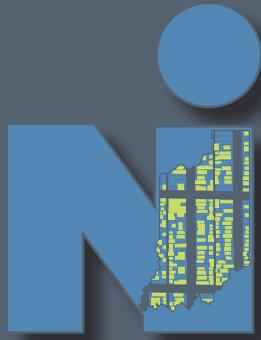




CREATING LIVABLE COMMUNITIES

A REPORT OF THE
NORTHWESTERN
INDIANA REGIONAL
PLANNING
COMMISSION
2013

Northwestern Indiana Regional Planning Commission



Tyson Warner, AICP

Executive Director

Steve Strains, AICP

Deputy Director/ Director of Planning

Creating Livable Communities

PROJECT TEAM

Eman Ibrahim

Planning Manager
Project Manager

Gabrielle Biciunas

Long Range Planner

Jack Eskin

Regional Planner

Sarah Geinosky

GIS Analyst

Stephen Sostaric

Regional Planner

TABLE OF CONTENTS

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

ABOUT NIRPC

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

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

CREATING LIVABLE COMMUNITIES

A Report by the Northwestern Indiana Regional Planning Commission
2013

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.

MEDIUM COMMUNITY

DESIGN PRINCIPLES

- Provide more travel choices for employees, residents, and visitors to get to the destination by walking, biking, and transit.
- Improve sidewalks and streetscape amenities along essential arterials to encourage walk mobility and improve the connection between auto-vehicles and pedestrian
- Provide or maintain gathering places such as parks, open spaces, and plazas
- Encourage mixes-use retail development in the center

SCALE RECOMMENDATIONS

- Located at major intersections of arterials and collectors. Suburban shopping centers, such as big box retail
- Densities typically range between 6 and 10 dwelling units per acre and non-residential floor area ratios between 0.5 and 1.5.
- Low to middle-rise buildings served by local bus transit
- Examples: Lowell, Griffith, and in total seven communities in the Region

TOWN OF CEDAR LAKE

Overview

Cedar Lake is a Northwest Indiana community in Lake County about 45 miles southeast of Downtown Chicago and 25 miles south of Gary, Indiana. According to the 2010 Census, the Town's population was 11,560.

Cedar Lake is generally bounded by Colfax Street to the east, Parish Avenue/141st Avenue/137th Avenue/Forestdale Avenue to the west, 125th Avenue to the north, and 159th Street/161st Street to the south. Cedar Lake is completely surrounded by unincorporated Lake County, but its nearby neighbors also include St. John to the north, Crown Point to the northeast, and Lowell to the south. All major town facilities are located in the Lakeshore District.

Livable Centers

Cedar Lake's livable center is its Lakeshore District.

LAKESHORE DISTRICT (DOWNTOWN CENTER)

The Lakeshore District wraps around Cedar Lake to the south, with a collective northern boundary of Lakeshore Drive/131st Place/133rd Street/Morse Street/136th Court. The total acreage of the center is 328 acres.

Population:

2,425 people (21% of total population). Population density is about 7.4 people per acre.

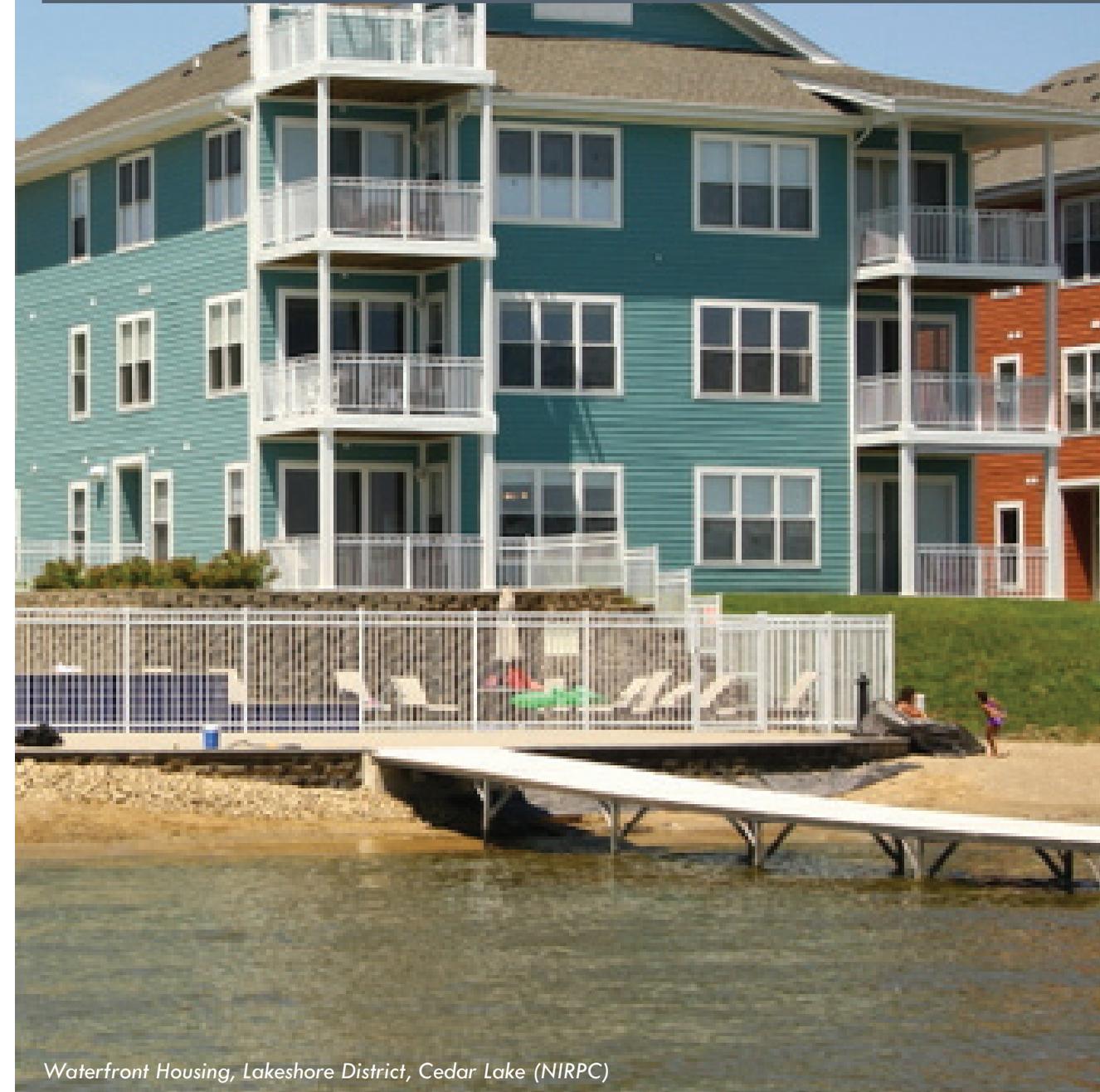
Housing:

1,145 units (24% of the town's total housing). Housing density is 3.5 units per acre.

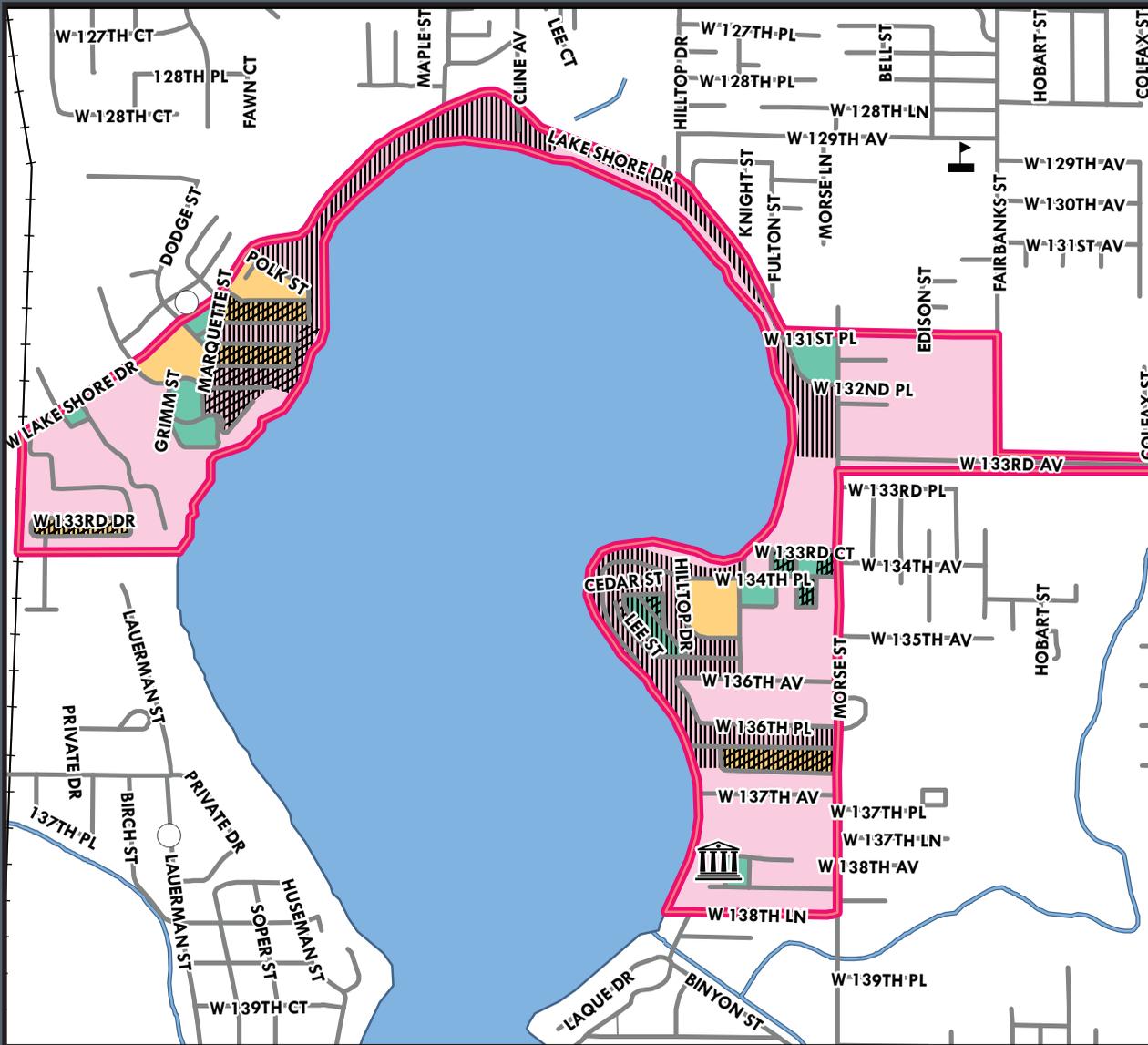
Jobs:

125 jobs, standing as a mixture of municipal and commercial.

Originally developed around one of the largest lakes (787 acres) in northern Indiana, Cedar Lake's Lakeshore District first emerged as a popular tourist destination for affluent Chicagoans, shortly after its settlement in the 1870's. Having once possessed a stop along the Monon Railroad (which ran from Chicago to Indianapolis), residential and commercial development began to spring up along the Lakeshore District at the turn of the century: hotels, pavilions, ballrooms, etc. In addition to the town's ice cutting industry, this tourism development proved to be an economic boom for Cedar Lake until the 1940's. With the rise of long distance travel opportunities



Waterfront Housing, Lakeshore District, Cedar Lake (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**
- >= 10 People
 - >= 4 Houses
 - >= 4 Houses and 14 People
 - >= 20 Employees
- Block Perimeter**
- < 1600 ft
 - 1600 - 2400 ft

LAKESHORE - CEDAR LAKE

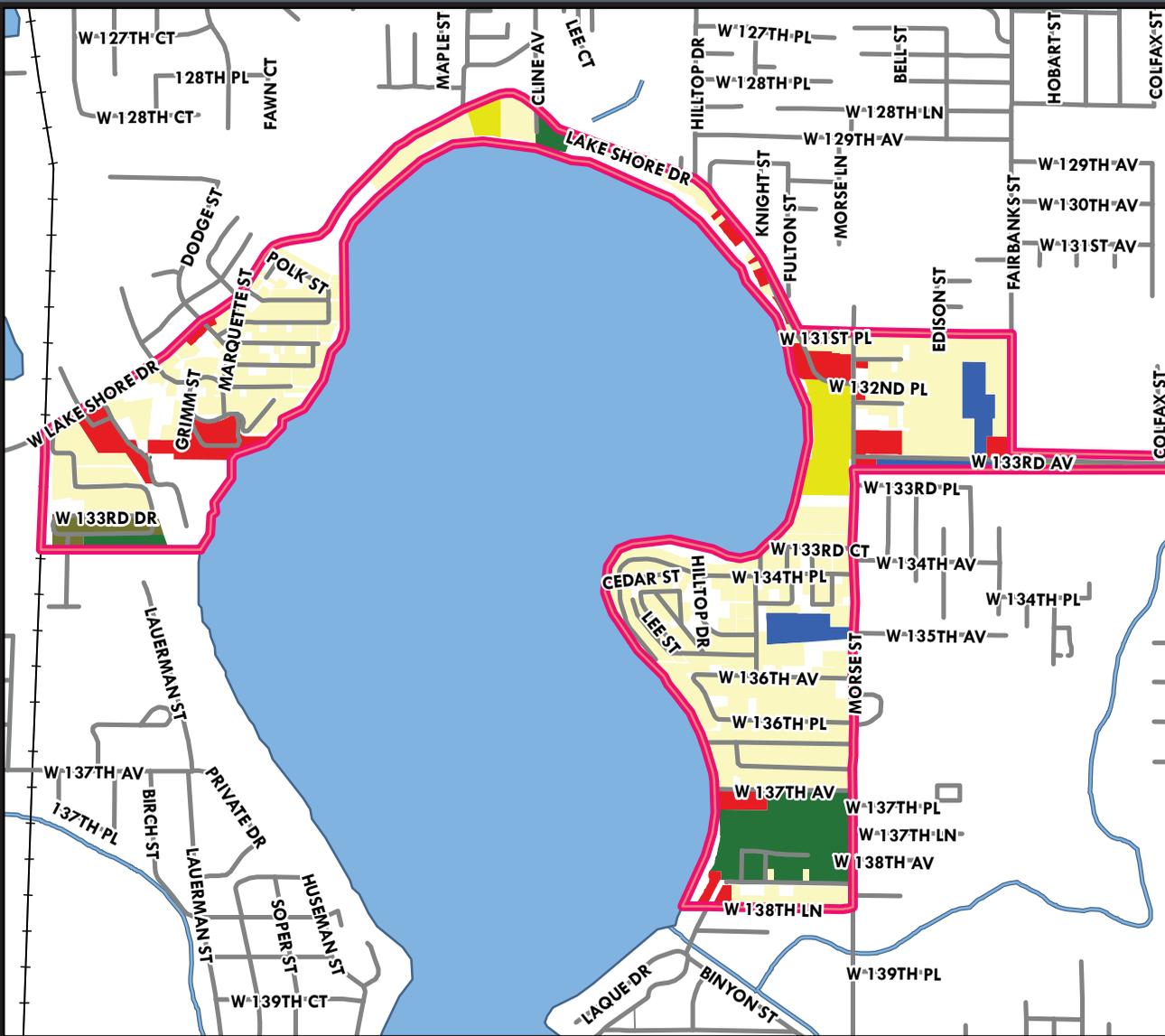
The Main Center

- 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



ZONING

- Agriculture
 - Park Space
 - Office Space
 - Commercial
 - Industrial
 - Wastewater
 - Single Family
 - Multiple Family
 - Manufactured Housing Park
- Density Per Relevant Zoning Acre**
- 7.4 People
 - 3.5 Houses

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

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.

and the development of more sophisticated refrigeration technology, the assets that had driven Cedar Lake's economy slowly withered away. Disinvestment soon followed in the Lakeshore District, with the town experiencing budget shortfalls over the latter half of the twentieth century, resulting in the degradation of its existing infrastructure. Over the same period, many of the Lakeshore's historic cottages were converted into year-round housing, and the town was finally incorporated in 1970.

At the close of the twentieth century however, Cedar Lake's fortunes began to reverse, as populations sprawling southward from central Lake County began settling in new subdivisions on the town's fringes. Though more significant development has occurred on the edge of town, an influx of new population has brought some new development to the Lakeshore District. New townhouses have emerged on the lakeshore, as well as institutions like the Lake of the Red Cedars Museum, the Lighthouse restaurant, and Cedar Lake Town Offices. Additionally, potential developments like the proposed Illiana Expressway (which would connect I-65 with I-55 in Will County, Illinois), and NICTD's Westlake extension (from Hammond to Lowell) currently stand as potential opportunities for enhancing Cedar Lake's connectivity to the rest of the Chicagoland region, and driving future economic development along its lakeshore.

Mobility

Major roads are Lakeshore Drive, and 133rd Avenue. The CSX Railroad runs through the district.

Street Grid:

Lakeshore Drive is a winding, curvilinear street circumnavigating the lake. There is a curving, moderately dense of streets at the west and east ends of the district. Most of the blocks are over 600 feet in size, however there are some that are under 600 feet and under 400 feet. Street condition ranges from good to poor. Maintenance of the roads and sewers in Cedar Lake has historically been a problem. The best road segment is by the new townhouse development.

Traffic Conflict:

Traffic along primary streets is moderate but the lack of sidewalks makes it hard to navigate. Traffic on neighborhood streets is light and pedestrian friendly.

Walkability:

Walk Score of 10 (Car Dependent); far from amenities, no sidewalk network.



Lakefront Gazebo, Lakeshore District, Cedar Lake (NIRPC)



Street Grid
Lakeshore District
Cedar Lake (NIRPC)

Parking:

Driveway parking and parking lots are predominant.

Land Use/Buildings

Existing setbacks are incredibly inconsistent, ranging from 0 to 50 feet in size for both residential and commercial buildings.

Most residential buildings are medium-sized lot, single story cottages and single-family homes abutting the lake. They vary in terms of quality and condition. New, brightly colored townhomes exist on the eastern portion of the district. On the western side, there exists some manufactured housing.

Commercial buildings in the Lakeshore District are predominantly detached, single story commercial strip buildings.

Open Space/ Landscape

Pottawatomi Park, on the northwest edge of the district, is plentiful with trees, holds a playground, and provides beach access. The Lakeshore District has substantial tree cover, but lacks the green infrastructure necessary for stormwater management on its streets. A green infrastructure pilot is being conducted on the southern portion of the lake, and it may be possible that some of the elements that are implemented on the south side, can be deployed in the Lakeshore District on the north side.

Medium Community

TOWN OF CHESTERTON

Overview

Chesterton is a Northwest Indiana community in Porter County approximately 47 miles south-east of Downtown Chicago, 18 miles east of Gary, and 10 miles north of Valparaiso, Indiana. According to the 2010 census the Town's population was 13,068.

Chesterton is located on the southern shore of Lake Michigan in north central Porter County, Indiana. It is generally bounded by I-94, Toll Road I-80, and has SR 49 the major north-south connection. The Town's neighbors include: Town of Porter, Town of Burns Harbor, City of Portage and unincorporated Porter County. Just north of the town is Indiana Dunes State Park and the Indiana Dunes National Lakeshore. All major town facilities are located in the Downtown Center.

Livable Centers

Chesterton includes a livable center and two neighborhood centers.

CENTRAL CHESTERTON (DOWNTOWN CENTER)

The Downtown Center is defined by its northern boundary following the CSX Railroad and Wabash Avenue until Calumet Road. The eastern boundary is bordered by the Norfolk Southern rail line, SR 49 and Porter Avenue, and once again following South Calumet Road to CR 1100 N. The southern boundary runs along CR 1100 N and is bordered by parks. The western border follows 23rd Street until the CSX rail line. The total acreage of the center is 1303 acres.

Population:

7,355 people (56% of Chesterton's population). Population density is 6.8 people per acre.

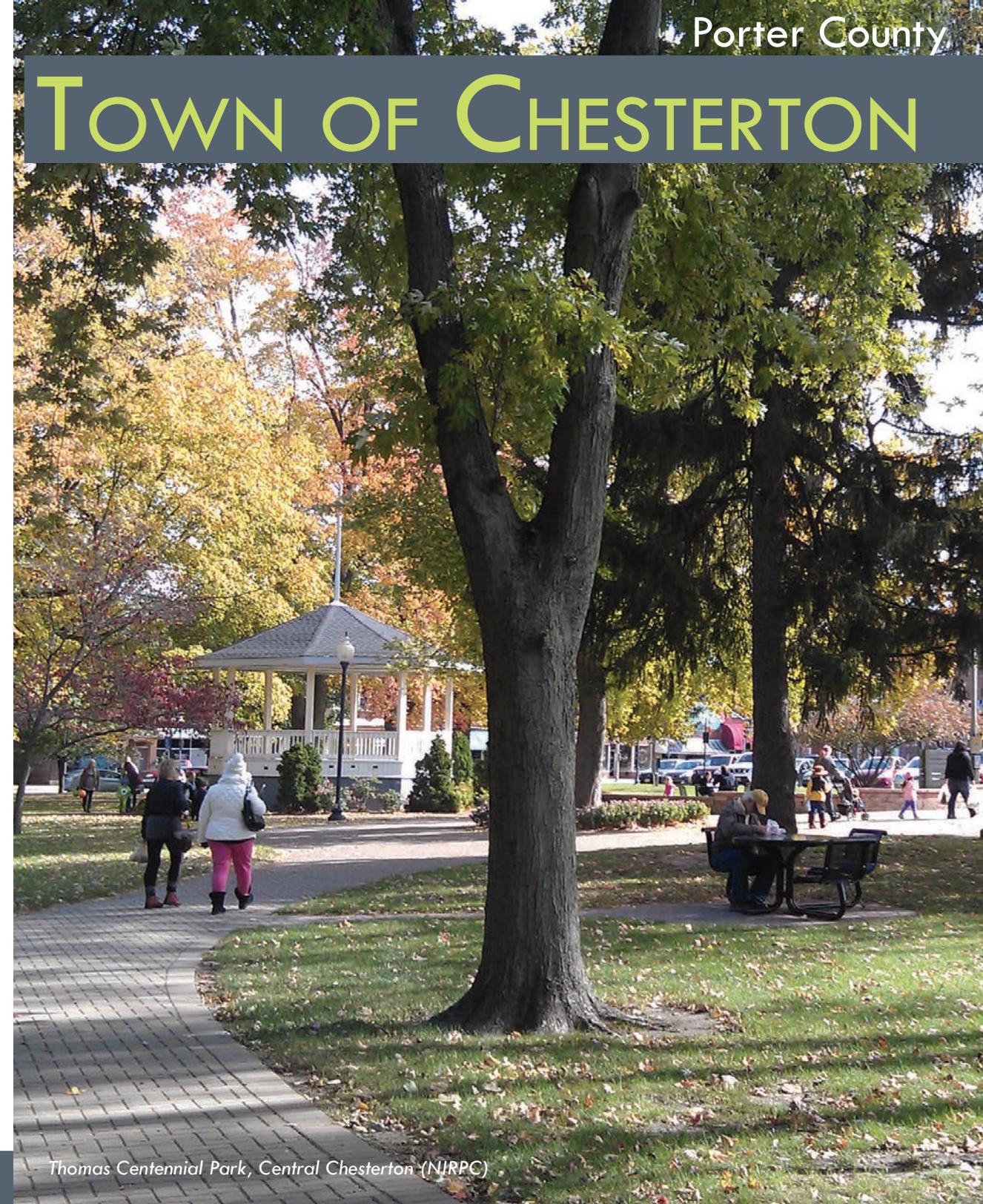
Housing:

The total housing is 3,189 units (approximately 58% of Chesterton's total housing). Housing density is 2.9 units per acre.

Jobs:

Total employment in the downtown area is 2,887 with a density of 11.6 employees per acre.

Chesterton's downtown was added to the National Register of Historic Places as a Commercial Historic District in 1999. The center contains Town Hall, the Fire Station, the Police Department, Westchester Library, and the Post Office. Bailly Elementary School, Westchester Intermediate School, and Chesterton Middle School are located in the area, and are accessible within



Thomas Centennial Park, Central Chesterton (NIRPC)

CHESTERTON'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

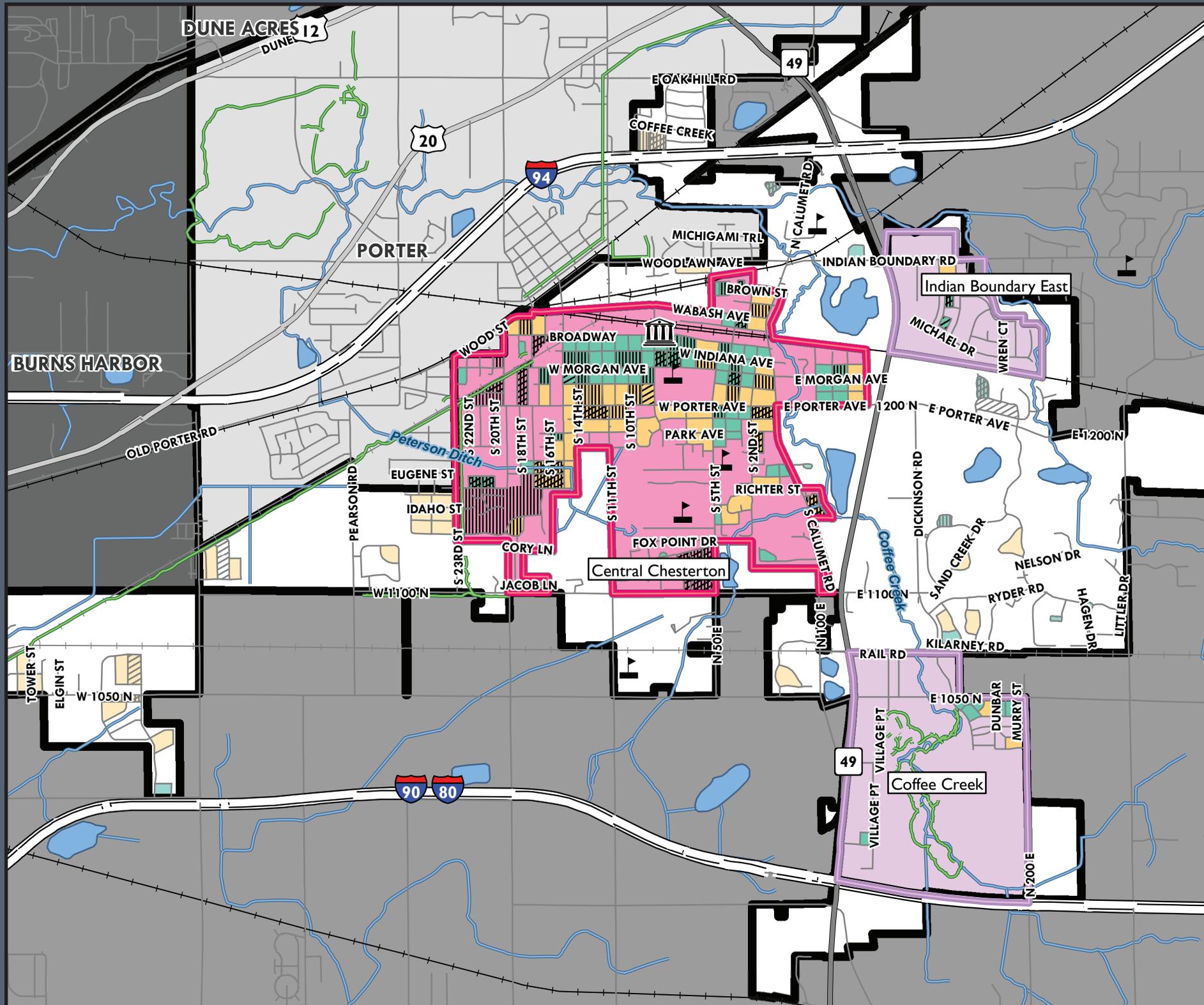
-  ≥ 20 Employees
-  ≥ 4 Houses
-  ≥ 4 Houses and ≥ 10 People
-  ≥ 10 People

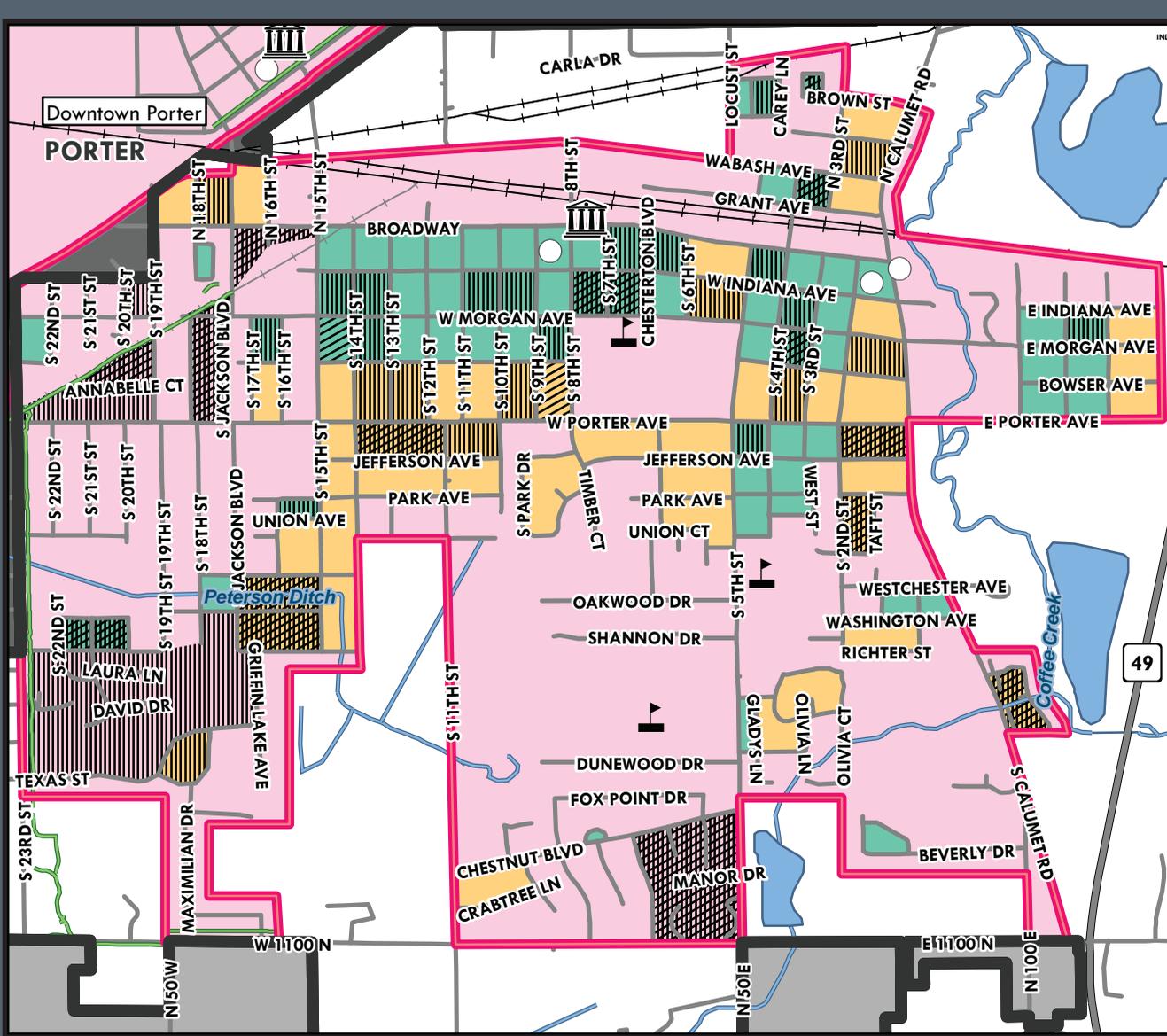
Block Perimeter

-  < 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.



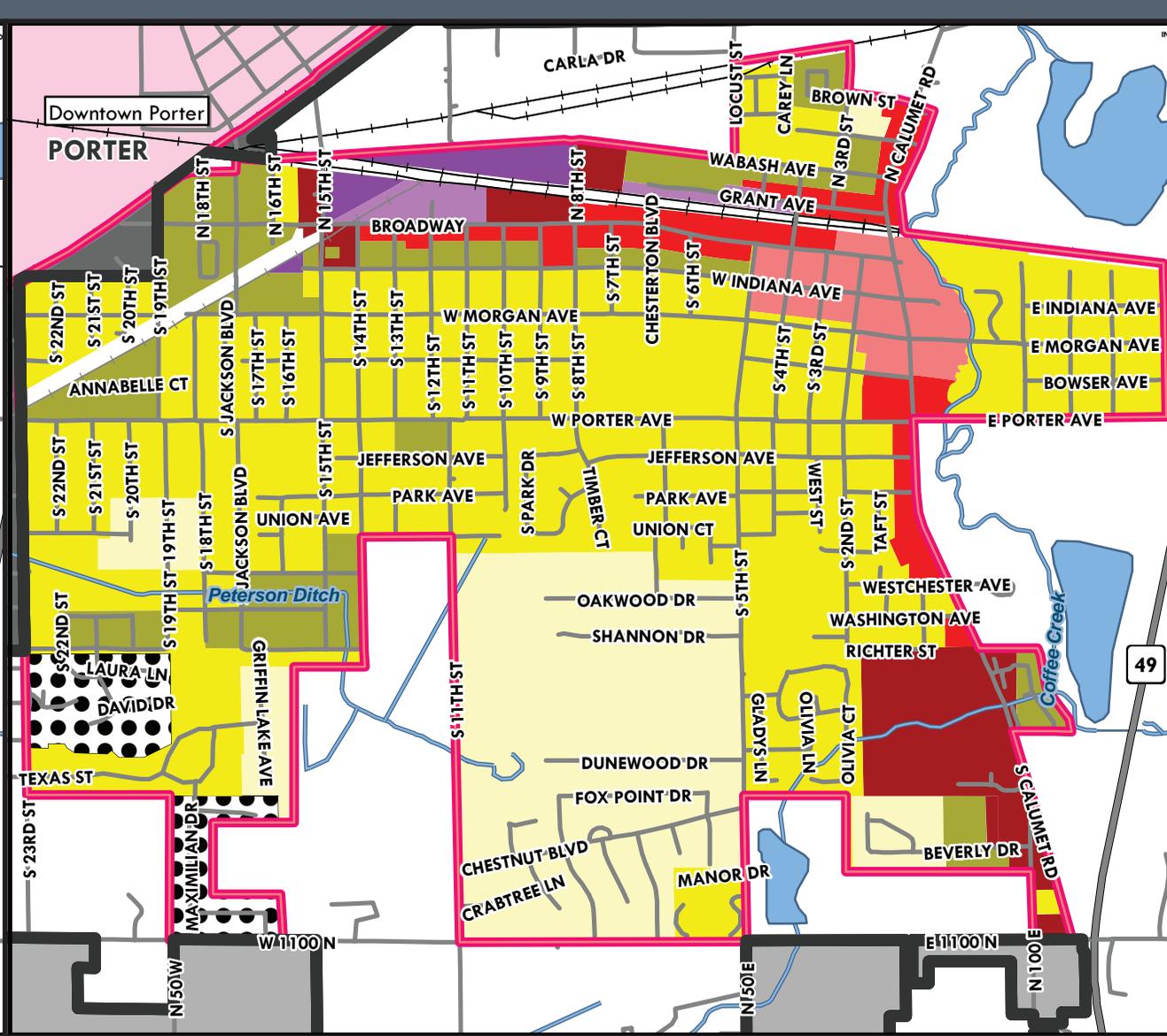


NIRPC ANALYSIS

- 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

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.



CENTRAL CHESTERTON

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.

ZONING

- High Density Business
- Medium Density Business
- Low Density Business
- Light Industrial
- Heavy Industrial
- PUD
- Single Family
- Single/ Double Family
- Multi-Family

Density Per Relevant Zoning Acre
 6.8 People 2.9 Houses 11.6 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.

a walking distance of adjacent houses, amenities, businesses, and from each other. All schools are considered major activity generators.

Mobility

Broadway and Calumet Road in the center are the primary business/commercial corridors throughout the center. They contain a variety of small businesses, shops, office, service, retail, and restaurants. These uses serve the needs of local residents and visitors traveling through Chesterton. Broadway, Porter Avenue, and CR 1100 N are the main east-west connections while Calumet Road, 5th Street, 11th Street, and 23rd Street are the main north-south connections through the center.

Street Grid:

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

Traffic Conflict:

Heaviest traffic flow within the center is concentrated on a few principal thoroughfares such as Broadway, Porter Avenue, and CR 1100 N, 5th Street, and Calumet Road. Traffic is also concentrated at the intersection of Porter Avenue and Calumet Road. Traffic is stalled by trains at the downtown railroad crossings, especially on Calumet Avenue, and at major intersections near schools at opening and closing times.

Walkability:

The area is in general well connected by sidewalks along most streets. According to Walk Score, the center has a score ranging from 69-80 (somewhat to very walkable) with most errands feasibly accomplished by foot.



Street Grid
Central Chesterton
(NIRPC)

Residential Street
Central Chesterton
(NIRPC)



Calumet Road
Commercial Corridor
Central Chesterton
(NIRPC)

Parking:

Parking in Central Chesterton appears to be sufficient, with mostly on street parking. There are a number of businesses that also provide side parking and side parking lots.

Land Use/Buildings

A majority of the downtown area includes single and double family residential. There are a few clusters of multi-family residential in the northern portion of the area. Planned Unit Developments (PUD) are located on the southwest section of the center. The downtown area allows for mixed use along Broadway and Calumet Road. Residential represents 84% of all land uses in the center.

The commercial and business corridors are Calumet Road and Broadway, a clustering of businesses known as the Central Business District, in the main downtown area. A variety of older brick buildings line the main downtown area and the Thomas Centennial Park, providing a highly memorable image for the Town.

In response to Chesterton’s vision and Comprehensive Plan themes, a Downtown Plan was created to establish a design and implementation framework for development of a vibrant, mixed use, pedestrian-friendly district. The Plan recommendations are intended to create an attractive destination that caters to the needs of residents and visitors, alike. It calls for the downtown district to grow with a balanced mix of jobs, housing, retail, and entertainment venues. Buildings along Broadway and Calumet are on the street and sidewalk, promoting walkability. Most of the area has small parcels of land and small lot sizes.

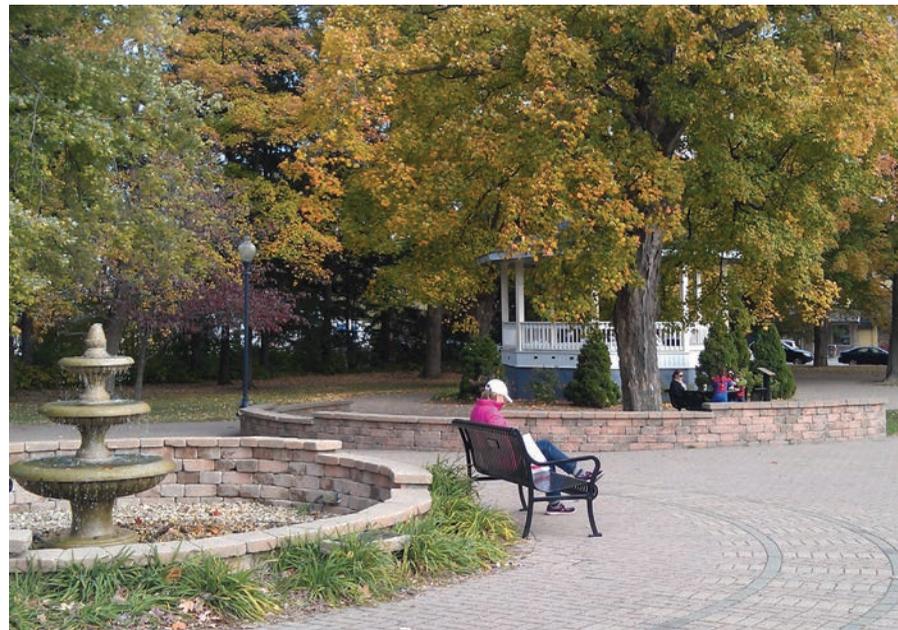
Medium Community

A mixture of light and heavy industrial sites is located north of Broadway, along Wabash Avenue. Business and commercial represent 16% of the land use in the center.

Open Space/ Landscape

The area includes five parks. Thomas Centennial Park is two acres, and amenities include a bandstand, picnic tables, benches, and pathways accented with decorative lighting. Coffee Creek Park is 12 acres, and amenities include a boardwalk, pathway, scenic overlooks, public fishing access, a sledding hill, shelters, and a playground. Chesterton Park is eight acres, and amenities include lighted tennis courts, ball fields, picnic shelters and a large playground. Kipper Park includes a playground, benches, shelter, and a basketball court. The Imagination Glen Park/Iron Horse Heritage Trail (46 acres) , includes 3.1 miles of asphalt paved trail, picnic shelters, and benches. Jackson Park/Prairie Duneland Trail extends southwest toward SR 149.

Streetscape improvements such as crosswalks, planters and streetlights can be found along Broadway and Calumet Road. The area around Thomas Centennial Park allows for a community gathering place and for special events, such as the Chesterton European Market and the Taste of Duneland.



Thomas Centennial Park Central Chesterton (NIRPC)

Street Grid Indian Boundary East Chesterton (NIRPC)



Neighborhood Gateway Indian Boundary East Chesterton (NIRPC)

INDIAN BOUNDARY EAST (NEIGHBORHOOD CENTER)

The Indian Boundary East Neighborhood Center is bounded on the west by SR 49, on the north by Indian Boundary Road and a business development, on the east by a creek, and by the Norfolk Southern rail line to the south. The total acreage of the center is 215 acres.

Population:

552 people (4% of Chesterton's population). Population density is 5 people per acre.

Housing:

The total housing is 210 units (4% of Chesterton's total housing). Housing density is 1.9 units per acre.

Jobs:

Total employment in the Indian Boundary East area is 76 with a density of .3 employees per acre.

Mobility

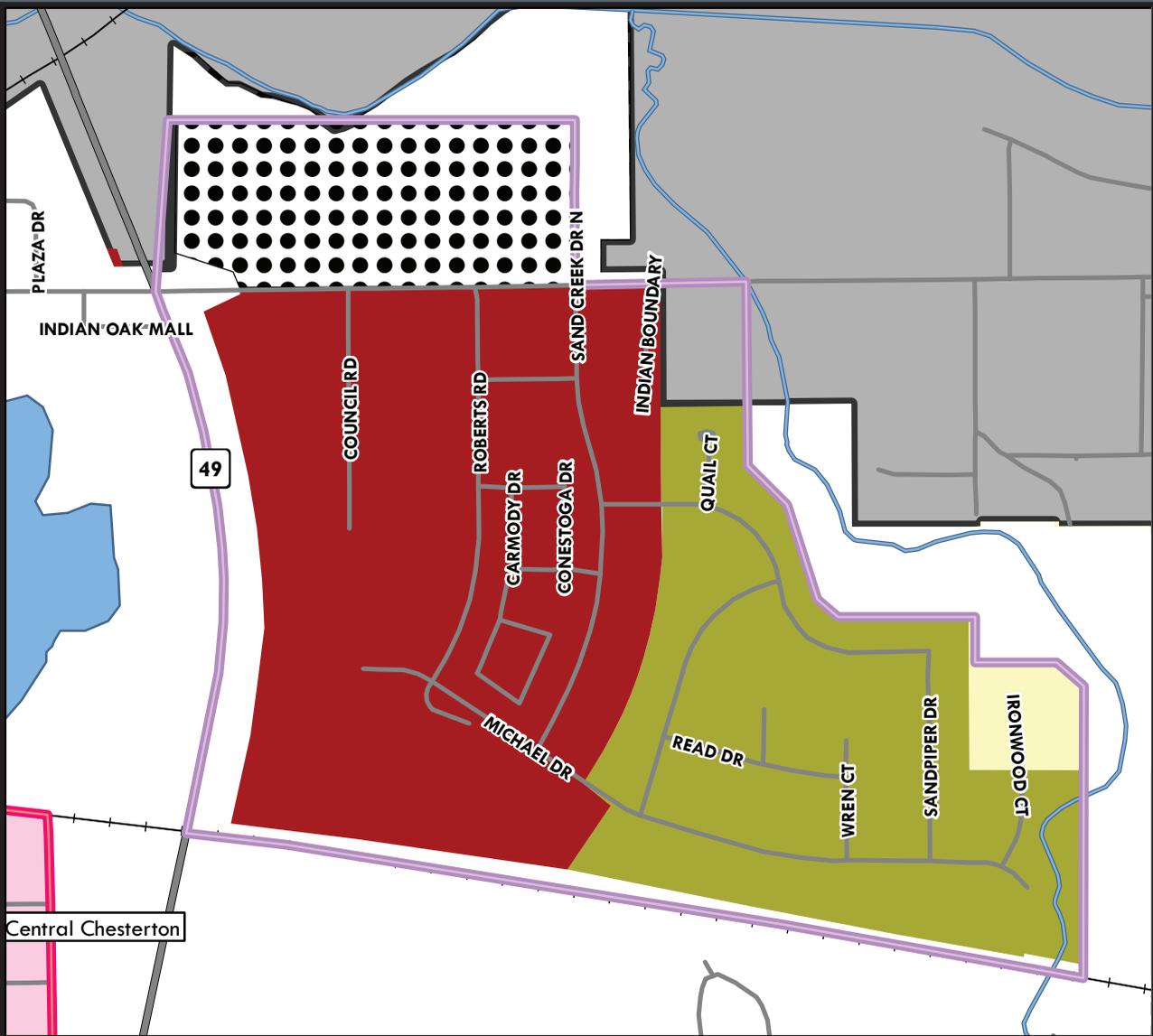
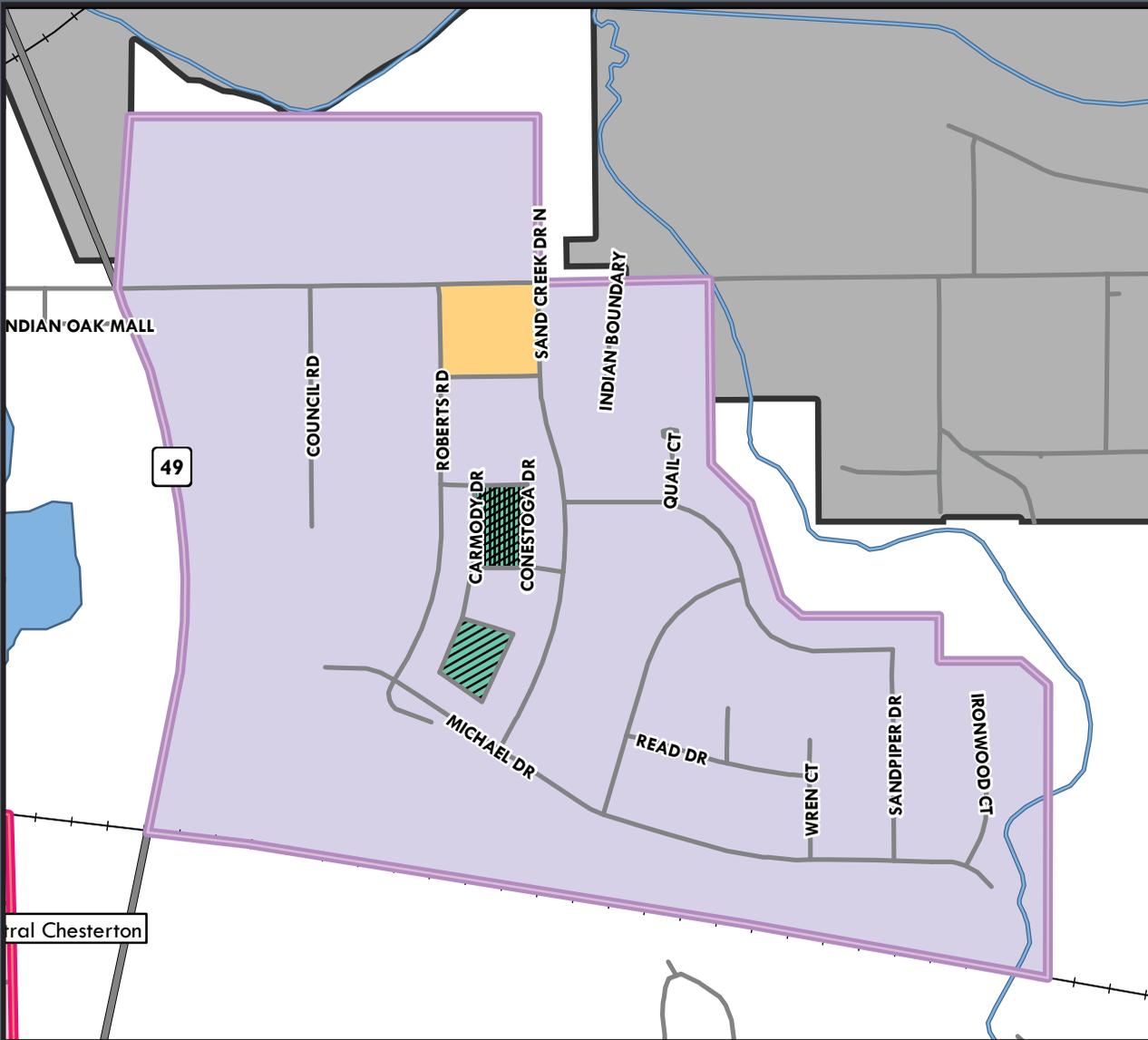
Street Grid:

As shown in the street network map, streets in Indian Boundary East have limited connectivity and are meandering.

Walkability:

The area is in general well connected by maintained sidewalks. It is dangerous for pedestrians and bicyclists to cross SR 49 on Indiana Boundary Road due to high traffic speeds and volume. According to Walk Score, the center has a score of 55 (somewhat walkable) with some errands that can be accomplished by foot.

Medium Community



NIRPC ANALYSIS

INDIAN BOUNDARY EAST - CHESTERTON

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

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.

- High Density Business
- Medium Density Business
- Low Density Business
- Light Industrial
- Heavy Industrial
- PUD
- Single Family
- Single/ Double Family
- Multi-Family

Density Per Relevant Zoning Acre
 5 People 1.9 Houses 0.3 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.



Olde Towne
 Single Family Homes
 Indian Boundary East
 Chesterton
 (NIRPC)

Traffic Conflict:

East-west traffic is heaviest on Indian Boundary Road. Due to area growth, increased traffic volumes and congestion occurs at Indian Boundary Road at the lunch hours and from traffic leaving I-94 at rush hours and at steel mill shift changes.

Parking:

Most of the parking is located in landscaped parking lots.

Land Use/ Buildings

The area is predominantly single family residential with a clustering of townhomes found along Sand Creek Drive and in the Olde Towne neighborhood. The Olde Towne neighborhood is a compact, dense, small lot residential area. Homes in the neighborhood area are well maintained, good condition and connected by sidewalks to local amenities.

Intense business development is found along Indian Boundary immediately east and west of its intersection with SR 49. Chesterton Health and Emergency Center, the Duneland Health and Wellness Center, Jewel Osco Supermarket, Kmart and a mix of small shops, restaurants and other commercial uses are located here. All of these are connected by maintained sidewalks.

Open Space/ Landscape

The area includes two neighborhood parks. Robert L. Waskom Park, its amenities include a playground, picnic shelters, tennis court, a basketball court, and an open play field. Olde Towne (.25 acres) amenities include a playground.



Commercial
 Storefronts
 Coffee Creek
 Chesterton
 (NIRPC)

COFFEE CREEK (NEIGHBORHOOD CENTER)

The Coffee Creek neighborhood center is bounded to the north by Rail Road, CR 200 E is the eastern boundary, the Indiana Toll Road (I-80/90) runs along the southern boundary, with SR 49 bordering the western side. The total acreage of the center is 607 acres.

The Coffee Creek neighborhood is a neo-traditional community with the charge of developing green initiatives for people to live, shop, play and work right in their neighborhood, in a re-creation of the small towns and big-city boroughs of the past. It is intended to be a sustainable, eco-friendly development that combines residential, commercial and recreational elements in one harmonious environment. Thus far Coffee Creek has seen slow growth and development.

Population:

49 people (.3% of Chesterton's population). Population density is .1 people per acre.

Housing:

The total housing is 29 units (.5% of Chesterton's total housing). Housing density is considerably low with .1 units per acre.

Jobs:

Total employment within the area is 251 with a density of .4 employees per acre.

Medium Community

Mobility

Street Grid:

As shown in the street network map, its streets have a reasonable connectivity to major roads. The streets are designed for compact, dense blocks.

Walkability:

Good condition, all streets have sidewalks. Coffee Creek is intended to be a walkable environment. Although, according to Walk Score, the center scores 14-25 (car dependent) with almost all errands requiring a car.

Parking:

On street parking with rear parking for most residential units.

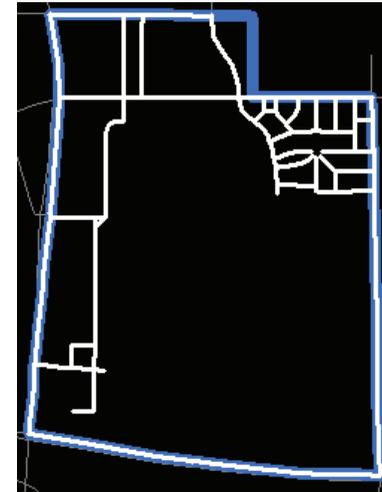
Land Use/Buildings

Currently, there are single family homes and a townhouse/apartment complex located at the northern end. They are in good condition with sidewalks, minimal setbacks and small lots. The plans for the neighborhood call for a blend an affordable mix of apartments and condominiums with homes. These would be placed closer to the curb and on smaller lots. A variety of stores and offices, restaurants and a hotel are part of the mix. In between lie acres of land awaiting development, most of it already laid out with roads and streetlights.

A retail development housing a women’s clothing store, a beauty spa, a gift shop and several offices in buildings with a nostalgic, Main Street look, is located at the northern end, near the residential development. Hilton Garden Inn, Lakeshore Bone and Joint Institute, Duneland Dialysis Coffee Creek, and a chain restaurant are located on the southern end of Coffee Creek Center, near SR 49 and the Indiana Toll Road. They are considered major activity generators. More medical facility growth can be accommodated. Urschel Laboratories broke ground to construct their facility on the southeast corner of the center.

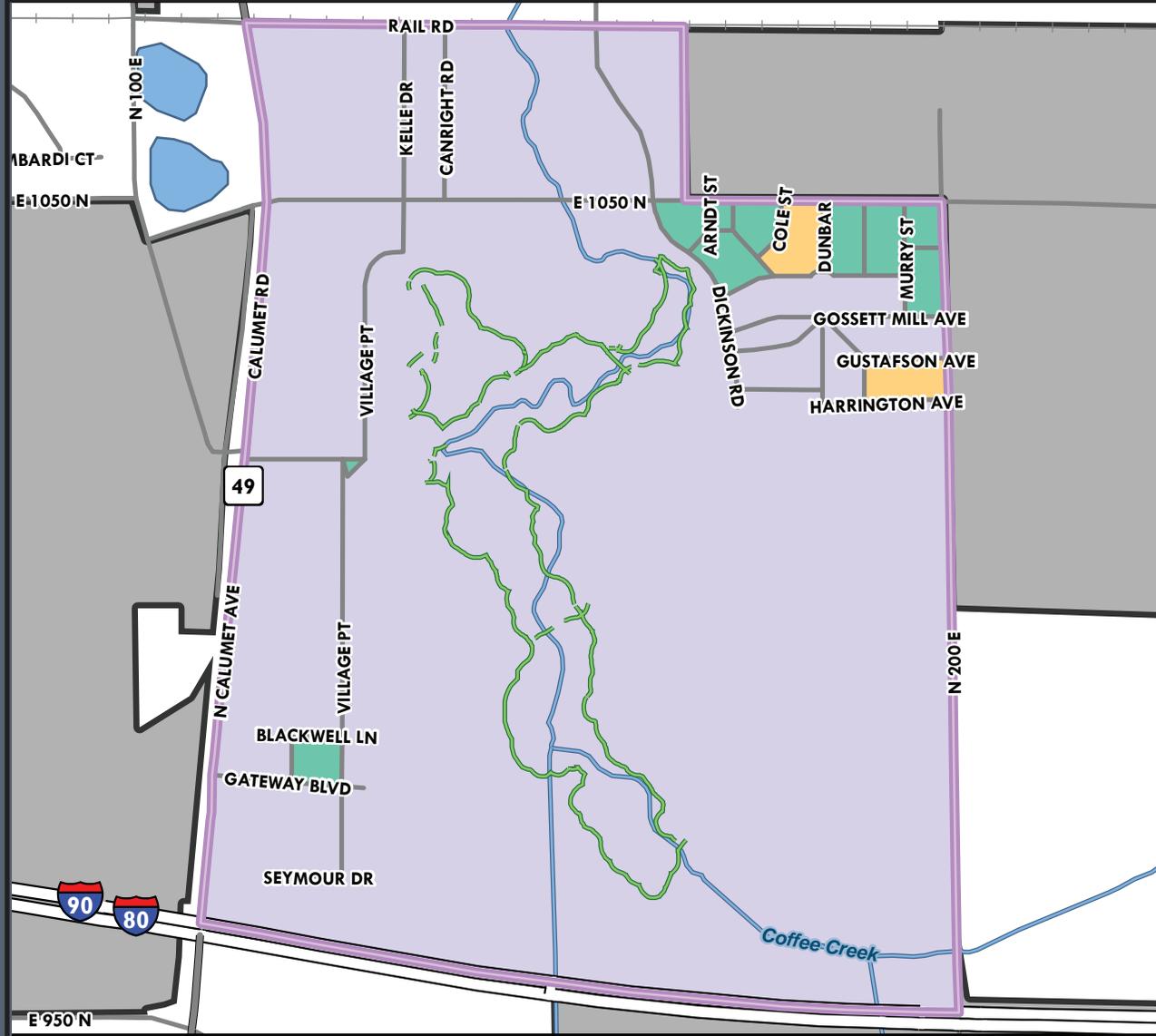
Open Space/ Landscape

The Coffee Creek Watershed, a nearly 200-acre preserve, is set centrally west within the neighborhood, and is marked for protection from development and beautified with prairie grasses and native plants. A pavilion and walking trails are linked throughout the entire neighborhood. Conservancy Area (240 acres) amenities include pathways, boardwalks, public plazas, benches, picnic shelters, and open play fields.



*Top: Residential Development, Coffee Creek, Chesterton (NIRPC)
 Bottom Left: Street Grid, Coffee Creek, Chesterton (NIRPC)
 Bottom Right: Coffee Creek Watershed, Coffee Creek, Chesterton (NIRPC)*

Medium 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**
- >= 10 People
 - >= 4 Houses
 - >= 4 Houses and 10 People
 - >= 20 Employees
- Block Perimeter**
- < 1600 ft
 - 1600 - 2400 ft

COFFEE CREEK - CHESTERTON

A Neighborhood Center

- Main Centers
- Neighborhood Centers

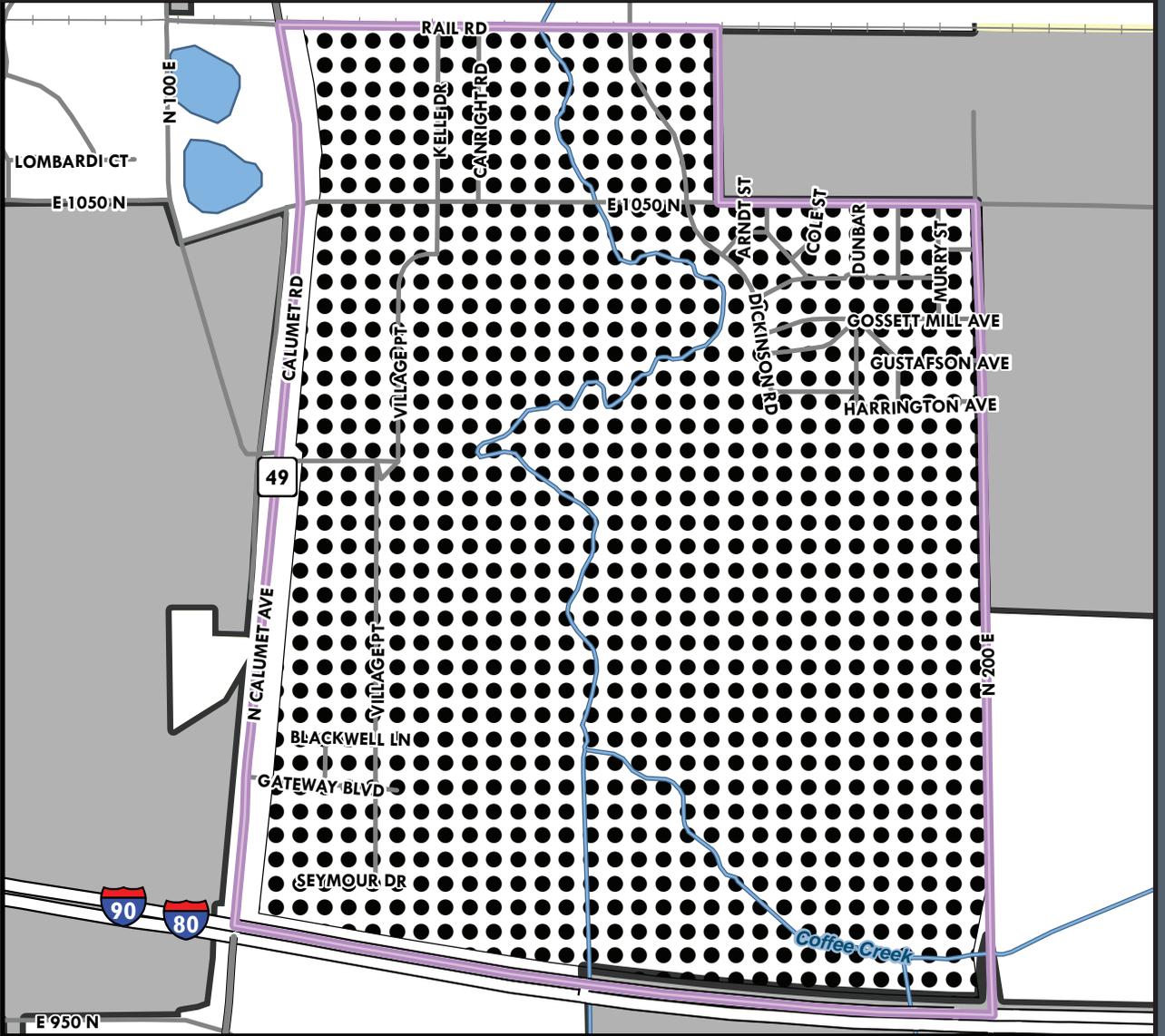
These Boundaries were drawn in consultation with planners and representative associated with the municipalities based on NIRPC's analysis and the municipality's plans



.25 Miles



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



ZONING

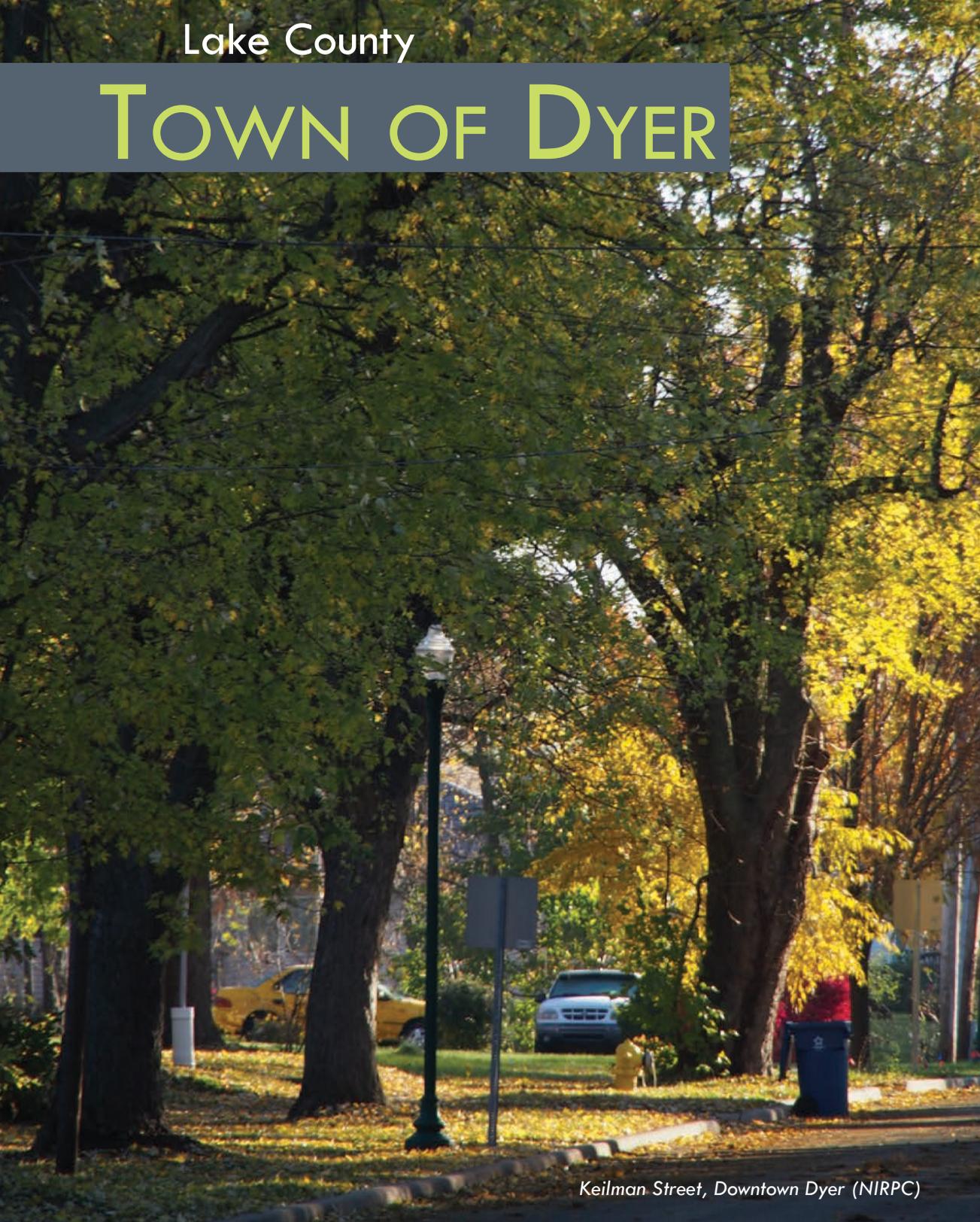
- High Density Business
- Medium Density Business
- Low Density Business
- Light Industrial
- Heavy Industrial
- PUD
- Single Family
- Single/ Double Family
- Multi-Family

Density Per Relevant Zoning Acre

0.1 People 0.1 Houses 0.1 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 DYER



Keilman Street, Downtown Dyer (NIRPC)

Overview

Dyer is located in Lake County, about 27 miles from Downtown Chicago and 12 miles from downtown Gary. According to the 2010 Census the town's population was 16,390. Dyer is bounded by Munster on the north, Schererville to the east, unincorporated St. John Township to the south, and the Indiana-Illinois State Line to the west.

Livable Centers

Dyer's downtown is its only livable center.

DOWNTOWN DYER (DOWNTOWN CENTER)

The Downtown Dyer is defined by the Canadian National railroad on the north, the CSX railroad on the east, a line extending from the state line to just east of Kahler Middle School, following the alignment of Plum Creek Drive on the south, and the Indiana-Illinois State Line on the west. The total acreage of the center is 187 acres.

Population:

782 people (5% of Dyer's population). Population density is 7.8 people per acre.

Housing:

The total housing is 316 units (approximately 5% of Dyer's total housing). Housing density is 3.2 units per acre.

Jobs:

Total employment in the downtown livable center is 690 with a density of 13.6 jobs per acre.

This center encompasses the traditional downtown of Dyer, including the intersection of US 30 and Hart Street. It houses civic and institutional functions such as Dyer Town Hall, Kahler Middle School, and Franciscan-St. Margaret Hospital. The bulk of the area around the intersection of US 30 and Hart Street is zoned as a special use district, reflecting the town's master plan for this part of town.

Mobility

US 30 is the dominant thoroughfare for not only Downtown Dyer, but also the Town of Dyer as a whole. As such, it brings both opportunities and challenges to Downtown Dyer. US 30's size creates a significant barrier to creating the "downtown" feeling that Dyer is striving to create

DYER'S 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

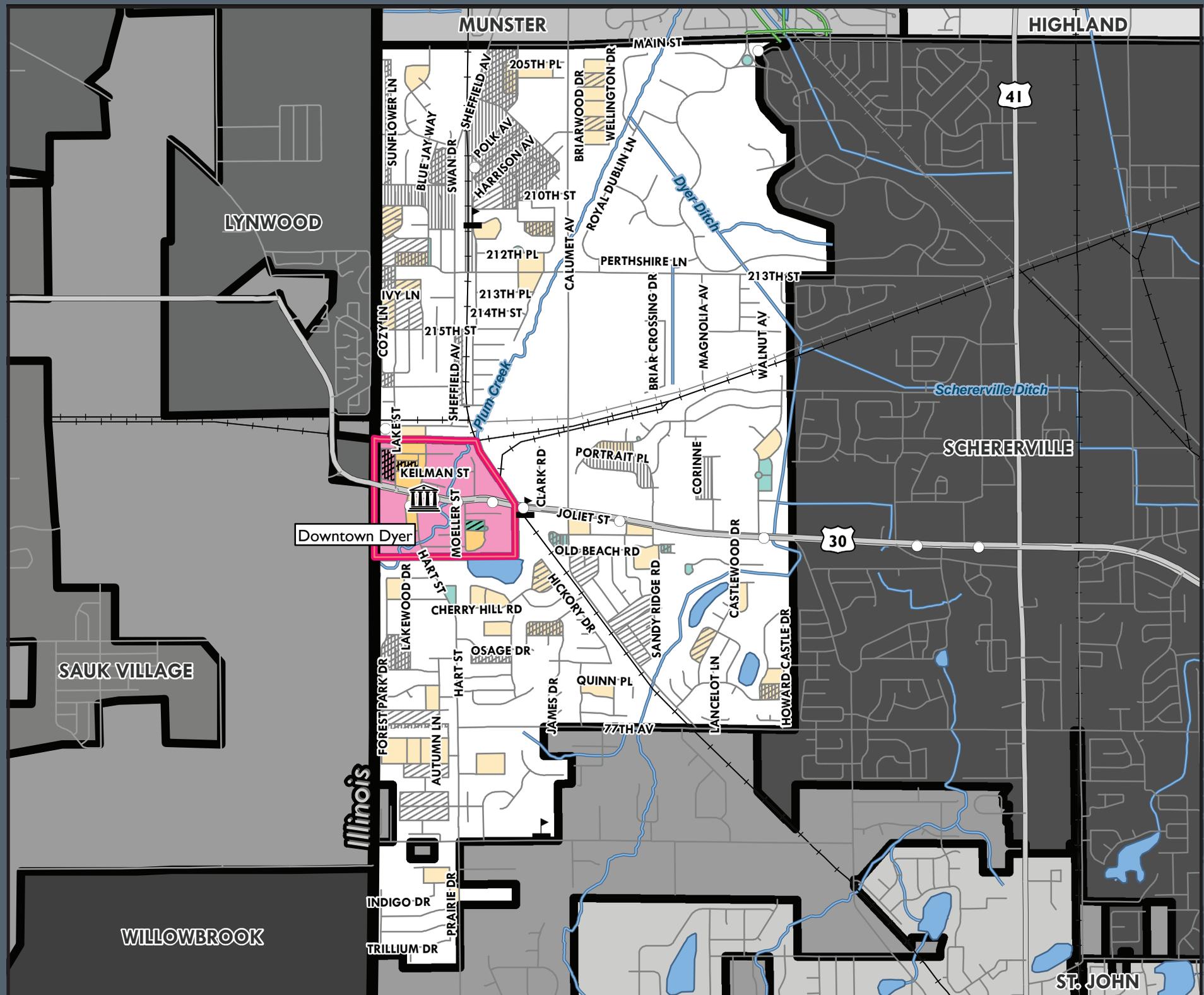
-  ≥ 20 Employees
-  ≥ 4 Houses
-  ≥ 4 Houses and ≥ 10 People
-  ≥ 10 People

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.



with its master plan for the area.

Street Grid:

US 30, the CSX railroad tracks, and Plum Creek come together in Downtown Dyer to create a somewhat irregular grid. While blocks are of generally acceptable size, the aforementioned factors do impact connectivity, especially in the area east of Plum Creek near Kahler Middle School.

Traffic Conflict:

Crossing US 30 on foot can only be safely done at the marked and signalized intersection at US 30 and Hart Street. In the residential areas of Downtown Dyer, the homes generally all have driveways from the street to the house, resulting in many curb cuts along the residential streets.

Walkability:

This center is well equipped with sidewalks. They allow for good connectivity throughout Downtown Dyer, and provide easy connections to destinations such as the hospital and Kahler Middle School. Sidewalks are even placed along US 30. A pedestrian bridge over Plum Creek connects the area around Dyer Town Hall, including Elmer Miller Park, with the area around Kahler Middle School. Still, the lack of amenities nearby gives Downtown Dyer a mediocre walk score of 48 (Car Dependent).

Parking:

Neither US 30 nor Hart Street have on-street parking. Parking for the commercial and institutional uses is in off-street surface parking.

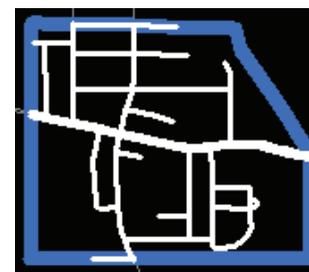
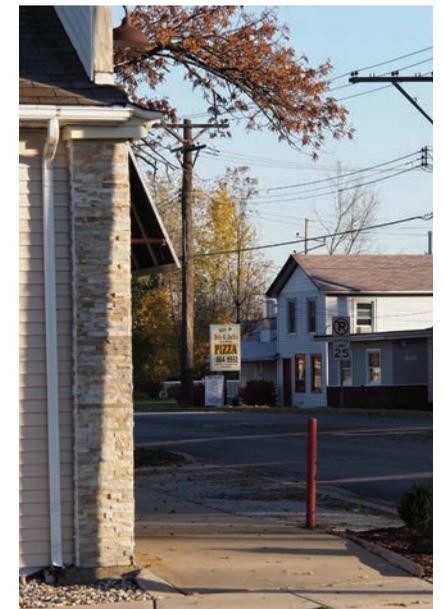
Land Use/Buildings

As part of its master plan, three buildings that were built in this area were intended to provide the denser, mixed use development along US 30 that is called for in Downtown Dyer’s special use district zoning. These buildings are built close to the sidewalk and the street, and are the first steps toward changing the look of Downtown Dyer. Other commercial and institutional buildings are set in large surface lots. The northwest corner of the US 30 and Hart Street intersection may prove to be especially challenging, as it is occupied by a large former grocery store building set perpendicularly to US 30, and is being subdivided into other uses.

The residential uses are mainly single-family homes, though there are some small-scale multi-family developments. One of these is a Planned Unit Development (PUD), and is located on the eastern edge of the livable center.

Open Space/Landscaping

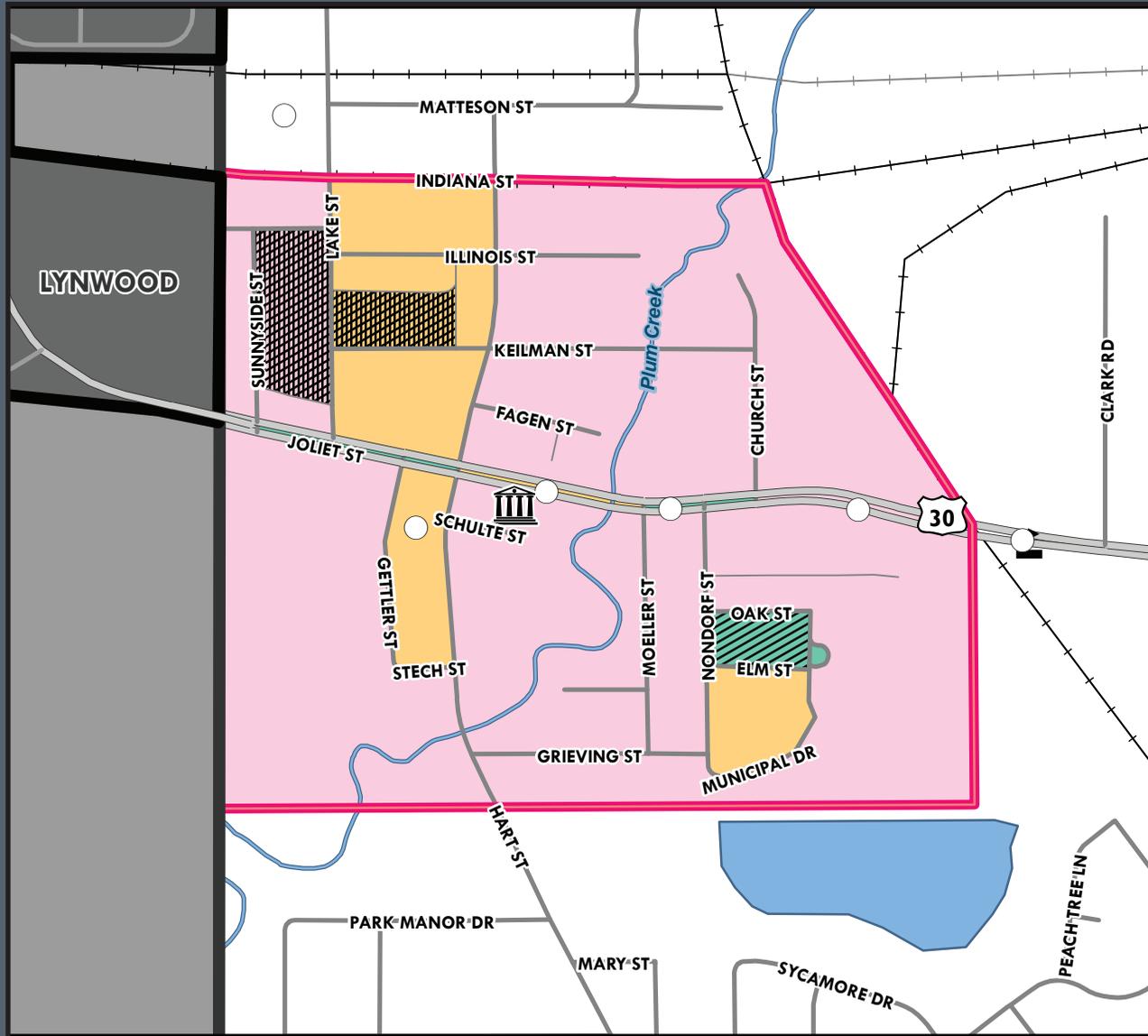
There is very little open space within the designated livable center. However, Pheasant Hills Park, a park of about 32 acres, is immediately south of the designated center, providing some easily available open space which includes a skate park, playground, and shelter. Elmer Miller Park, a small park of about four acres, is located adjacent to Dyer Town Hall. It includes a small playground, basketball court, and a pedestrian bridge over Plum Creek to allow access from the east side of the creek. The smallest parcel of open space, the one-acre Lincoln Park, is located adjacent to the previously mentioned PUD development and includes a small playground. Potential for more recreational and open space use may exist along Plum Creek, though further examination of the possibilities for Plum Creek are needed.



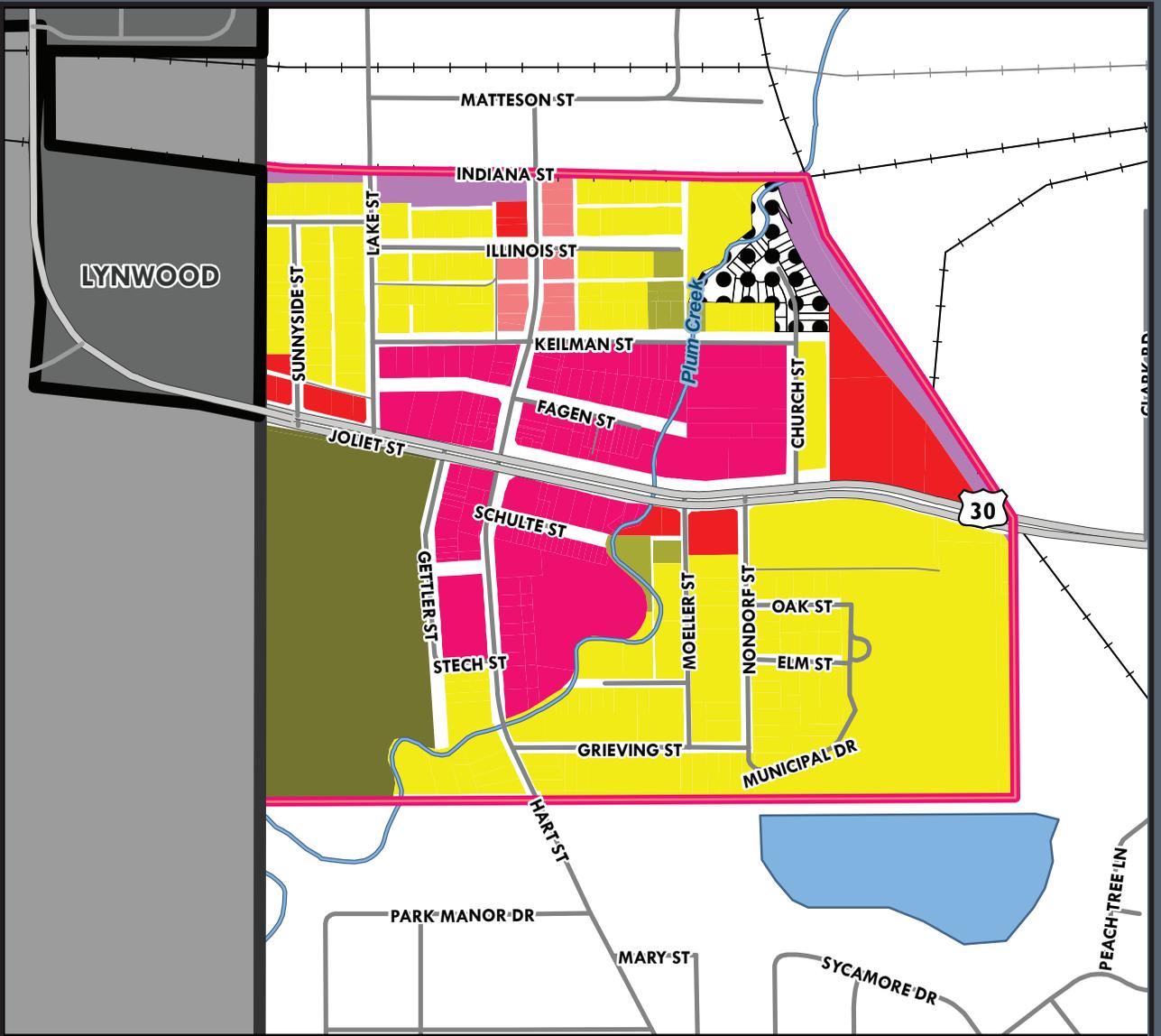
Top Left: US 30, Downtown Dyer (NIRPC)

Top Right: Sidewalk Infrastructure, Downtown Dyer (NIRPC)

Bottom: Street Grid, Downtown Dyer (NIRPC)



NIRPC ANALYSIS



DOWNTOWN DYER

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



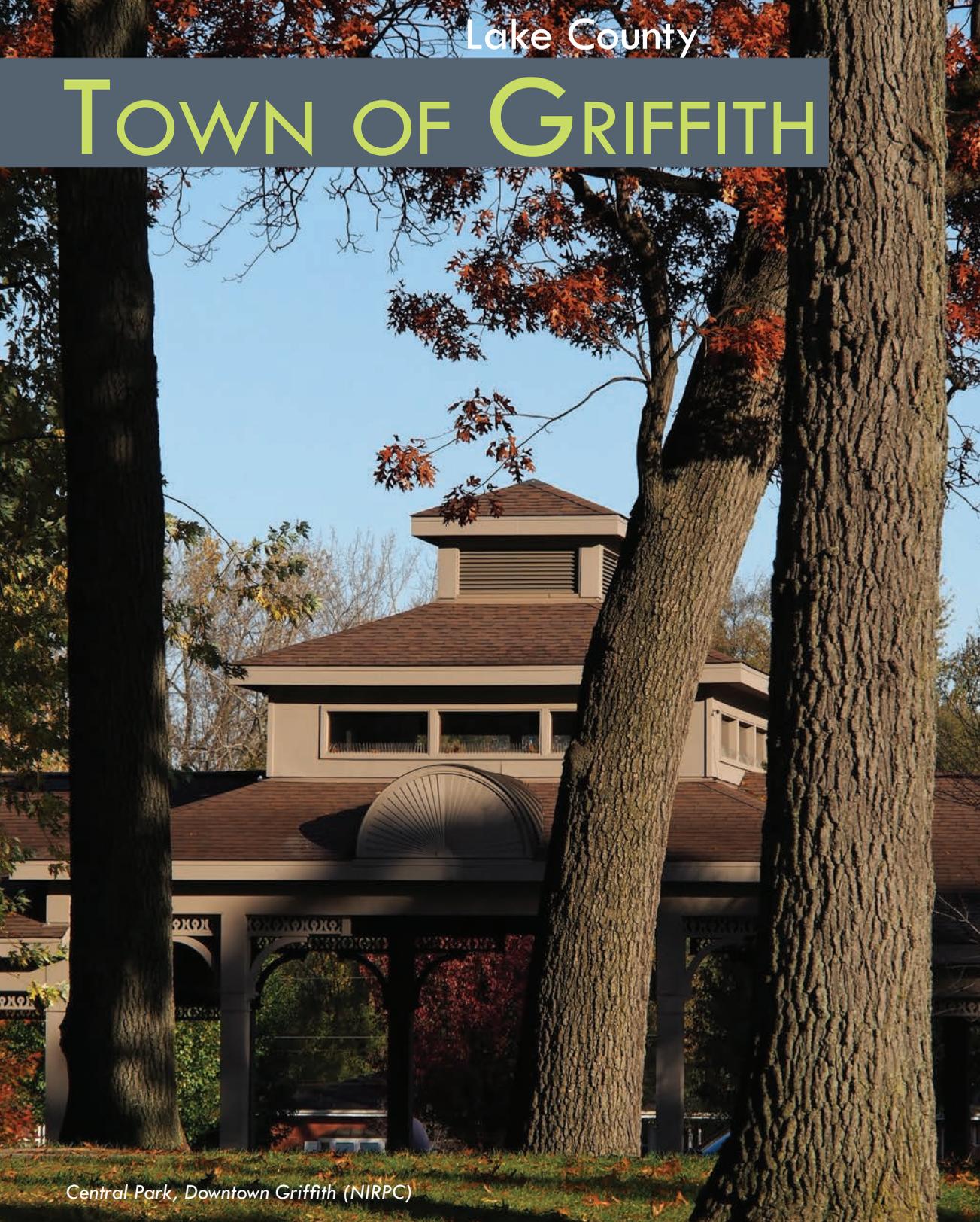
Map contains data that may be inaccurate or out of date. Refer to NIRPC or municipality for the most current information.

- Convenience Commercial
- General Commercial
- Highway Commercial
- Special Use District
- Light Industrial
- Single Family
- Duplex
- Multi-Family
- PUD

Density Per Relevant Zoning Acre
 7.8 People 3.2 Houses 13.6 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.

TOWN OF GRIFFITH



Central Park, Downtown Griffith (NIRPC)

Overview

Griffith is located in Lake County, about 26 miles from Downtown Chicago and 7 miles from Downtown Gary. According to the 2010 Census the town's population was 16,893.

Griffith is bounded by Gary on the north, and by Gary, Calumet Township, and Merrillville to the east, Schererville and unincorporated Lake County to the south, and Schererville and Highland to the west.

Livable Centers

Griffith's downtown is its only livable center.

DOWNTOWN GRIFFITH (DOWNTOWN CENTER)

The Downtown Griffith livable center is largely defined by Pine Street on the north, the Canadian National railroad on the east, the Erie-Lackawanna Trail on the west, coming to a point at Griffith Junction on the south. The center also encompasses the Broad Street corridor north of Pine Street to 45th Street, with that section bounded by Lafayette Street on the east and Harvey Street on the west. The total acreage of the center is 368 acres.

Population:

2,192 people (13% of Griffith's population). Population density is 11.3 people per acre.

Housing:

The total housing is 876 units (approximately 12% of Griffith's total housing). Housing density is 4.5 units per acre.

Jobs:

Total employment in the downtown livable center is 997 with a density of 34.3 jobs per acre.

This center encompasses the traditional downtown center of Griffith, including Griffith Junction, which has long been an important confluence of several railroads in the region. It houses civic and institutional functions such as Griffith Town Hall, several elementary schools, and Griffith Middle and High Schools, as well as the town's YMCA.

Mobility

Broad Street is the main north-south thoroughfare through Downtown Griffith. Its intersection

GRIFFITH'S 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

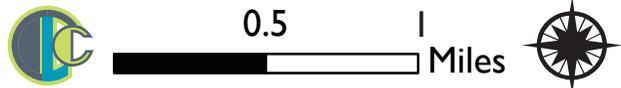
-  Identified Mixed Use Zoning

Density per Acre by Census Block

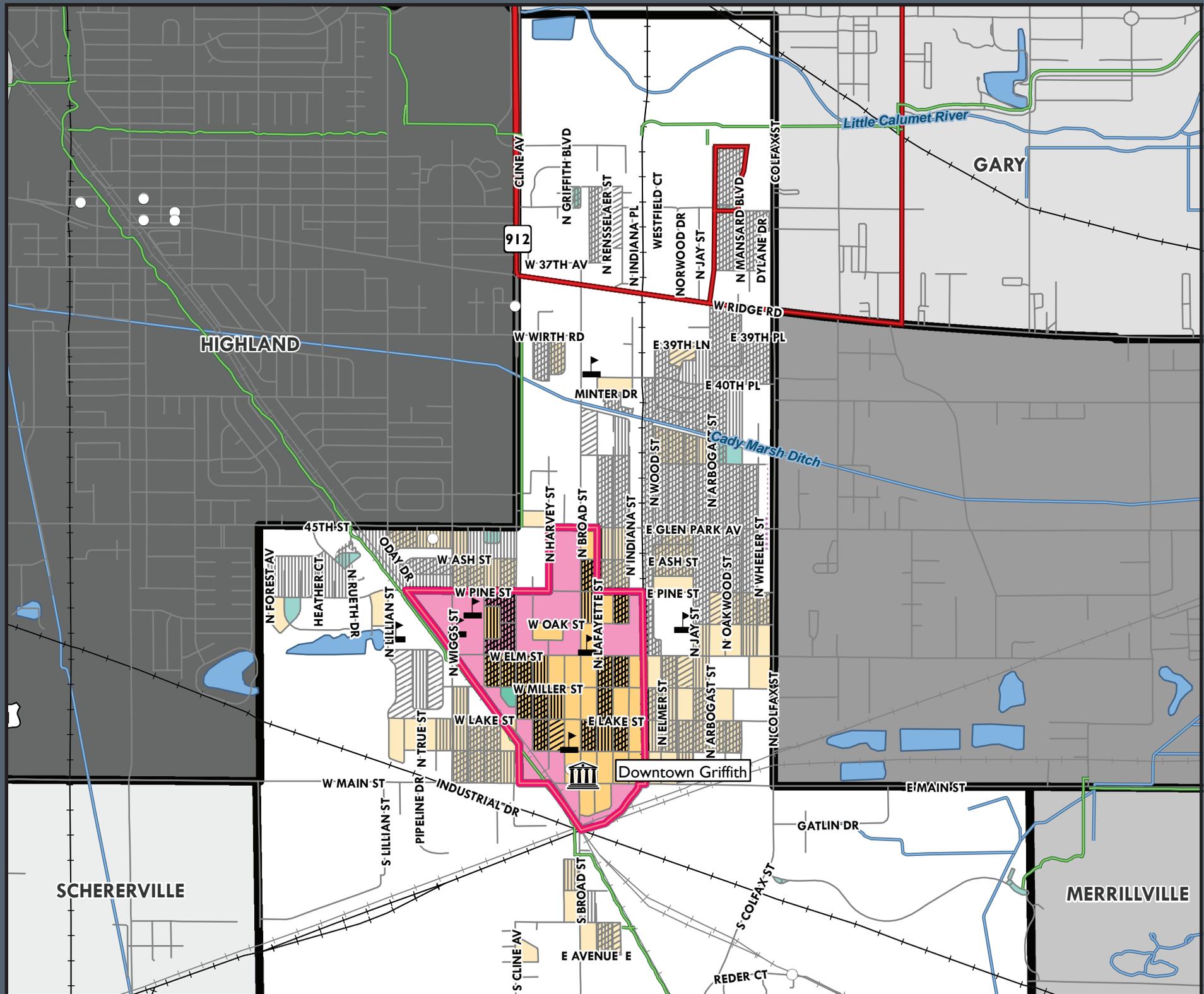
-  ≥ 20 Employees
-  ≥ 4 Houses
-  ≥ 4 Houses and 10 People
-  ≥ 10 People

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.



with east-west Main Street marks the main crossroads of the downtown business district. Broad Street provides connections with 45th Street and Ridge Road, both major east-west thoroughfares. Main Street provides a connection to the west with the big box retail development in Highland and Schererville in the vicinity of its intersection with Indianapolis Boulevard. This center also includes Cline Avenue, which becomes a limited access highway to the north and has an interchange with I-80/94, though through this part of Griffith it is more of a quiet residential street.

Street Grid:

The Downtown Griffith livable center has a good street grid. Unlike many other municipalities with a similar railroad density, Griffith still has generally good connectivity across the railroad right-of-ways. For the most part, the residential blocks in this part of town are served by an alley system similar to more urban areas.

Traffic Conflict:

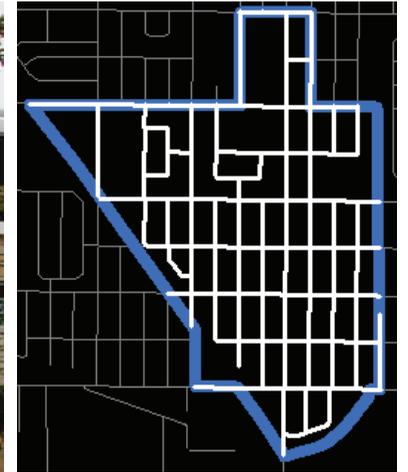
While speeds through this part of town, even on bigger roads, is generally set at about 20 miles per hour, roads such as Broad Street, Main Street, and Cline Avenue are still wide, which can create difficulties in crossing. The level of traffic on Broad Street can also cause complications away from marked and signalized intersections.

Walkability:

This center is well equipped with sidewalks. The more traditional, denser commercial and residential development with car movements within blocks placed more on the inside help reduce the number of potential conflict points. Due to Griffith having built its street grid despite the presence of the railroads, the Erie-Lackawanna Trail (which is built on a former railroad right-of-way) through this area has more street crossings than is found on other parts of the same trail. A range in distance to amenities creates a mixed walk score of 58 (Somewhat Walkable).

Parking:

Broad Street provides for parking along its entire length through the center, with some angle street parking in the downtown core. Parking lots in the downtown business district tend to be in the rear of the buildings, and entrances for the few parking lots along Broad and Main Streets generally have their entrances placed off an adjacent, smaller street, rather than the busier thoroughfares.



*Left: Broad Street
Downtown Griffith (NIRPC)
Right: Street Grid
Downtown Griffith (NIRPC)*

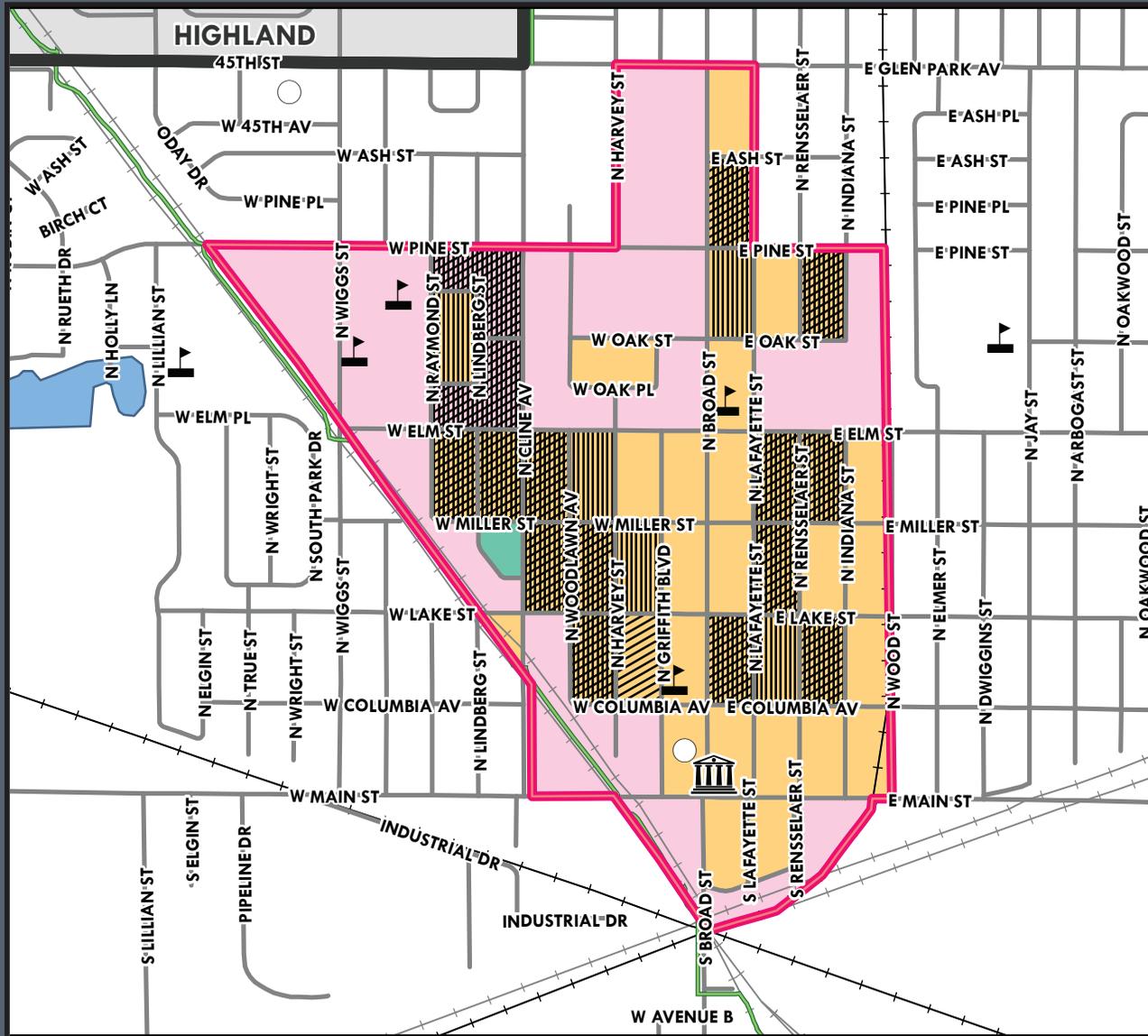
Land Use/Buildings

The commercial development just north of downtown is based more on the car-oriented model, with buildings either set inside or alongside parking lots with curb cuts. However, the main downtown corridor is more traditional, with closely-spaced or adjoining buildings lining the street, creating a relatively continuous frontage. Some buildings have also been adapted and reused from their original uses, which helps maintain familiar elements of downtown while allowing new businesses to operate. A YMCA is located in the downtown area as well. The housing in Griffith’s livable center is predominantly detached, single-family homes. Any multi-family housing is very small-scale, with no complexes being part of the center. The oldest homes are near the southern end of the center, around the traditional center of town, with the northern end of the center containing more post-war residential construction.

Open Space/Landscaping

Griffith’s downtown center has two larger-sized parks: Franklin Fields and Central Park. Franklin Fields contains athletic fields, while the fifteen acre Central Park functions as one of the town’s main gathering points. Central Park has a tank on display as a war memorial, as well as a shelter. It is also home to the town’s farmer’s market. Other playing fields are located there as well. A small historic park celebrating Griffith’s railroad heritage is located at the center’s southern tip, containing the old railroad depot, switching tower, and train cars.

Medium Community

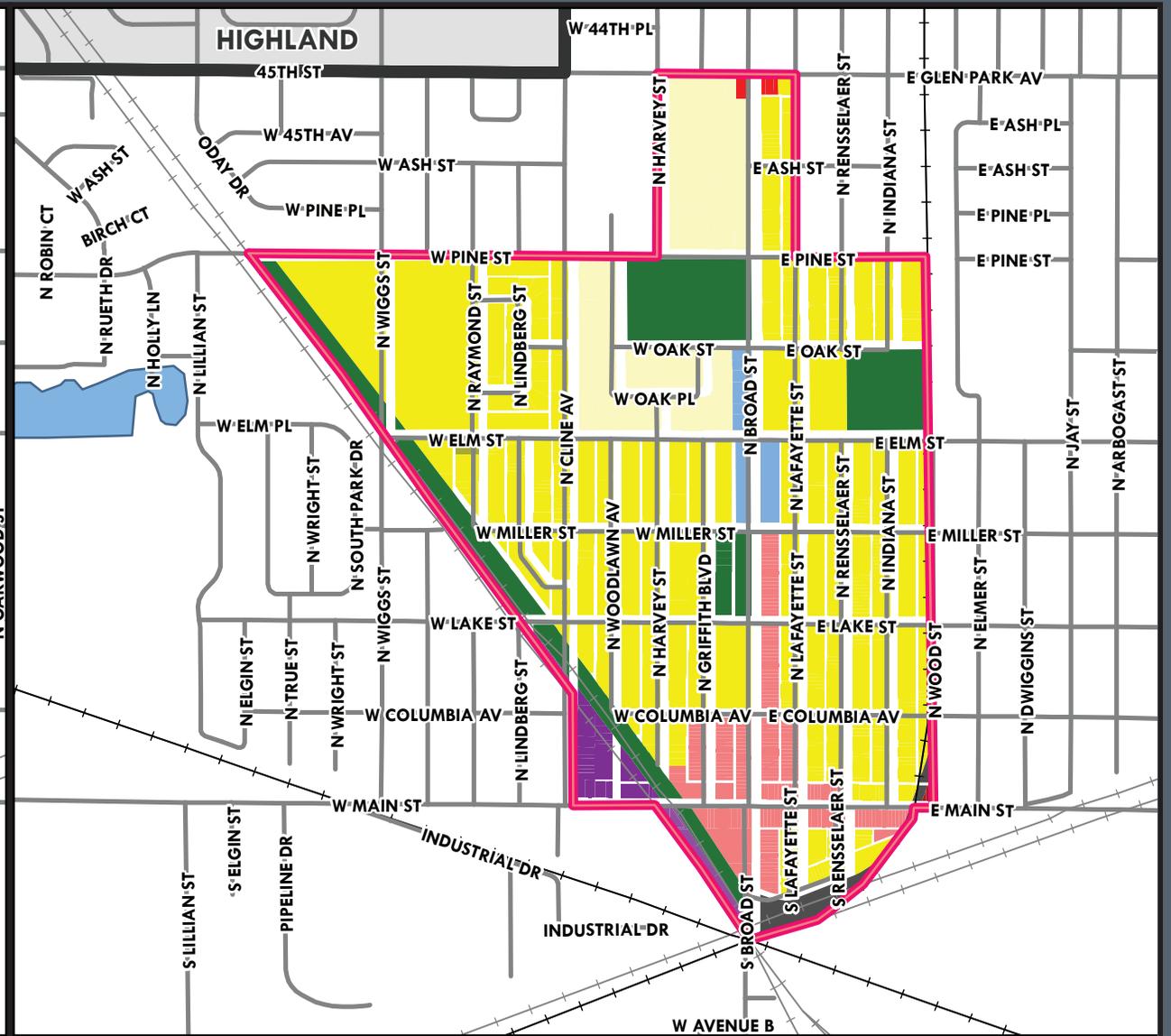


NIRPC ANALYSIS

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

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

The Main Center

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

- Central Business
- General Business
- Highway Business
- Light Industrial
- Heavy Industrial
- Open Space
- Professional Business
- Low Density Single Family
- Medium Density Single Family
- Single to Four Family
- Railroad

Density Per Relevant Zoning Acre
 11.3 People 4.5 Houses 34.3 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 LAKE STATION



Gazebo, Central Lake Station (NIRPC)

Overview

Lake Station is a Northwest Indiana community in Lake County about 40 miles southeast of Downtown Chicago and 8 miles south of Gary, Indiana. According to the 2010 Census the City population was 12,572.

Surrounding cities are, Hobart, Gary, Portage, and Miller Beach. Lake Station is connected to the region's major highways including Interstate 65, Interstate 80, Interstate 90, Interstate 94, U.S. Route 6, US Route 20, and SR 51.

Livable Centers

Lake Station includes only one livable center.

CENTRAL LAKE STATION (DOWNTOWN CENTER)

The Livable Center in Lake Station is defined by Interstate 94 on the north, State Street on the west, County Line Road on the east, and East 29th Avenue on the south. The total acreage of the center is 1,686 acres, which represents 31% of Lake Station's total area. Lake Station is generally a residential community.

Population:

7,968 people (63 % of Lake Station population) lives in the downtown center. Population density is about 10 people per acre.

Housing:

The total housing is 3,226 units (approximately 63 % of Lake Station total housing). Housing density is about 4 units per acre.

Jobs:

Total employment in the downtown center is 1,026 (approximately 47 % of Lake Station total employment) with a density of 24 employees per acre.

Mobility

Central Avenue is the primary commercial corridor and gateway into Lake Station. It contains a wide variety of commercial uses including office, service, retail, and restaurants. These uses serve the needs of local residents and visitors traveling through Lake Station.

Street Grid:

As shown on the map on the right, streets are generally laid out in a grid system with the exception of some parts that are shaped according to the railroads or natural features. Short block lengths create fairly good connectivity within the area.

Traffic Conflict:

The large number of access points and driveways create a conflict for pedestrian traffic. The City should consider consolidating driveways in new development and retrofit projects.

Walkability:

Central Lake Station has a walk score of 57, which is somewhat walkable. However, Central Avenue is wide and has no median, which makes it difficult for pedestrians to cross the road. The corridor also contains multiple curb cuts that disrupt traffic flow and affect safety.

Parking:

Surface parking in Central Lake Station is typically large in size and faces the street. Parking appears to be sufficient, but it is unattractive. It is generally accessible from the front or the side of the buildings. In retrofit projects and new developments, the City should develop tools to reduce surface parking and design them to be behind the buildings. The City should also consider greening the existing parking lots to reduce the appearance of the surface parking. By applying some of these recommendations or developing a downtown plan, the Center could be improved and compatible with the principles of Livable Centers.

Land Use/Buildings

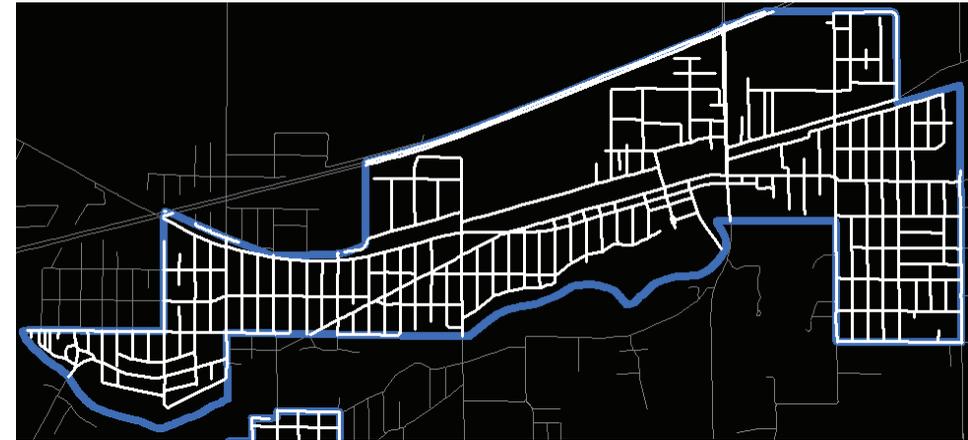
Building setbacks along Central Street are deep and inconsistent, which limit the visibility of commercial businesses along with a wide variety of signage designs, colors, and heights; create visual clutter along the corridor. The Central Avenue corridor overall is in fair physical condition.

The residential area setback is 20-30 feet. The residential area represents 67% of the vast majority of the center's landuse.

Open Space/ Landscape

The Center includes two neighborhood parks; Columbus Park is seven acres in size and includes four ball diamonds, two picnic shelters, playground, basketball court and paved fitness/walking track. The second park is Four Winds Park. This park boasts three picnic shelters, a basketball court, two baseball fields, a soccer field, a nature area, and much more.

The area in general lacks open spaces and streetscape that provide for outdoor cafes, places to sit, and special events. The Downtown area needs more attractive and functional streetscape.

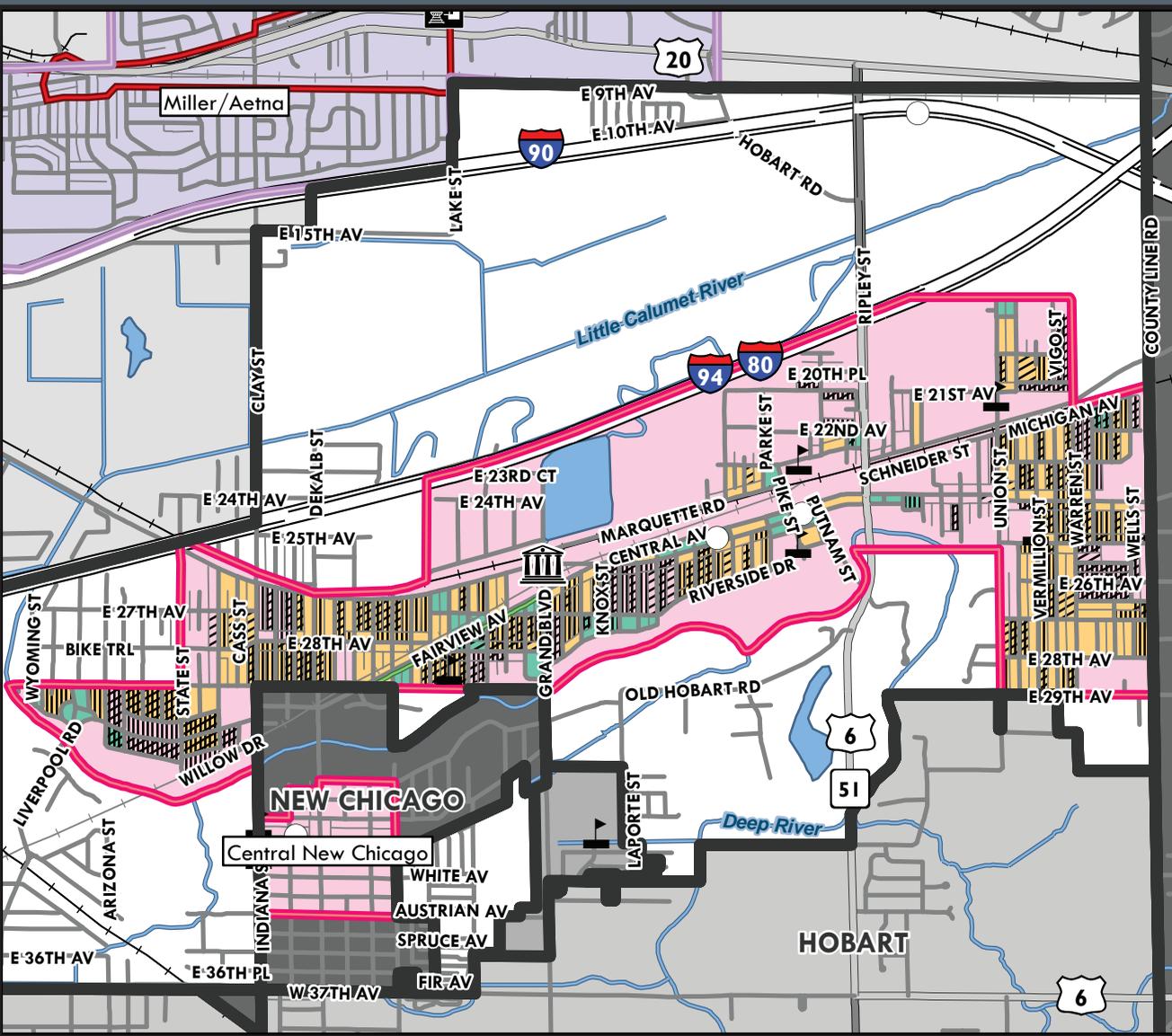


Street Grid, Central Lake Station (NIRPC)

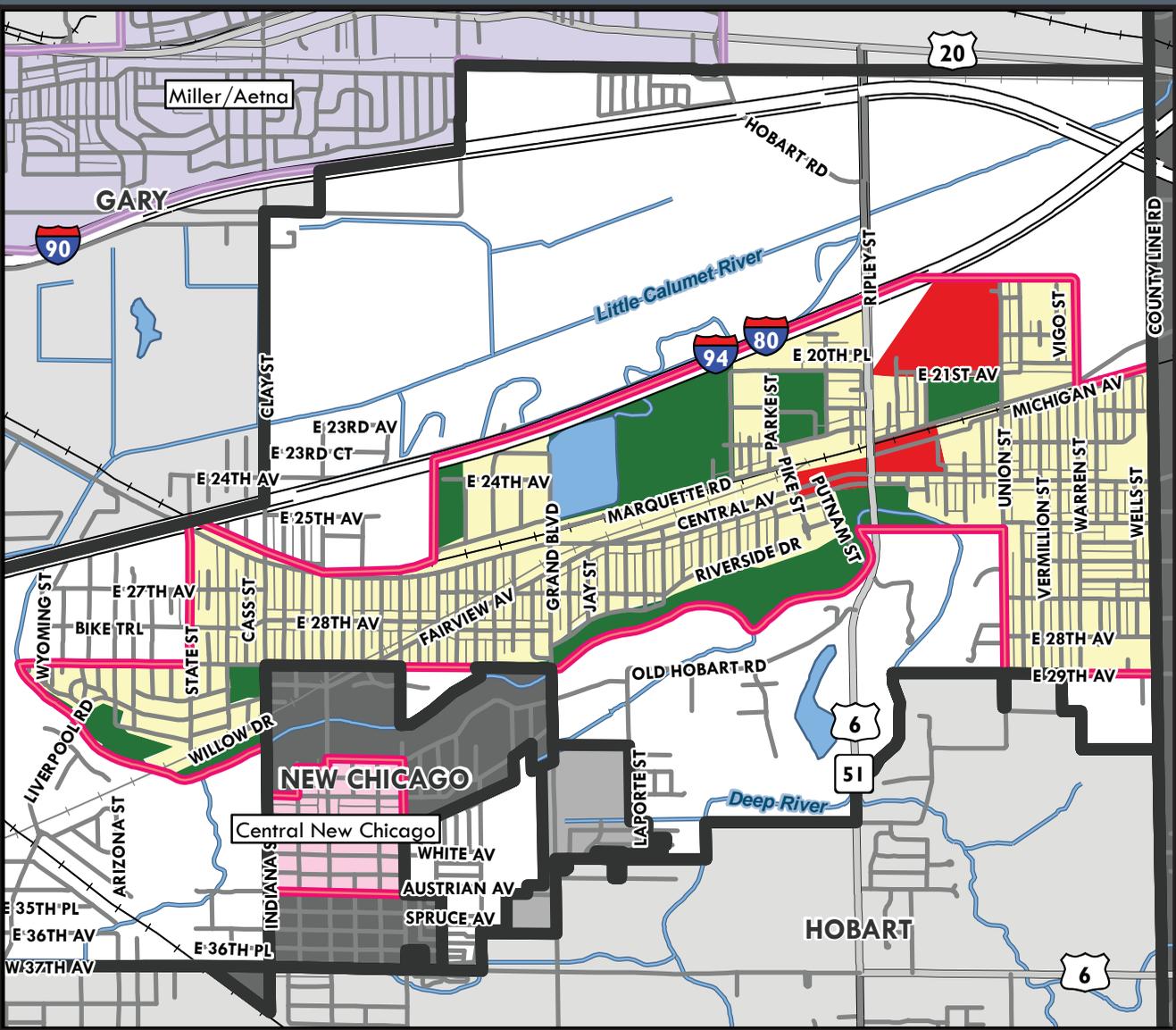


City Hall, Central Lake Station (NIRPC)

Medium Community



NIRPC ANALYSIS



ZONING

CENTRAL LAKE STATION

The Main Center

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



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

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

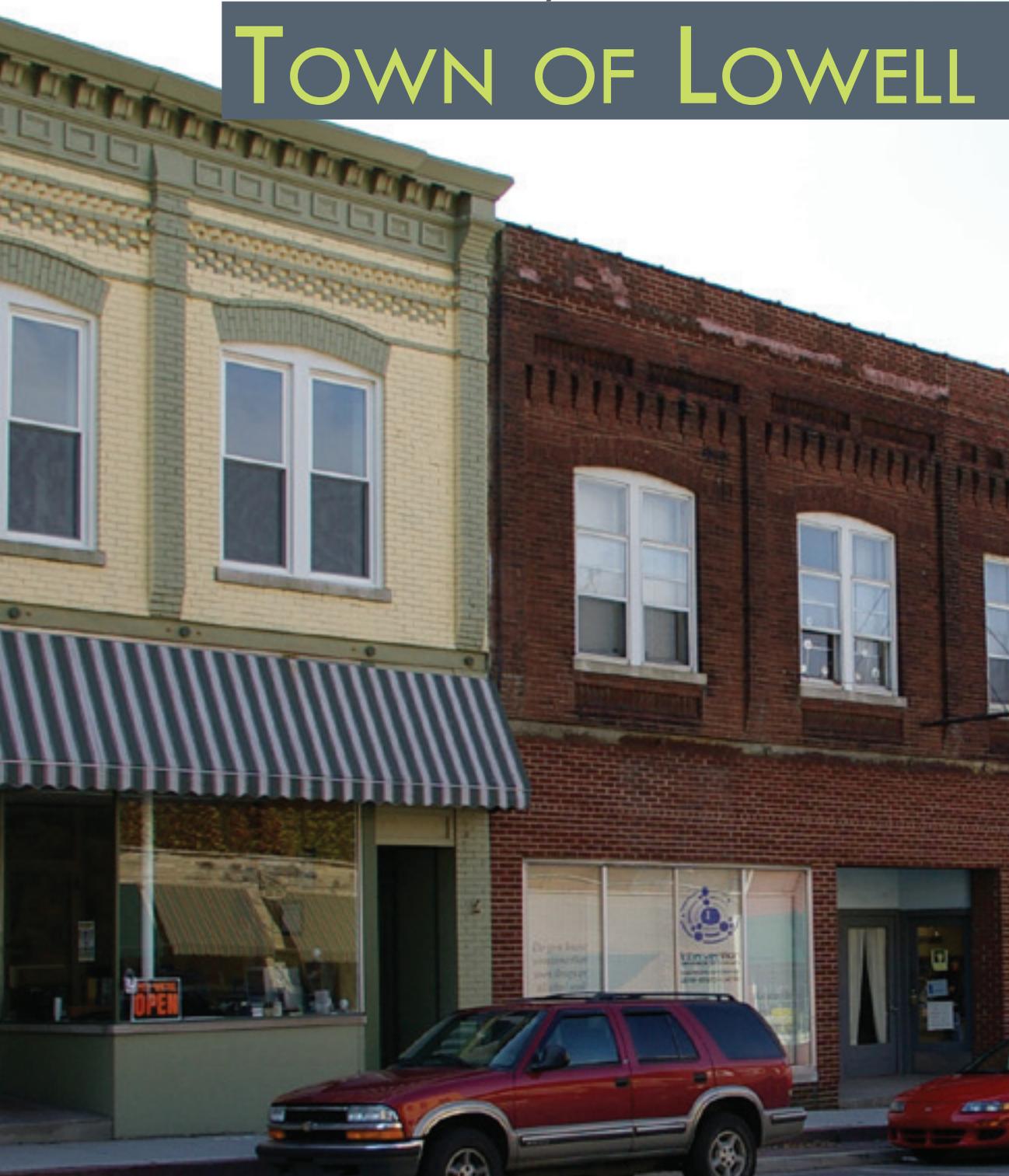
- Density Per Acre by Census Block**
- >= 10 People
 - >= 4 Houses
 - >= 4 Houses and 10 People
 - >= 20 Employees
- Block Perimeter**
- < 1600 ft
 - 1600 - 2400 ft

- 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**
- 10 People
 - 4 Houses
 - 24 Employees

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

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 LOWELL



Historic Buildings on Commercial Avenue, Downtown Lowell (Town of Lowell Comprehensive Plan)

Overview

Lowell is a Northwest Indiana community in Lake County about 55 miles southeast of Downtown Chicago and 30 miles south of Gary, Indiana. According to the 2010 Census the Town's population was 9,276.

Surrounded by unincorporated Lake County, Lowell's closest municipal neighbor is Cedar Lake, to the north. Most major town facilities are located in the Downtown Center.

Livable Centers

Downtown Lowell serves as the town's main Livable Center.

DOWNTOWN LOWELL (DOWNTOWN CENTER)

Downtown is bordered by a combination of Main Street/Michigan Avenue/Burnham Street/Kankakee Avenue to the north, Liberty Street/Parkview Avenue to the west, Lincoln Avenue/Commercial Avenue (SR 2) to the south, and Prairie Street. The total acreage of the center is 109 acres.

Population:

654 people (7% of total population). Population density is about 6 people per acre.

Housing:

263 units (7% of the town's total housing). Housing density is 2.4 units per acre. Unit vacancy rate is between 1-5%.

Jobs:

Total employment in the downtown area is 244.

Having been originally platted by Melvin Arthur Halstead in the mid-1800's, Lowell sprang up as a small mill town, supporting gristmilling and sawmilling activities, with the Louisville, New Albany & Chicago railroad running through it. Downtown emerged as a commercial district supporting these industrial activities, and still today serves as the location of most of the town's primary institutions and businesses. Situated to the far south of Lake County, Lowell has not quite been affected by the suburban expansion of metropolitan Chicago, but with new subdivisions sprouting up around Cedar Lake, and the potential Illiana Expressway projected to cross just to the north of the town, this could very well change.

Mobility

Major roads are Commercial Avenue (SR 2), Main Street, and Mill Street. The CSX Railroad runs through the district.

Street Grid:

Most of Downtown Lowell possesses a traditional street grid, with blocks sizes ranging from under 400 feet, to between 400 and 600 feet, with some larger blocks on the west side.

Traffic Conflict:

Traffic along SR 2 is frequent but moderate compared to other state roads in the region. Traffic on neighborhood streets is light and pedestrian friendly.

Walkability:

Walk Score of 54 (Somewhat Walkable); lots of sidewalks, but a range in distance to amenities.

Parking:

Street parking is in the center of downtown, with driveway parking for residential homes in the district, and some large parking lots supporting the commercial and institutional uses in downtown.

Land Use/Buildings

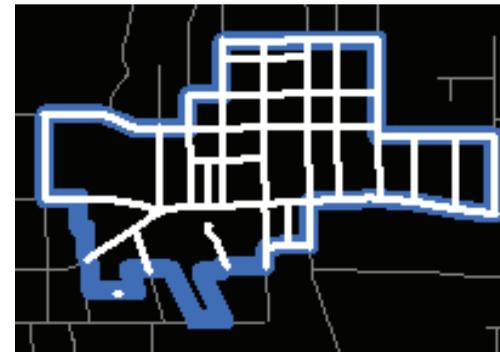
Residential building setbacks are inconsistent throughout the neighborhood, ranging from 15 to 50 feet on residential streets, and predominantly 0 foot setbacks on commercial streets. Commercial Street (SR 2) is a mixture of two-story, attached brick buildings from the early twentieth century, and detached brick and stone buildings from the early and middle twentieth century. Historic wood and red brick colonials and Tudors are scattered throughout the district.

Open Space/ Landscape

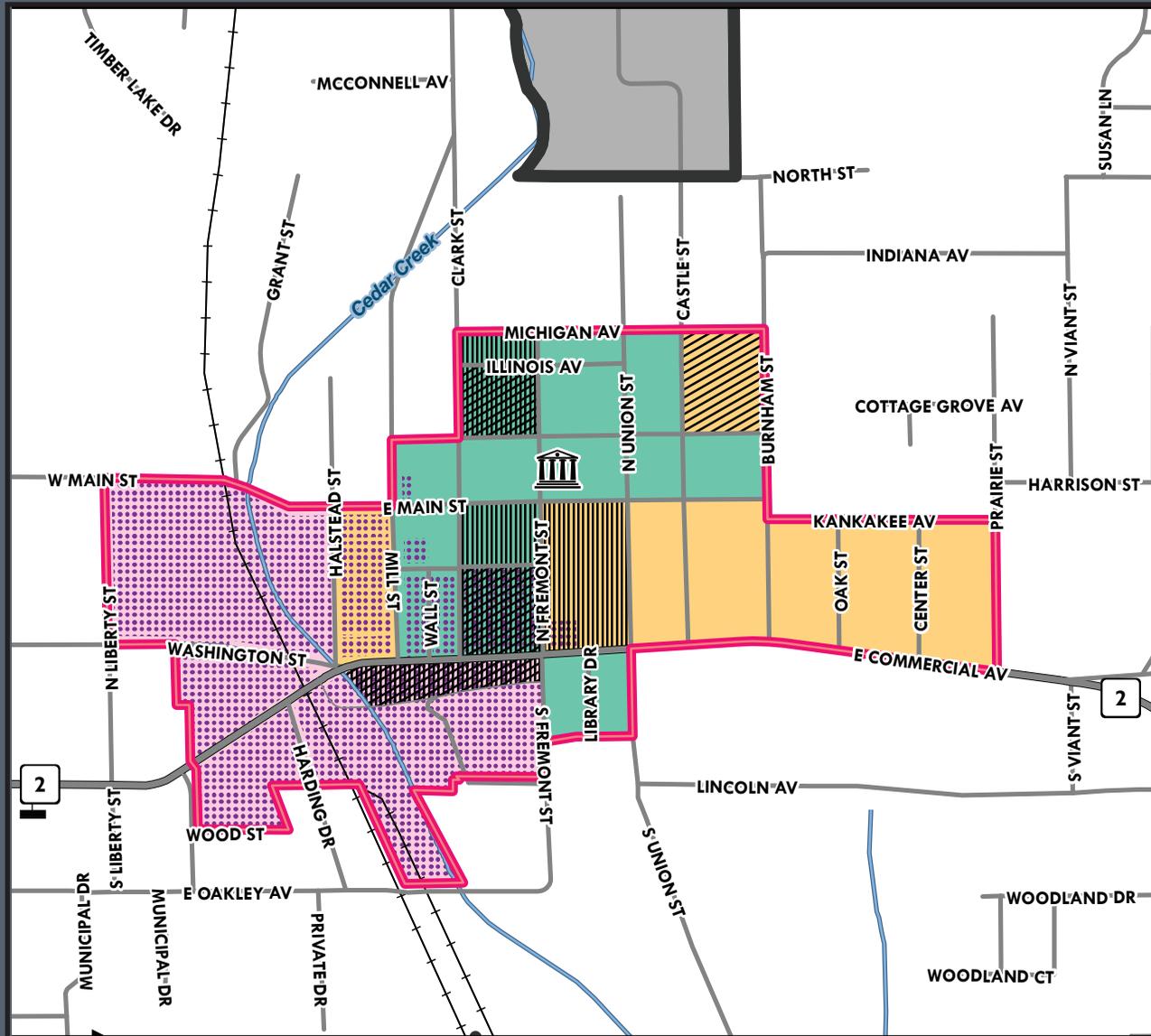
Liberty Park serves as the most significant open space within Downtown Lowell. The park contains a playground, a basketball court, a tennis court, open space, and picnic tables. Tree cover is patchy throughout Downtown Lowell. The sidewalk network is very strong on Commercial Avenue, but is inconsistent throughout the rest of the district, meaning there are immediate barriers toward expanding green infrastructure and tree cover on the right of way.



Top: Historic Home, Downtown Lowell (Town of Lowell Comprehensive Plan)



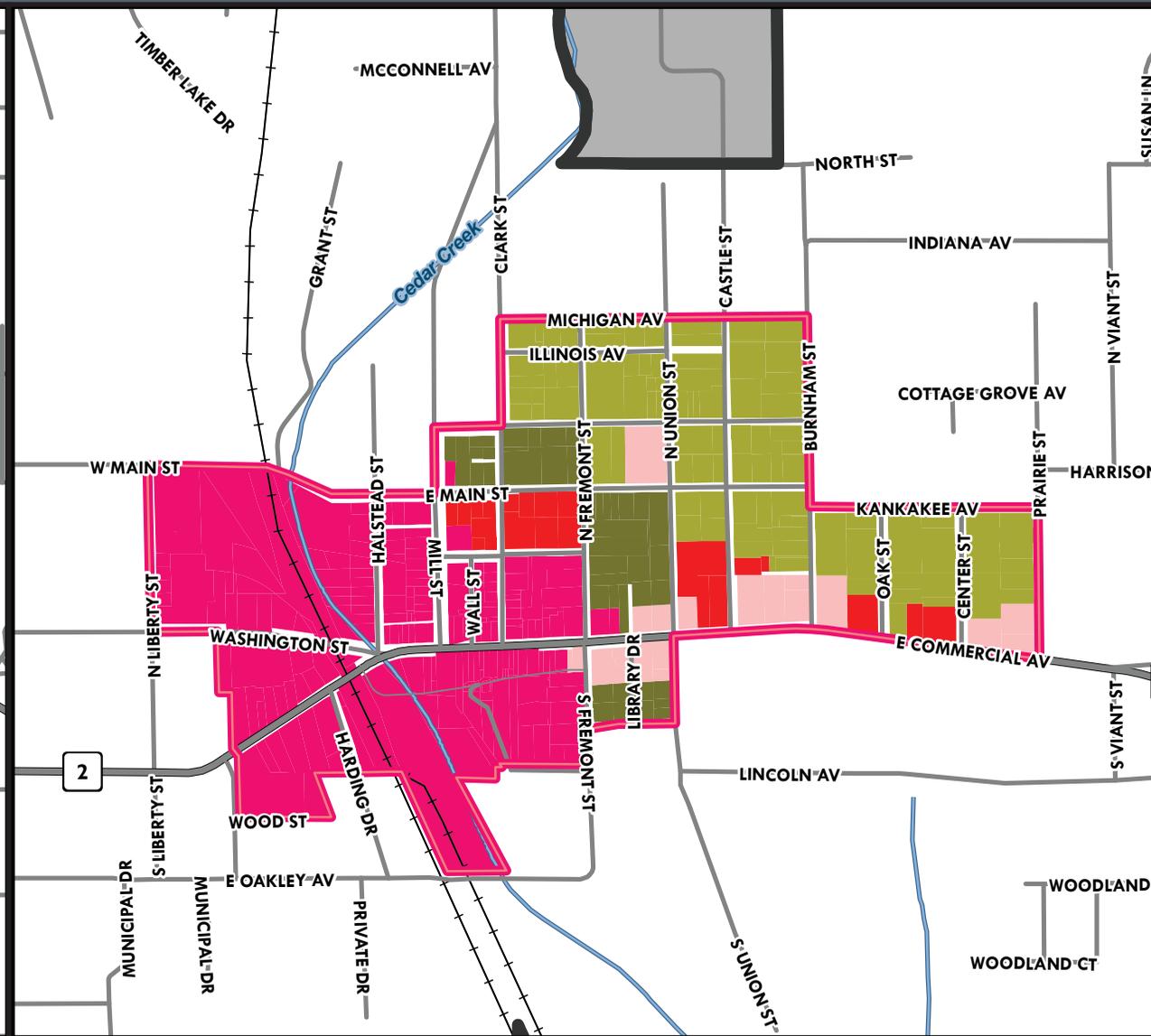
Bottom: Street Grid Downtown Lowell (NIRPC)



NIRPC ANALYSIS

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

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



DOWNTOWN LOWELL

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.

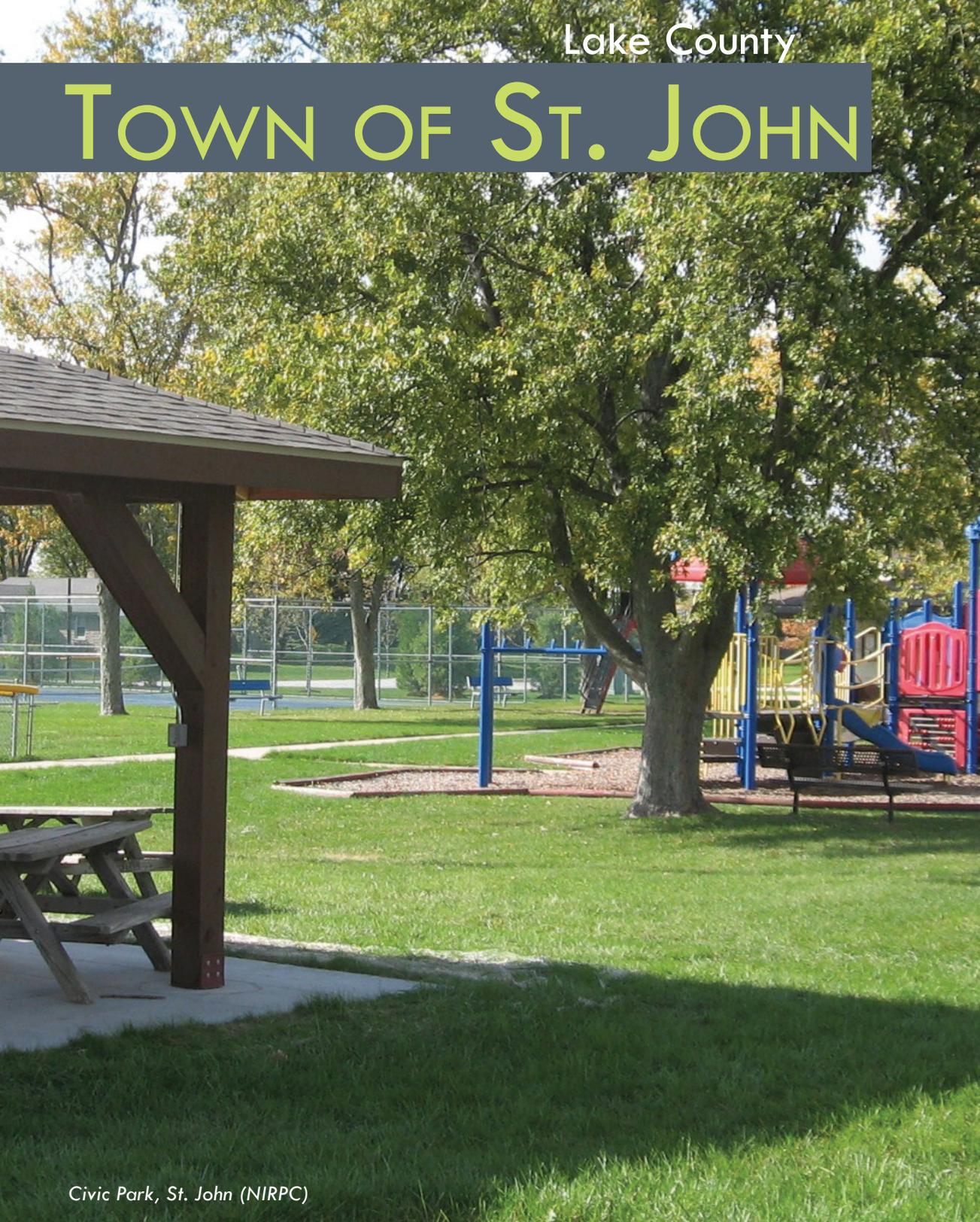
ZONING

- Neighborhood Business
- Community Business
- General Business
- Downtown Business
- Multiple Family
- Multiple Family

Density Per Relevant Zoning Acre
 6 People 2.4 Houses 24.4 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 ST. JOHN



Civic Park, St. John (NIRPC)

Overview

St. John is a Northwest Indiana Community located in Lake County, 40 miles southeast of Downtown Chicago, and 13 miles from Downtown Gary. According to the 2010 Census the Town's population was 14,850.

St. John is located in the west-central portion of Lake County and is generally bounded by 81st Avenue/85th Avenue to the north, Cline Avenue on the west, 109th Avenue on the south. US 41 is the major north/south connection, while 93rd Avenue and Patterson and Joliet Streets are the major east/west connections. The Town's neighbors include: Dyer to the northwest, Schererville to the north, Merrillville to the east, Crown Point to the southeast and Cedar Lake to the south.

Livable Centers

St. John includes one livable center, the US 41 Corridor and 93rd Avenue.

US 41 & 93RD AVENUE (DOWNTOWN CENTER)

St. John's Livable Center is defined by its northern boundary following the diagonal CSX rail line and US 41. The eastern boundary is bordered by the north-south rail line meeting the southern boundary at the extension of 96th Place. The western boundary follows Keilman Street to 93rd Avenue. The total acreage is 137 acres.

Population:

75 people (.51% of St. John's population). Population density is 2.8 people per acre.

Housing:

The total housing is 35 units (approximately .67% of St. John's total housing). Housing density is 1.3 units per acre.

Jobs:

Total employment in the area is 552 with a density of 7.8 employees per acre.

St. John's municipal complex is located off of 93rd Street and includes the Town Hall, Police and Fire Stations, as well as the Public Works facility. Most of the town's major facilities are located in the livable center. St. John Evangelist School is located within the center.

ST. JOHN'S

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

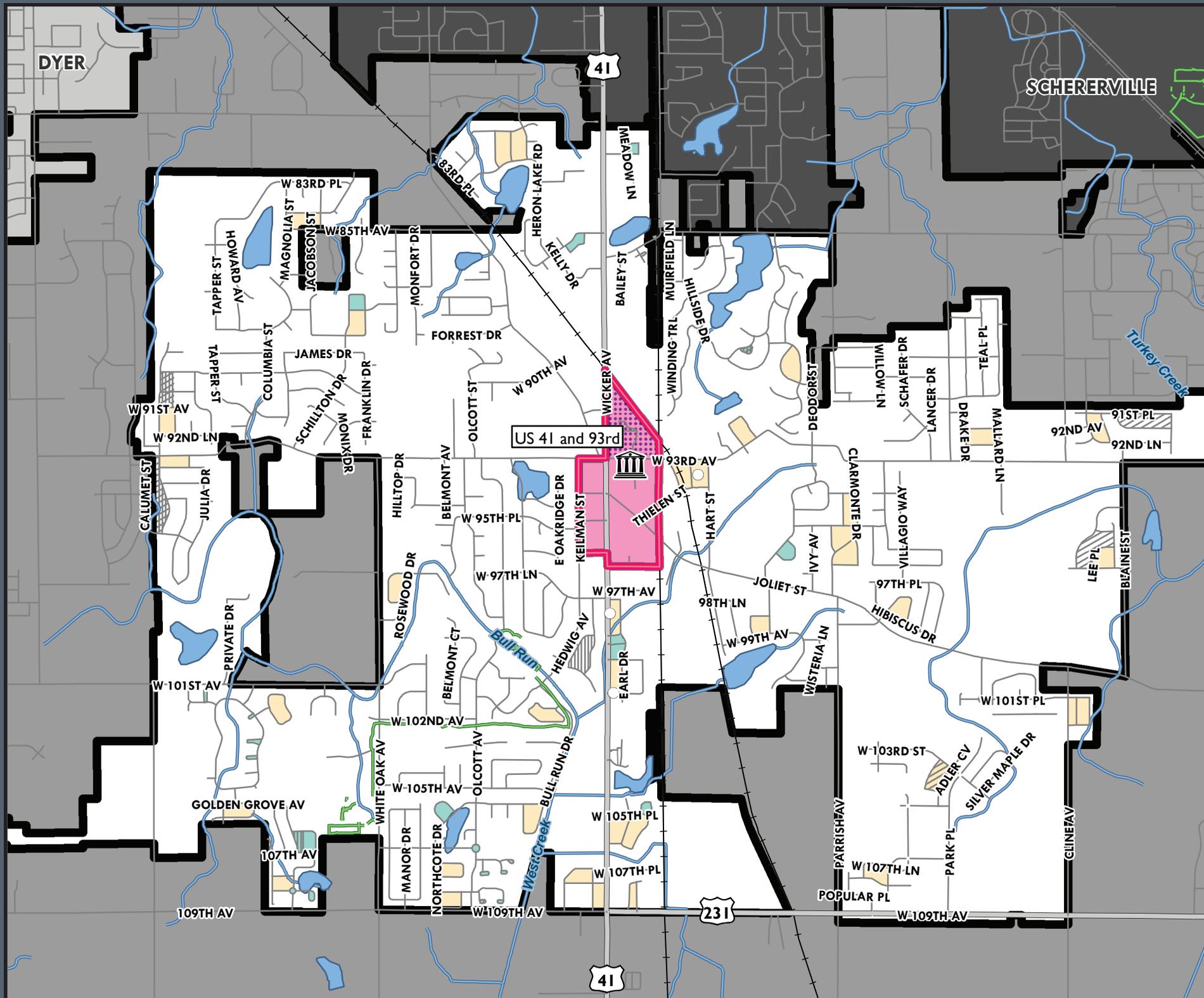
-  ≥ 20 Employees
-  ≥ 4 Houses
-  ≥ 4 Houses and 10 People
-  ≥ 10 People

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.



Mobility

As noted in the Town’s Comprehensive Plan, St. John is one of the towns in Northwest Indiana that has experienced a major growth in population. The town is in a prime location for new construction of single family housing subdivisions, which has fueled the current population growth.

According to the Town’s Comprehensive Plan, St. John is lacking roadways that provide cross-town access. There are only three streets that allow movement through the town: 93rd Street runs east/west, US Route 41 runs north/south, and Joliet/ Patterson runs diagonally from the northwest to the southeast. The Town has also created a conceptual site plan if NICTD’s West-lake extension is built and a station is located there.

Street Grid:

As shown on the map, streets are laid out in a typical suburban subdivision system with one major arterial street.

Traffic Conflict:

Heavy traffic and congestion occurs along US 41. US 41 is both a major regional retail spine and a major through-traffic arterial. Heavy traffic and congestion is a result of the commercial activity that can only be individually accessed through US 41. In order to move from one subdivision to another, residents rely on US 41, which increases traffic. The Comprehensive Plan recommends creating the requirement for a frontage road for new retail development along US 41.

Walkability:

The area has little to no sidewalks, especially along US 41. It does not allow for pedestrian activity or connections other than by the use of a car. According to Walk Score, the center has a score of 51 (somewhat walkable) with some errands that can be accomplished by foot.

Parking:

There is no on street parking. Parking is only available in parking lots that serve the strip malls and the individual businesses.

Land Use/Buildings

The majority of the center includes low to medium density single family residential.



Street Grid:
US 41 & 93rd Avenue
St. John (NIRPC)



Commercial Strip Development
US 41 & 93rd Avenue
St. John (NIRPC)

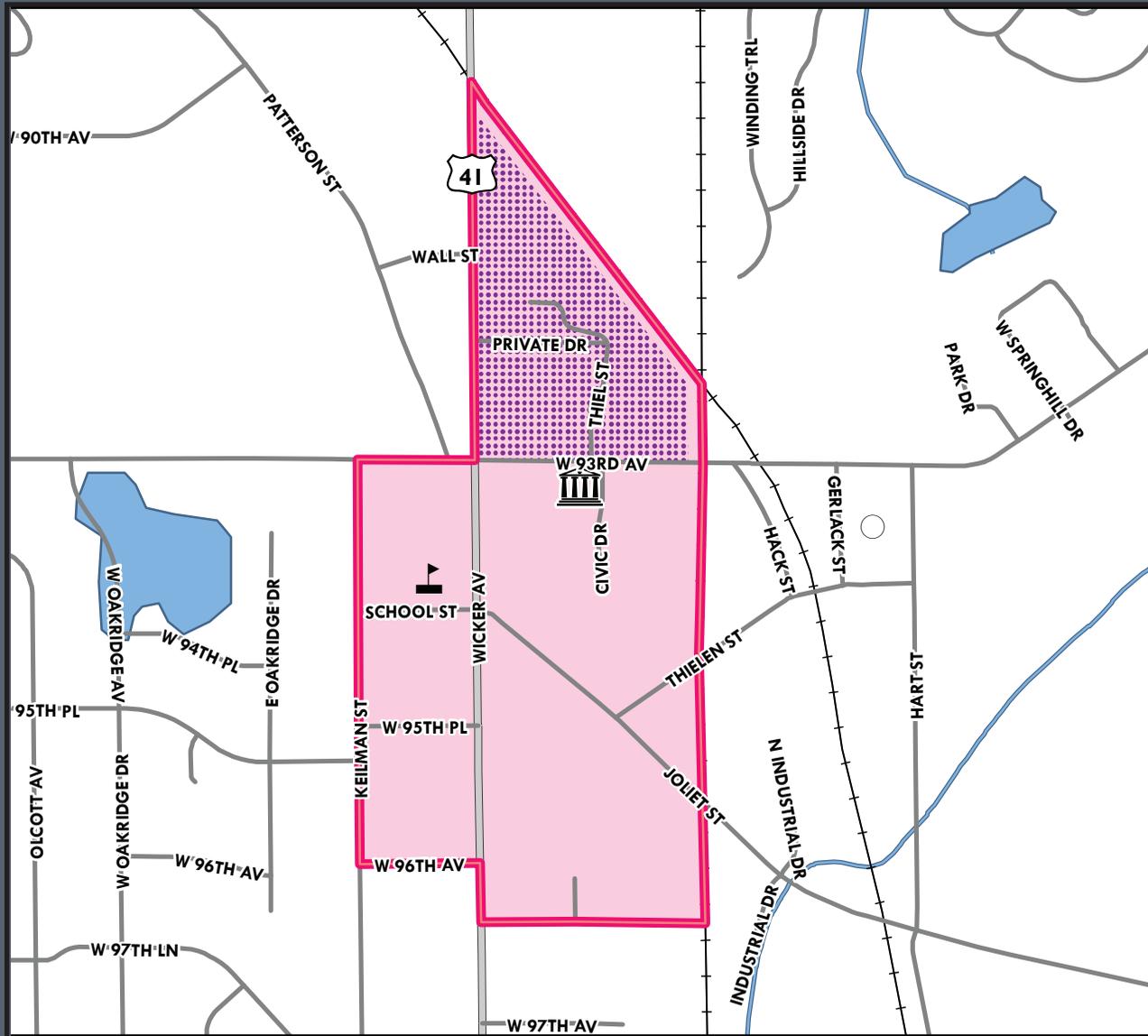
US Route 41 serves as the commercial and retail corridor for St. John. All commercially zoned districts are located along this corridor and extend from the northern municipal boundary to 109th Street on the south. Most vacant commercially zoned land for development is along both sides of US 41, south from 93rd Avenue to 105th Street. Most of the retail stores, big box retail development, restaurants and businesses are located along US 41, and are primarily zoned for car-oriented commercial.

Building setbacks are away from the street. Most of the area has large parcels of land making connectivity difficult for pedestrians and motorists. A majority of the light industrial-zoned land is located adjacent to or in between the railroad embankments along US 41. This land is difficult to access and is not easily expanded. The rail embankments make natural barriers for residential development.

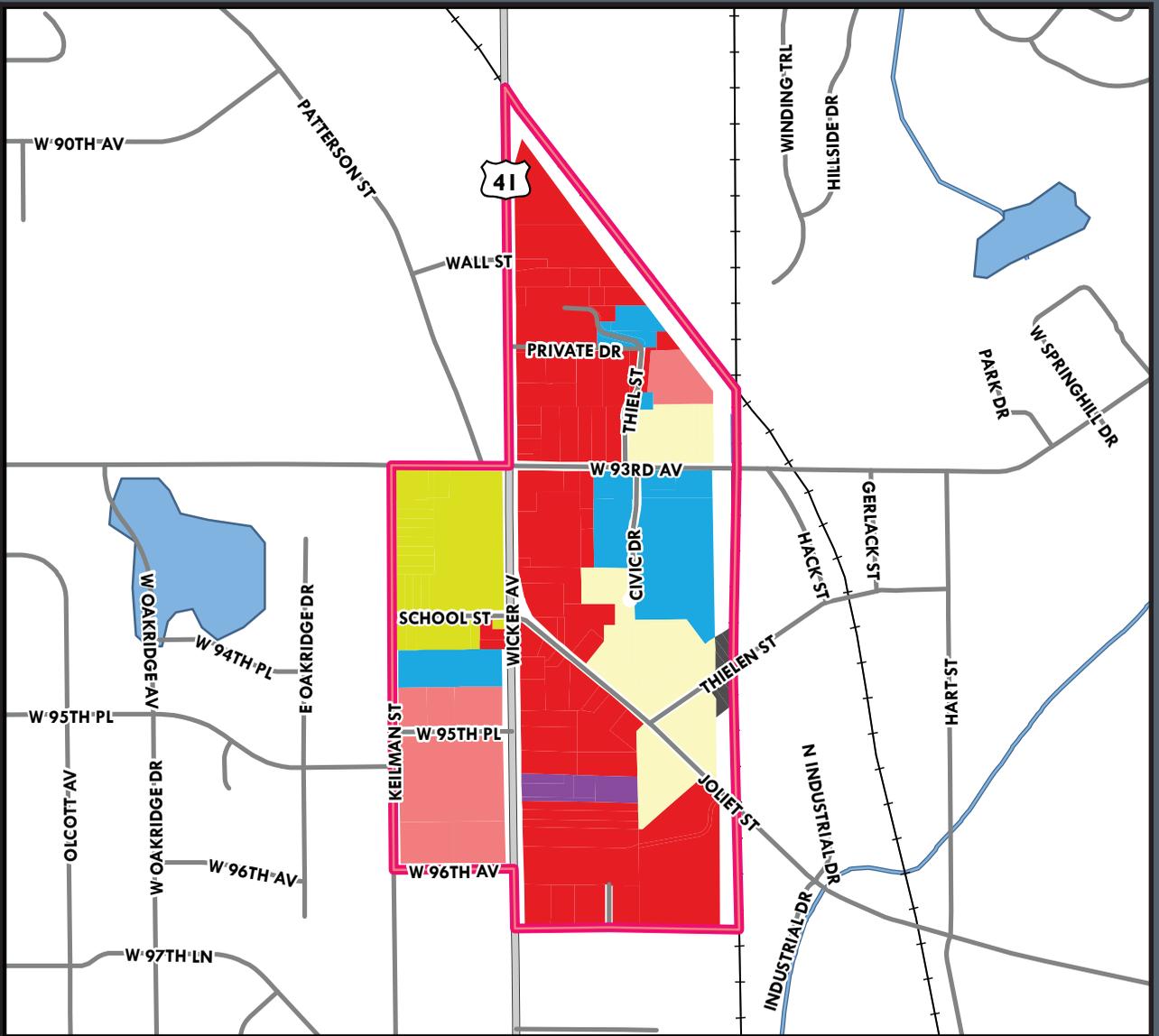
The town has established urban design guidelines for the US 41 corridor, frontage road, the town center and the rail station area.

Open Space/ Landscape

The center includes one community park: Civic Memorial Park, located within the Town municipal complex. The park includes playground equipment, two pavilions, picnic tables, barbeque grills, basketball court, volleyball court, horseshoe pits, three baseball fields, concession stand, and a tennis court. A bike trail also runs through the center.



NIRPC ANALYSIS



ZONING

US 41 AND 93RD AVENUE - ST. JOHN

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.

- Convenience Commercial
- Highway Commercial
- Industrial
- Public Building
- Low Density Single Family
- Medium Density Single Family
- Multi-Family
- Railroad

Density Per Relevant Zoning Acre
 2.8 People 1.3 Houses 7.8 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.