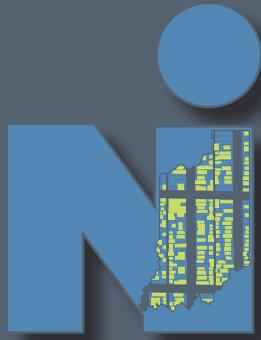




CREATING LIVABLE COMMUNITIES

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

Requests for alternate formats, please contact Mary Thorne at NIRPC at (219) 763-6060 extension 131 or at mthorne@nirpc.org. Individuals with hearing impairments may contact us through the Indiana Relay 711 service by calling 711 or (800) 743-3333.

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.

SMALL COMMUNITY

DESIGN PRINCIPLES

- Connect new buildings or commercial development with travel options
- Improve sidewalk and streetscape amenities along key corridors
- Encourage small grocery stores to provide daily necessary goods or local food for residents
- Maintain open space and provide a gathering place
- Achieve a moderate level of density in the center

SCALE RECOMMENDATIONS

- Consists of a limited number of commercial establishments that fulfill the basic needs of residents within one mile of the center.
- Densities typically range between 5 and 8 dwelling units per acre and non-residential floor area ratios between 0.5 and 1.0
- Low rise buildings, residential and commercial development, potentially with higher density for senior housing
- Roadways that are classified as major collectors or higher that increase multi-modal accessibility and connectivity to major centers or transit facilities.
- Examples: Long Beach, La Crosse, and Kingsbury, in total 21 communities in the region.
- Note: Dune Acres did not identify a Livable Center. However they are in close proximity to surrounding communities for services and amenities.

Overview

Porter is located in Porter County, is about 45 miles from Downtown Chicago and about 16 miles from Downtown Gary. According to the 2010 Census, the town's population is 4,858. Porter's general boundary is Lake Michigan on the north, the Indiana Dunes National Lakeshore on the east, Chesterton to the south, and Burns Harbor to the west.

Livable Center

Due to its small size, the Town of Porter had one identified center: the downtown area.

DOWNTOWN PORTER (DOWNTOWN CENTER)

The northern boundary of Porter's livable center is US 20 and the Little Calumet River. The center's eastern boundary is Waverly Road, while the southern boundary follows the Amtrak rail line from Waverly Road to Porter Junction and then continues straight through the junction, following the CSX line to the western boundary at Mineral Springs Road. The total acreage of the center is 429 acres.

Population:

857 people (18% of Porter's population) live within the livable center. Population density is about 4 people per acre.

Housing:

The total housing is 337 units (approximately 17% of Porter's total housing). Housing density is 1.5 units per acre.

Jobs:

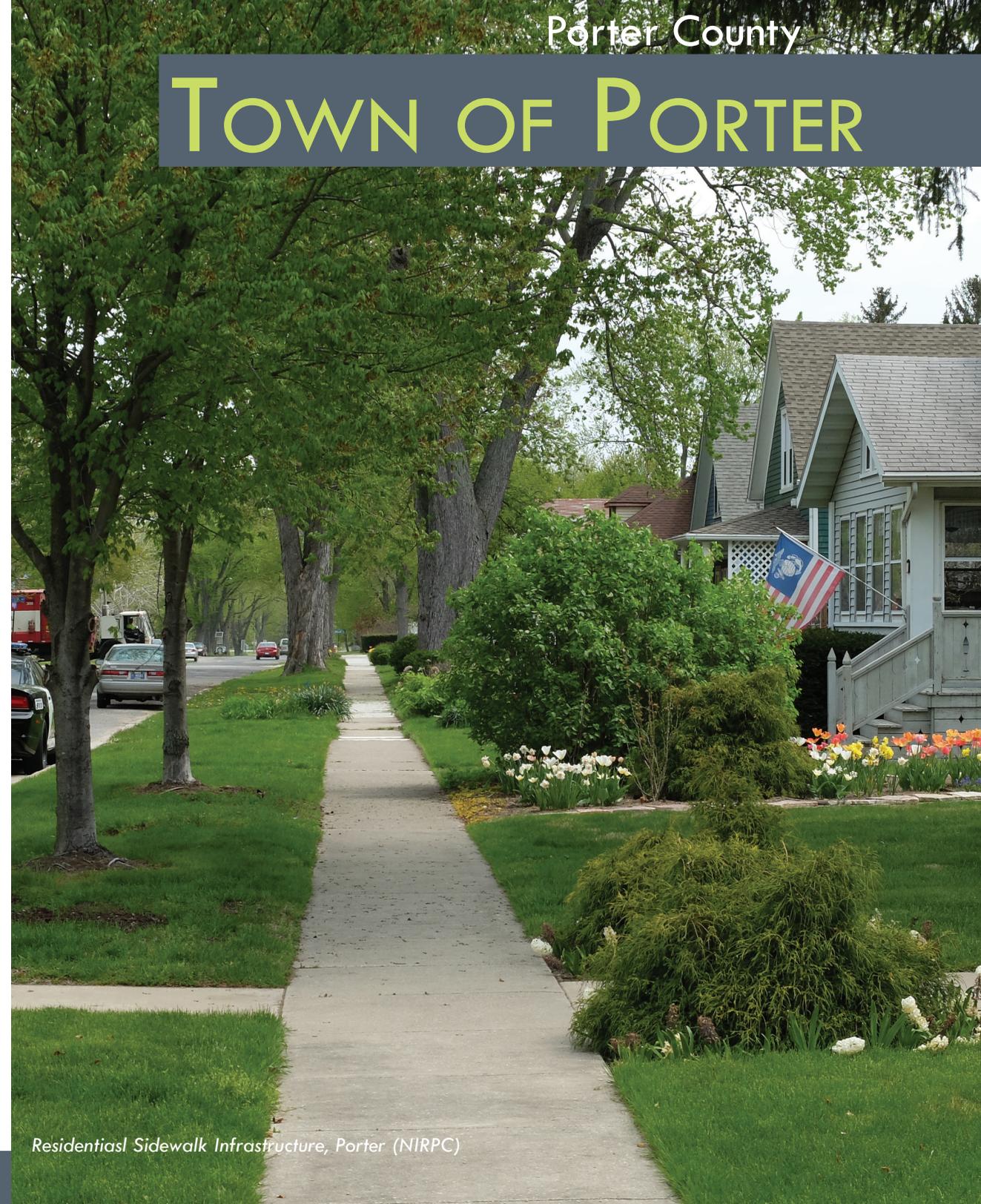
Total employment within the center is 261 with a density of 9.3 employees per acre.

As the downtown center for the Town of Porter, there are the traditional civic uses that one would expect, including Town Hall, the police and fire departments, the public library, schools, and city parks. This center contains the town's main commercial corridor along Lincoln Street as well as residential neighborhoods.

Mobility

The center has denser residential development placed on short blocks with sidewalks. Additionally, ongoing trail development into the center of town has created strong alternative transportation connections.

TOWN OF PORTER



Residential Sidewalk Infrastructure, Porter (NIRPC)

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.

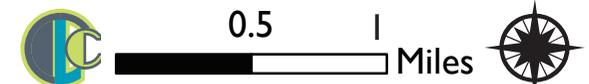
-  Schools
-  Higher Education
-  Civic Halls
-  South Shore Stops
-  Trails
-  Bus Lines
-  Identified Mixed Use Zoning

Density per Acre by Census Block

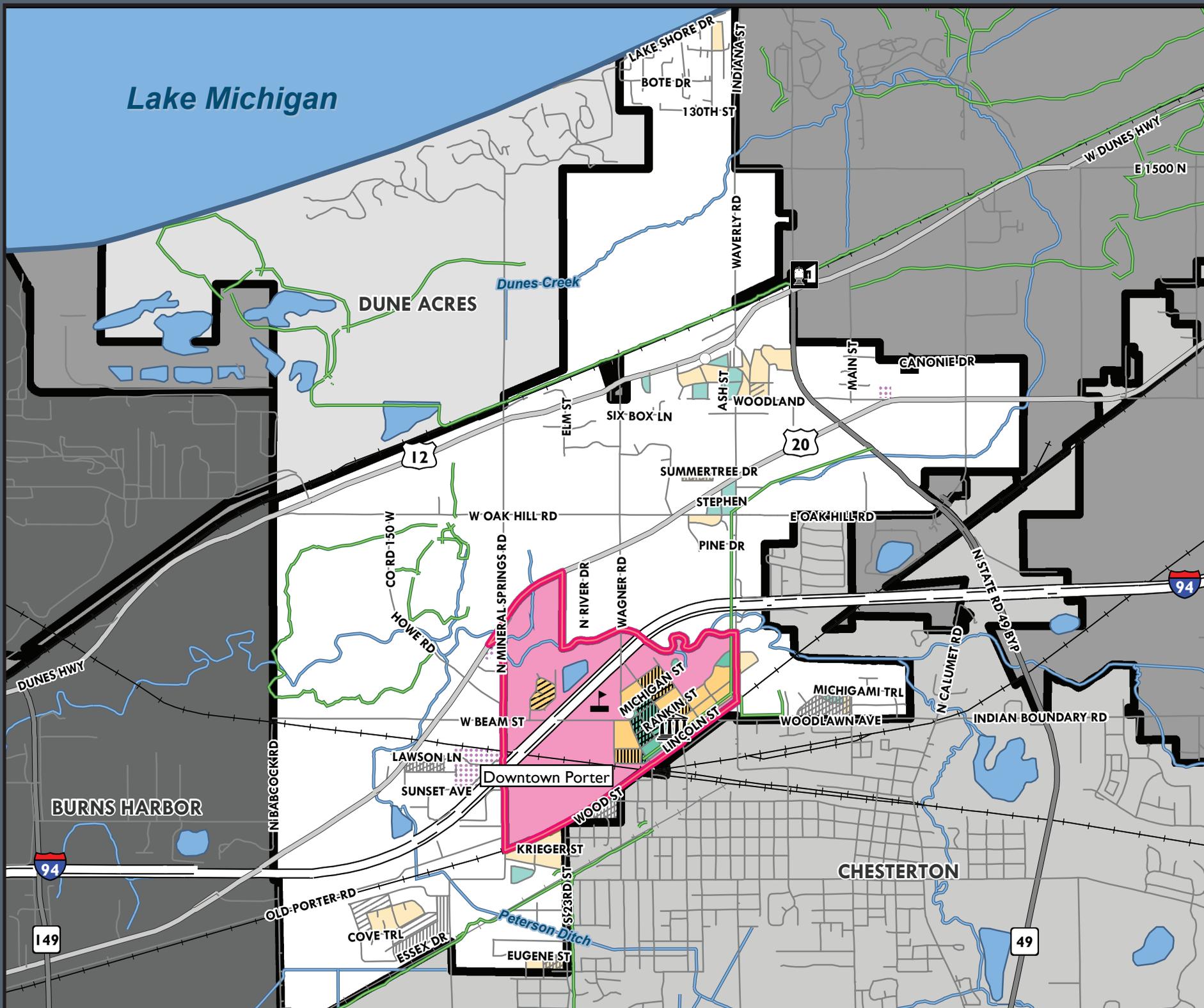
-  ≥ 20 Employees
-  ≥ 4 Houses
-  ≥ 4 Houses and ≥ 10 People
-  ≥ 10 People

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.



Street Grid:

The older traditional center of Porter generally has a strong street grid with short blocks that offer good connectivity. However, I-94, the river, railroads, and former industrial sites force an abrupt end to this grid system, though the two Planned Unit Developments within this center can help create and maintain the existing connectivity and street grid structure that currently exists. The residential area of Porter's livable center consists of smaller blocks, predominantly 1,600-2,400 feet in perimeter, served by alleys built through the center of the blocks, which largely eliminates the presence of driveways and excessive curb cuts. This configuration, generally more urban in form, allows for more walkable neighborhoods that create fewer conflicts between pedestrians and motor vehicles.

Traffic Conflict:

The most major traffic conflicts are between motor vehicles and trains. Due to the high volume of rail traffic, traffic can back up at crossings, leading to impaired access to areas such as the Lincoln Street Commercial Corridor.

Walkability:

Along the Lincoln Street Commercial Corridor, sidewalks are located on the north side of the street, providing easy walking access to the businesses located along the corridor. These sidewalks connect into the overall sidewalk network of the town, making it easy to walk from the residential area of the center to Lincoln Street. Nearly the entire residential area of the center has sidewalks, with the handful of blocks located north of Michigan Street being a notable exception. On the east side of this section is Hawthorne Park, which provides public open space.

Parking:

There is a small amount of off-street parking provided by some of the businesses, parking is primarily on-street; parallel parking on the north side in front of the businesses, and angle spots occupying the space on the south side between the street and the rail line.

Land Use/Buildings

The main commercial corridor along Lincoln Street mainly consists of restaurants and bars, though there are some offices, shops, and a bank located there as well. This development is on the north side of the street, with Amtrak's rail line running parallel along the south side. The corridor is about two blocks in length. The buildings on this corridor are from a mix of eras, though they look to be predominantly from the turn of the last century. While the residential area near the Lincoln Street Commercial Corridor is developed in a more traditionally urban form, the residential developments contained in the areas west of I-94 are different in character. There is a typical suburban subdivision with a single access point off of a main road and curvilinear streets and cul-de-sacs. There are sidewalks, but only within the development. These homes

have garages with driveways oriented toward the street as opposed to a system of alleys. The setbacks of the houses are largely consistent. Just to the west of that subdivision is low density development on large lots with no sidewalks, similar to development in unincorporated or rural areas. The houses are set back from the road at varying distances and the entire area has a much lower density.

Porter's livable center also features two areas zoned as Planned Unit Developments (PUDs). Located west of downtown Porter, one is planned to be predominantly based around residential use, while the other will be based around commercial uses. The northern PUD is the commercial development. Based around a current small amount of commercial activity, this PUD corresponds with Porter's plans to create gateways into the town from US20. This area is planned to have various commercial functions that will attract travelers along US20 while also serving the population to the south. As the town's trail system expands, there will be greater non-motorized connectivity from this site south and east into town as well as north into the Indiana Dunes National Lakeshore. The southern PUD, planned for a former brickyard site, will provide greater residential opportunities in close proximity to the Lincoln Street corridor. Residents of this PUD will be able to easily take advantage of what the town has to offer through the easy connectivity and close proximity that the site provides. While the development of this PUD was put on hold due to the recent recession, it is hoped that plans will be revived soon as the housing market continues to recover and consumers seek new options.

Open Space/Landscaping

There is one small parcel of "formal" open space located next to the bank, with at least two other "informal" open spaces in other locations. Streetscaping or landscaping is done by the business, though the town has installed decorative streetlamps. A few establishments also have patios or sidewalk seating. This helps bring life to the street and sidewalk. The buildings generally have a small setback with a strip of landscaping between the building and sidewalk.

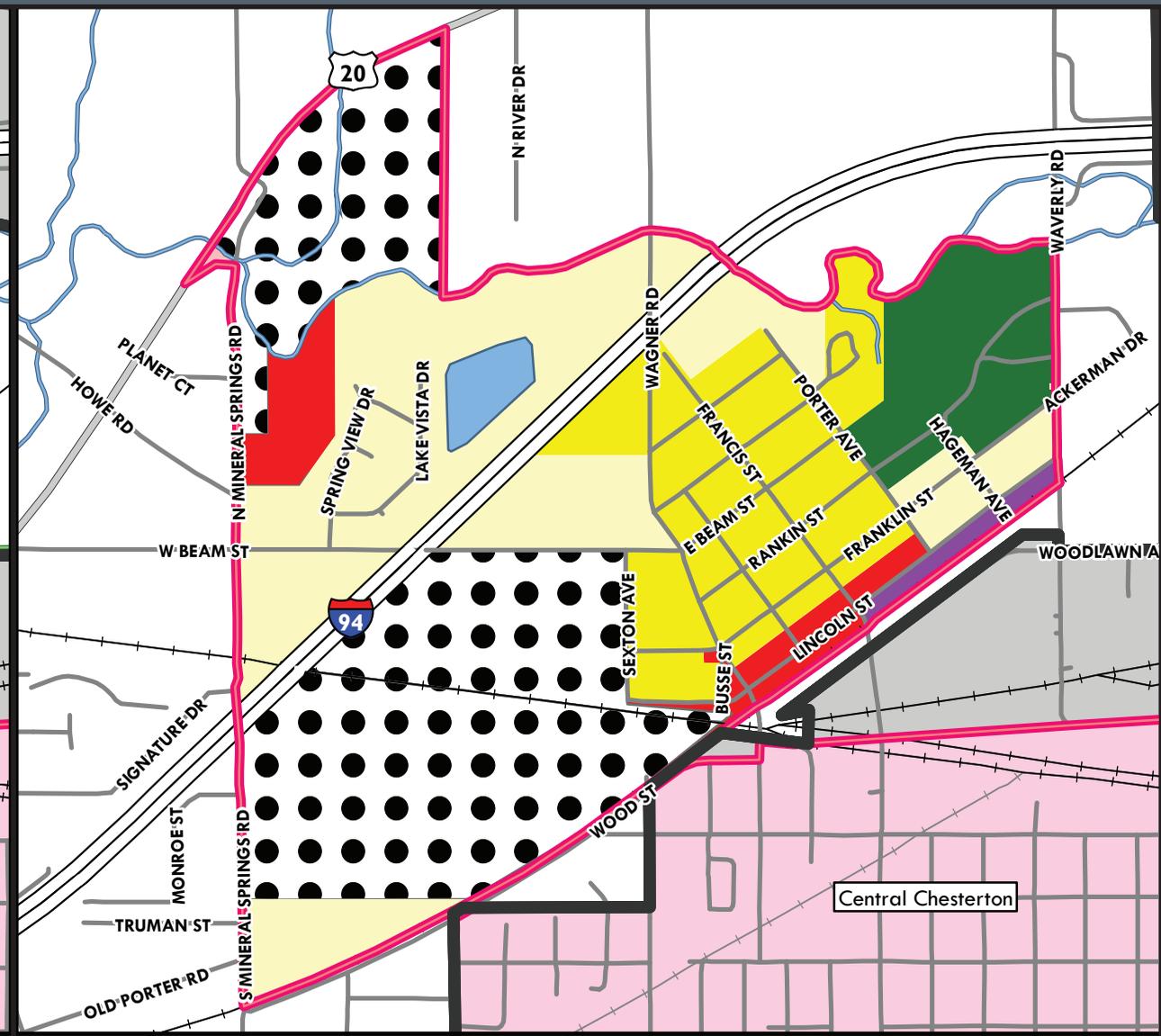
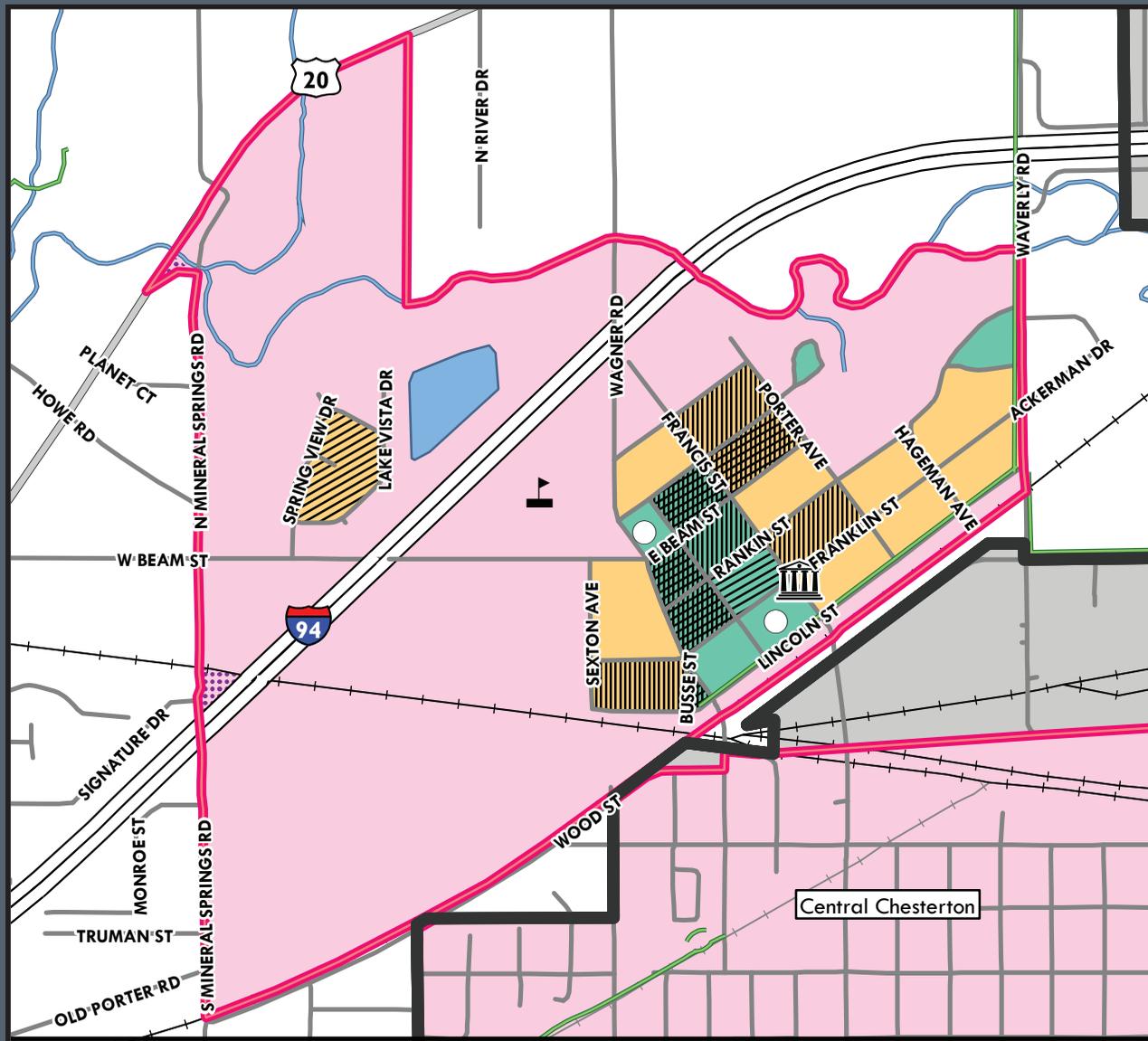
On the east side of the older residential section is Hawthorne Park, which provides public open space.



Street Grid:
Downtown
Porter
(NIRPC)



Downtown
Porter
Commercial
Building
(NIRPC)



DOWNTOWN PORTER

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.

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

- Density Per Acre by Census Block**
- ≥ 10 People
 - ≥ 4 Houses
 - ≥ 4 Houses and 10 People
 - ≥ 20 Employees
- Block Perimeter**
- < 1600 ft
 - 1600 - 2400 ft

- Neighborhood Business** **Open Space**
- Central Business** **PUD**
- General Business** **Single Family Large Lot**
- Light Industrial** **Single Family Small Lot**

Density Per Relevant Zoning Acre

4 People 1.5 Houses 9.3 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 WHITING

Overview

Whiting is a Northwest Indiana community in Lake County about 16 miles from Downtown Chicago, and about 10 miles from Downtown Gary. Whiting is bordered by Hammond, East Chicago, and Lake Michigan. According to the 2010 Census, the City's population was 4,997.

All major city facilities are located within the downtown area.

Livable Centers

Due to its compact land size and density, the entire City of Whiting, excluding the BP Refinery Property, has been identified as the livable center.

CITY OF WHITING

Whiting is generally bordered by Lake Michigan to the north and east. The eastern border continues along Front Street, 121st Street, and the BOCT (Baltimore Ohio Chicago Terminal) rail line, which is owned by CSX. The south is bordered by 129th Street, White Oak Ave on the west and encompasses the block from Birch Avenue between 126th Street and 127th Street, Indianapolis Boulevard, 121st Street and Atchison Avenue frame the southwest border of Whiting. The total acreage of the center is 402 acres.

Population:

4,997 people (100% of Whiting's population). Population density is 28.6 people per acre.

Housing:

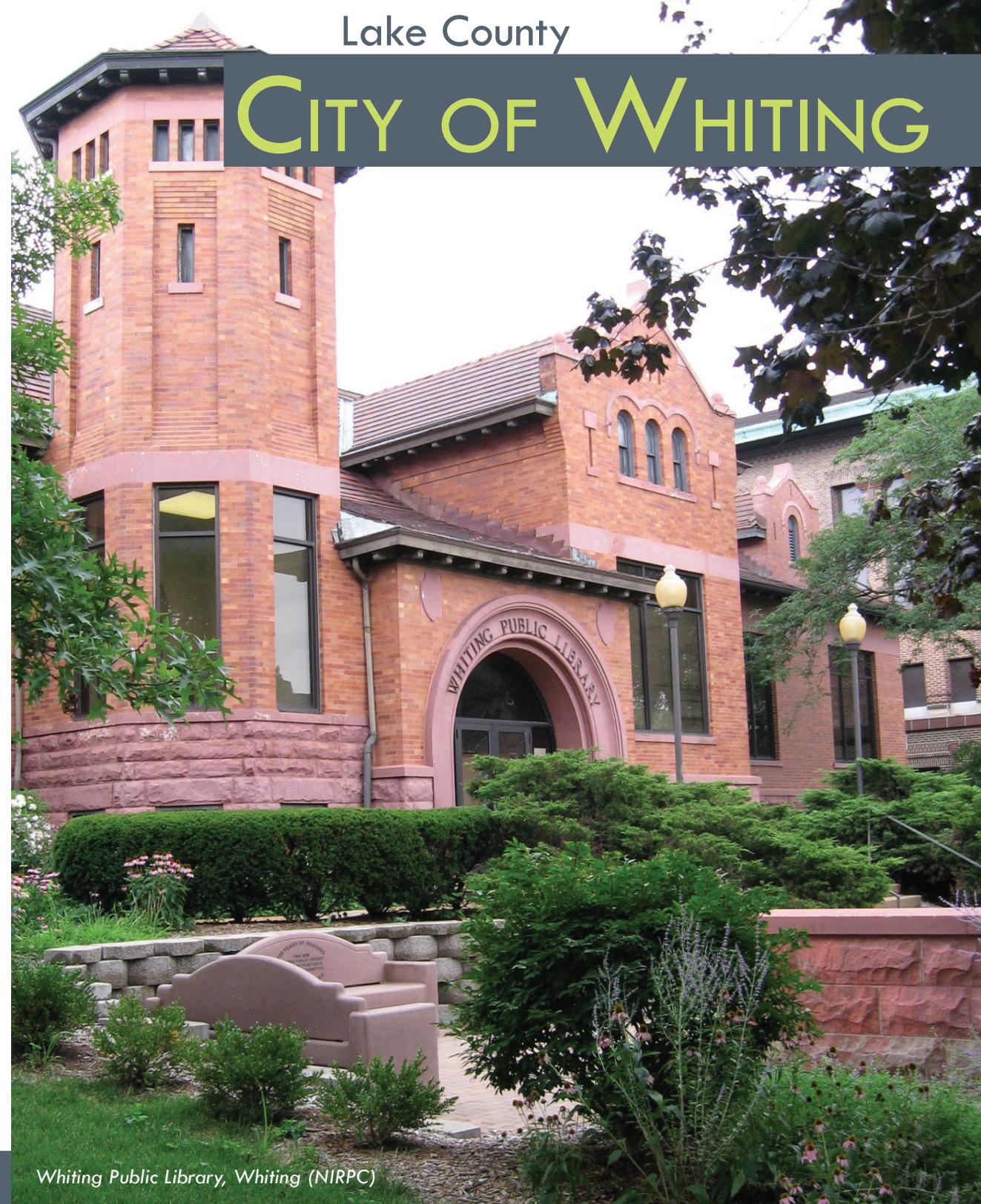
The total housing is 2,197 units (approximately 100% of Whiting's total housing). Housing density is 12.6 units per acre.

Jobs:

Total employment in the center is 767, with a density of 9.7 employees per acre.

The center includes City Hall, the library, School City of Whiting, Whiting High School, and a number of historic buildings, such as the Andrew Carnegie Library, and the Hoosier Theater. The City of Whiting Historic Preservation District encompasses the central business district and also mirrors the Downtown and Boulevard Economic Revitalization Area boundaries. The City has Historic Preservation District Guidelines.

The Downtown Business District is the retail trade, business, financial, administrative, governmental, and cultural center of the city.



Whiting Public Library, Whiting (NIRPC)

LIVABLE CENTER

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

-  ≥ 20 Employees
-  ≥ 4 Houses
-  ≥ 4 Houses and ≥ 10 People
-  ≥ 10 People

Block Perimeter

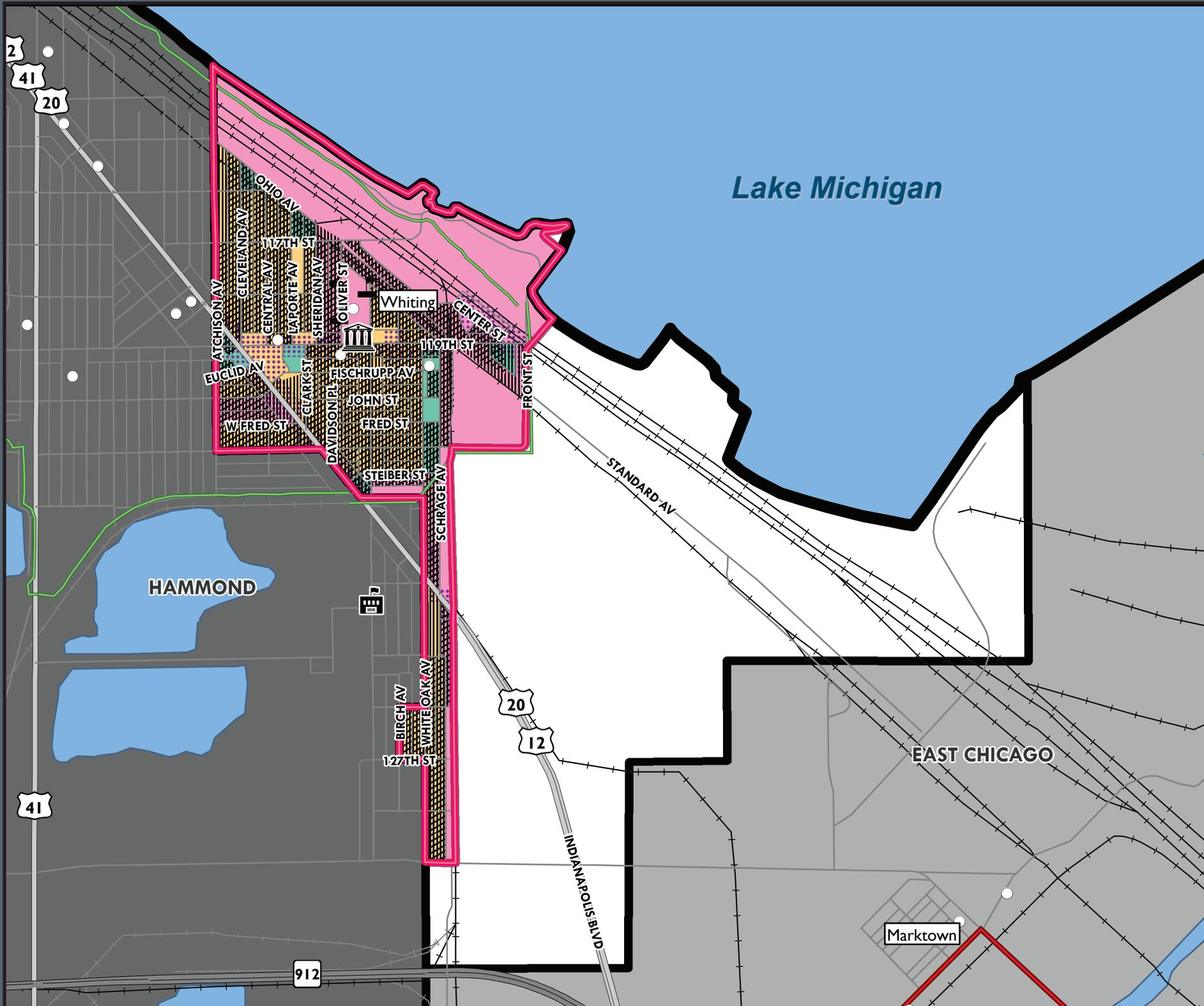
-  < 1600 ft
-  1600 - 2400 ft



0.5 Miles



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



Mobility

Indianapolis Boulevard and 119th Street are the primary commercial corridors and gateway into and through Whiting.

Street Grid:

As shown on the map, streets are laid out in a traditional grid system with short, dense block lengths that create strong connectivity and make it easy to walk.

Traffic Conflict:

Indianapolis Boulevard is the main route throughout the city. The intersection of 119th Street and Indianapolis Boulevard can be congested at peak times. According to the City of Whiting's Comprehensive Plan, emphasizing the intersection of 119th Street and Indianapolis Boulevard with gateway signage and streetscape improvements is recommended.

Walkability:

All blocks are compact and less than 2400 square feet. Downtown is highly concentrated in a compact, pedestrian-oriented setting. The City is well connected by maintained sidewalks. According to Walk Score, the center scores a 78 (very walkable), and most errands can be accomplished by foot.

Parking:

Due to its compact, dense size, the majority of parking is found onstreet and occasional designated lots. Parking seems to be sufficient but is limited during events and festivals.

Land Use/Buildings

The majority of the center is zoned residential with 48%. Approximately 18% of the city is zoned business, 20% zoned as recreational, and 14% zoned as institutional.

A mixture of single-family and multi-family residential units are scattered throughout the residential neighborhoods. There is a multi-use development being planned to be located across from Oil City Stadium. This complex is expected to be storefronts on the first floor, office space on the second floor, and condos on the third floor.

The primary retail, service, and office area is located along 119th Street. This area functions as the city's "downtown" and maintains much of its historic character and small-town charm. Over the past several years there has been great effort to improve the overall aesthetics along



Top Left:
119th Street
Commercial District
Whiting (NIRPC)
Top Right:
Street Grid
Whiting (NIRPC)
Bottom Left:
Single Family
Homes
Whiting (NIRPC)
Bottom Right:
119th Street &
Oliver Street
Whiting (NIRPC)

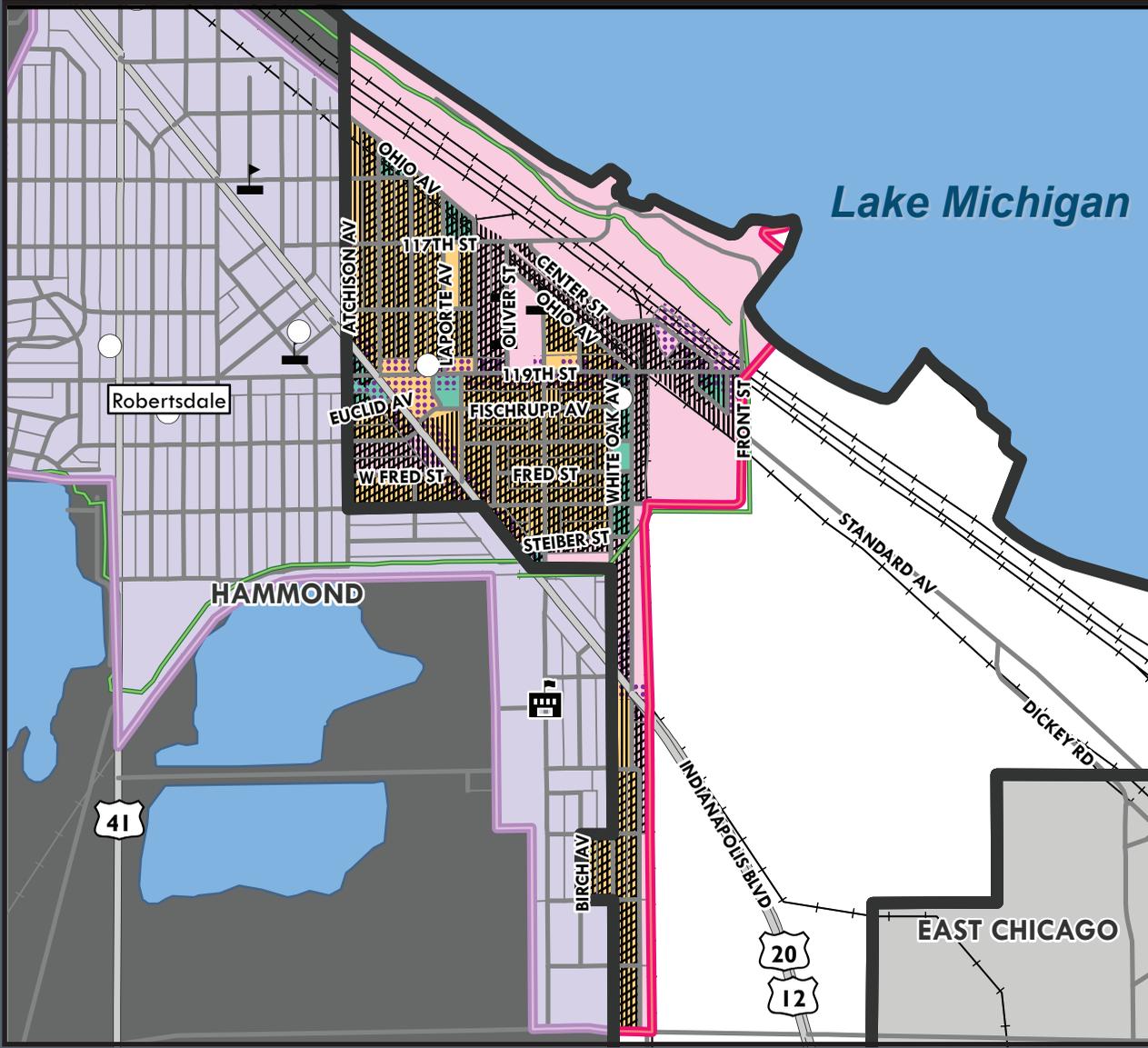


the 119th Street corridor through façade improvements and streetscape enhancements. The 119th Street corridor is the heart of the Whiting community and continues to receive special design and improvement considerations.

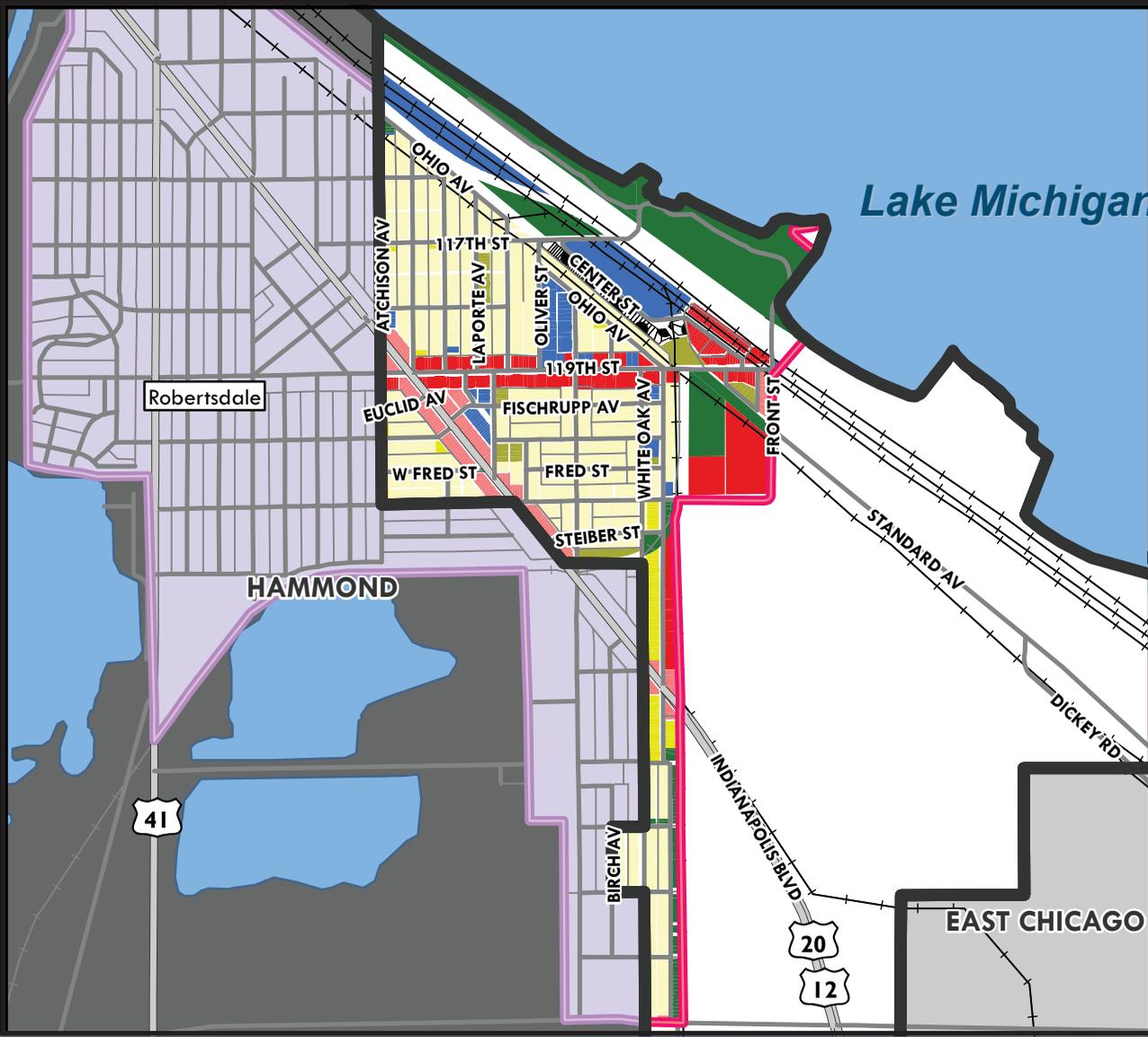
Indianapolis Boulevard is the other primary commercial corridor in Whiting, which is a more heavily travelled road with a significant number of residential dwellings mixed in with the commercial uses. Whiting specializes in unique shops and family owned businesses.

Open Space/ Landscape

Whiting has five parks. Whiting Park, located on the Lake Michigan shoreline, is the most well-known. The park is currently undergoing a transformation into more of a destination point through Whiting's Lakefront Redevelopment Plan. Whihala Beach County Park is located next to Whiting Park, between Whiting and neighboring Hammond, and is managed by Whiting.



NIRPC ANALYSIS



CITY OF WHITING

ZONING

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

- Density Per Acre by Census Block**
- ≥ 10 People
 - ≥ 4 Houses
 - ≥ 4 Houses and 10 People
 - ≥ 20 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

.25 Miles

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

- Boulevard Business
- Single Family
- Downtown Business
- Medium Density Residential
- High Impact Manufacturing
- High Density Residential
- Institutional
- Recreation
- PUD

Density Per Relevant Zoning Acre

28.6 People 12.6 Houses 9.7 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.

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 WINFIELD

Overview

Winfield is the newest addition to Lake County, incorporated in 1993, making it one of newest towns in Indiana. It is about 51 miles southeast of Downtown Chicago and 18 miles south of Gary, Indiana. According to the 2010 Census the town population doubled from 2,298 at the 2000 census to 4,383 in 2010.

The town has easy access to US 30 and I-65. Surrounding municipalities are Merrillville in the north and Crown Point on the west. East and south of Winfield is unincorporated Lake County.

Livable Centers

Winfield includes a livable center.

CENTRAL WINFIELD (DOWNTOWN CENTER)

The Main Center is defined by East 101st Avenue on the north, Grand Boulevard on the west, Randolph Street on the east, and roughly based on Deer Creek on the south. The lower east corner of the center is defined by the area south of 109th Avenue. The total acreage of the center is 978 acres, which is 13% of Winfield.

Population:

2,390 people (54% of Winfield's total population). Population density is about 2.4 people per acre, which is very low for a livable center.

Housing:

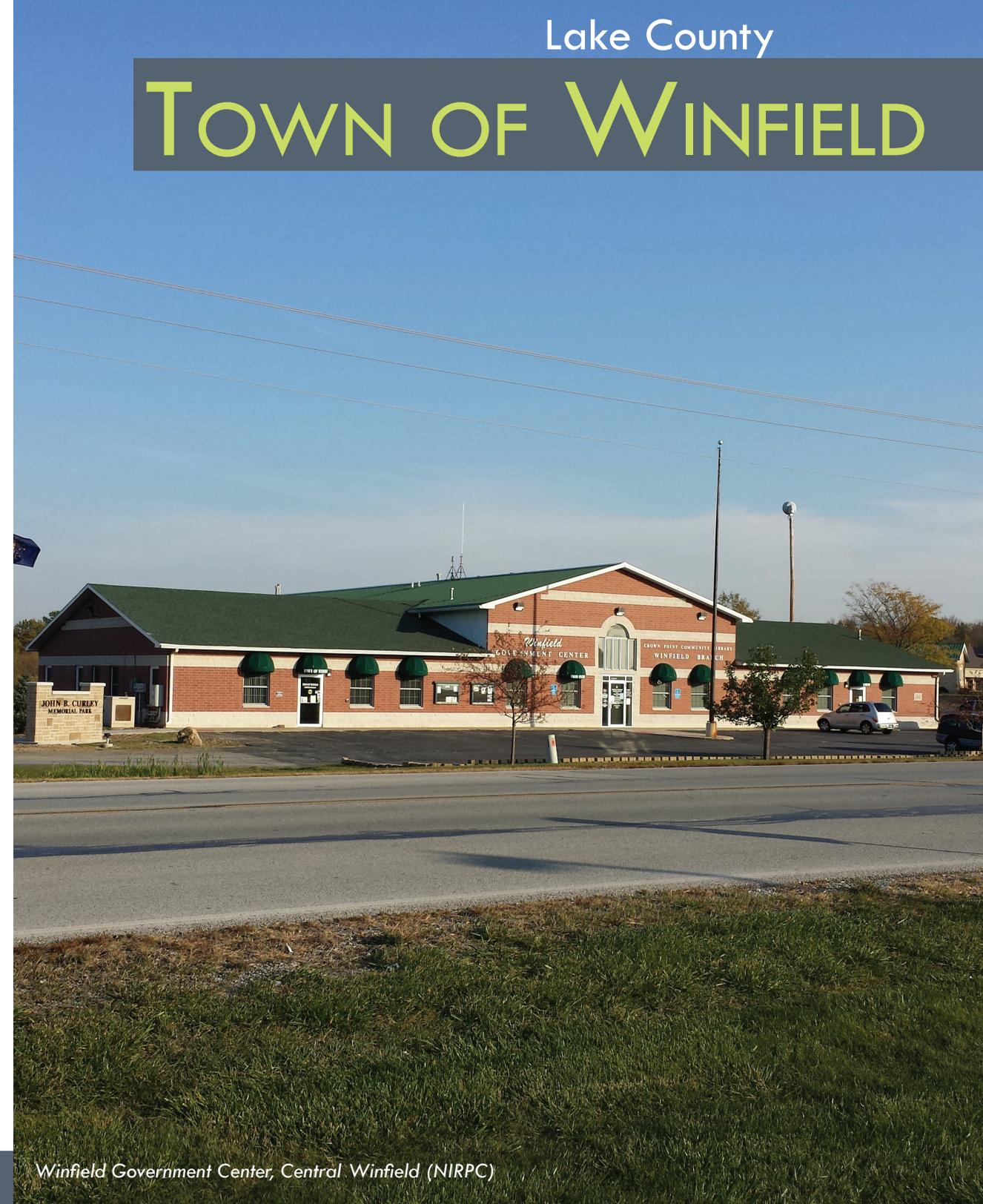
The total housing is 875 units (approximately 58% of Winfield's total housing). Housing density is 0.9 units per acre. Vacant lands within the center are considerably high, which explains the low density ratio of housing and people.

Jobs:

Total employment in the center is 554 (approximately 64% of the total employment) with a density of 0.6 employees per acre.

Mobility

Randolph Street and 109th Avenue are the primary corridor and gateway into Winfield in the Main Center. It contains a wide variety of commercial uses of service, gas stations, and retail.



Winfield Government Center, Central Winfield (NIRPC)

LIVABLE CENTER

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.

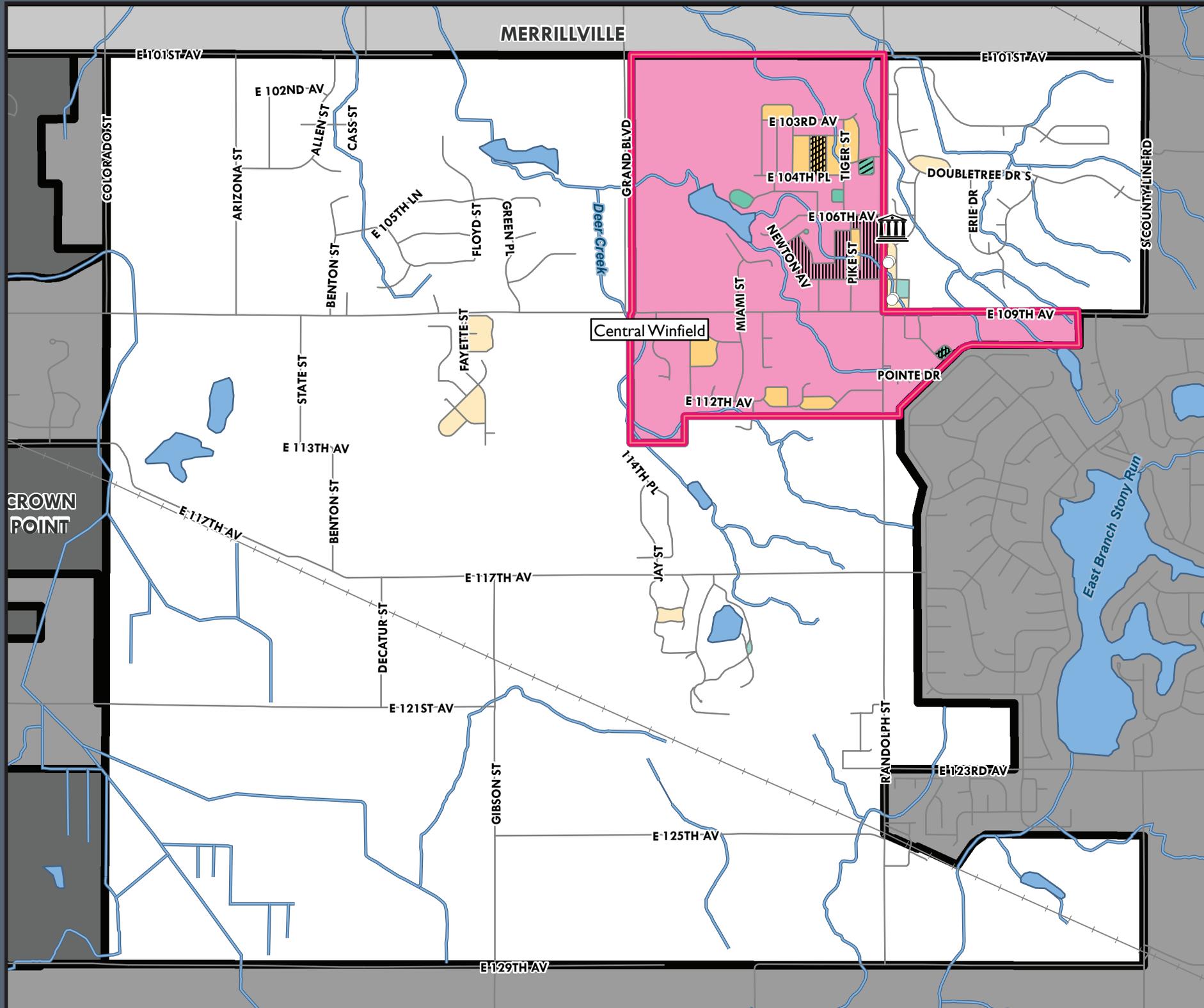
-  Schools
-  Higher Education
-  Civic Halls
-  South Shore Stops
-  Trails
-  Bus Lines
-  Identified Mixed Use Zoning

Density per Acre by Census Block

-  ≥ 20 Employees
-  ≥ 4 Houses
-  ≥ 4 Houses and ≥ 10 People
-  ≥ 10 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.

Local and collector streets are limited in the Center. The Town needs to focus on improving their local streets' connectivity to 109th Avenue and Randolph Street so those who live in the residential areas can better access the local businesses.

Street Grid:

As shown on the map, the street grid is somewhat poor and lacks internal connectivity on 109th Street.

Walkability:

Central Winfield, based on www.walkscore.com, scores 58, which is somewhat walkable. The subdivisions behind the commercial area are connected and accessible to Randolph Street. However, both Randolph Street and 109th have no sidewalk, which makes it hard for pedestrians or cyclists to get around.

Parking:

Surface parking lots are the dominant form of parking in the Center, but some are clustered or set behind buildings.

Land Use/Buildings

The building setbacks along the major corridors is about 50 feet for the commercial area, which is typical for suburban type development.

Residential land use in the center includes three major subdivisions and a few houses that are scattered along the major corridors.

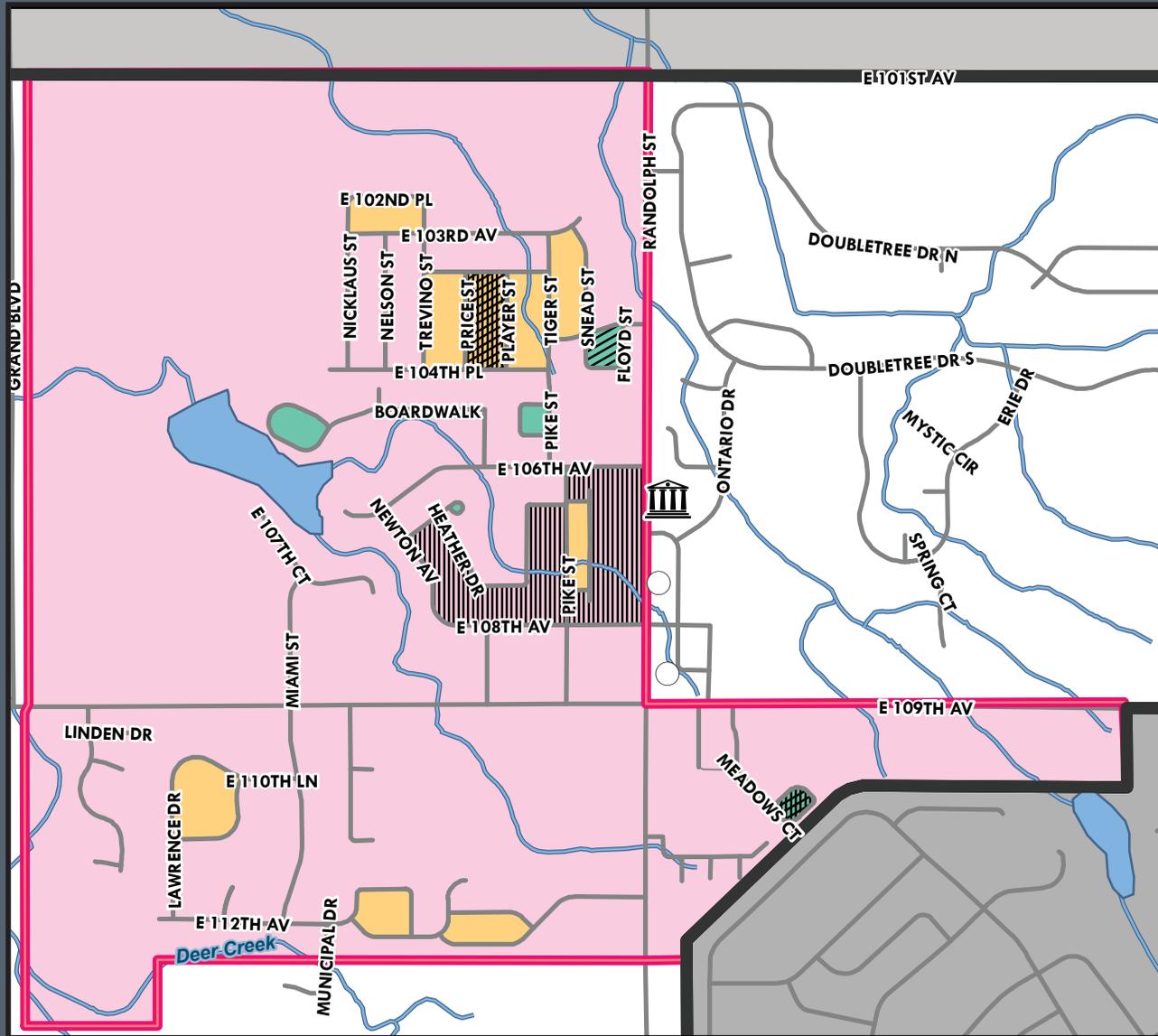
Open Space/ Landscape

There is no park in the Center. The area's landscape is mostly agricultural with limited open space. However, the Center is located about four miles south of Deep River County Park, and about four miles north of Stoney Run County Park. As the Town plans for a livable center, staff should consider development of walkable neighborhood parks in the future.

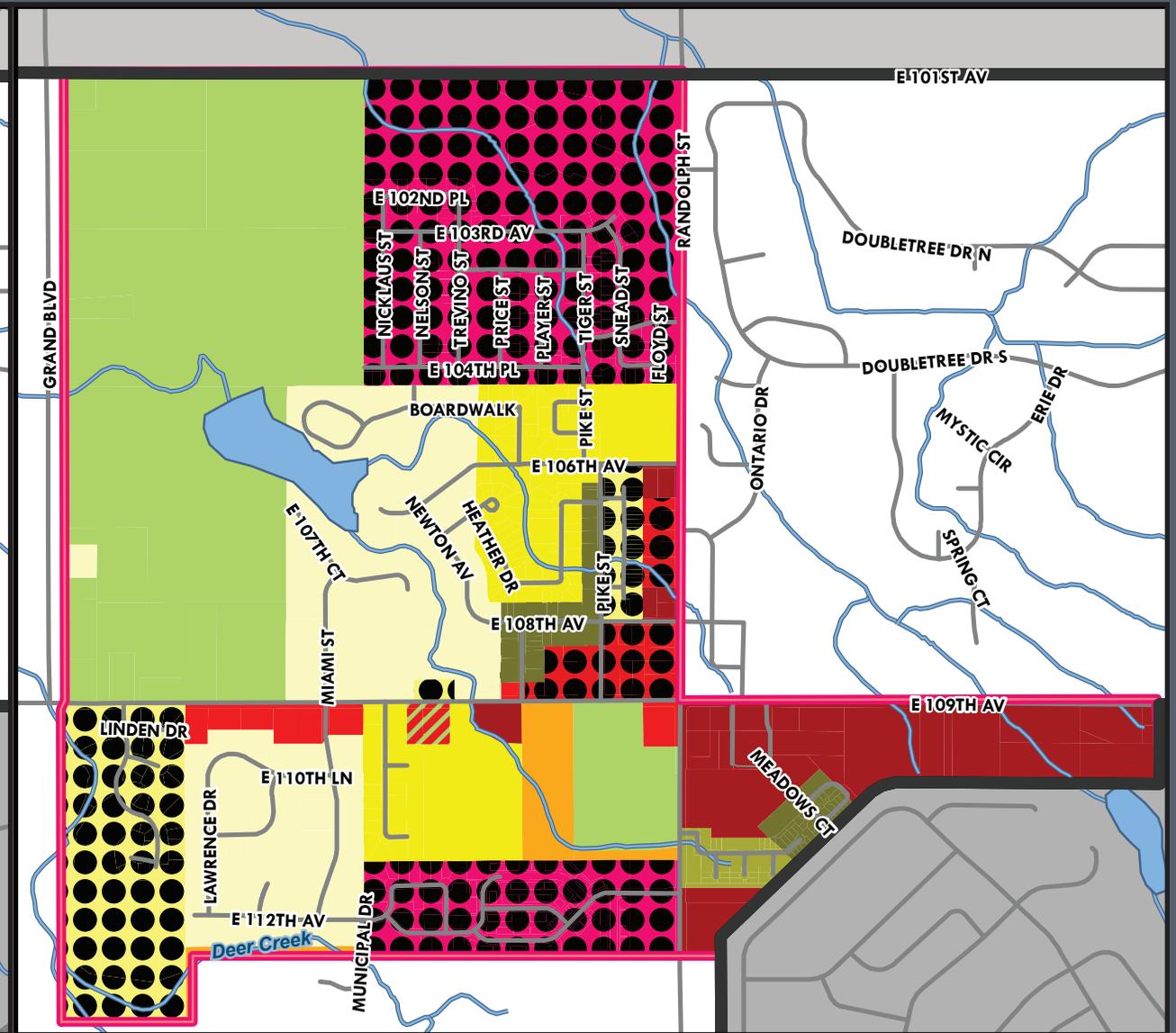


*Commercial Buildings
Central Winfield
(NIRPC)*

*Street Grid
Central Winfield
(NIRPC)*



NIRPC ANALYSIS



CENTRAL WINFIELD

ZONING

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

- Density Per Acre by Census Block**
- >= 10 People
 - >= 4 Houses
 - >= 4 Houses and 10 People
 - >= 20 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

.25 Miles

- Agri-Business
 - Agriculture
 - Commercial 2
 - Commercial 3
 - PUD- Business
 - PUD- Mixed Use
 - PUD- Residential
 - Residential 1
 - Residential 2
 - Residential 3
 - Residential 4
 - Special Exception
- Density Per Relevant Zoning Acre**
- 2.4 People 0.9 Houses 0.6 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.

COMMUNITIES WITH LESS THAN 4000 PEOPLE

EXAMPLE: BURNS HARBOR

Overview

Burns Harbor is a small Northwest Indiana community in Porter County located on the southern shore of Lake Michigan. It is about 45 miles southeast of Downtown Chicago and 15 miles east of Downtown Gary. According to the 2010 Census the Town's population was 1,156. Since installation of the sanitary sewer collection system in 2003, the Town has experienced a 32.5% growth in its population.

The Little Calumet River Corridor (Indiana Dunes National Lakeshore) extends through the Town as do several railroad and highway corridors. The Town's lakefront is dominated by Arcelor Mittal – a fully integrated steel mill that opened in 1964 as Bethlehem Steel.

The Town's development has been directly impacted and ultimately guided by the development of the nation's transportation infrastructure. Construction of Interstate 94 and the rerouting and widening of Indiana 149 and U.S. 12 required the removal of many of the Town's residential structures.

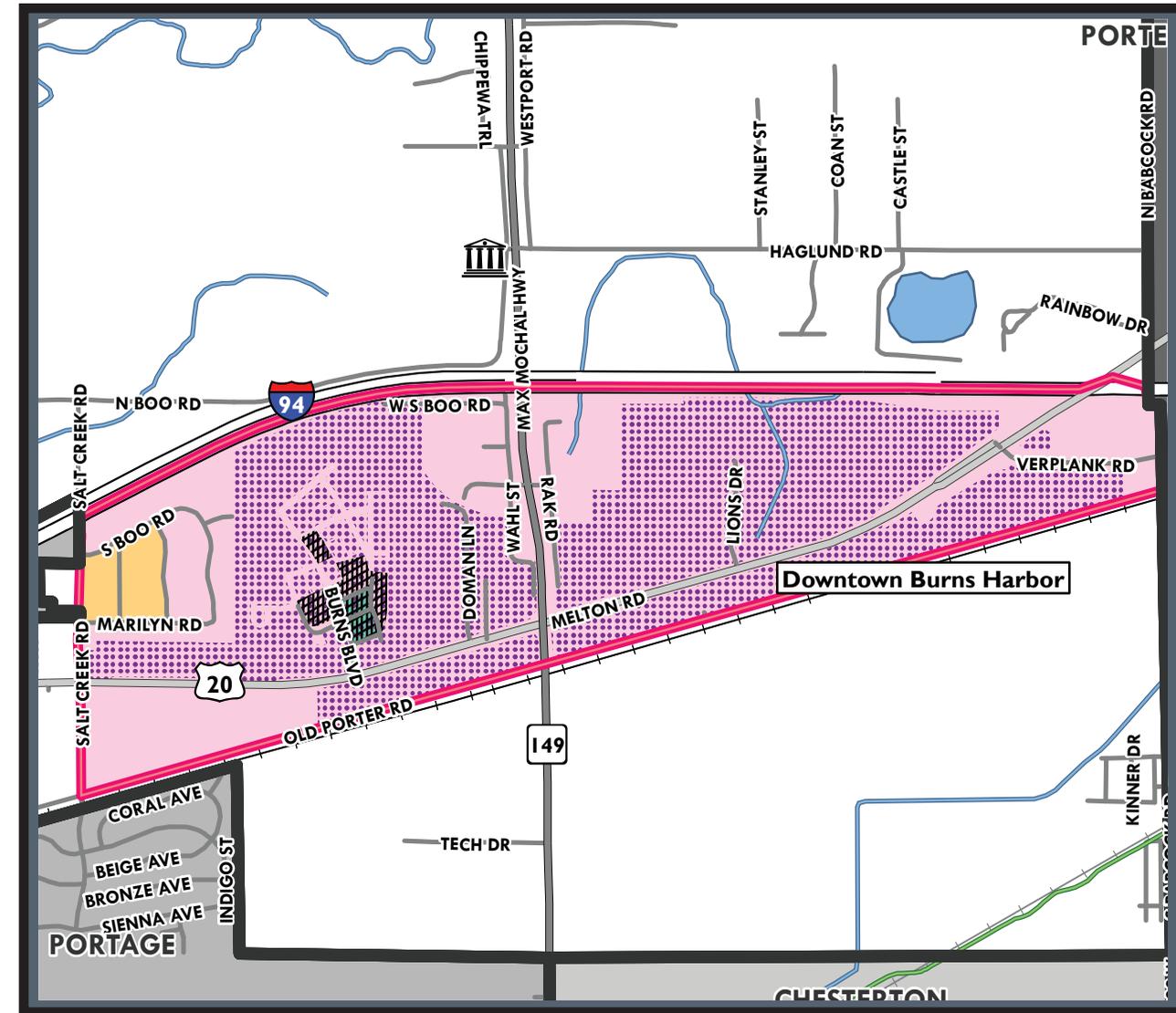
The town has easy access to Interstate 94, the Indiana Toll Road (I-80/90), and Lake Michigan, and it is well connected to SR 149, US 20, and US 12. Surrounding municipalities are Portage, Porter, and Chesterton.

Livable Centers

Burns Harbor includes a livable center.

DOWNTOWN (DOWNTOWN CENTER)

The Downtown Center is defined by I-94 on the north, Salt Creek Road on the west, Babcock Road on the east, and Old Porter Road on the south. The total acreage of the center is 434 acres.



.25 Miles

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

- Density Per Acre by Census Block**
- >= 10 People
 - >= 4 Houses
 - >= 4 Houses and 10 People
 - >= 20 Employees
- Block Perimeter**
- < 1600 ft
 - 1600 - 2400 ft

Small Community



Burns Harbor's Downtown Center is nearly the same recommended area of the Downtown Plan in the 2009 Burns Harbor Comprehensive Plan Place Making 20/20. The Downtown Plan is compatible with the Livable Centers goals and concepts. It consists of neighborhood retail/commercial uses, professional office, small surface parking lots and interconnected streets. Based on current Livable Centers analysis the area lacks many of the major elements as described in the introduction of this report. However, if the Town implements the Downtown Plan the center could be turned into an actual livable center.

Population:

594 people (50% of Burns Harbor's population) lives in the downtown center. Population density is about 4.5 people per acre.

Housing:

The total housing is 235 units (approximately 47 % of Burns Harbor's total housing). Housing density is 1.8 units per acre. Vacant lands within the center are considerably high, which explains the low density ration of buildings and people.

Jobs:

Total employment in the downtown center is 523 with a density of 2.5 employees per acre.

Mobility

US 20 is the primary commercial corridor and gateway into Burn Harbor and the downtown center. It contains commercial services nased on transportation uses, such as truck stops, gas stations, car and RV dealerships, fireworks dealers, and truck and automotive repair shops. The lack of local and collector streets is a major deficiency within the Town of Burns Harbor. It is a problem which limits the growth potential in some areas. The Town of Burns Harbor needs to focus on improving their local streets and its connectivity.

Street Grid:

As shown on the map, streets grid is very poor and lacks internal connectivity.

Traffic Conflict:

Truck traffic volume in US 20 is very high, which discourages pedestrian and bicycle use.

Walkability:

Downtown Burns Harbor, based on www.walkscore.com, scores 17, which is car-dependent. US 20 is a designated truck route for heavy trucks, which makes it dangerous for pedestrians to cross the road, and pedestrian-vehicle conflicts have been continually reported. There is no sidewalk along the corridor.

Parking:

Surface parking lots are the dominant form of parking in the Downtown Center.

Land Use/Buildings

Under the Town's proposed landuse plan, the Livable Center shall be accommodated under the Multi-Use Land Use Classification.

Residential:

Residential land use in the center includes two major subdivisions and a few houses located directly on US 20. One of the subdivisions is the Village, a Green Certified subdivision.

In the 2009 Plan, the Residential District is designated for the development and management of walkable, residential neighborhoods. The District consists of freestanding houses, neighborhood and community parks, greenways, and landscaped interconnected streets with limited on street parking, sidewalks and trails.

Commercial:

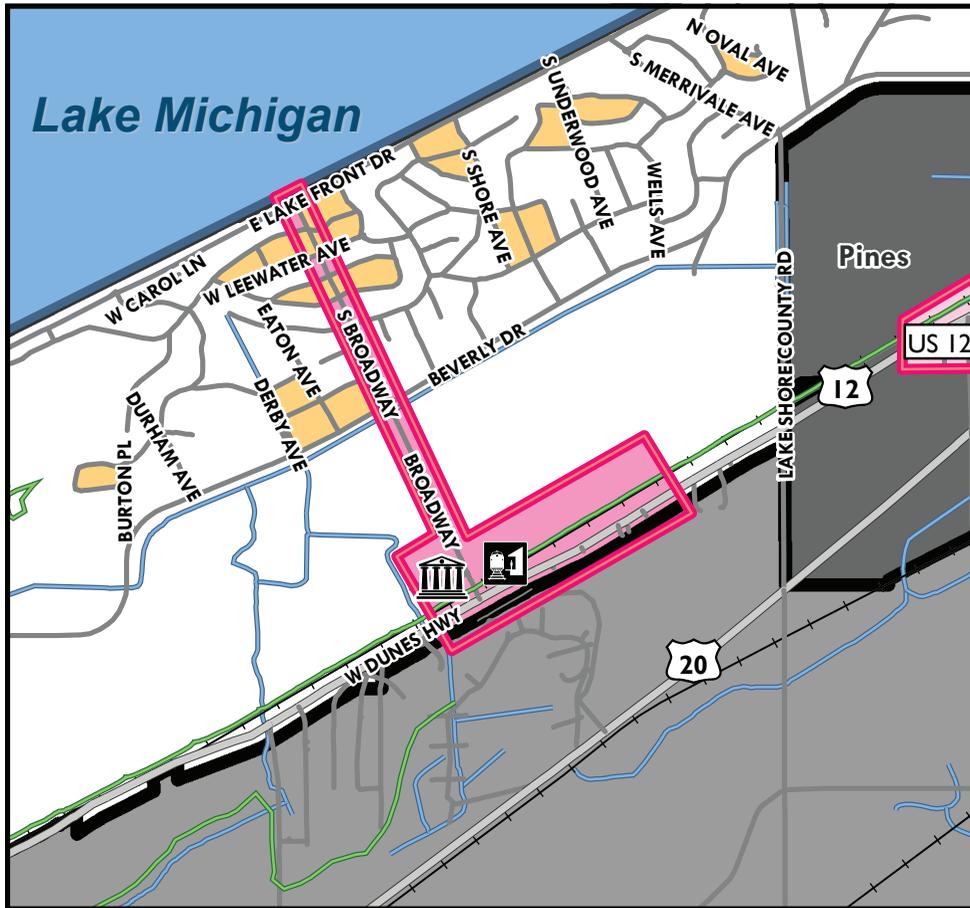
Land uses in the Center are linked to local industrial uses. It is generally concentrated along the US 20 corridor and contains truck stops (active and vacant), gas stations (active and vacant), car and RV dealerships, fireworks dealers, and truck and automotive repair shops.

Open Space/ Landscape

Downtown Burns Harbor's main open space and vegetated areas are situated along the US 20 corridor. However, the center generally lacks streetscaping that provides for outdoor cafes, places to sit, lighting, and special events. The center has no parks.



BEVERLY SHORES' LIVABLE CENTER BROADWAY



.5 Miles

Frederick Bartlett developed Beverly Shores as a resort community in the 1920s. The town, which was eventually incorporated in 1947, is a mix of summer and year round residents. Beverly Shores' Livable Center encompasses the commercial strip on US 12, the South Shore train tation, the town hall, and homes adjacent to Broadway, which is the town's main street.

2010 Population: 613 People
Center is 53 Acres
Density Per Relevant Zoning Acre
8.8 People 4.4 Houses 1.2 Employees

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

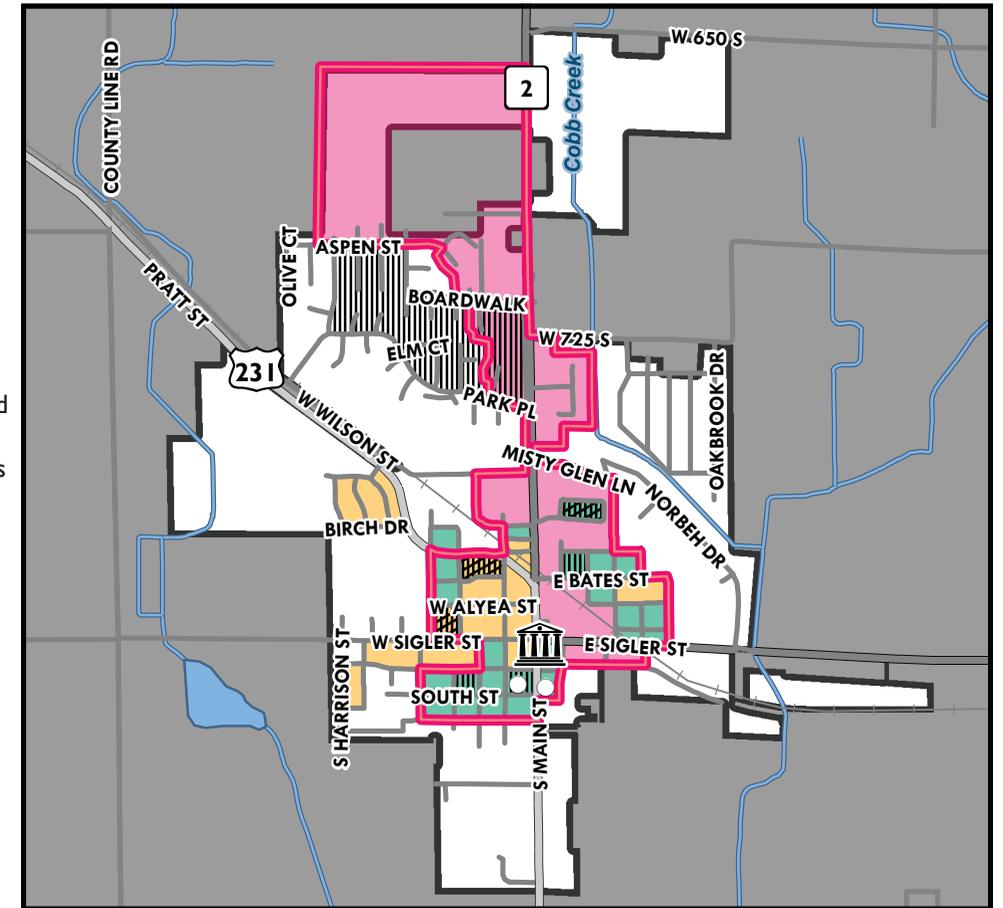
Density per Acre by Census Block

- >= 20 Employees
- >= 4 Houses
- >= 4 Houses and 10 People
- >= 10 People

Block Perimeter

- < 1600 ft
- 1600 - 2400 ft

HEBRON'S LIVABLE CENTER CENTRAL HEBRON



.5 Miles

Settled in the 1830s and 1840s, and incorporated in 1890, Hebron was originally known as "The Corners" because it was the crossroads of US 231, SR 2, and SR 8. Hebron's Livable Center includes the original portion of town as well as commercial and residential uses along the town's northern Main Street. The town adopted a comprehensive plan in 2010 encouraging walkability and historic preservation. Additionally, the town is currently planning for north side development around a much needed future medical center.

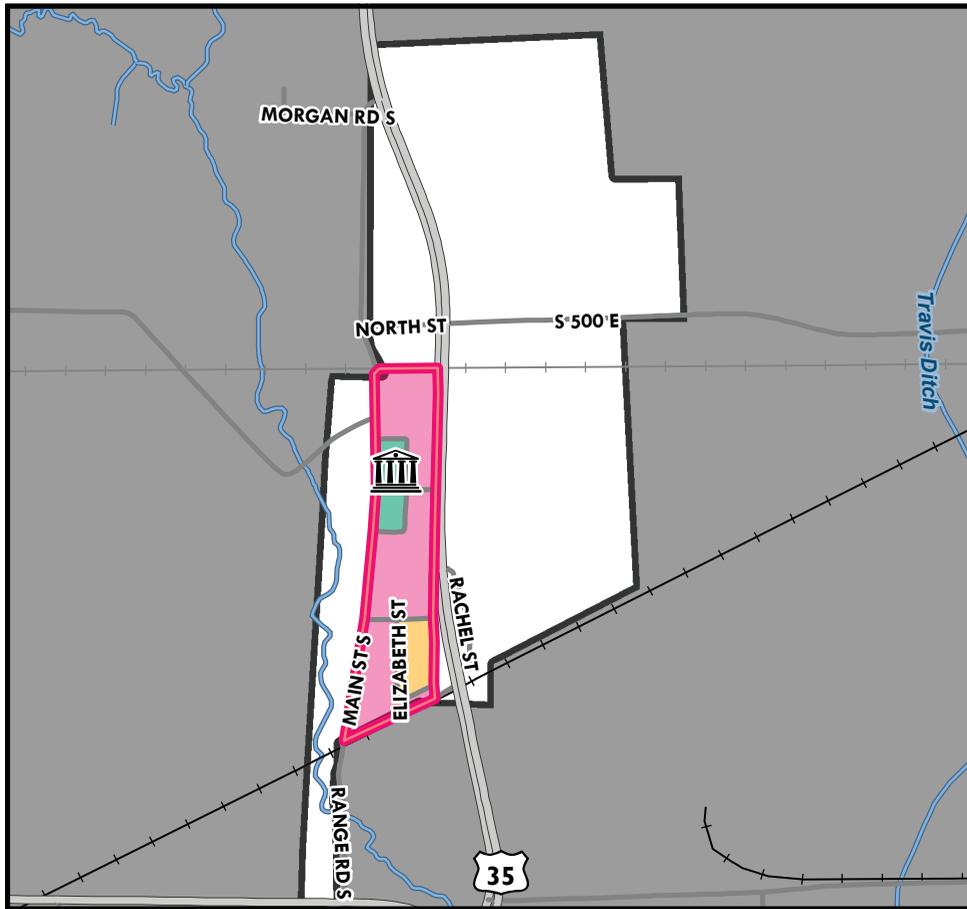
2010 Population: 3,724 People
Center is 227 Acres
Density Per Relevant Zoning Acre
11.1 People 4.7 Houses 15.3 Employees

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





KINGSBURY'S LIVABLE CENTER CENTRAL KINGSBURY



.5 Miles

Kingsbury was originally laid out in 1835 and grew when the railroads were built. The small town's Livable Center is based around a park, the town hall, and homes west of US 35.

2010 Population: 242 People
Center is 45 Acres
Density Per Relevant Zoning Acre
5.1 People 2.2 Houses 6.2 Employees

LIVABLE CENTERS BOUNDARIES

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- 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

- ≥ 20 Employees
- ≥ 4 Houses
- ≥ 4 Houses and 10 People
- ≥ 10 People

Block Perimeter

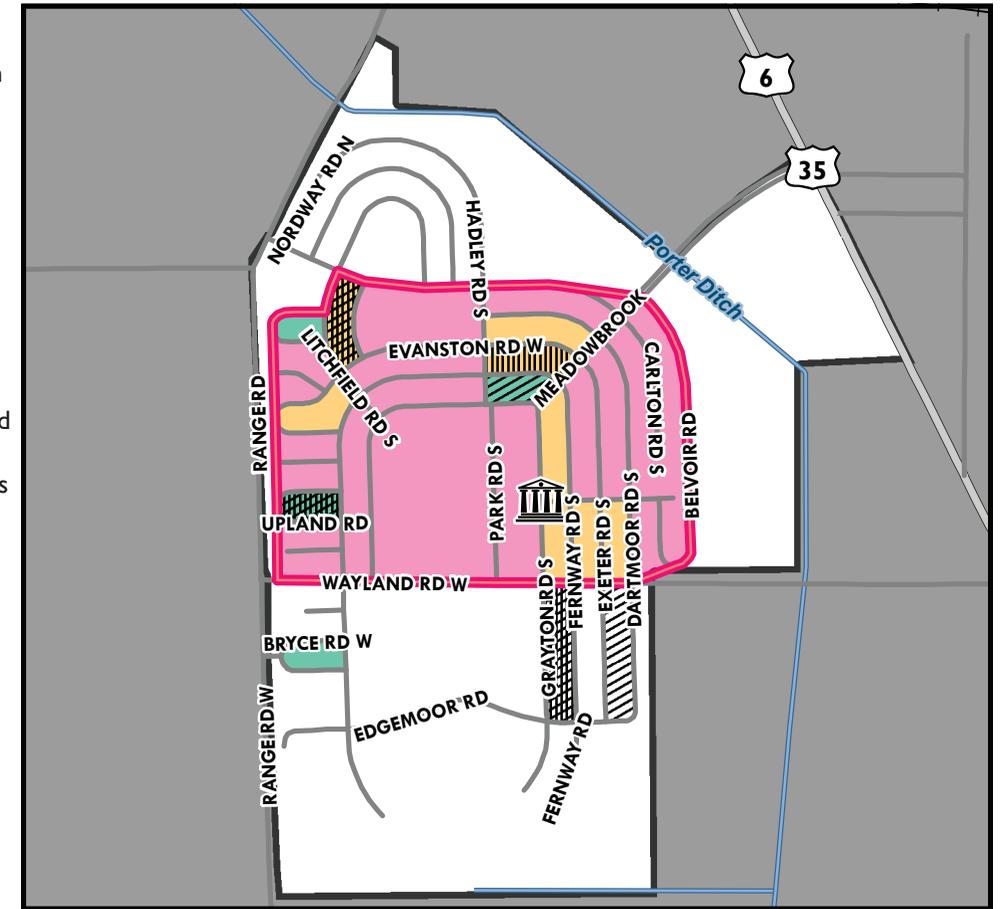
- < 1600 ft
- 1600 - 2400 ft



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KINGSFORD HEIGHTS' LIVABLE CENTER CENTRAL KINGSFORD HEIGHTS



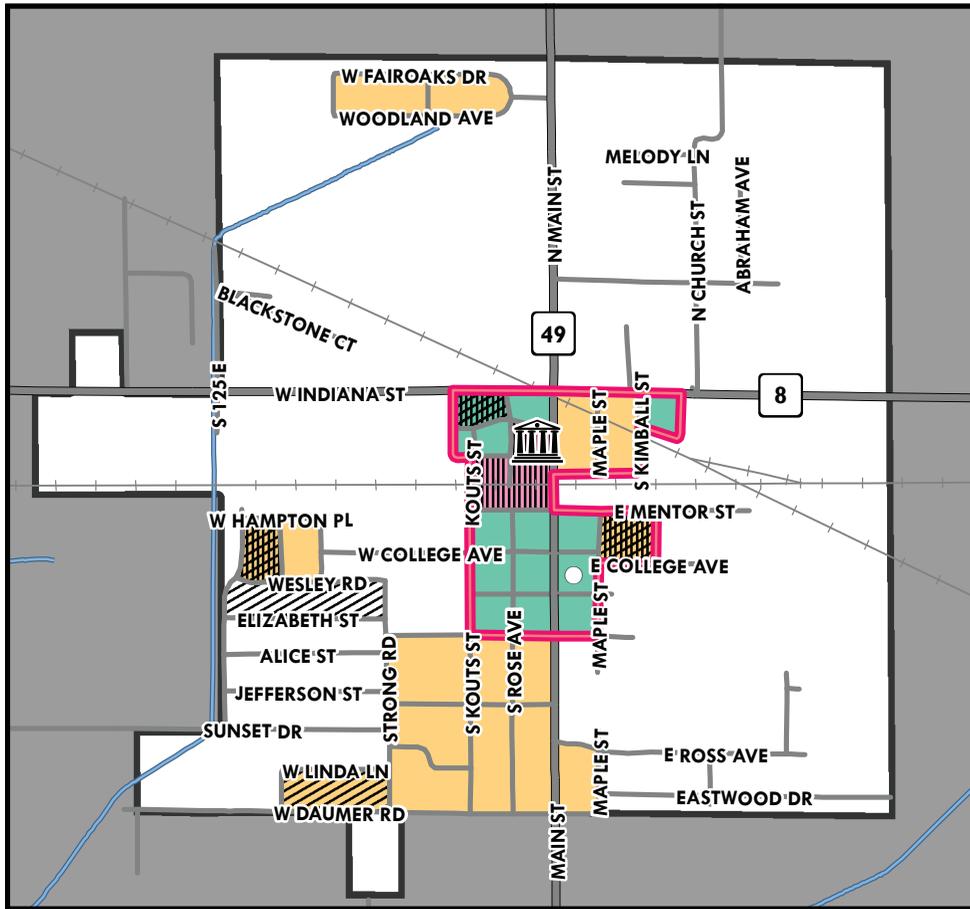
.5 Miles

Built to support the influx of workers needed for the Kingsbury Ordinance Plant during World War II, Kingsford Heights was carefully planned. While some parts of the town remain undeveloped, the developed northern part of the town, including the central park, is now considered a Livable Center.

2010 Population: 435 People
Center is 195 Acres
Density Per Relevant Zoning Acre
8.0 People 3.7 Houses 2.9 Employees



KOUTS' LIVABLE CENTER CENTRAL KOUTS



.5 Miles

LIVABLE CENTERS BOUNDARIES

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- Neighborhood Center

NIRPC ANALYSIS

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

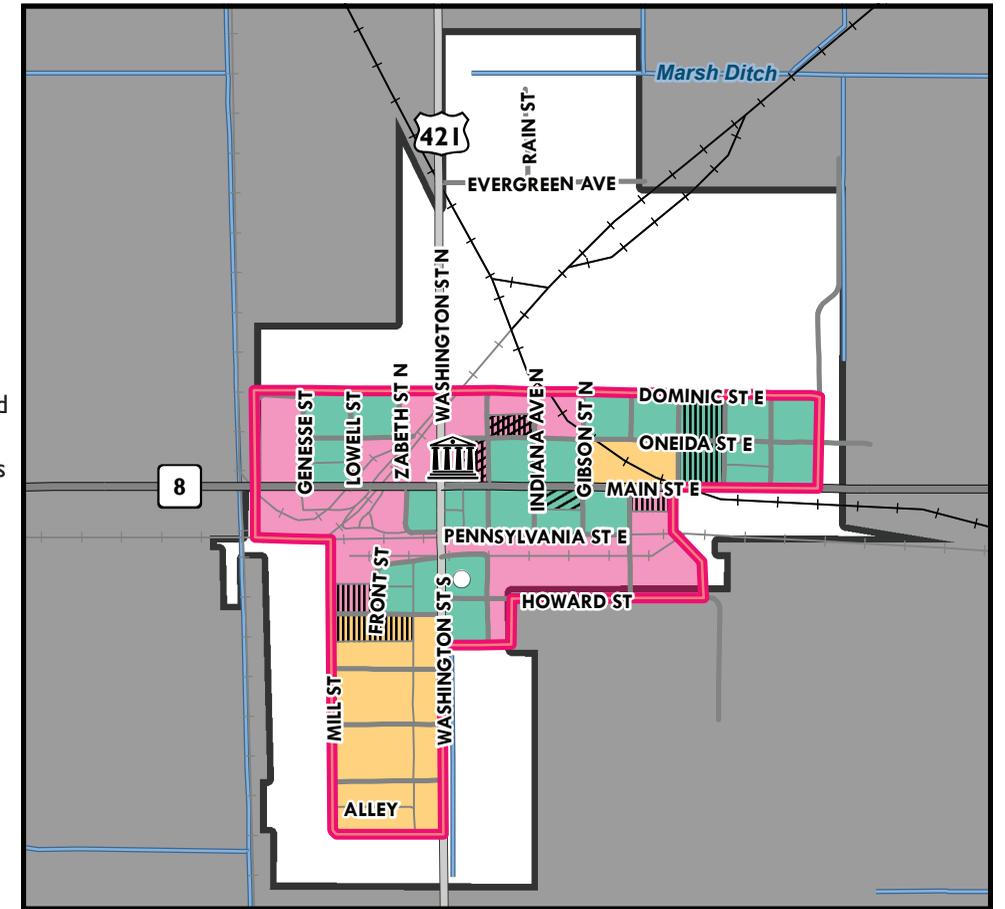
Density per Acre by Census Block

- >= 20 Employees
- >= 4 Houses
- >= 4 Houses and 10 People
- >= 10 People

Block Perimeter

- < 1600 ft
- 1600 - 2400 ft

LA CROSSE'S LIVABLE CENTER CENTRAL LA CROSSE



.5 Miles

Kouts was laid out in 1865 along the Pittsburgh, Chicago, and St. Louis Railroad and the Erie and Pennsylvania railroad and incorporated in 1921. The center, located around the town's original grid, includes the downtown commercial corridor and adjacent homes.

While La Crosse was founded along the crossings of two railroads in 1868, seasonal floods from the Kankakee River hampered growth till the early twentieth century. La Crosse's Livable Center encompasses almost the entire town, which includes a park and stores at the crossings of US 421 and SR 8.

2010 Population: 1,879 People
Center is 55 Acres
Density Per Relevant Zoning Acre
4.6 People 2.1 Houses 9.5 Employees

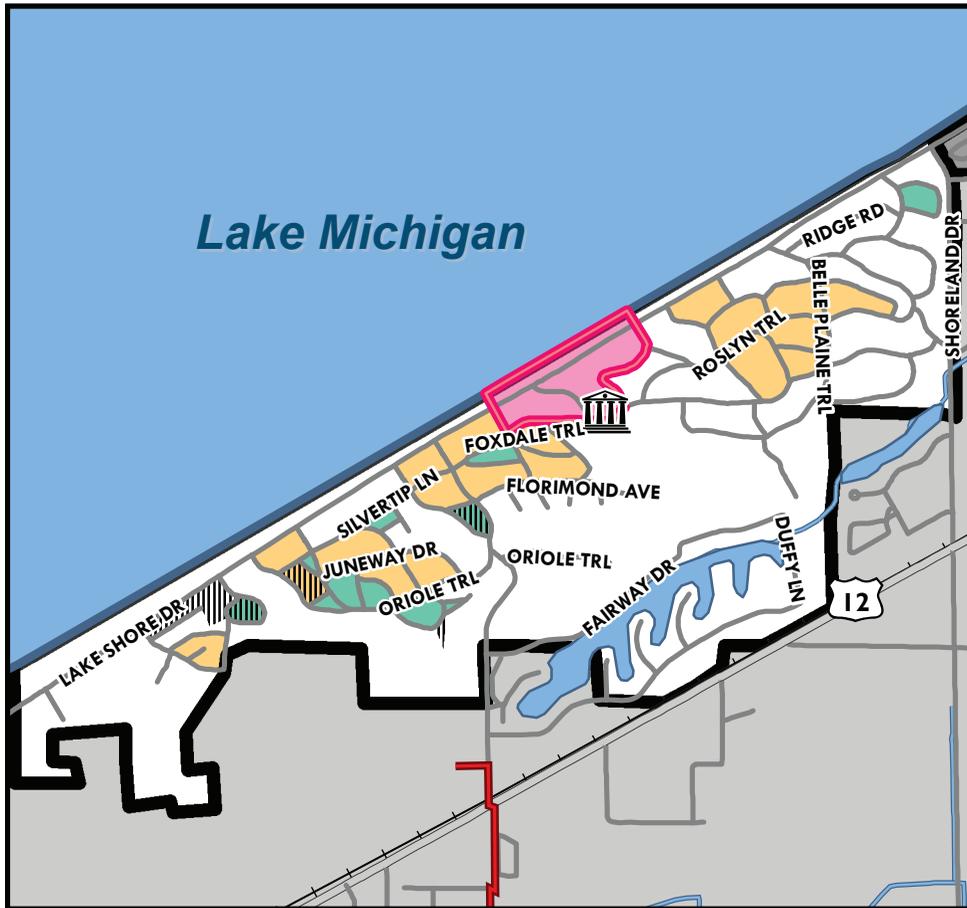
2010 Population: 551 People
Center is 124 Acres
Density Per Relevant Zoning Acre
8.0 People 3.7 Houses 2.9 Employees

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LONG BEACH'S LIVABLE CENTER STOP 24



.5 Miles

Founded as a getaway for Chicago's elite, Long Beach was incorporated in 1921. Dotted with exceptional architecture, the town has summer and year long residents. The town's center is focused along Stop 24, which includes the town hall and a public beach.

2010 Population 1,179 People
Center is 29 Acres
Density Per Relevant Zoning Acre
1.5 People 1.2 Houses 18.3 Employees

LIVABLE CENTERS BOUNDARIES

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- 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

- ≥ 20 Employees
- ≥ 4 Houses
- ≥ 4 Houses and 10 People
- ≥ 10 People

Block Perimeter

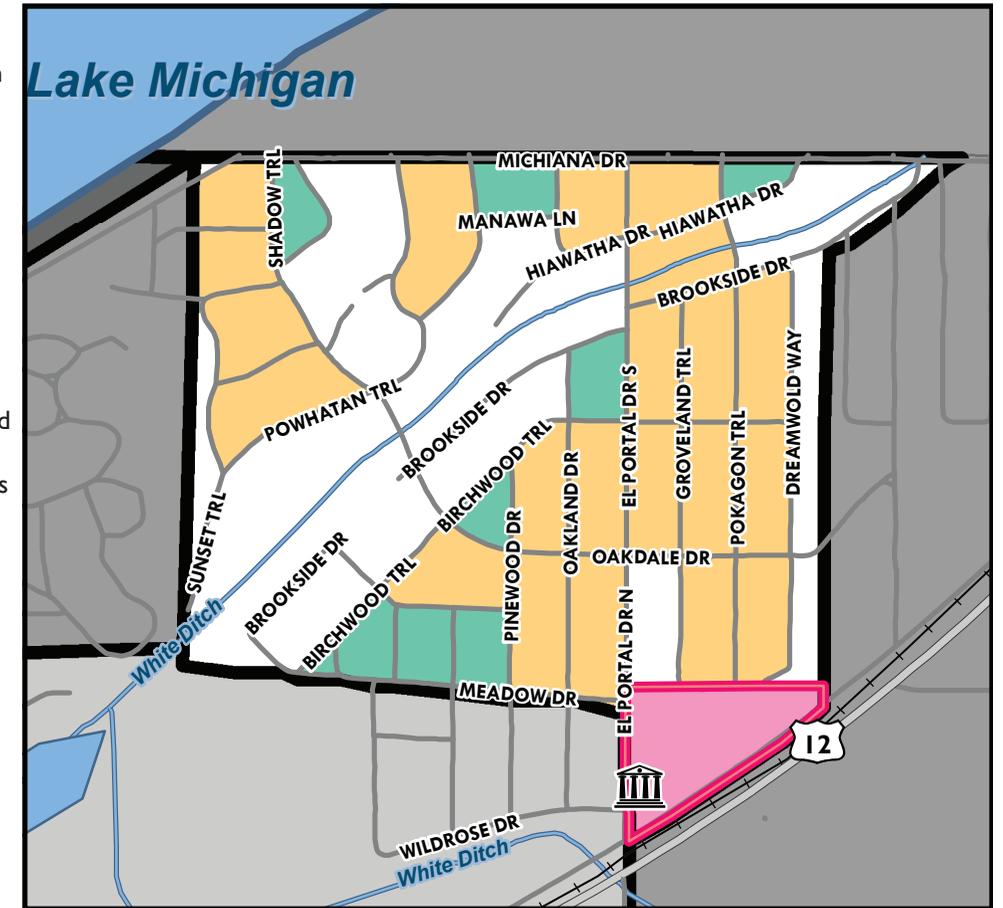
- < 1600 ft
- 1600 - 2400 ft



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MICHIANA SHORES LIVABLE CENTER EL PORTAL DRIVE



.5 Miles

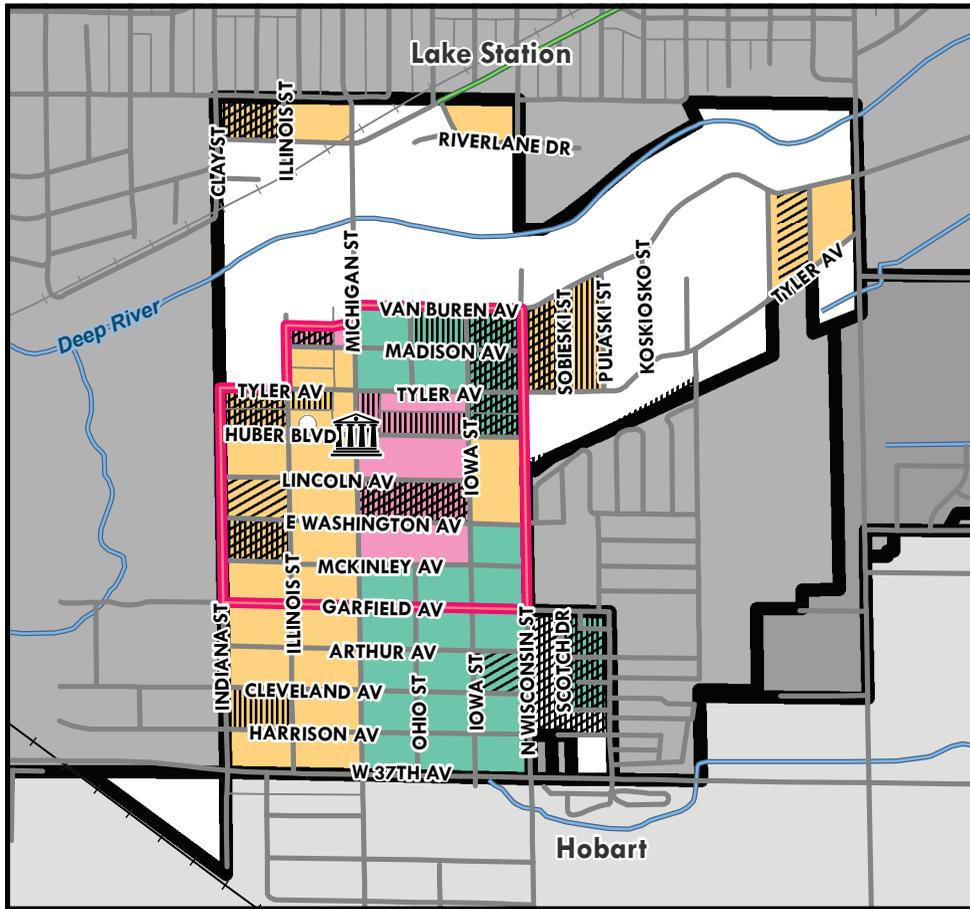
Originally envisioned as a log cabin vacation community, and incorporated as a town in 1947, Michiana Shores is now both a fulltime residential community and a summer community. El Portal Drive, right off US 12, is the town's livable center and contains the town hall.

2010 Population: 313 People
Center is 111 Acres
Density Per Relevant Zoning Acre
7.8 People 4.4 Houses 1.5 Employees

Small Community



NEW CHICAGO'S LIVABLE CENTER CENTRAL NEW CHICAGO



.5 Miles

Envisioned as suburb of Gary and incorporated in 1908, most of New Chicago developed after the Korean War. The New Chicago center includes the town hall, restaurants, and other businesses.

2010 Population: 2035 People
Center is 118 Acres
Density Per Relevant Zoning Acre
7.7 People 3.0 Houses 35.1 Employees

LIVABLE CENTERS BOUNDARIES

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- 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

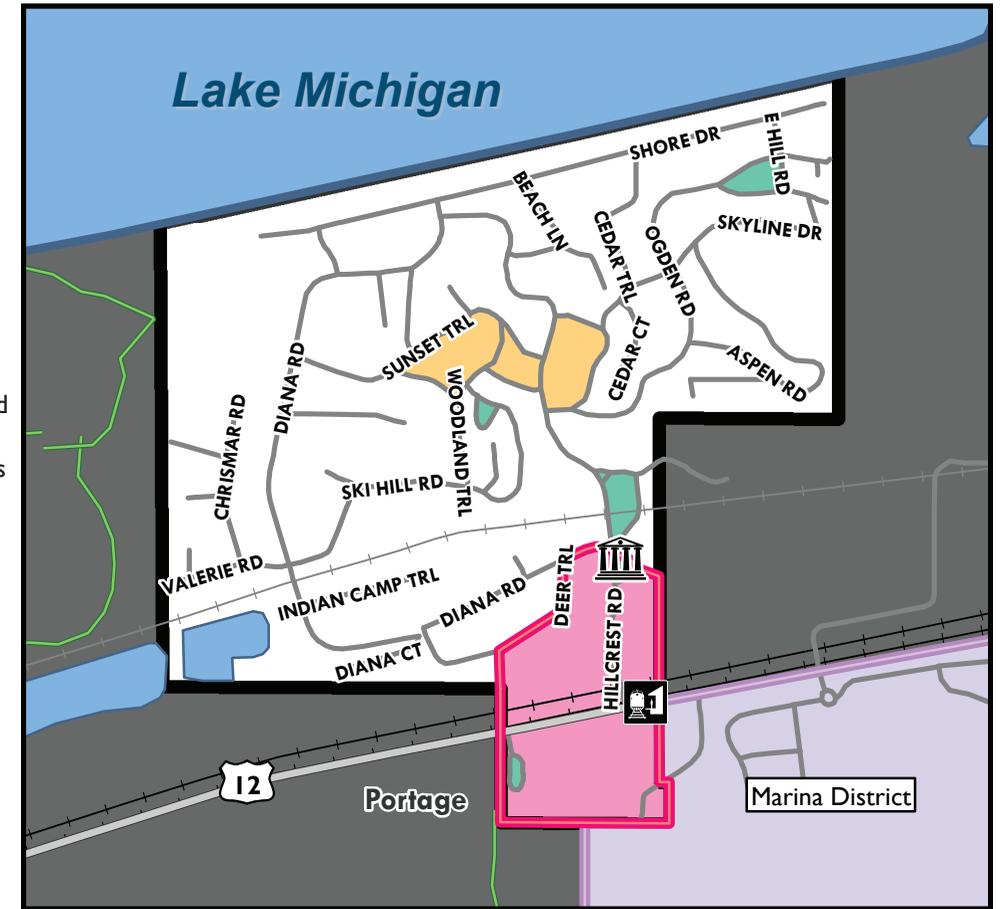
Density per Acre by Census Block

- >= 20 Employees
- >= 4 Houses
- >= 4 Houses and 10 People
- >= 10 People

Block Perimeter

- < 1600 ft
- 1600 - 2400 ft

OGDEN DUNES' LIVABLE CENTER OGDEN DUNES TRAIN STATION



.5 Miles

Incorporated in 1925, Ogden Dunes was named for its former land owner, Francis Ogden. Hillcrest Road, the focal point of the town's Livable Center, is the town's only entrance. This area includes a gas station, the town hall, and the South Shore Commuter Rail Station.

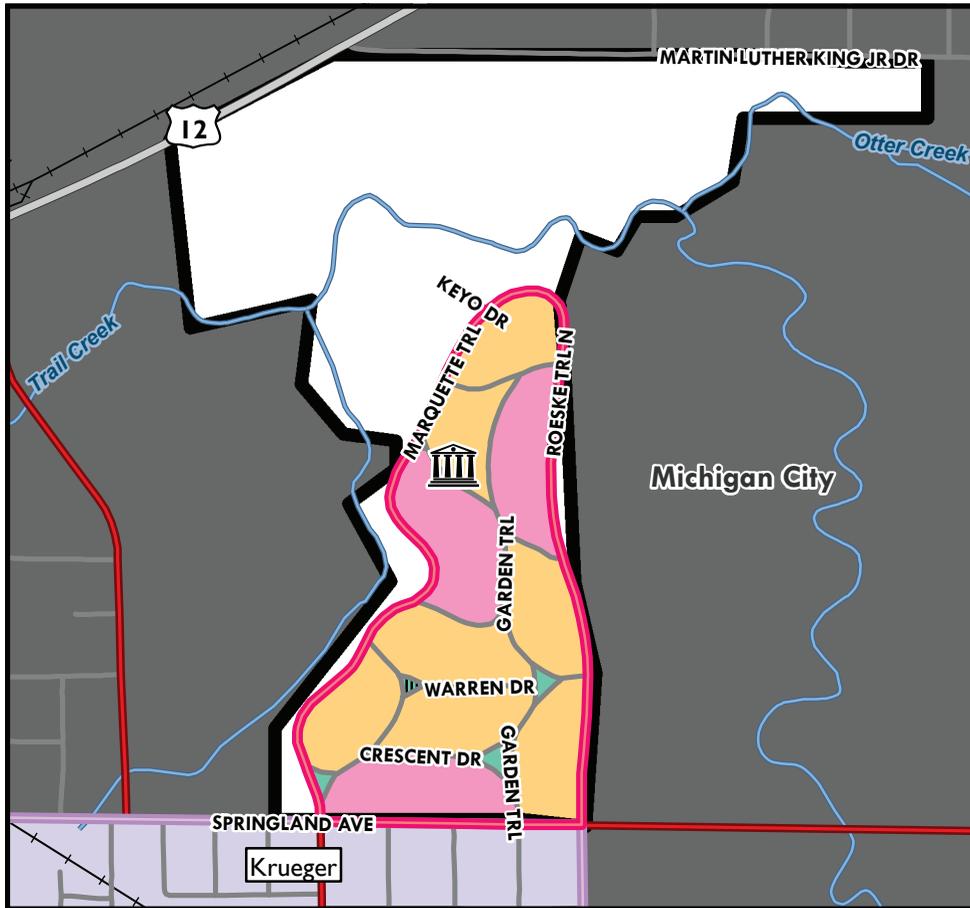
2010 Population: 1,110 People
Center is 53 Acres
Density Per Relevant Zoning Acre
8.8 People 4.4 Houses 1.2 Employees

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





POTTAWATTAMIE PARK'S LIVABLE CENTER CENTRAL POTTAWATTAMIE PARK



LIVABLE CENTERS BOUNDARIES

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- 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

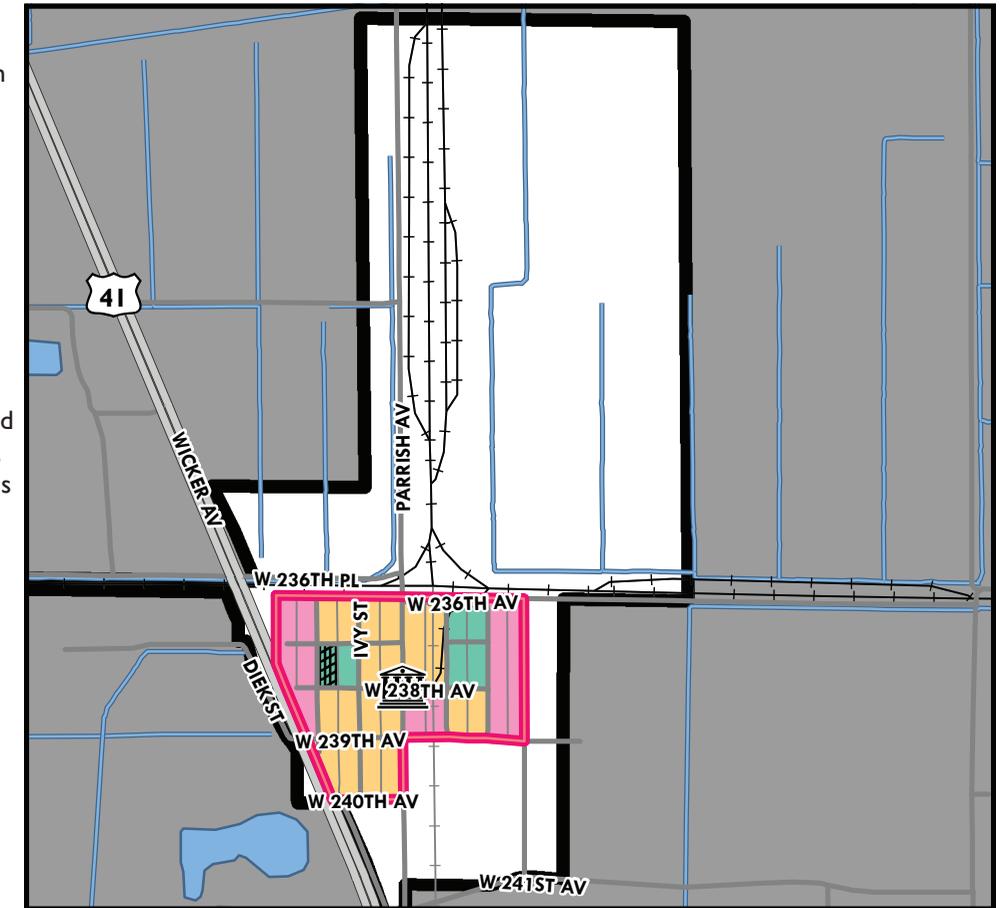
Density per Acre by Census Block

- ≥ 20 Employees
- ≥ 4 Houses
- ≥ 4 Houses and 10 People
- ≥ 10 People

Block Perimeter

- < 1600 ft
- 1600 - 2400 ft

SCHNEIDER'S LIVABLE CENTER CENTRAL SCHNEIDER



Completely surrounded by Michigan City, Pottawattamie Park's Livable Center encompasses the town.

Schneider, located near the Kankakee River, began as a commercial center for the surrounding agricultural community in the early twentieth century. The center is the main part of town, including the town hall.

2010 Population 235 People
Center is 59 Acres
Density Per Relevant Zoning Acre
8.0 People 3.8 Houses 1.7 Employees

2010 Population: 227 People
Center is 75 Acres
Density Per Relevant Zoning Acre
3.8 People 1.5 Houses 0 Employees

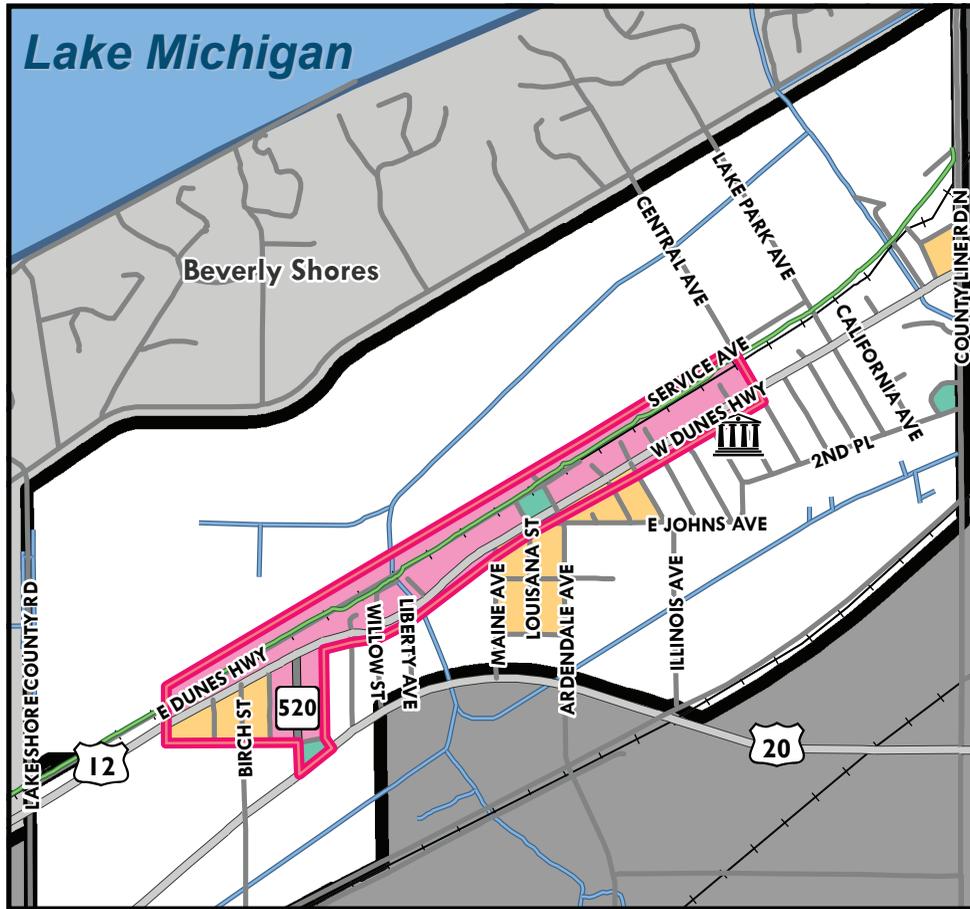


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TOWN OF PINES' LIVABLE CENTER US 12



.5 Miles

LIVABLE CENTERS BOUNDARIES

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

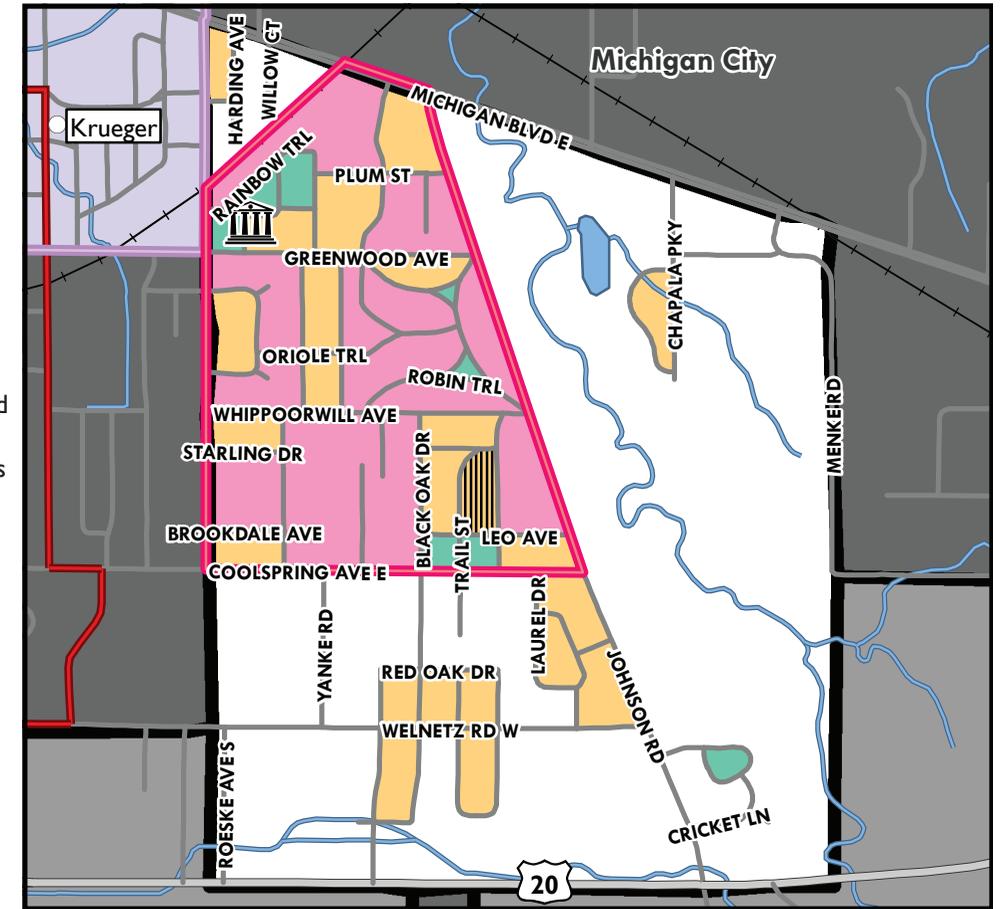
Density per Acre by Census Block

- >= 20 Employees
- >= 4 Houses
- >= 4 Houses and 10 People
- >= 10 People

Block Perimeter

- < 1600 ft
- 1600 - 2400 ft

TRAIL CREEK'S LIVABLE CENTER CENTRAL TRAIL CREEK



.5 Miles

Trail Creek was incorporated in 1924 in order to avoid being annexed into Michigan City. The center in Trail Creek picks up the northern part of the town and is adjacent to one of Michigan City's neighborhood centers.

Small Community

Pines, due to its original densely wooded nature, was settled later than most of Porter County and not incorporated till the 1950's. The town, and its center, is located mostly along US 12 and the parallel Calumet Trail. The town is currently in the process of creating a comprehensive plan.

2010 Population: 708 People
Center is 137 Acres
Density Per Relevant Zoning Acre
4.5 People 2.4 Houses 0.2 Employees

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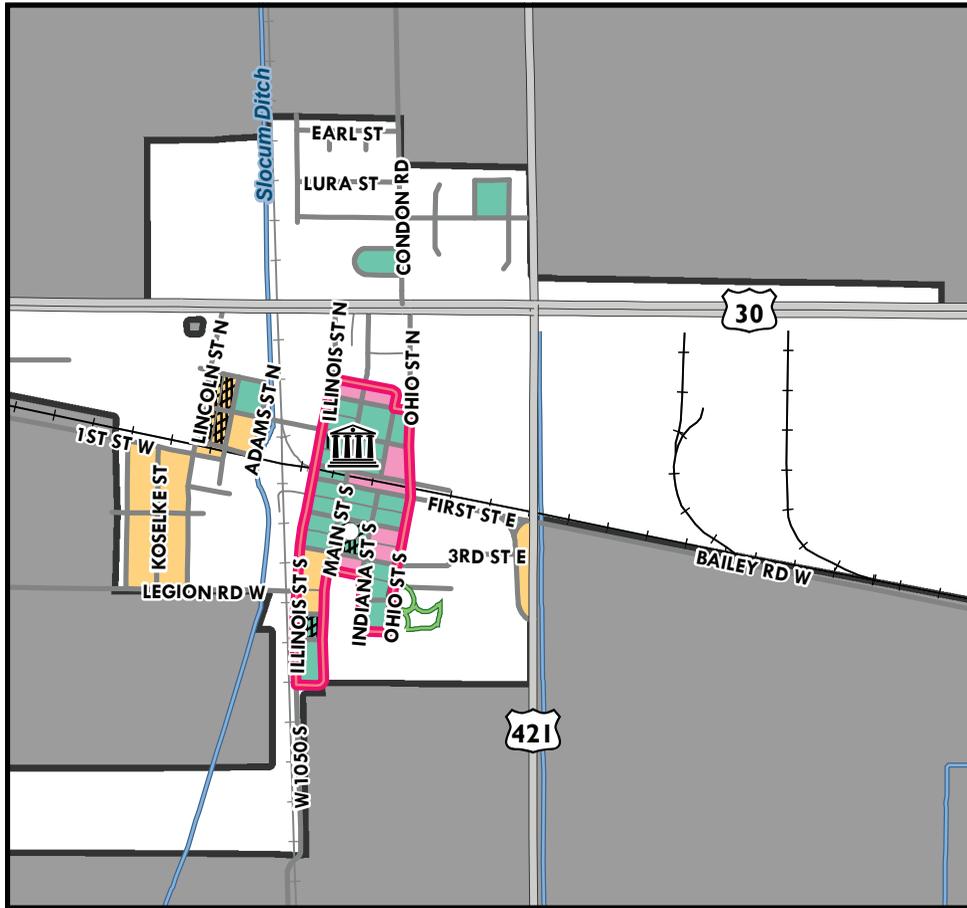


2010 Population: 2,052 People
Center is 227 Acres
Density Per Relevant Zoning Acre
6.2 People 2.7 Houses 10.5 Employees



WANATAH'S LIVABLE CENTER

CENTRAL WANATAH



.5 Miles

Wanatah grew rapidly in the 1860's because its rail crossing was a major transfer point for Union troops and supplies during the Civil War. The current center is the gridded part of town south of the highway-commercial area on US 30.

2010 Population: 1,048 People
Center is 124 Acres
Density Per Relevant Zoning Acre
5.1 People 2.2 Houses 6.2 Employees

LIVABLE CENTERS BOUNDARIES

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- 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

- ≥ 20 Employees
- ≥ 4 Houses
- ≥ 4 Houses and 10 People
- ≥ 10 People

Block Perimeter

- < 1600 ft
- 1600 - 2400 ft

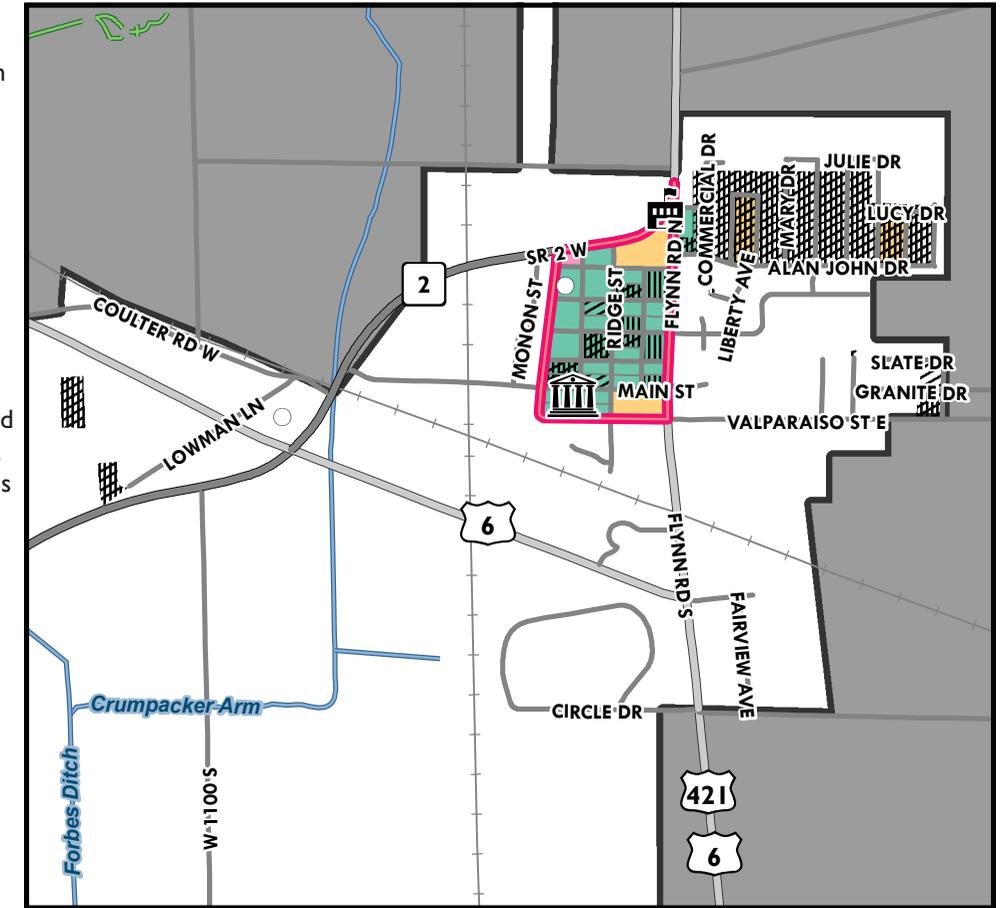


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WESTVILLE'S LIVABLE CENTER

CENTRAL WESTVILLE



.5 Miles

While incorporated in 1864, Westville was settled 30 years earlier. Proximity to major roads, rail, and fertile land encouraged growth. Westville's Livable Center incorporates the early platted town between US 421 and SR 2, including the commercial on Main Street

2010 Population: 5,853 People
Center is 48 Acres
Density Per Relevant Zoning Acre
6.2 People 2.7 Houses 10.5 Employees

Small Community