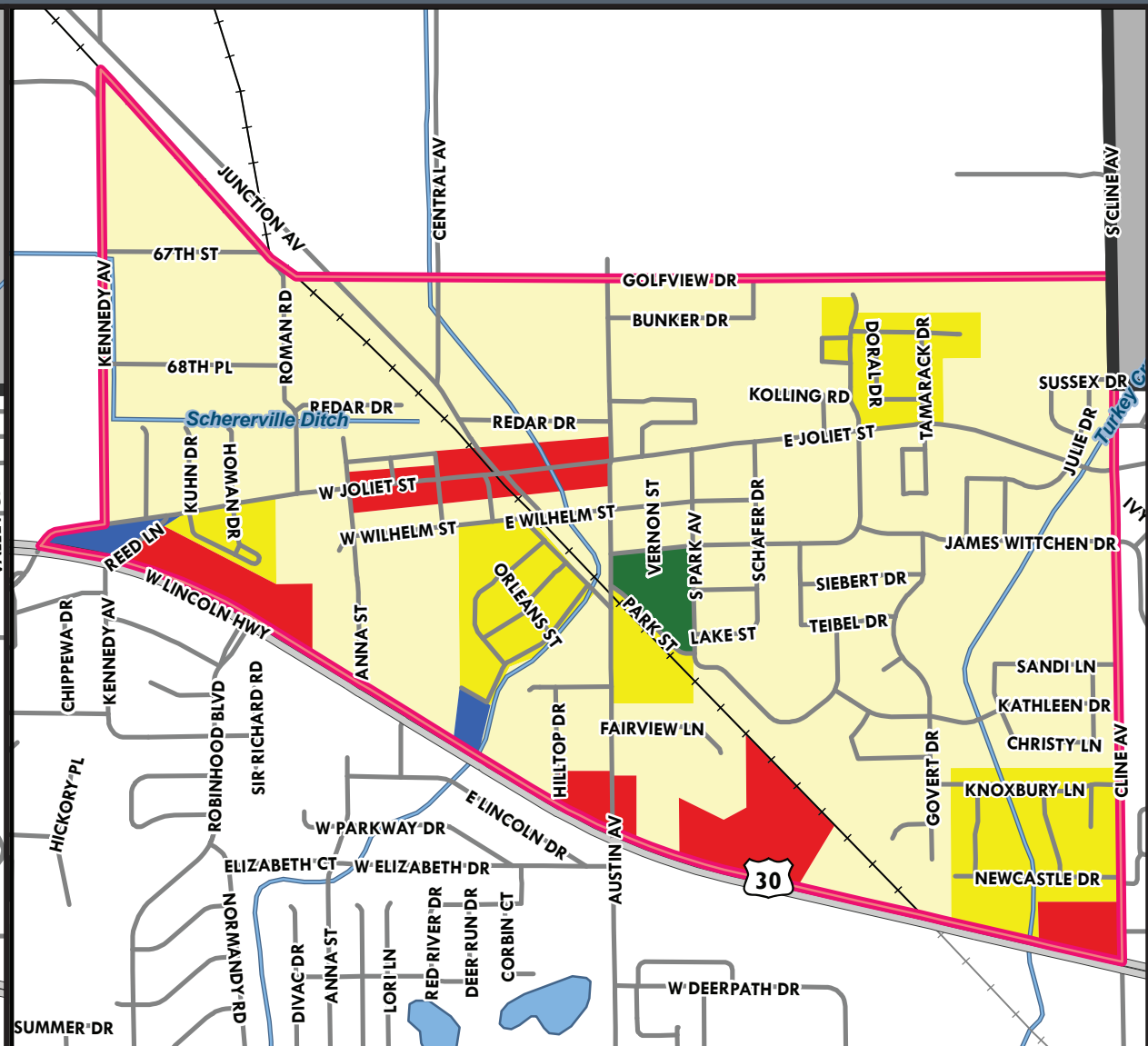
Buildings are predominantly large lot, suburban style homes from the second half of the 20th century. Low-rise, suburban-style condominium buildings, from 1970's and 80's, are concentrated in spots on Joliet Street, Cline Avenue, and Reppinger Road. Commercial buildings on Joliet Street are predominantly low-rise brick and stone from the middle twentieth century.

Open Space/ Landscape

Redar Park, Beidron Park, and the Penny Greenway stand as the green space in Downtown Schererville. All situated adjacent to one another, the three parks respectively provide downtown residents with a baseball field, basketball, tennis, and volleyball courts, a playground, a pavilion, open space, and trails. Adequate tree cover varies from street to street in Downtown Schererville (many of them exist in people's back yards instead). Nonetheless, the ample amount of sidewalks in most of downtown presents the town with an opportunity for trees and green infrastructure on the public right of way.



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

DOWNTOWN SCHERERVILLE

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

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

Landuse (zoning data was not available)

- Agriculture
- Office
- Low Density
- CBD
- Institutional
- Medium Density
- Mixed Use
- Light Industrial
- High Density
- Commercial
- Heavy Industrial
- Park/Open Space/Recreation
- Vacant

Density Per Relevant Zoning Acre

5.3 People 2.4 Houses 5.8 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.

SCHERERVILLE NORTH (NEIGHBORHOOD CENTER)

Schererville North is generally bounded by Main Street to the north, Hart Farm Road to the southwest, the Canadian National Railroad to the southeast, and the Norfolk Southern Railroad to the east. The total acreage is 484.

Population:

1,965 people (6.7% of the total population). Population density is 4.1 people per acre.

Housing:

The total housing is 903 units (7.2% of the town's total housing). Housing density is 1.9 units per acre.

Jobs:

1,335 jobs total, predominantly in commercial retail and warehousing along Indianapolis Boulevard (US 41).

Mobility

Major roads are Indianapolis Boulevard (US 41), Main Street, and Hart Farm Road. Freight railroads running through the district are the Canadian National and Norfolk Southern railroads.

Street Grid:

Street network is meandering, with limited connectivity, and some cul-de-sacs. The majority of the blocks are over 600 feet in size, with a few between 400 and 600 feet.

Traffic Conflict:

Traffic along US 41 is heavy, requiring pedestrians to cross at designated stops. Traffic on Main Street is more moderate. Traffic on neighborhood streets is light and pedestrian friendly.

Walkability:

Southeastern End:

Walk Score of 52 (Somewhat Walkable); some sidewalks, range in distance to amenities.

Neighborhood Center:

Walk Score of 43 (Car Dependent); lots of sidewalks, but far from most amenities.

Northwestern End:

Walk Score of 25 (Car Dependent); some sidewalks, but far from most amenities.



Neighborhood sidewalks
Schererville North (NIRPC)



Street Grid
Schererville North (NIRPC)

Parking:

Parking in the district is predominantly driveway parking, with large parking lots located on the US 41 commercial corridor.

Land Use/ Buildings

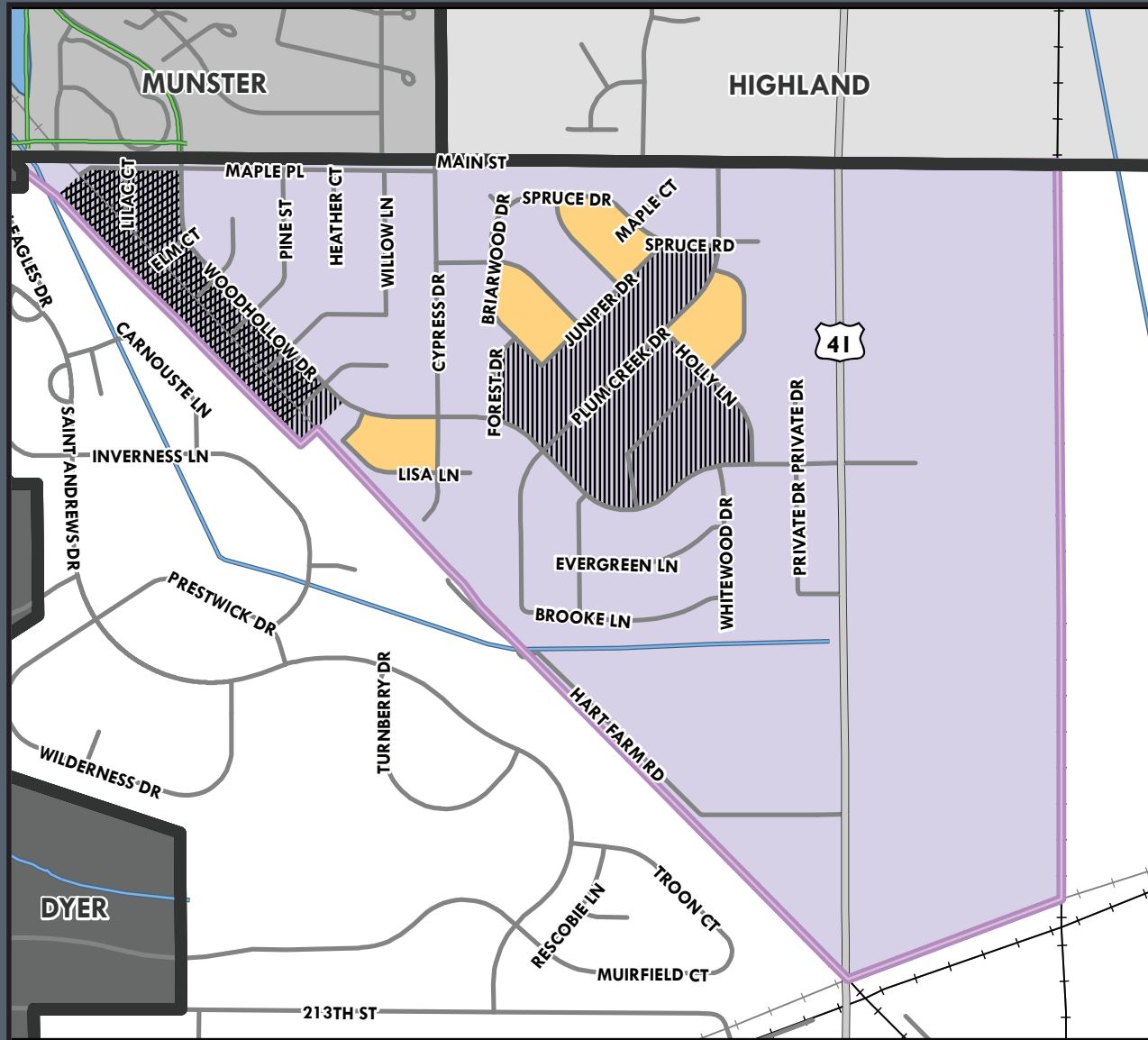
Building setbacks are 30-45 feet for mid-sized residential plots, and 40-200 feet for commercial corridor.

Buildings are predominantly mid-sized lot, suburban style ranch houses and two-level homes from second half of the twentieth century. Low-rise, suburban-style townhouse condos from 1970's and 1980's are concentrated in northwest corner of the district. Commercial buildings follow a suburban retail strip plaza and detached building typology, from the second half of the twentieth century.

Open Space/ Landscape

Plum Creek Park is the primary green space in Schererville North, featuring a baseball diamond, tennis court, basketball court, playground, a walking path, and open space. The streets are completely lacking in tree cover, but the large amount of sidewalks that are good condition provide an opportunity for expanded trees and green infrastructure in the neighborhood.

Large Community

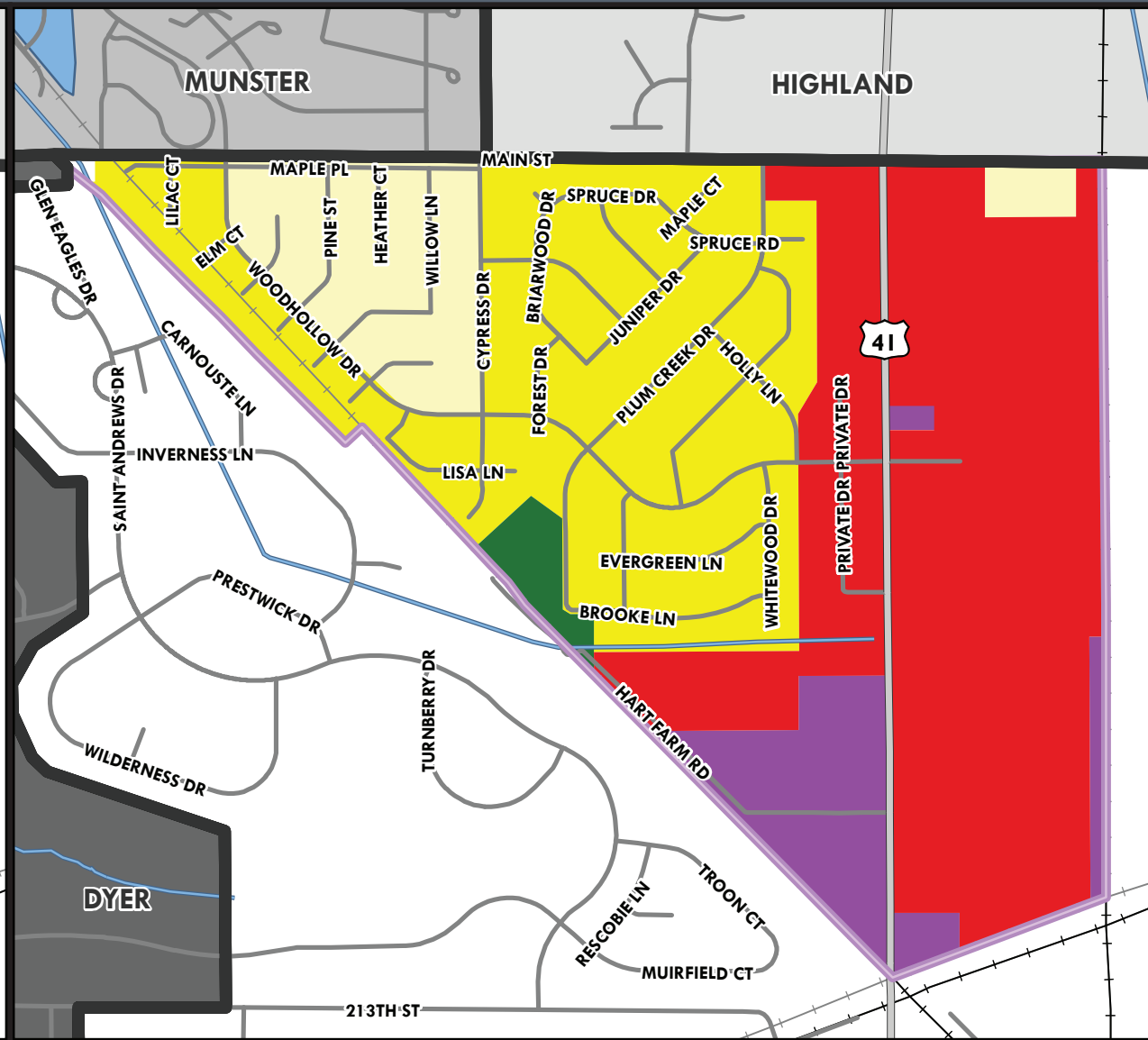


NIRPC ANALYSIS

- 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

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.



SCHERERVILLE NORTH

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.

Landuse (zoning data was not available)

- Agriculture
- Office
- Low Density
- CBD
- Institutional
- Medium Density
- Mixed Use
- Light Industrial
- High Density
- Commercial
- Heavy Industrial
- Park/Open Space/Recreation
- Vacant

Density Per Relevant Zoning Acre
4.1 People 1.9 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.

SCHERERVILLE SOUTH (NEIGHBORHOOD CENTER)

Schererville South is generally US 30 to the north, Burr Street to the west, 83rd Place/82nd Court to the south, and Alpine Lane to the east. The total acreage is 128.

Population:

1,577 people (5.4% of the town's population). Population density is 12.3 people per acre.

Housing:

The total housing is 856 units (6.9% of the town total housing). Housing density is 6.7 units per acre.

Jobs:

368 jobs total, predominantly in the commercial retail and medical facilities on US 30.

Mobility

Major roads are US 30, Burr Street, and Pine Island Drive.

Street Grid:

Schererville South's street network is meandering, with poor connectivity, and a lot of cul-de-sacs. The majority of blocks in the neighborhood are over 600 feet in size. A few of the blocks are below 400 feet and below 600 feet in size, where the apartment buildings are located.

Traffic Conflict:

Traffic along US 30 is heavy, requiring pedestrians to cross at designated stops. Traffic on neighborhood streets is light and pedestrian friendly, even without having sidewalks.

Walkability:

Neighborhood Center:

Walk Score of 29 (Car Dependent); broken sidewalk network, and far from most amenities.

Parking: Predominantly street parking on cul-de sacs. Single family homes have driveway parking, with large parking lots surrounding the US 30 shopping plazas.



Multi-Unit Housing
Schererville South (NIRPC)



Street Grid
Schererville South (NIRPC)

Land Use/Buildings

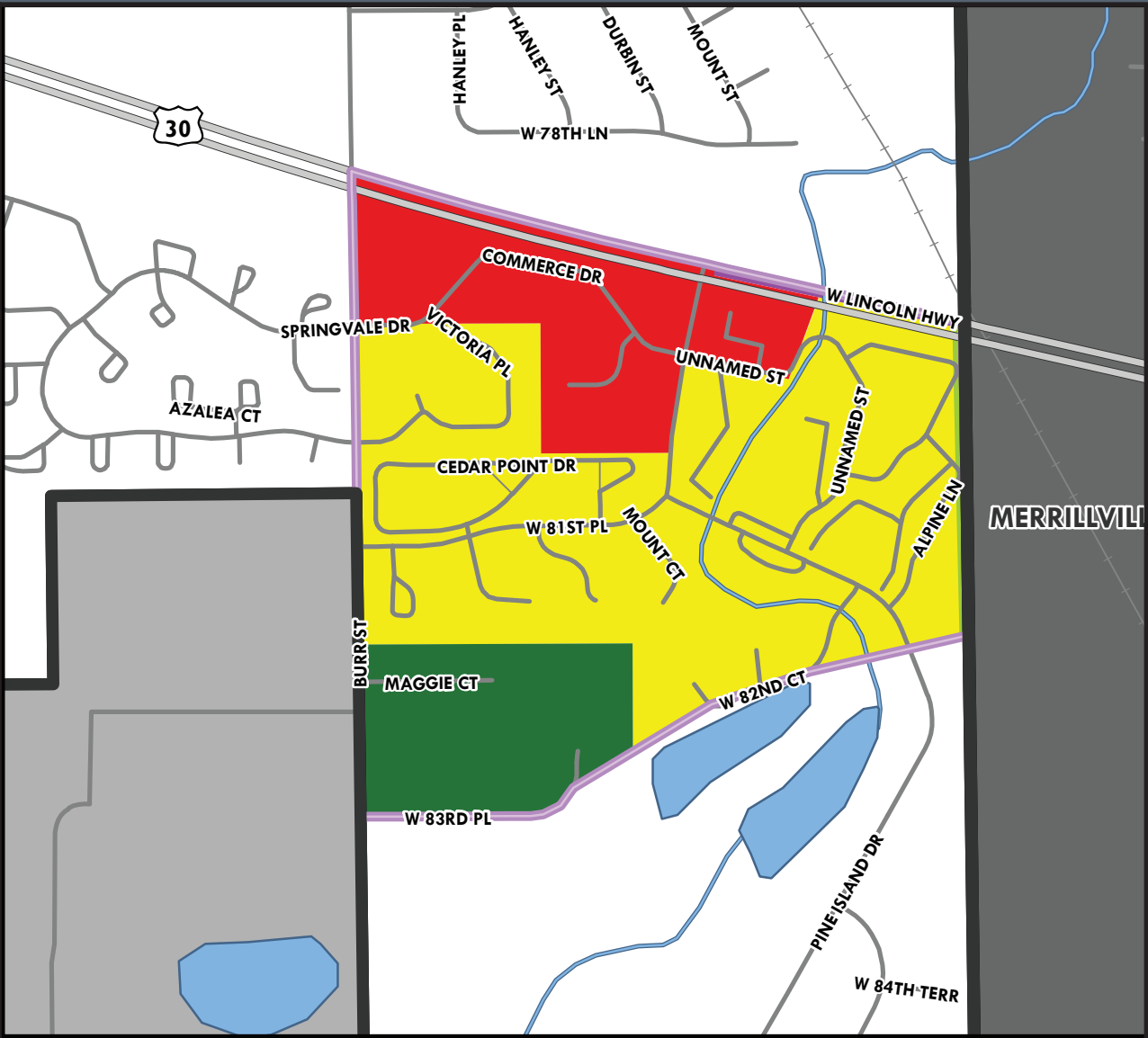
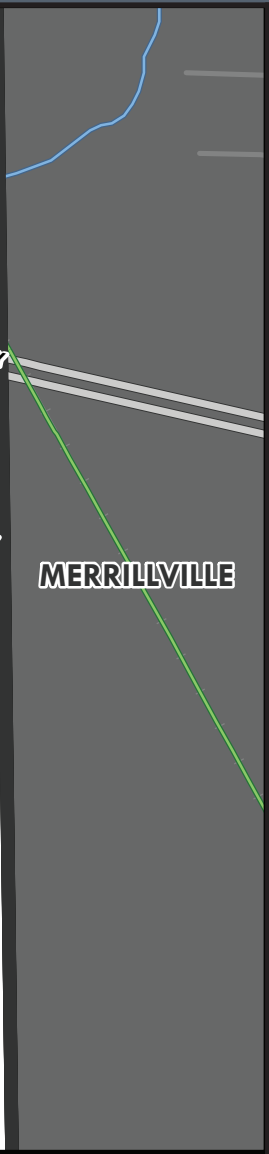
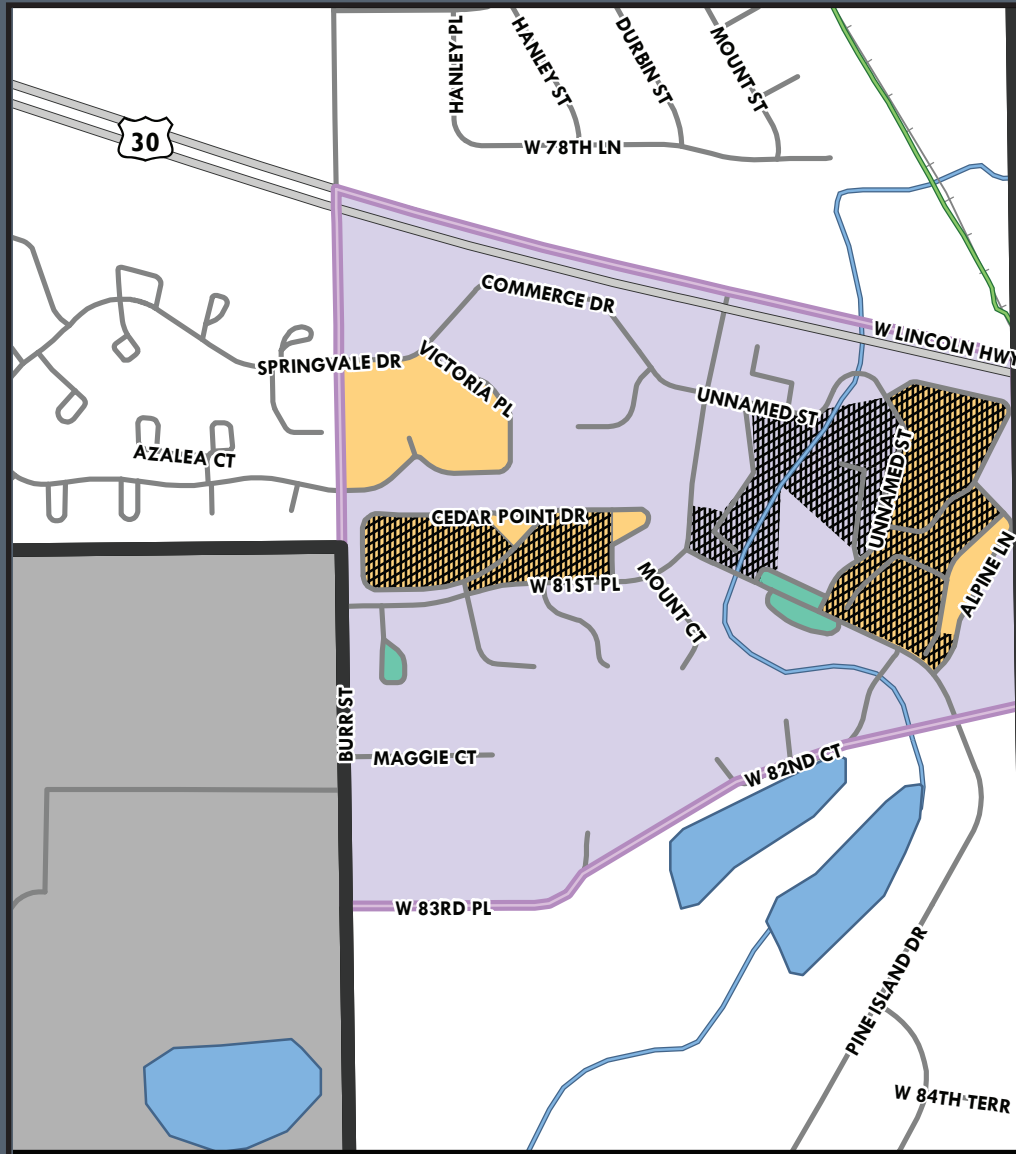
Building setbacks are 5-30 feet for large residential plots, and 100-200 feet for commercial corridor.

Schererville South is predominantly large, low-rise, suburban-style townhouse and apartment buildings, and a few single family homes from the second half of the 20th century on very large lots. Building facades are a mix of vinyl siding and brick. Commercial buildings follow a suburban retail strip plaza and detached building typology, from the second half of the 20th century.

Open Space/ Landscape

No open space exists within the district, but just to the east is the Erie Lackawanna Trail as well as a significant strip of preserved forest land, with a path running through it, connecting Schererville South with the Erie Lackawanna Trail. Very little tree cover exists on Schererville South's streets. Additionally, with the limited amount of sidewalks, there are immediate challenges for adding green infrastructure and new trees on the district's right of way.

Large Community



NIRPC ANALYSIS

SCHERERVILLE SOUTH

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



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Landuse (zoning data was not available)

- Agriculture
- Office
- Low Density
- CBD
- Institutional
- Medium Density
- Mixed Use
- Light Industrial
- High Density
- Commercial
- Heavy Industrial
- Park/Open Space/Recreation
- Vacant

Density Per Relevant Zoning Acre

12.3 People 6.7 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.

Overview

Valparaiso, the county seat of Porter County, is in Northwestern Indiana, approximately 50 miles southeast of Chicago. The City is a freestanding city, sharing none of its borders with another municipality.

Valparaiso is generally bounded by SR 49 on the east, County Road 250 on the west, County Road 600 (on the north), and State Road 2 (on the south). Its neighbors include Chesterton to the north, and to the east south and west, several townships in unincorporated Porter County. All major city facilities and institutional buildings are located in the Downtown Center.

Livable Centers

Valparaiso includes a livable center and two neighborhood centers.

DOWNTOWN VALPARAISO (DOWNTOWN CENTER)

The Downtown Center is defined by the Canadian National Railroad on the north, Yellowstone Road on the west, Roosevelt Road on the east, US 30 on the south, and West Lincolnway on the southwest. The total acreage of the center is 913 acres.

Population:

5,942 people (18% of total Valparaiso population). Population density is 12 people per acre.

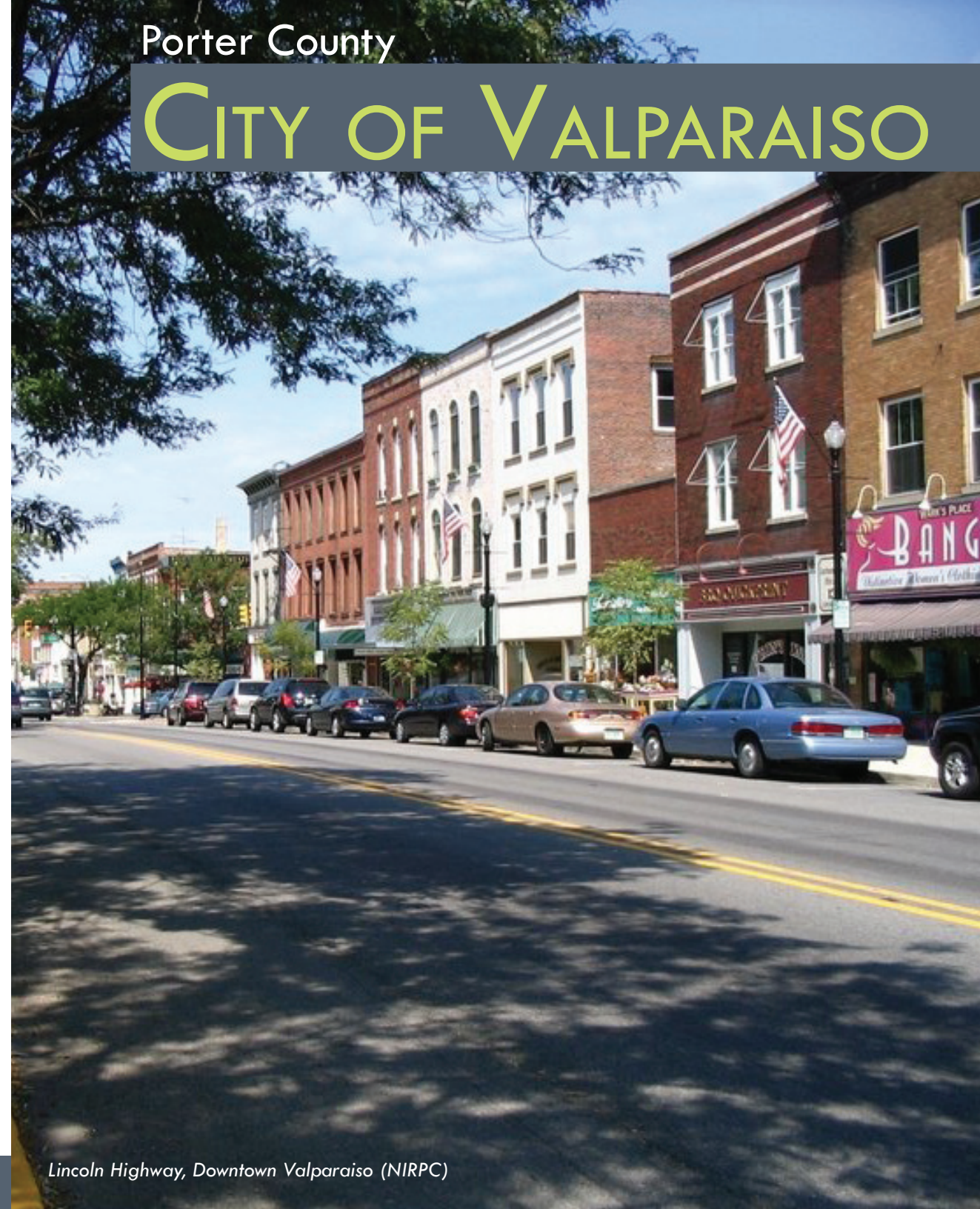
Housing:

The total housing is 3028 units (approximately 22% of Valparaiso total housing). Housing density is 6 units per acre.

Jobs:

Total employment in the downtown area is 4,601 (approximately 24% of the total employment in Valparaiso). The concentration of employment is 26 employees per acre.

Over the past decade, the City has experienced several positive changes. Downtown received a face lift through rehabilitated building facades and streetscape improvements. These changes attracted new tenants in the form of specialty retail and restaurants, anchored by the historic, intact, and still functioning Porter County Courthouse. The historic Memorial Opera House adds to the activity in the Downtown Center.





Lincoln Highway, Downtown Valparaiso (NIRPC)

VALPARAISO'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.

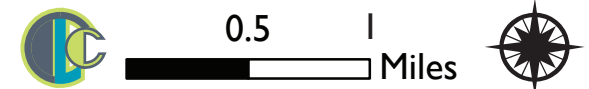
-  Schools
-  Higher Education
-  Civic Halls
-  South Shore Stops
-  Trails
-  Bus Lines
-  Identified Mixed Use Zoning

Density per Acre by Census Block

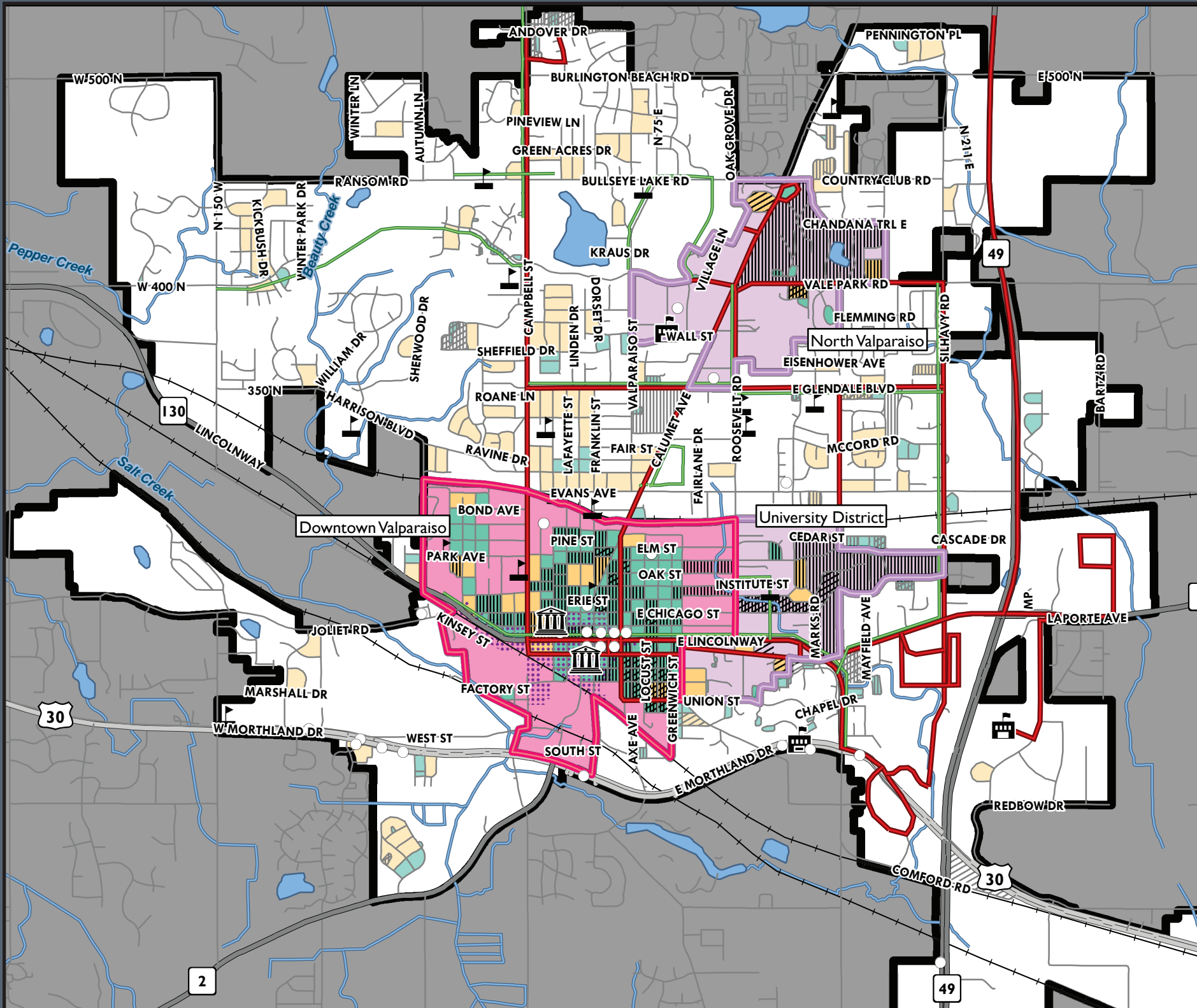
-  ≥ 25 Employees
-  ≥ 5 Houses
-  ≥ 5 Houses and ≥ 15 People
-  ≥ 15 People

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

Lincolnway (SR 130) is the primary east-west corridor through downtown and gateway into Valparaiso. It contains a wide variety of commercial uses including office, service, retail, and restaurants, and residential uses. These uses serve the needs of local residents and visitors traveling through Valparaiso.

Valparaiso has two transit systems running through the Downtown Center, the ChicagoDash and the V-Line. The ChicagoDash provides service to and from Valparaiso to Downtown Chicago and its transit station is located west of the Downtown. The V-Line provides service throughout the Downtown to popular destinations around the city.

Three railroads pass through the Downtown Center. The Norfolk Southern Railway operates on the tracks that were previously the Nickel Plate Road, the Canadian National is the former Grand Trunk Western Railroad and the Chicago, Fort Wayne and Eastern Railroad operates on the tracks that were previously used by the Pennsylvania Railroad.

The City has initiated a Pathways Master Plan that encourages bicyclists and pedestrians to travel throughout the city as an alternative to the automobile. The Public Works Department has assessed every city sidewalk, rating them according to condition. The older sections of the City, south of the Canadian National tracks and east of Morgan Boulevard, were ranked as the worst sidewalks and to be first for replacement. This area is located within the downtown center periphery.



*Sidewalk Infrastructure
Downtown Valparaiso (NIRPC)*



*Porter County Courthouse
Downtown Valparaiso (NIRPC)*



Commercial District, Downtown Valparaiso (NIRPC)

Street Grid:

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

Walkability:

Downtown Valparaiso scores a walk score of 77, which is very walkable.

Parking:

Parking in Downtown appears to be sufficient. Onstreet parking is provided on Lincolnway and Courthouse Square. There are various public lots around the Downtown Center Porter county parking garage is a public garage parking space.

Land Use/Buildings

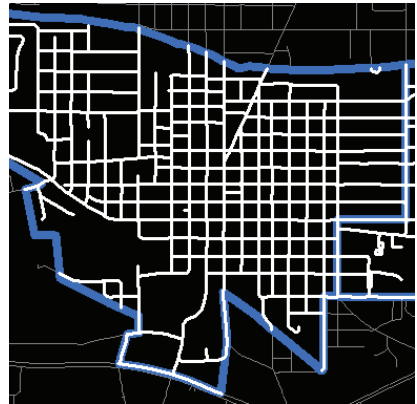
Downtown has the most traditionally urban form in Valparaiso. The area features two and three story buildings with zero setbacks that makes the street feel enclosed, resulting in a more pedestrian friendly environment. Parking is mostly on-street or in common lots located behind the buildings.

The area to west of the Downtown Center and around the Campbell Street intersection along Lincolnway is planned as a transition to an urban transit-oriented development (TOD) area. The historic residential areas of Valparaiso are located in the blocks surrounding the Lincolnway corridor. Most of these homes were built before 1950, but the protections provided to the more historic structures need to be bolstered.

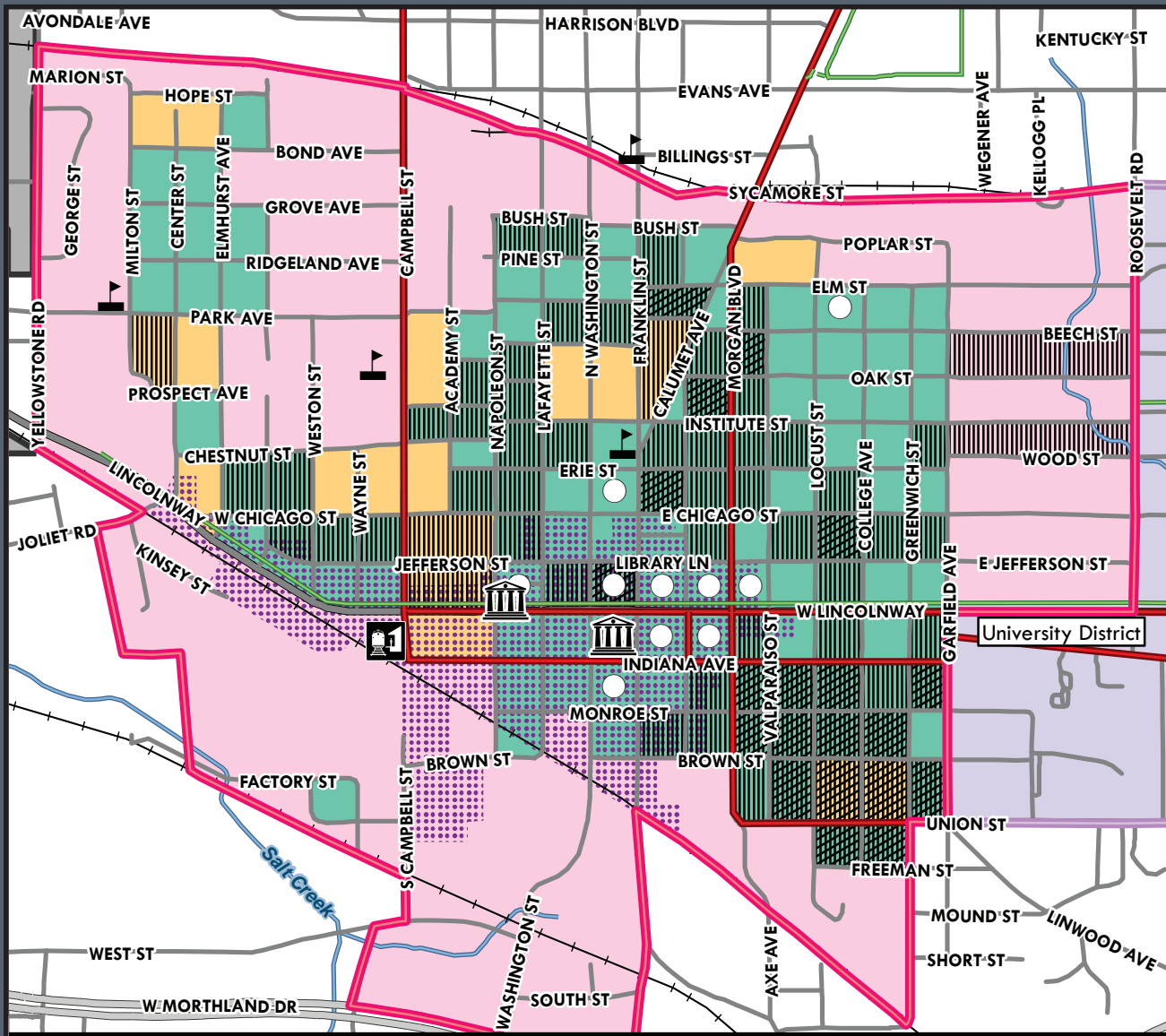
*Left
Crosswalks
Downtown Valparaiso
(NIRPC)*



*Right
Street Grid
Downtown Valparaiso
(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

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 VALPARAISO

The Main Center

Main Centers Neighborhood Centers

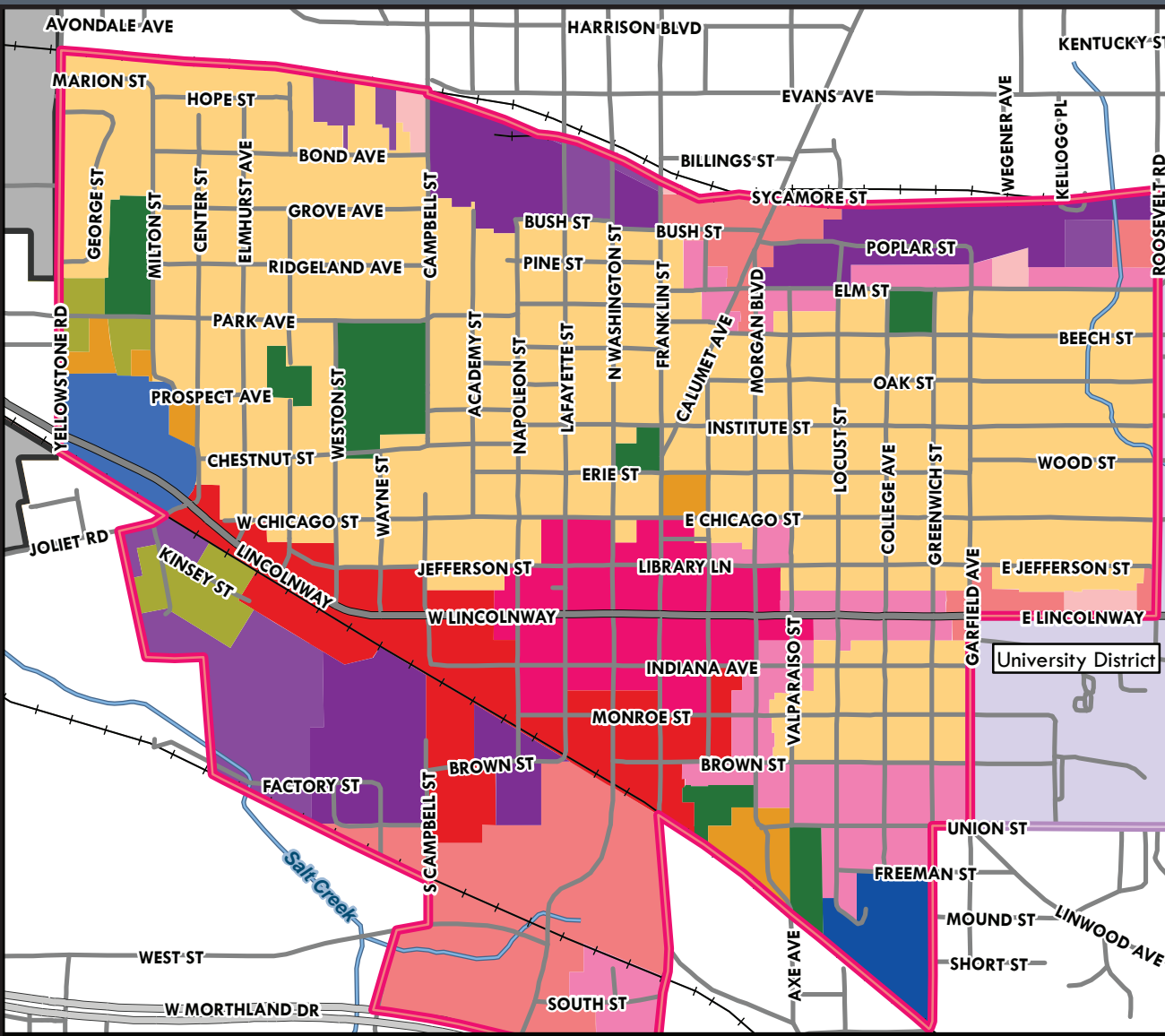
These boundaries were drawn in consultation with planners and representative associated with the municipalities based on NIRPC's analysis and the municipality's plans



.25 Miles



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ZONING

- Neighborhood Commercial
- General Commercial
- Central Place
- Residential Transition
- Central Business District
- Business Park
- Campus
- Light Industrial
- Heavy Industrial
- PUD
- Estate Residential
- Suburban Residential
- General Residential
- Neighborhood Conservation
- Urban Residential
- Public Space

Density Per Relevant Zoning Acre

- 12 People
- 6 Houses
- 26 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.

The Central Business District (CBD) zoning permits commercial uses typically found in a downtown environment, including retail, restaurants, bars, and lodging. It also allows mixed-use residential development. New development and redevelopment is subject to architectural standards that are designed to encourage construction that is harmonious with the existing historic buildings. The City recently amended the land use regulations for Downtown allowing a mix of uses to preserve the vibrancy of downtown.

Open Space/ Landscape

Central Park Plaza is the centerpiece of the Downtown Valparaiso. Developed as a result of area revitalization, it contains an outdoor Amphitheater for concerts and special events and a Splash Pad in the center of the park for kids to play. The total open space in the Downtown Center is about 4% of the area's total land use.

Will Park is a three acre park located on Morgan Boulevard, half a block south of Brown Street.

Jessee-Pifer Park is a 2.3 acre parcel and is a neighborhood park. It is landlocked by the city block bordered by Weston, Elmhurst, and Madison streets. There is an identifying sign near the sidewalk that accesses the park from Elmhurst



Central Park Plaza, Downtown Valparaiso (NIRPC)



Commercial development, North Side Valparaiso (NIRPC)

NORTH SIDE (NEIGHBORHOOD CENTER)

The North Side Center is irregular in shape and its boundary is generally defined by Country Club Road on the north, Valparaiso Street on the west, Double Eagle Road on the east, and Glendale Street on the south. The total acreage of the center is 412 acres.

Population:

3,035 people (10% of Valparaiso's total population). Population density is 14 people per acre.

Housing:

The total housing is 1,676 units (approximately 12% of Valparaiso's total housing). Housing density is 7.5 units per acre.

Jobs:

Total employment in the North Side area is 3,753 (approximately 19% of the total employment in Valparaiso) with a density of 20 employees per acre.

Mobility

Calumet Street is the main corridor in this neighborhood area providing the north /south connection to major roads as well as Valparaiso Street. Country Club Road and Vale Park Road are connecting the area east/west.

Large Community

The V-Line provides service across the North Side area to popular destinations around the city.

Street Grid:

As shown in the street network map, streets are somewhat dense and disconnected. Due to topography, the area, includes an irregular pattern of rectangular lots and blocks of varying sizes that resulted in incremental chain of developments and discontinuous streets or has staggered-T intersections.

Traffic Conflict:

Due to the area’s topography, street pattern, and residential development, the area has encountered increased traffic and congestion, which impeded through-traffic and pedestrian and bicycle circulation. However, the City has worked to correct it by constructing roundabouts and other road improvement.

Walkability:

The area has a walk score of 55, which is somewhat walkable. The center is somewhat connected by sidewalks. The center’s safety needs must be addressed through improved connectivity, and consideration must be given to commercial development and redevelopment to make them more of a draw for pedestrians.

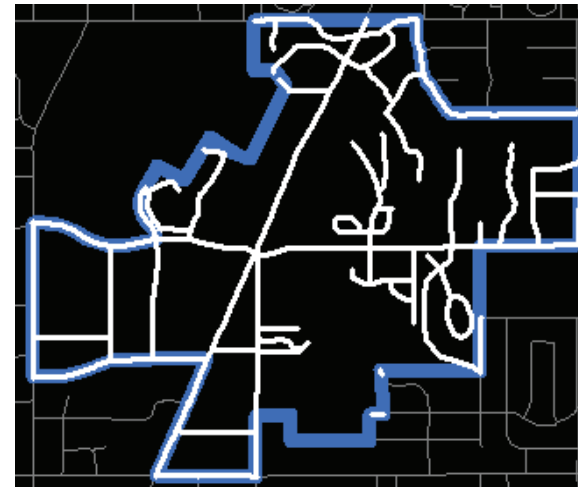
Land Use/ Buildings

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 dominated land use, which represents about 90% of the total land uses in the area.

The commercial area is located largely on Calumet Avenue. 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 that makes it feel like a typical suburban low density area.

Open Space/ Landscape

The area does not include any parks or open space. However, in close proximity is Glenrose Park twenty acres to the south. In proximity of the centers, there are two parks, Foundation Meadows Park, twenty acres to the west, and East Park southeast of the center.

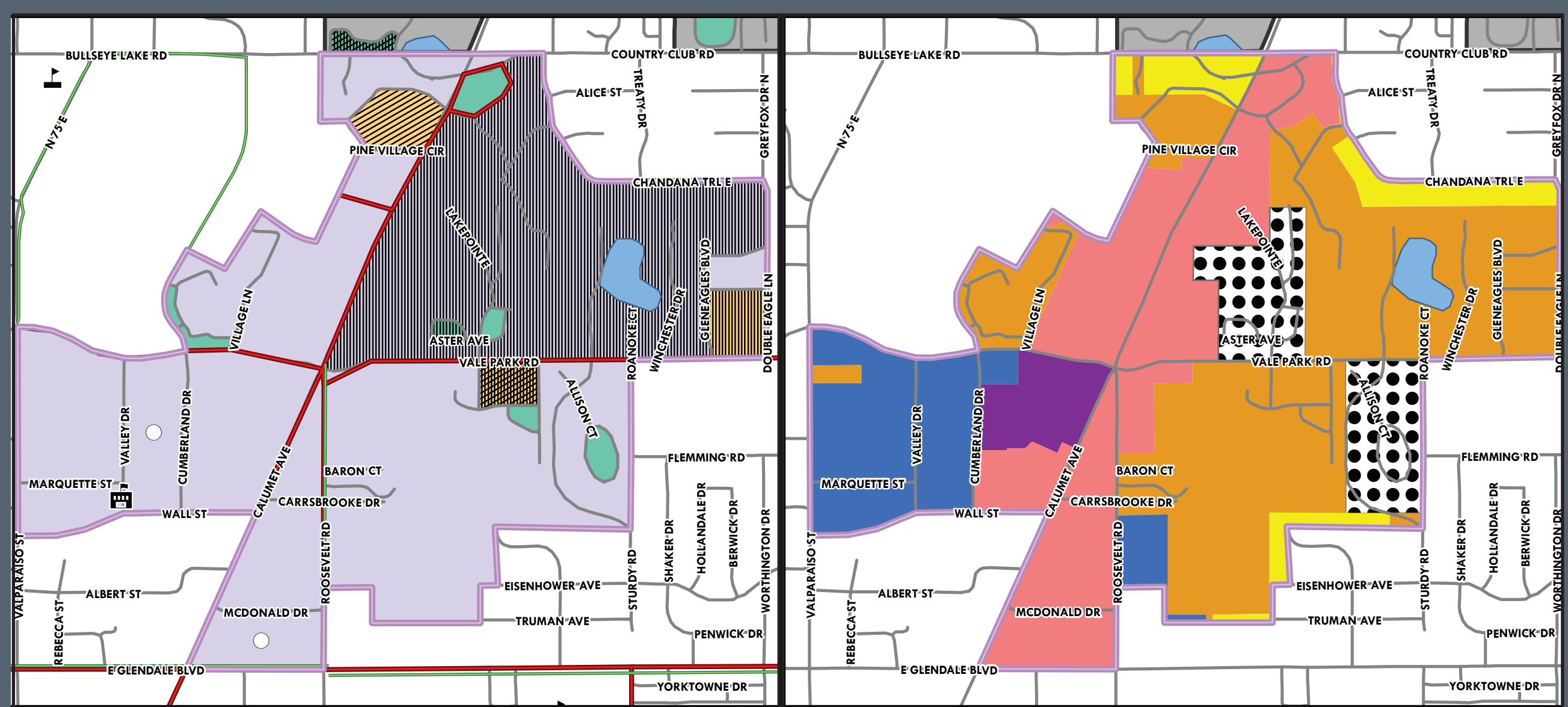


Street Grid
North Side Valparaiso
(NIRPC)



Open space & sculpture, North Side Valparaiso (NIRPC)

Large Community



NIRPC ANALYSIS

NORTH SIDE - VALPARAISO

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

- | | | |
|---------------------------|------------------|---------------------------|
| Neighborhood Commercial | Business Park | Estate Residential |
| General Commercial | Campus | Suburban Residential |
| Central Place | Light Industrial | General Residential |
| Residential Transition | Heavy Industrial | Neighborhood Conservation |
| Central Business District | PUD | Urban Residential |
| | | Public Space |
- Density Per Relevant Zoning Acre**
- 14 People 7.5 Houses 20 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.

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Mixed Use Development
Valparaiso University District
(NIRPC)

VALPARAISO UNIV. DISTRICT (NEIGHBORHOOD CENTER)

The Valparaiso University Neighborhood Center is bounded by Regent and Ceech Street on the north, Sturdy Street and portion of Silhavy on the east, Roosevelt Road on the west, and Union Street and portion of Laporte Avenue on the south. The total acreage of the center is 340 acres.

Population:

2,891 people (almost 9% of total population). Population density is 16 people per acre.

Housing:

The total housing in the center is 1291 units (approximately 10% of Valparaiso total housing). Housing density is 7 units per acre.

Jobs:

Total employment within the area is 988 (approximately 5% of the total employment in Valparaiso) with a density of 6.3 employees per acre, which is considerably low.

Mobility

Street Grid:

As shown in the street network map, streets are somewhat connected to major roads but also

discontinued in certain parts as a result of open space or dead end especially in the east and south parts of the center.

Traffic Conflict:

The City should consider traffic improvement in this center because of the expansion of Valparaiso University that is projected to increase from the current enrollment of 4,000 to 6,000 students within the next five years. This expansion and increase in enrollment will add to daily automobile, pedestrian, and bicycle traffic on and around the campus, as well as traffic for University-sponsored events and campus activities.

Walkability:

The area in general is well connected, but sidewalks are not in great condition. The area has a walk score of 65, which is somewhat walkable. Security in this neighborhood needs to be enhanced through better street lighting, together with improvement of sidewalks and trails.

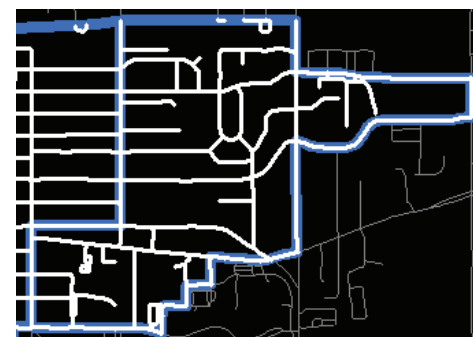
The Norfolk Southern Railroad and the Chicago, Fort Wayne and Eastern Railroad pass through this center.

Land Use/Buildings

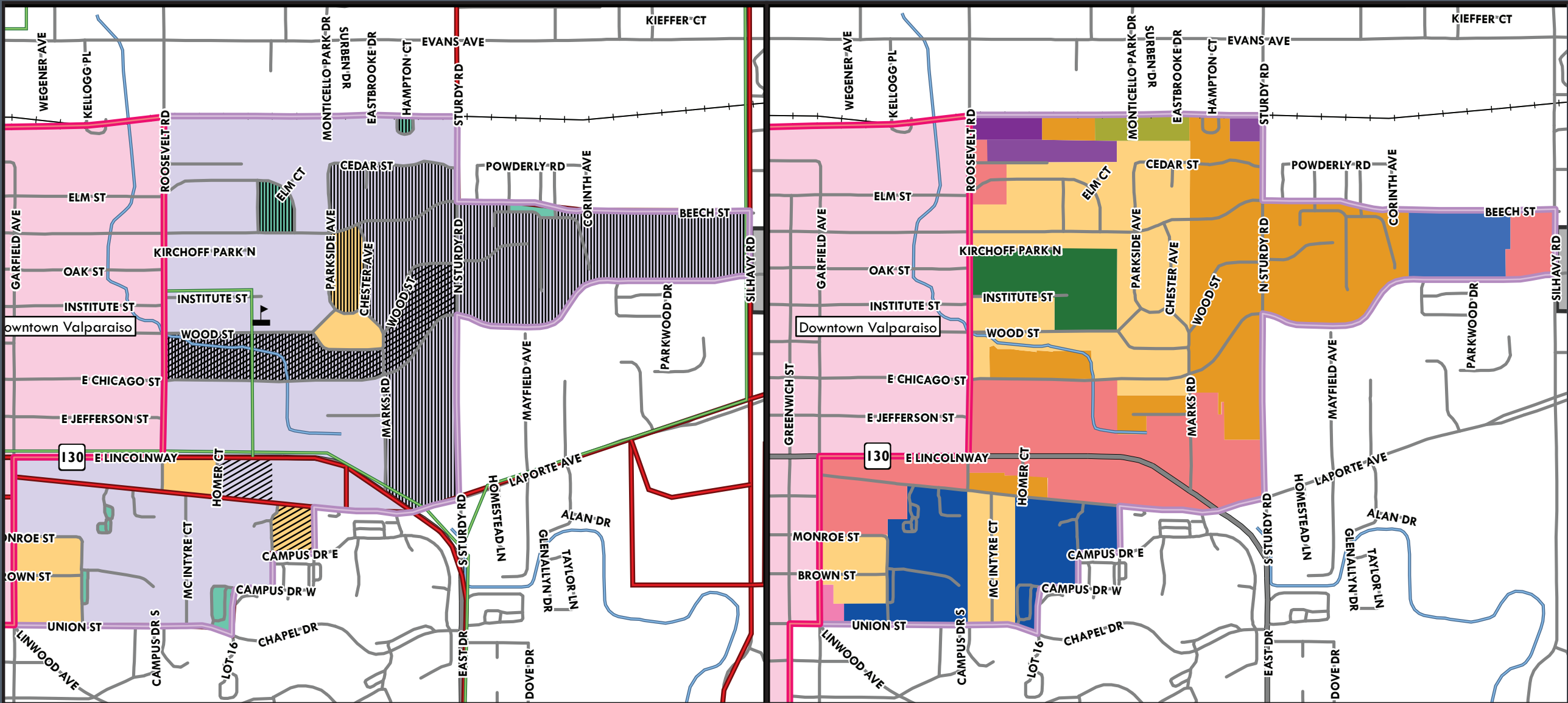
Residential land use is the dominant land use in the center and represents about 53% of the total land use. The center is adjacent to Valparaiso University's campus contains a wide variety of housing. This area is in fair physical condition but needs overall streetscaping improvements.

Open Space/ Landscape

The area is served by eleven acre neighborhood park called Kirchhoff Park. The park contains horseshoe pits, tennis courts, playground equipment, softball fields, and open space. Public space represents about 3% of the total land use in the area.



Street Grid
Valparaiso University District
(NIRPC)



NIRPC ANALYSIS

VALPARAISO UNIVERSITY DISTRICT - VALPARAISO

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

- Neighborhood Commercial
- General Commercial
- Central Place
- Residential Transition
- Central Business District
- Business Park
- Campus
- Light Industrial
- Heavy Industrial
- PUD
- Estate Residential
- Suburban Residential
- General Residential
- Neighborhood Conservation
- Urban Residential
- Public Space

Density Per Relevant Zoning Acre
 16 People 7 Houses 6.3 Employees

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