Creating Livable Communities

A Report of the Northwestern Indiana Regional Planning Commission

2013

Northwestern Indiana Regional Planning Commission

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Table of Contents

5 Introduction

18 Metro Communities
19 City of Gary
37 City of Hammond

52 Large Communities
53 City of Crown Point
61 City of East Chicago
80 City of Highland
86 City of Hobart
95 City of La Porte
103 Town of Merrillville
109 City of Michigan City
118 City of Munster
124 City of Portage
130 Town of Schererville
138 City of Valparaiso

147 Medium Communities
148 Town of Cedar Lake
152 Town of Chesterton
161 Town of Dyer
165 Town of Griffith
169 City of Lake Station
173 Town of Lowell
177 Town of St. John

181 Small Communities
182 Town of Porter
186 City of Whiting
190 Town of Winfield
194 Town of Burns Harbor
196 Town of Beverly Shores
196 Town of Hebron
197 Town of Kingsbury
197 Town of Kingsford Heights
198 Town of Kouts
198 Town of LaCrosse
199 Town of Long Beach
199 Town of Michiana Shores
200 Town of New Chicago
200 Town of Ogden Dunes
201 Town of Pottawattamie Park
201 Town of Schneider
202 Town of Pines
202 Town of Trail Creek
203 Town of Wanatah
203 Town of Westville

204 Appendix
208 List of Figures and Maps
210 References
211 Acknowledgments

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.

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2013

www.nirpc.org

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Appendix

Design Parameters for Walkable Urban Thoroughfares- Urban Center/ Urban Core

	Current Conditions	Metro Center					
		Residential			Commercial		
		Boulevard	Avenue	Street	Boulevard	Avenue	Street
Context							
Building Orientation (entrance orientation)		front	front	front	front	front	front
Maximum Setback [2]		10 ft.	10 ft.	10 ft.	0 ft.	0 ft.	0 ft.
Off-Street Parking Access/Location		rear	rear	rear, side	rear	rear	rear, side
Streetside							
Recommended Streetside Width [3]		12-21.5 ft.	12-19.5 ft.	12-16 ft.	12-21.5 ft.	12-19.5 ft.	12-16 ft.
Minimum sidewalk (throughway) width		10 ft.	9 ft.	6 ft.	10 ft.	9 ft.	6 ft.
Pedestrian Buffers (planting strip exclusive of travel way width) [3]		7 ft. tree well	6 ft. tree well	6 ft. tree well	7 ft. tree well	6 ft. tree well	6 ft. tree well
Street Lighting		For all thoroughfares in all context zones, intersection safety lighting, basic street lighting, and pedestrian-scaled lighting is recommended. See Chapter 8 (Streetside Design Guidelines) and Chapter 10 (Intersection Design Guidelines).					
Traveled Way							
Target Speed (mph)		25–35	25–30	25	25–35	25–30 [4]	25
Number of Through Lanes [5]		4–6	2–4	2–4	4–6	2–4	2–4
Lane Width [6]		10–11 ft.	10–11 ft.	10–11 ft.	10–11 ft.	10–11 ft.	10–11 ft.
Parallel On-Street Parking Width [7]		7 ft.	7 ft.	7 ft.	8 ft.	8 ft.	7–8 ft.
Min. Combined Parking/Bike Lane Width		13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.
Horizontal Radius (per AASHTO) [8]		200–510 ft.	200–330 ft.	200 ft.	200–510 ft.	200–330 ft.	200 ft.
Vertical Alignment							
Medians [9]		4–18 ft.	Optional 4–16 ft.	None	4–18 ft.	Optional 4–18 ft.	None
Bike Lanes (min./preferred width)		5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.
Access Management [10]		Moderate	Low– Moderate	Low– Moderate	High	Low– Moderate	Low– Moderate
Typical Traffic Volume Range (ADT) [11]		15,000– 30,000	1,500– 20,000	500–5,000	15,000– 40,000	1,500– 30,000	1,000– 15,000
Intersections							
Roundabout [12]		Consider urban single–lane roundabouts at intersections on avenues with less than 20,000 entering vehicles per day, and urban double–lane roundabouts at intersections on boulevards and avenues with less than 40,000 entering vehicles per day.					
Curb Return Radii/Curb Extensions and Other Design Elements							

This table was developed based the CSS report "*Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice - 2010* "

Design Parameters for Walkable Urban Thoroughfares

	Current Conditions	Large Urban Center					
		Residential			Commercial		
		Boulevard	Avenue	Street	Boulevard	Avenue	Street
Context							
Building Orientation (entrance orientation)		front	front	front	front	front	front
Maximum Setback [2]		15 ft.	15 ft.	15 ft.	0 ft.	0 ft.	0 ft.
Off-Street Parking Access/Location		rear	rear, side	rear, side	rear, side	rear, side	rear, side
Streetside							
Recommended Streetside Width [3]		9-18.5 ft.	9-15.5 ft.	9-13.5 ft.	12-19 ft.	12-16 ft.	12-16 ft.
Minimum sidewalk (throughway) width		8 ft.	6 ft.	6 ft.	8 ft.	6 ft.	6 ft.
Pedestrian Buffers (planting strip exclusive of travel way width) [3]		8 ft. planting strip	8 ft. planting strip	6 ft. planting strip	7 ft. tree well	6 ft. tree well	6 ft. tree well
Street Lighting		For all thoroughfares in all context zones, intersection safety lighting, basic street lighting, and pedestrian-scaled lighting is recommended. See Chapter 8 (Streetside Design Guidelines) and Chapter 10 (Intersection Design Guidelines).					
Traveled Way							
Target Speed (mph)		25–35	25–30	25	25–35	25–30 [4]	25
Number of Through Lanes [5]		4–6	2–4	2	4–6	2–4	2–4
Lane Width [6]		10–11 ft.	10–11 ft.	10–11 ft.	10–12 ft.	10–11 ft.	10–11 ft.
Parallel On-Street Parking Width [7]		7 ft.	7 ft.	7 ft.	8’	7–8 ft.	7–8 ft.
Min. Combined Parking/Bike Lane Width		13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.
Horizontal Radius (per AASHTO) [8]		200–510 ft.	200–330 ft.	200 ft.	200–510 ft.	200–330 ft.	200 ft.
Vertical Alignment							
Medians [9]		4–18 ft.	Optional 4–16 ft.	None	4–18 ft.	Optional 4–18 ft.	None
Bike Lanes (min./preferred width)		5 ft./6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.	5 ft. / 6 ft.
Access Management [10]		Moderate	Low	Low	High	Low– Moderate	Low– Moderate
Typical Traffic Volume Range (ADT) [11]		10,000– 35,000	1,500– 20,000	500–5,000	15,000– 50,000	1,500– 30,000	1,000– 15,000
Intersections							
Roundabout [12]		Consider urban single–lane roundabouts at intersections on avenues with less than 20,000 entering vehicles per day, and urban double–lane roundabouts at intersections on boulevards and avenues with less than 40,000 entering vehicles per day.					

This table was developed based the CSS report "*Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice - 2010* "

Design Parameters for Walkable Urban Thoroughfares

	Current Conditions	Mediem Center/Suburban					
		Residential			Commercial		
		Boulevard	Avenue	Street	Boulevard	Avenue	Street
Context							
Building Orientation (entrance orientation)		front, side	front, side	front, side	front, side	front, side	front, side
Maximum Setback [2]		20 ft.	20 ft.	20 ft.	5 ft.	5 ft.	5 ft.
Off-Street Parking Access/Location		rear, side	rear, side	rear, side	rear, side	rear, side	rear, side
Streetside							
Recommended Streetside Width [3]		9–16.5 ft.	9-15.5 ft.	9-12.5 ft.	12-16 ft.	12-16 ft.	12-15 ft.
Minimum sidewalk (throughway) width		6 ft.	6 ft.	6 ft.	6 ft.	6 ft.	6 ft.
Pedestrian Buffers (planting strip exclusive of travel way width) [3]		8 ft. planting strip	6–8 ft. planting strip	5 ft. planting strip	7 ft. tree well	6 ft. tree well	6 ft. tree well
Street Lighting		For all thoroughfares in all context zones, intersection safety lighting, basic street lighting, and pedestrian-scaled lighting is recommended. See Chapter 8 (Streetside Design Guidelines) and Chapter 10 (Intersection Design Guidelines).					
Traveled Way							
Target Speed (mph)		25–35	25–30	25	25–35	25–35	25
Number of Through Lanes [5]		4–6	2–4	2	4–6	2–4	2
Lane Width [6]		10–11 ft.	10–11 ft.	10–11 ft.	10–12 ft.	10–11 ft.	10–11 ft.
Parallel On-Street Parking Width [7]		7 ft.	7 ft.	7 ft.	8 ft.	7-8 ft.	7-8 ft.
Min. Combined Parking/Bike Lane Width		13 ft.	13 ft.	13 ft.	13 ft.	13 ft.	13 ft.
Horizontal Radius (per AASHTO) [8]		200–510 ft.	200–330 ft.	200 ft.	200–510 ft.	200–510 ft.	200 ft.
Vertical Alignment							
Medians [9]		4–18 ft.	Optional 4–16 ft.	None	4–18 ft.	Optional 4–18 ft	None
Bike Lanes (min./preferred width)		5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.	5 ft./6 ft.
Access Management [10]		Moderate	Low	Low	High	Moderate	Low
Typical Traffic Volume Range (ADT) [11]		20,000– 35,000	1,500–25,000	500–5,000	20,000– 50,000	1,500– 35,000	1,000– 10,000
Intersections							
Roundabout [12]		Consider urban single–lane roundabouts at intersections on avenues with less than 20,000 entering vehicles per day, and urban double–lane roundabouts at intersections on boulevards and avenues with less					
Curb Return Radii/Curb Extensions and Other Design Elements							

This table was developed based the CSS report "*Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice - 2010*"

List of Figures and Maps

Introduction

6 Livable Centers Community Typology Chart
11 2040 Plan Livable Centers in Northwest Indiana Conceptual Map
12 Minimum Recommended Streetside Dimensions in Livable Centers Chart
16 Livable Centers in Northwest Indiana Map
17 Transit Areas in Northwest Indiana Map

Metro Communities

City of Gary

20 Livable Centers Boundary Map
21 Downtown Center Analysis and Zoning Map
24 Midtown Neighborhood Analysis and Zoning Map
27 Brunswick Neighborhood Analysis and Zoning Map
30 IUN-Glen Park Neighborhood Analysis and Zoning Map
31 Glen Park Neighborhood Analysis and Zoning Map
34 Aetna/Miller Beach Neighborhood Analysis and Zoning Map

City of Hammond

38 Livable Centers Boundary Map
39 Downtown/Central-East Hammond Center Analysis and Zoning Map
41 Robertsdale Neighborhood Analysis and Zoning Map
43 North Hammond Neighborhood Analysis and Zoning Map
45 South Hammond Neighborhood Analysis and Zoning Map
47 Woodmar/Purdue Calumet Neighborhood Analysis and Zoning Map
50 Hessville Neighborhood Analysis and Zoning Map

Large Communities

City of Crown Point

54 Livable Centers Boundary Map
55 Downtown Center Analysis and Zoning Map
58 North Side Neighborhood Analysis and Zoning Map
59 South Side Neighborhood Analysis and Zoning Map

City of East Chicago

62 Livable Centers Boundary Map
63 Harbor District Downtown Center Analysis and Zoning Map
67 Canal District Downtown Center Analysis and Zoning Map
68 Calumet District Neighborhood Analysis and Zoning Map
72 Roxanna Neighborhood Analysis and Zoning Map
74 Sunnyside Neighborhood Analysis and Zoning Map
76 Marktown Neighborhood Analysis and Zoning Map
78 New Addition Neighborhood Analysis and Zoning Map

City of Highland

81 Livable Centers Boundary Map
82 Downtown Center Analysis and Zoning Map
84 Kennedy Corridor Neighborhood Analysis and Zoning Map

City of Hobart

87 Livable Centers Boundary Map
88 Downtown Center Analysis and Zoning Map
91 Mundell Neighborhood Analysis and Zoning Map
92 Lincoln Corridor Neighborhood Analysis and Zoning Map

City of La Porte

96 Livable Centers Boundary Map
97 Downtown Center Analysis and Zoning Map
100 North Lakes Neighborhood Analysis and Zoning Map
102 South Neighborhood Analysis and Zoning Map

Town of Merrillville

104 Livable Centers Boundary Map
106 US 30 and Broadway Downtown Center Analysis and Zoning Map
108 North Broadway Neighborhood Analysis and Zoning Map

City of Michigan City

110 Livable Centers Boundary Map
112 North End Downtown Center Analysis and Zoning Map
114 West Side Neighborhood Analysis and Zoning Map
117 Krueger Neighborhood Analysis and Zoning Map

City of Munster

119 Livable Centers Boundary Map
120 Old Munster Steel Downtown Center Analysis and Zoning Map
123 Ridge and Calumet Neighborhood Analysis and Zoning Map

City of Portage

125 Livable Centers Boundary Map
126 Downtown Center Analysis and Zoning Map

129 Marina District Neighborhood Analysis and Zoning Map
Town of Schererville
131 Livable Centers Boundary Map
134 Downtown Center Analysis and Zoning Map
135 Schererville North Neighborhood Analysis and Zoning Map
137 Schererville South Neighborhood Analysis and Zoning Map
City of Valparaiso
139 Livable Centers Boundary Map
141 Downtown Center Analysis and Zoning Map
142 North Side Neighborhood Analysis and Zoning Map
146 Valparaiso University District Neighborhood Analysis and Zoning Map
Medium Communities
Town of Cedar Lake
149 Livable Centers Boundary Map
150 Lakeshore District Downtown Center Analysis and Zoning Map
Town of Chesterton
153 Livable Centers Boundary Map
154 Central Chesterton Downtown Center Analysis and Zoning Map
156 Indian Boundary East Neighborhood Analysis and Zoning Map
160 Coffee Creek Neighborhood Analysis and Zoning Map
Town of Dyer
162 Livable Centers Boundary Map
164 Downtown Center Analysis and Zoning Map
Town of Griffith
166 Livable Centers Boundary Map
168 Downtown Center Analysis and Zoning Map
City of Lake Station
170 Livable Centers Boundary Map
172 Central Lake Station Downtown Center Analysis and Zoning Map
Town of Lowell
174 Livable Centers Boundary Map
176 Downtown Center Analysis and Zoning Map
Town of St. John
178 Livable Centers Boundary Map
179 US 41 and 93rd Avenue Downtown Center Analysis and Zoning Map
Small Communities
Town of Porter
182 Livable Centers Boundary Map
184 Downtown Center Analysis and Zoning Map
City of Whiting
187 Livable Centers Boundary Map
188 Downtown Center Analysis and Zoning Map
Town of Winfield
191 Livable Centers Boundary Map
192 Central Winfield Downtown Center Analysis and Zoning Map
Communities with Less Than 4000 People
Town of Burns Harbor
194 Downtown Center Analysis and Zoning Map
196 Town of Beverly Shores – Livable Centers Boundary Map
196 Town of Hebron– Livable Centers Boundary Map
197 Town of Kingsbury– Livable Centers Boundary Map
197 Town of Kingsford Heights– Livable Centers Boundary Map
198 Town of Kouts – Livable Centers Boundary Map
198 Town of LaCrosse– Livable Centers Boundary Map
199 Town of Long Beach– Livable Centers Boundary Map
199 Town of Michiana Shores– Livable Centers Boundary Map
200 Town of New Chicago– Livable Centers Boundary Map
200 Town of Ogden Dunes– Livable Centers Boundary Map
201 Town of Pottawattamie Park– Livable Centers Boundary Map
201 Town of Schneider– Livable Centers Boundary Map
202 Town of Pines– Livable Centers Boundary Map
202 Town of Trail Creek– Livable Centers Boundary Map
203 Town of Wanatah– Livable Centers Boundary Map
203 Town of Westville– Livable Centers Boundary Map
Appendix
205 Metro Community Table
206 Large Community Table
207 Medium Community Table
213 Resolution 13-23

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City of Lake Station Website, http://www.lakestation.in.gov/

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City of Crown Point Website, http://www.crownpoint.in.gov/

Town of Cedar Lake Website, http://www.cedarlakein.org/

Town of Chesterton Website, http://www.chestertonin.org/

Town of Lowell Website, http://www.lowell.net/

Town of St. John Website, https://www.stjohnin.com/

Town of Munster Website, http://www.ci.munster.in.us/

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Town of Merrillville Website, http://www.merrillville.in.gov/

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East Chicago Comprehensive Plan

Eric Pancer via Flickr

Munster Comprehensive Plan

Town of Lowell Comprehensive Plan

Times of Northwest Indiana

Acknowledgments

2013 NIRPC Appointments

Appointing Authority	Member
Lake County	
Lake County Commissioners	Roosevelt Allen, Jr., Executive Board
Lake County Council	Christine Cid
Lake County Surveyor	George Van Til
Mayor of Crown Point	David Uran, Chairman
Mayor of East Chicago	Anthony Copeland, Executive Board
Mayor of Gary	Karen Freeman-Wilson
Mayor of Hammond	Thomas M. McDermott, Jr.
Mayor of Hobart	Brian Snedecor, Vice-Chairman
Mayor of Lake Station	Keith Soderquist
Mayor of Whiting	Joseph M. Stahura
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Munster Town Council	David F. Shafer
Griffith Town Council	Stanley Dobosz
Highland Town Council	Michael Griffin
Schererville Town Council	Tom Schmitt
Dyer Town Council	Jeff Dekker
Cedar Lake Town Council	Robert Carnahan
Lowell Town Council	Donald Parker
Winfield Town Council	James Simmons
New Chicago Town Council	Pamela Richard
St. John Town Council	Michael Forbes
Schneider Town Council	Richard Ludlow
Porter County	
Porter County Commissioners	Nancy Adams, Executive Board
Porter County Council	Jim Polarek
Porter County Surveyor	Kevin Breitzke
Mayor of Portage	Jim Snyder
Mayor of Valparaiso	H. Jonathan Costas
Chesterton Town Council	Jim Ton, Secretary
Hebron Town Council	Don Ensign, Executive Board
Porter Town Council	Greg Stinson
Kouts Town Council	James Murphy
Ogden Dunes Town Council	Tom Clouser
Burns Harbor Town Council	Jeff Freeze
Beverly Shores Town Council	Geof Benson, Immediate Past Chair
Pines Town Council	George Adey
Porter Township Trustee	Edward Morales
Union Township Trustee	Anthony Pampalone
Dune Acres Town Council	Vacant
LaPorte County	
LaPorte County Commissioners	Dave Decker, Executive Board
LaPorte County Council	Rich Mrozinski
LaPorte County Surveyor	Anthony Hendricks
Mayor of Michigan City	Richard Murphy
Mayor of La Porte	Blair Milo, Treasurer
Long Beach Town Council	Bob Schaefer, Executive Board
Kingsford Heights Town Council	Rosalie Jacobs
Michiana Shores Town Council	Patrick Margraf
Trail Creek Town Council	John Bayler
Wanatah Town Council	Diane Noll
Kingsbury Town Council	Mark Ritter
LaCrosse Town Council	Vacant
Pottawattomie Park Town Council	Vacant
Westville Town Council	Vacant
Governor of Indiana	Ed Soliday, Executive Board

NIRPC Committees

Pathway to 2040 Implementation Committee
Land Use Committee
Transportation Policy Committee
Environmental Management Policy Committee

Thank you to the following Communities:

City of Crown Point
City of East Chicago
City of Gary
City of Hammond
City of Highland
City of Hobart
City of La Porte
City of Lake Station
City of Merrillville
City of Michigan City
City of Portage
City of Valparaiso
City of Whiting
Town of Beverly Shores
Town of Burns Harbor
Town of Cedar Lake
Town of Chesterton
Town of Dyer
Town of Griffith
Town of Hebron
Town of Kingsbury
Town of Kingsford Heights
Town of Kouts
Town of LaCrosse
Town of Long Beach
Town of Lowell
Town of Michiana Shores
Town of Munster
Town of New Chicago
Town of Ogden Dunes
Town of Pines
Town of Porter
Town of Pottawattamie Park
Town of Schererville
Town of Schneider
Town of St. John
Town of Trail Creek
Town of Wanatah
Town of Westville
Town of Winfield

Thank you to the following members of the Land Use Committee for their review of the Creating Livable Communities (CLC) application process:

Anne Anderson
Tyler Kent
George Malis
Sergio Mendoza
Christopher Meyers
Richard Murphy
Craig Phillips
Brian Poland
Greg Stinson
David Wright

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RESOLUTION 13-23

A RESOLUTION OF THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION ADOPTION OF THE DEFINED LIVABLE CENTERS BOUNDARY MAP FOR NORTHWEST INDIANA

WHEREAS, the Northwestern Indiana Regional Planning Commission, hereafter referred to as "The Commission", being designated the Metropolitan Planning Organization and Council of Governments for the Lake, Porter and La Porte County Region, has committed to implementing the 2040 Comprehensive Regional Plan which addresses the areas of Transportation, Land Use, Environmental Management, Economic Development and Environmental Justice planning; and

WHEREAS, integrating land use and transportation planning with economic development, environmental and social equity considerations, the 2040 Comprehensive Regional Plan provides a framework for how the three-county region can develop in the next generation, and is a tool to guide our actions and direct our resources to achieve our vision of a vibrant, revitalized, accessible and united region; and

WHEREAS, the 2040 Comprehensive Regional Plan includes a goal of encouraging livable urban, suburban and rural centers and revitalizing the urban core and concentrating growth and employment within existing communities; and

WHEREAS, the 2040 Comprehensive Regional Plan has identified the development of Livable Centers within the Growth and Infill areas as fundamental in achieving the implementation of the preferred regional strategy; and

WHEREAS, Livable Centers support existing communities and attract public investment to encourage a sustainable pattern of population and employment growth that maximizes the use of areas already served by roads and utilities; and

WHEREAS, Livable Centers are compact and support a vibrant mix of uses within a concentrated, accessible area; and

WHEREAS, Livable Centers are walkable and promote non-motorized opportunities for pedestrians and bicyclists and provide convenient and safe alternatives to driving for local trips; and

WHEREAS, NIRPC initiated a new program to define Livable Centers boundaries with the 41 communities in Northwest Indiana. These boundaries are based upon block size, residential density, employment density, transit stations and stops, roadway density and connectivity, land use and the communities' current and future plans; and

WHEREAS, NIRPC also developed a new funding program called Creating Livable Communities (CLC). The program will support community-based transportation/land use projects that bring vitality to downtown areas, neighborhoods, station areas, commercial cores, and transit corridors; and

WHEREAS, the CLC funding program will support projects that are guided by the principle of "place-making" to ensure increased residential development, a mix of uses and connectivity in livable and neighborhood centers that can serve each community's need; and

WHEREAS, eligibility for applying and receiving CLC funding, planning projects must be within the defined Livable Centers boundary map; and

NOW, THEREFORE, BE IT RESOLVED that the Northwestern Indiana Regional Planning Commission hereby adopts the CLC Program and the defined Livable Centers Boundary Map for Northwest Indiana.

Duly adopted by the Northwestern Indiana Regional Planning Commission on this seventeenth day of October, 2013.

David Uran
Chairperson

ATTEST:

James G. Ton
Secretary

Northwestern Indiana Regional Planning Commission
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