

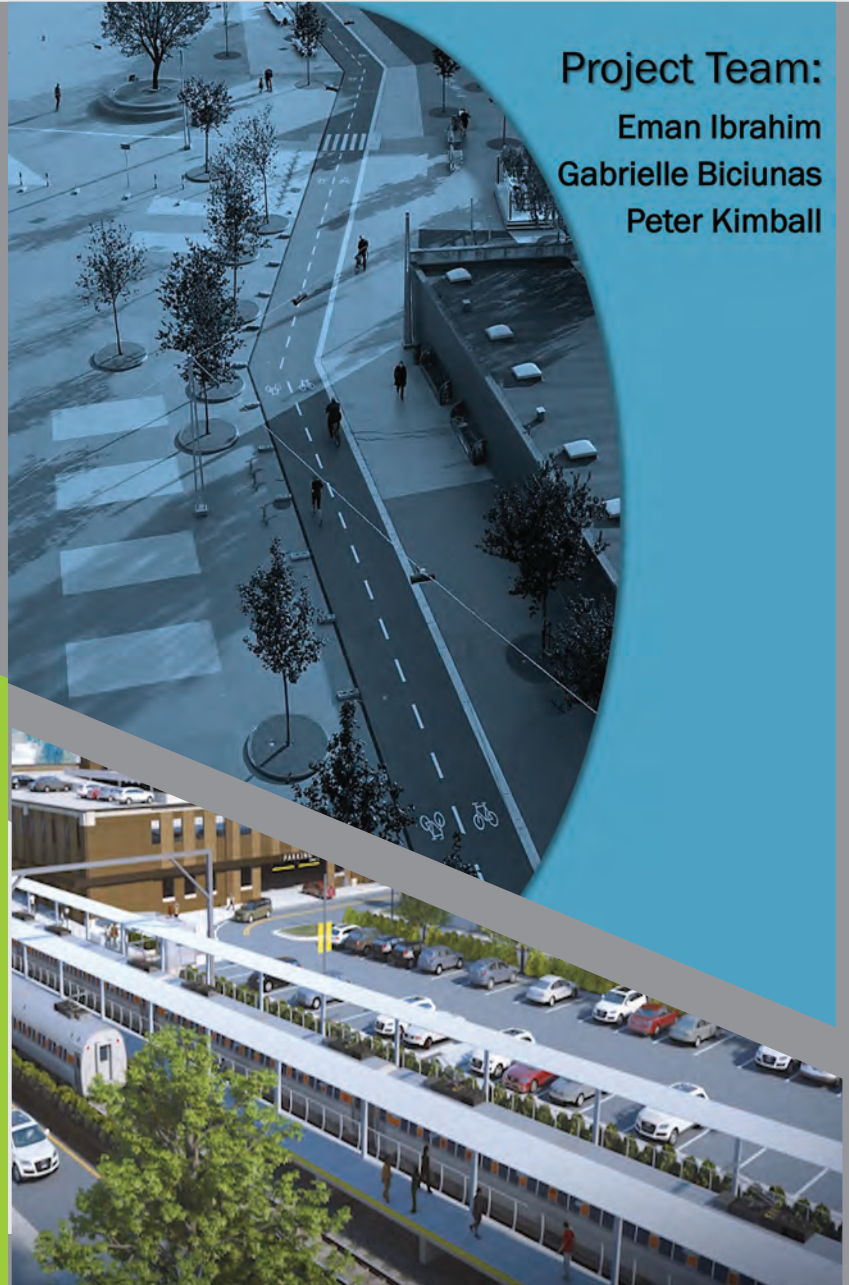


NIRPC Transit Oriented Development (TOD) Program Funding Report 2022



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TOD EFFORTS WILL CREATE LIVABLE AREAS OF MIX-USE AROUND TRANSIT STATIONS AND ENHANCE THE TRANSIT INFRASTRUCTURE INVESTMENTS BY REDUCING VEHICLE MILES TRAVELED ON-ROAD, EMISSIONS, ENERGY USE, AND PERSONAL TRANSPORTATION COSTS.

Introduction

The project's main goal is to bring vitality and livability to transit station areas and transit corridors and support the NIRPC TOD funding application. This program supports the implementation of the NWI 2050 Plan and its strategies and economic development of the Region. It establishes linking transportation investments with land-use decisions within the Region. The TOD efforts will create livable areas of mix-use around transit stations and enhance the transit infrastructure investments by reducing vehicle miles traveled on-road, emissions, energy use, and personal transportation costs. In addition, it will support economic development in and around station areas. The TOD funding program will establish investment guidelines and project eligibility. Evaluation criteria and recommended funding allocations will be determined with funding availability.

2050 Plan TOD Strategies:

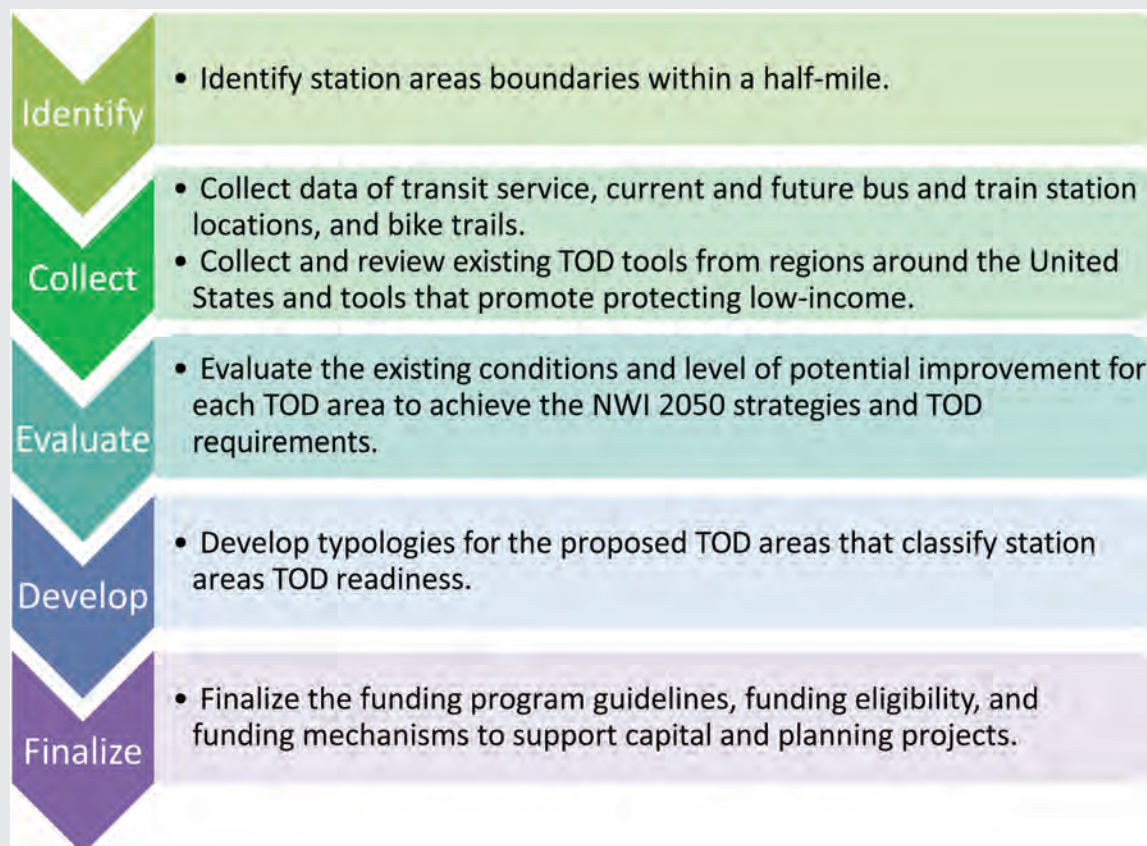
1. Encourage municipalities to update land-use regulations to include pedestrian connectivity between land uses.
2. Improve the accessibility of transit by using universal design standards when developing new transit infrastructures like bus stops and other signage.
3. Improve the efficiency of transit and curb the costly growth of sprawl by increasing the overall density of urban areas.
4. Prioritize funding for transit-oriented development.
5. Provide technical assistance for TOD planning.
6. Support the Transit Development District (TDD) of the regional South Shore Corridor TOD areas to develop context-appropriate strategies for creating a network of transit-oriented places and sites that integrate different functions and activities within easy transit access.
7. Develop healthy livable areas with housing choices that improve diversity, accessibility, price, household income-based, household composition, rental, home, ownership, and lifestyle.
8. Incorporate policies and strategies in transportation funding to support main centers, revitalization areas, and emphasize infill.
9. Increase roadway safety through traffic calming techniques and ensure utilization of safety design standards.
10. Help local governments adopt and keep up-to-date open space plans and public access standards to increase accessibility to openspace and parks.
11. Establish regionwide bike share at major activity centers and transit stations.
12. Improve pedestrian and bicycle access to high-density population areas, employment, retail centers, transit stations, parks, and schools.

Background

The TOD project methodology is linked to the Creating Livable Communities (CLC) activities and the Transit Development District (TDD)* activities already underway. The TOD project/ program will revolve around the South Shore Line double tracking along the existing route, NICTD West Lake Corridor expansion in Lake County, and selected major bus stations throughout the Region.

** TDD is established by the Regional Development Authority (RDA). TDD is a regional TIF district focused on TOD.*

Project Process



Transit Development Districts (TDD)

- It is defined by a contiguous boundary drawn around a station area
- It must be no more than 0.5 square miles (320 Acres) in area.
- They provide economic tools and strategies to support local communities in implementing high-quality transit-oriented development.
- They capture the incremental growth in local income and property tax revenue, for public investment related to the station area.
- After consultation with local communities, two public hearings must be held before the RDA approves the TDD boundaries for review and approval by the State Budget Committee.

Revenue Parameters

- Revenue collected from the district is spent in the district.
- Local community retains land use and zoning control.

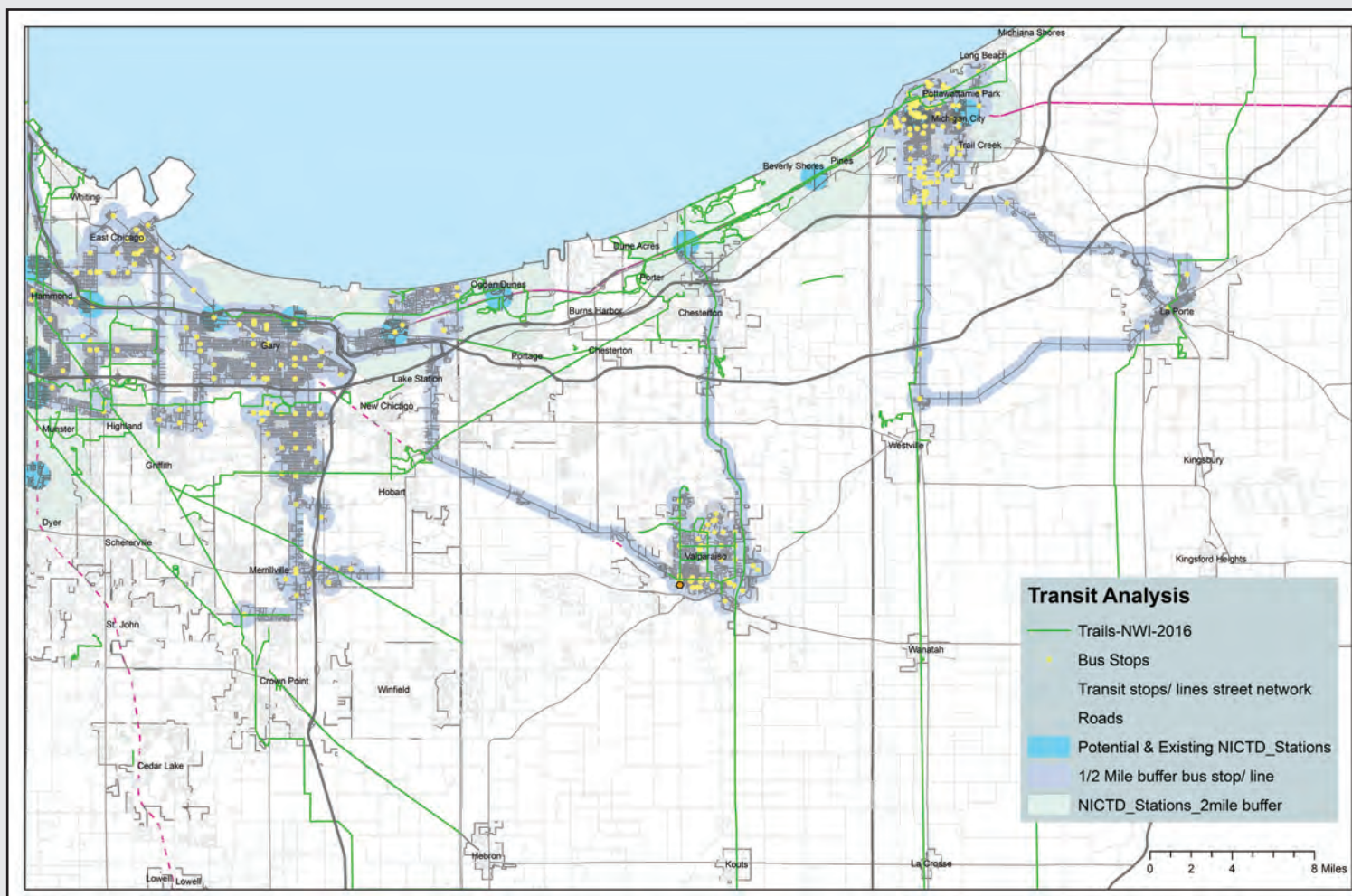
Source: <https://www.nwitdd.com/>



Project Area

The project area includes areas around the South Shore stations, the future Westlake Stations, and selected major bus stations. The selected bus stations are evaluated and narrowed down based on readiness, a TOD plan, ridership per year, and bus frequency per day. As a result of this evaluation, five stations are selected, Broadway/ 11th and Broadway/ 35th- IUN in Gary- Broadway/ Century Plaza in Merrillville- Downtown East Chicago at 4700 Indianapolis Blvd Downtown Valparaiso at Campbell/ Brown. A half-mile buffer boundary defines the boundary of each station. GIS data was collected

within the defined boundary using census tract information of population, employment, housing, and land uses to obtain data for each station. However, census tract data boundaries may go, in some cases, beyond the half-mile boundary. For example, few commuter rail stations have very large census tracts because they are less urbanized, and their area boundary is adjusted to a square mile (640 acres). But all bus station boundaries are calculated based on the half-mile buffer area (503 acres). Bike and walking scores are also collected for the stations.



Transit Area Evaluation & Analysis

NIRPC performed transit areas analysis for potential TOD at station areas. Eight elements are considered to evaluate the potential TOD areas. These elements Are:

Population Density: Higher population density is more favorable and efficient for a TOD area.

Employment Density: Employment density is a key factor to bolster transit ridership. The desired employment density is 15-30 employees per acre.

Housing Density: High density of housing types will generate high levels of pedestrian activity and transit use. The desired housing density is 5-20 houses per acre.

Walk Score: A walk score measures walking activities within a half-mile buffer and pedestrian friendliness by analyzing area amenities, population density, and road metrics such as block length and intersection density.

Bike Score: A bike score measures a location for good biking activities within a half-mile buffer based on the existence of bike lanes, destinations, road connectivity, and bike commuting bike-share.

Transit frequency: High-frequency train or bus services contribute to more ridership and revenues. It also creates livability within a TOD area.

Transit Ridership: Transit ridership is the average number of daily boardings at each transit station. The higher the population and employment density, the higher is the ridership and the more successful TOD.

TOD Plan: Station area with a TOD Plan can play a major role in getting implemented and funded.

Hammond, Gary Metro, and East Chicago represent **73%** of the total ridership on the South Shore Line in NWI. They also represent the highest train frequency of **36** trains per day.

Researchers have found sharp increases (a tripling) in ridership as average residential densities approach 30 units per acre. A minimum density of about 50 employees per acre is necessary to support regular transit services in the downtown area. People do not switch from driving to transit until employment densities reach about 50 to 75 employees per acre.

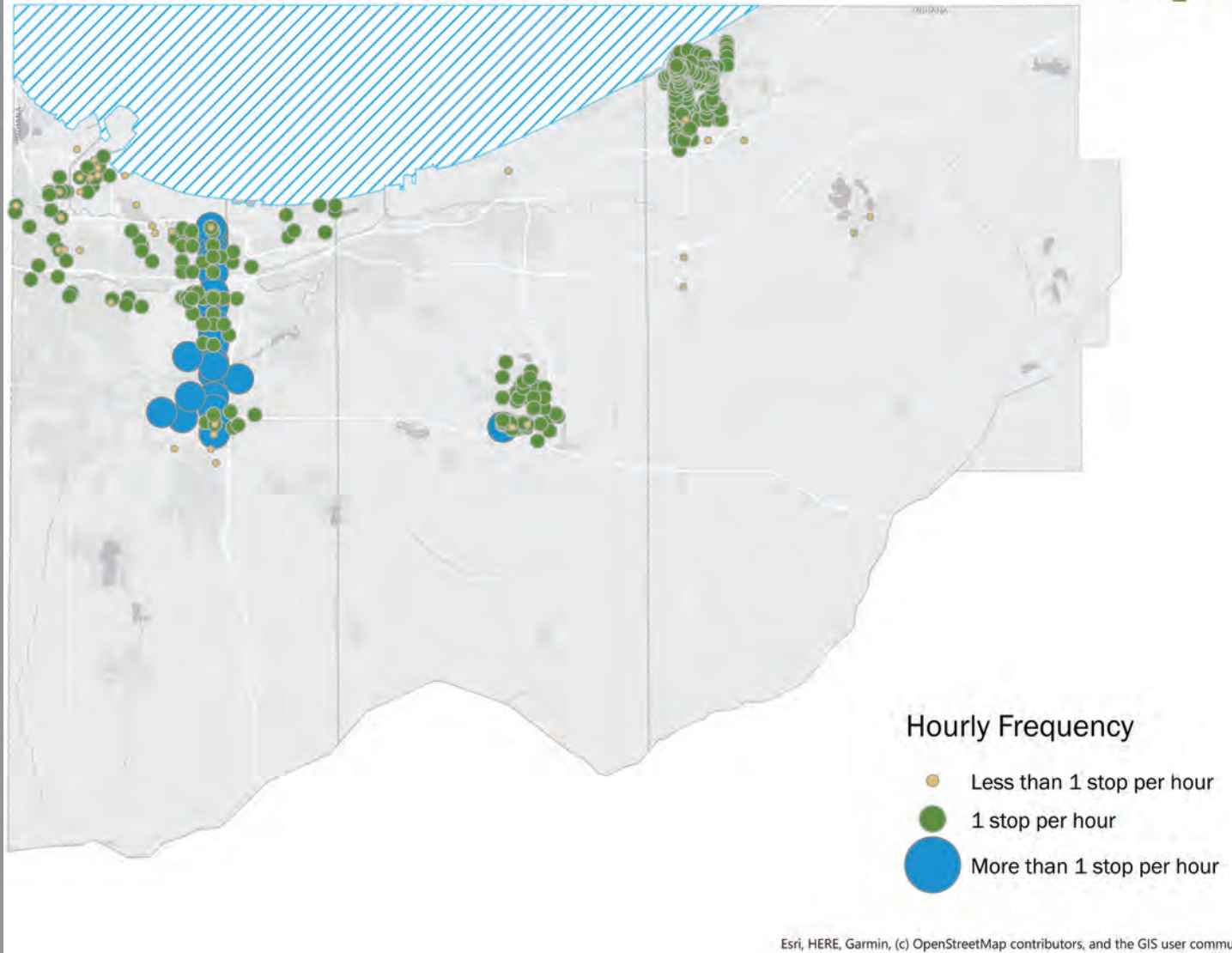
Source: St. Louis TOD Framework Chapter 4-TOD toolbox



The photo on the left is courtesy of the NWI Times- Orland Park 143rd Street Metra station TOD.

Transit Frequency Map

NWI Transit Frequency



Transit Stations Data

| TOD District | Adjusted Acres* | Total Population | Residential Acres | People Per Acre | Total Employment | Employment Acres |
|-----------------------------|-----------------|------------------|-------------------|-----------------|------------------|------------------|
| South Shore | | | | | | |
| 11th Street (Michigan City) | 472 | 4,464 | 154 | 17 | 2,875 | 113 |
| Beverly Shores | 625 | 211 | 61 | 3 | 135 | 5 |
| Carroll Street | 640 | 1510 | 117 | 5 | 1512 | 190 |
| Dune Park (Chesterton) | 640 | 265 | 34 | 8 | 13 | 1 |
| East Chicago | 342 | 1,507 | 61 | 15 | 309 | 41 |
| Gary Metro Center | 640 | 1,439 | 37 | 8 | 7,153 | 152 |
| Gary/Chicago Airport | 640 | 1,648 | 83 | 7 | 802 | 161 |
| Hammond Gateway | 508 | 5,165 | 162 | 20 | 1,118 | 92 |
| Miller | 672 | 1,973 | 119 | 8 | 1,036 | 126 |
| Portage/Ogden Dunes | 640 | 709 | 117 | 4 | 37 | 83 |
| Future West Lake | | | | | | |
| Hammond Gateway | 508 | 5,165 | 162 | 20 | 1,118 | 92 |
| Munster Ridge Road | 568 | 4,233 | 498 | 8 | 1,925 | 66 |
| Munster/ Dyer Main Street | 640 | 3,053 | 225 | 12 | 2,170 | 32 |
| South Hammond | 471 | 4,309 | 225 | 17 | 298 | 22 |
| Bus Stations | | | | | | |
| Broadway/11th | 503 | 2,881 | 73 | 17 | 948 | 97 |
| B'way/35th-IUN | 503 | 3,165 | 148 | 18 | 832 | 30 |
| Broadway/Century Plaza | 503 | 462 | 40 | 1 | 5,171 | 432 |
| Downtown East Chicago | 503 | 8,689 | 99 | 50 | 2,669 | 76 |
| Valparaiso (Campbell/Brown) | 503 | 1,818 | 143 | 6 | 4,202 | 187 |

*Acres are calculated based on census blocks that intersect with the half a mile boundary from a TOD station

** Ridership and Frequency data are not available for the future West Lake Stations

| Employee Per Acre | Density Net Acres* | Total Housing Units | Unit Per Acre | Walk Score | Bike Score | TOD Plan/ Land Use | Ridership/ Year** | Train/Bus Frequency per Day** |
|----------------------------|-----------------------|---------------------------|------------------|---------------|---------------|-----------------------|----------------------|-------------------------------------|
| Train Stations | | | | | | | | |
| 11 | 267 | 2,251 | 15 | 88 | 55 | 100 | 79,205 | 25 |
| 2 | 66 | 117 | 2 | 22 | 38 | 0 | 39,420 | 24 |
| 5 | 307 | 632 | 5 | 34 | 38 | 0 | 141,255 | 31 |
| 0 | 35 | 109 | 3 | 1 | 27 | 0 | 340,910 | 27 |
| 3 | 102 | 507 | 8 | 25 | 37 | 100 | 1,207,420 | 36 |
| 38 | 189 | 948 | 26 | 47 | 46 | 50 | 937,698 | 36 |
| 3 | 244 | 858 | 10 | 31 | 43 | 0 | 82,855 | 31 |
| 4 | 254 | 1,927 | 12 | 71 | 59 | 100 | 878,920 | 36 |
| 4 | 245 | 1,080 | 9 | 55 | 45 | 50 | 275,940 | 26 |
| 0 | 200 | 399 | 3 | 6 | 27 | 50 | 180,310 | 25 |
| Light Rail Stations | | | | | | | | |
| 4 | 254 | 1,927 | 12 | 71 | 59 | 100 | N/A | N/A |
| 3 | 564 | 1,869 | 4 | 82 | 71 | 100 | N/A | N/A |
| 8 | 257 | 1,221 | 5 | 27 | 36 | 100 | N/A | N/A |
| 1 | 247 | 1,788 | 8 | 43 | 60 | 100 | N/A | N/A |
| Other Stations | | | | | | | | |
| 6 | 170 | 1,833 | 25 | 57 | 50 | 50 | 413,812 | 25 |
| 5 | 178 | 1,157 | 8 | 48 | 58 | 50 | 356,772 | 25 |
| 11 | 472 | 355 | 9 | 48 | 40 | 50 | 241,396 | 25 |
| 15 | 175 | 3,625 | 37 | 84 | 58 | 0 | 178,872 | 35 |
| 13 | 330 | 935 | 7 | 69 | 50 | 100 | 176,653 | 35 |

Areas that have frequent bus and rail services make public transportation a more reliable means of transportation and promote less driving.

TOD Typology

The TOD typology helps the TOD program investment and public agencies understand the investment types needed for their TOD areas. It is based on a unique analysis of the Region's train and bus station character, ridership, and train/bus frequency. The typology assists in clarifying each transit station type of improvement and investment because, for example, not all transit communities can effectively support real estate investments. In addition, it will identify the appropriate needs for these transit areas of low to moderate markets and urban forms.

The typology of each station area is assessed to the level to which the urban form or physical attributes can support TOD using the following measures: Land Use, Network Connectivity, Bike/Pedestrian Accessibility, and Public Areas.



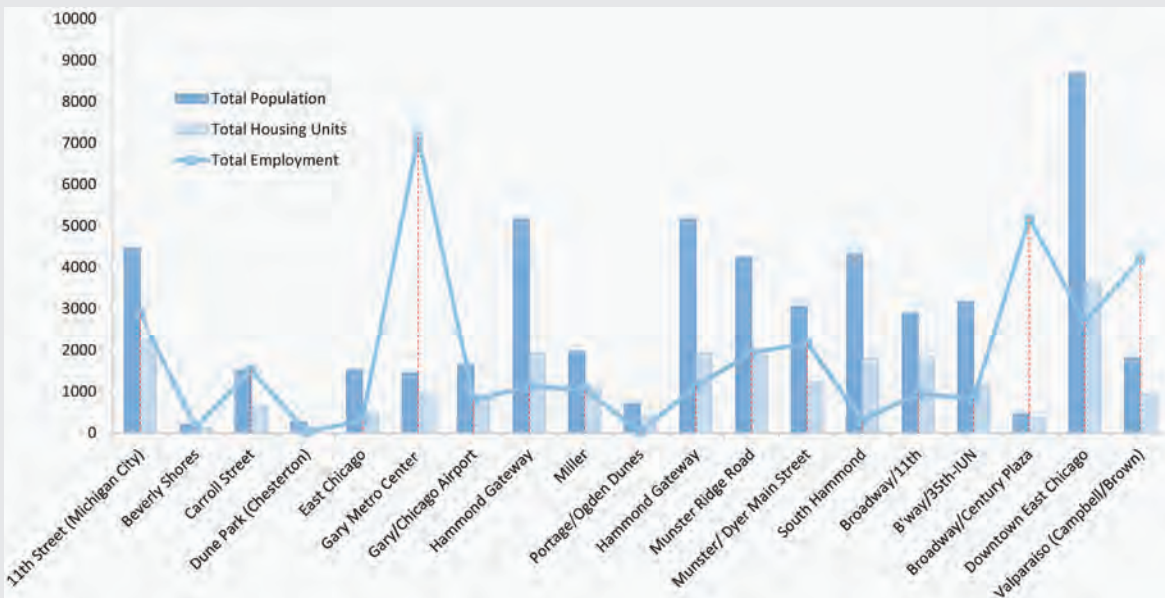
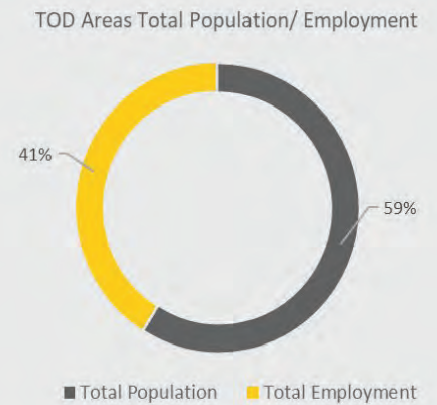
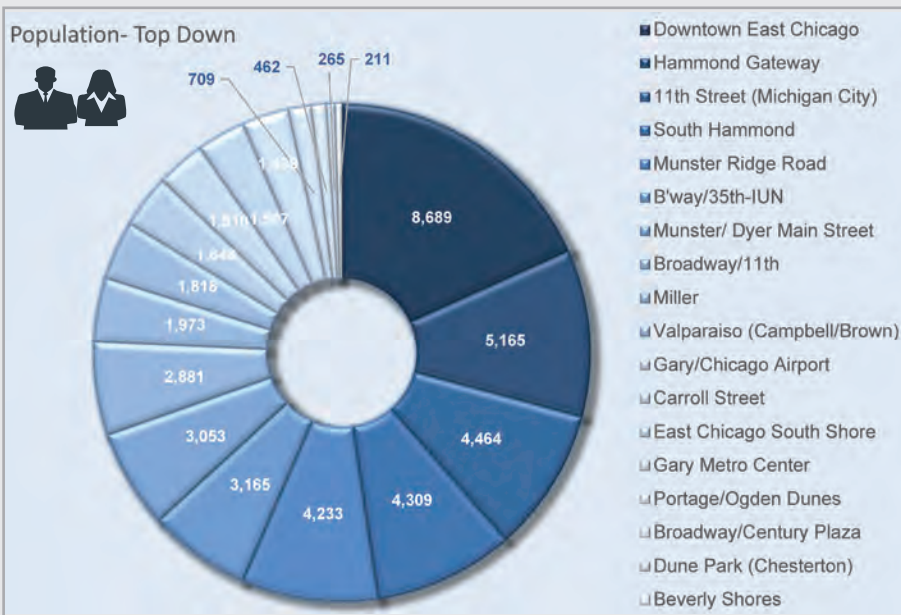
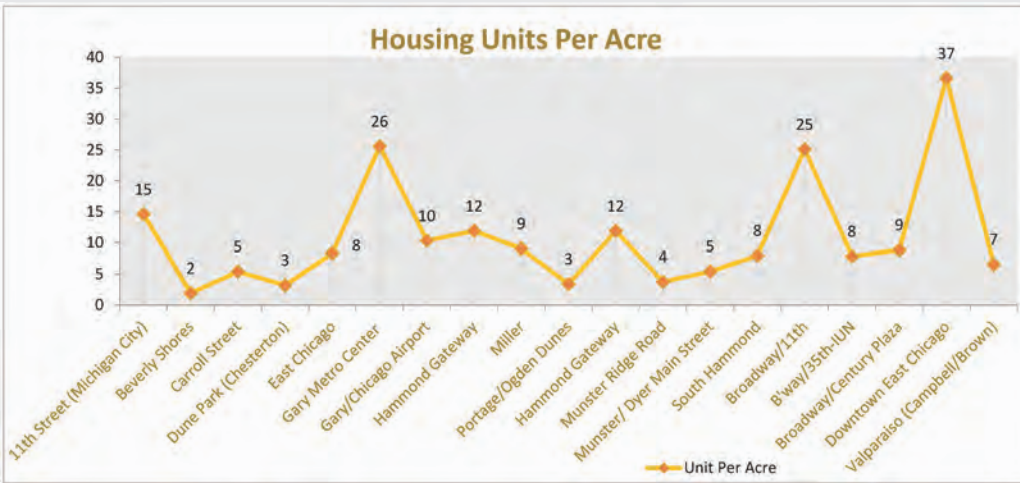
Successful TOD Areas

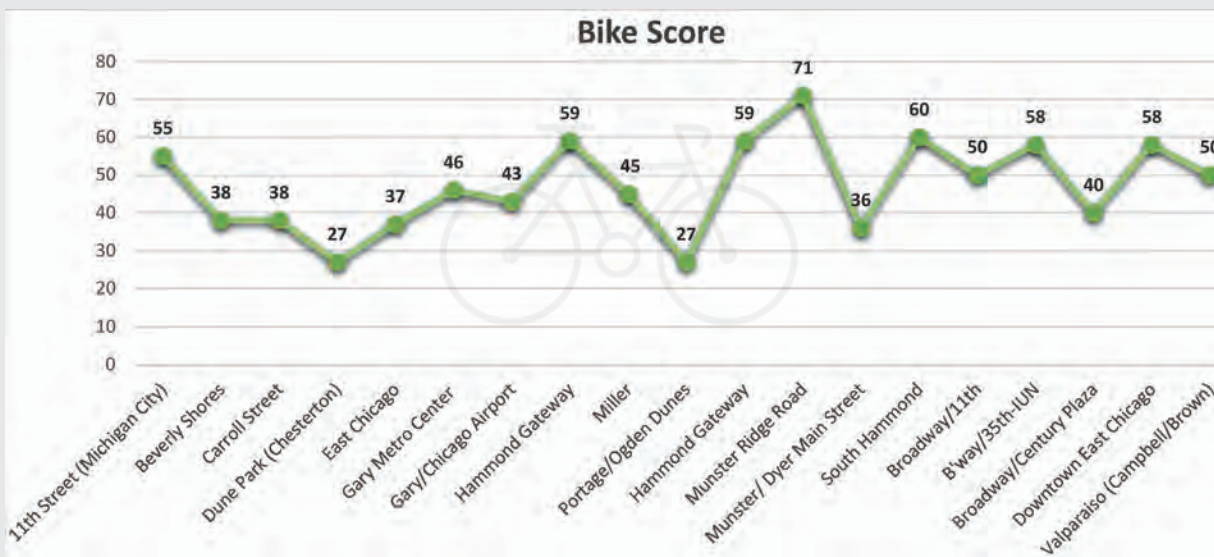
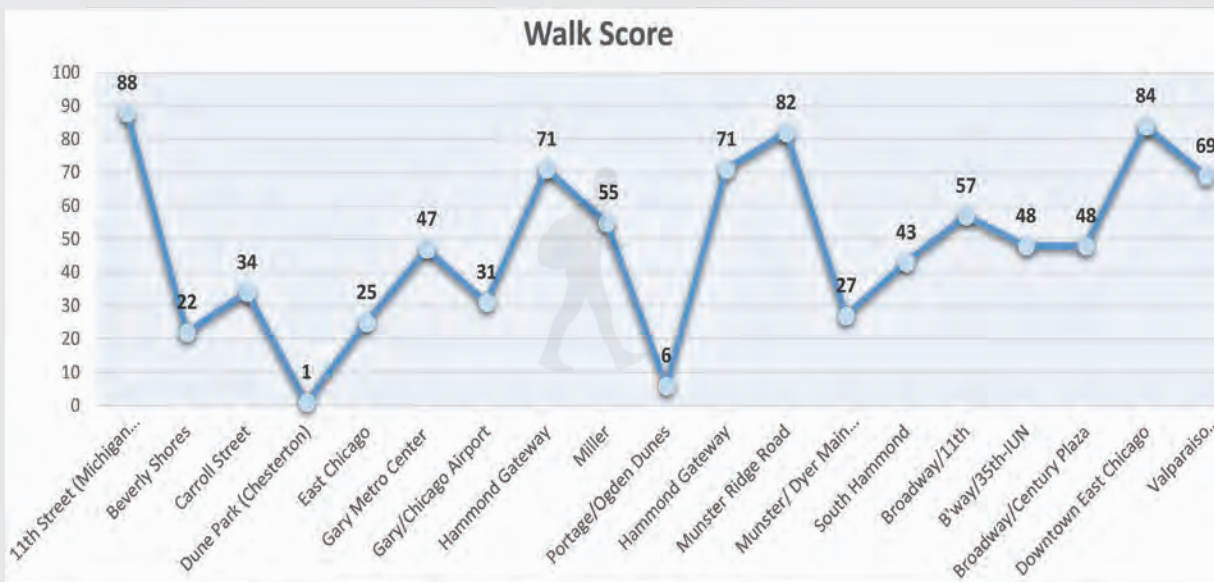
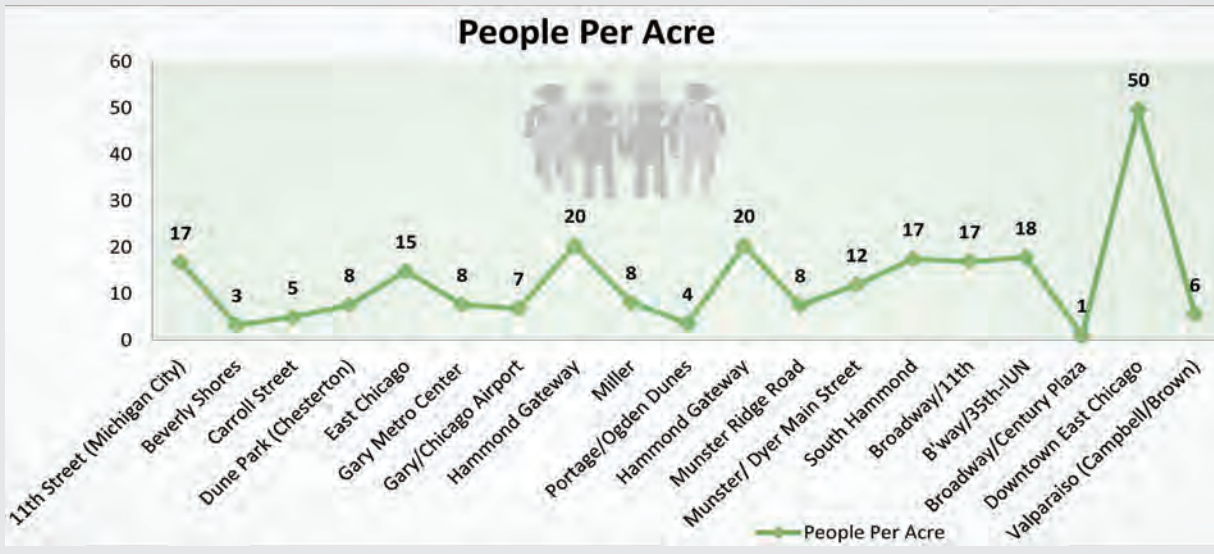
Successful TOD depends on good access and a significant mixed-use density around the transit station. Convenient access to transit brings up development, while density with amenities encourages people to use and live near transit. Focusing growth on transit stations capitalizes on public investments in transit and provides many benefits, including:

- Areas with small block sizes promote more dense development and walkability.
- Areas that have frequent bus and rail service that make public transportation a more reliable means of transportation and promote less driving.
- Areas with urban amenities such as restaurants, grocers, parks, and specialty retailers are accessible without getting in a car.
- Areas with higher density residential and mixed-use housing and employment are adjacent to transit.
- Areas have good access to sidewalks and safe bikeways and embrace universal design.
- Areas with an attractive pedestrian environment, with street-facing buildings, streetscape elements, architecturally appealing buildings, and a network of pedestrian-scaled streets with narrow lanes, low-speed traffic, and cross-marked intersections; and
- A correlated number of residents and workers in the area contribute to reduced auto trips.



NIRPC TOD Funding Program





TOD Classifications

The TOD Typology describes the area around the station and evaluates the function of each station area independently. Every station will serve buildings of various densities, populations, and types of use. The following three TOD Typologies attribute the characteristics of each station area as classified to maximize its effectiveness.



TOD I - Urban Core/ Downtown

- **Land Use:** It contains very dense full city blocks, and buildings offer larger footprints to support the height and scale of the structures. It includes mixed-use commercial, civic activity, office buildings, building heights of four or more stories, historic core or urban downtown, high-density neighborhoods, and 15-25 housing units per acre.
- **Network Connectivity:** It provides a highly connected network of streets, alleys, sidewalks, multiple transportation modes, a strong street grid, and medium block size (>600 feet)
- **Accessibility:** wide sidewalk, biking trails/bike share, scooter share, carpooling, pedestrian crossing, and street design/ADA, and the walk score is more than 80.
- **Public Areas:** Structure parking/ on-street parking, crosswalks, traffic management, transit building/ shelters, public spaces, seating areas, and bike parking.



TOD II - Suburban Community

- **Land Use:** It provides moderate density without sacrificing connectivity. Land use includes mixed-use commercial, office buildings, retail centers, building heights of two or more stories, moderate-density historic housing patterns, and multi-family residential that follow the street grid network. It is a suburban downtown or town center, with a housing density of 8-15 units per acre.
- **Network Connectivity:** It provides multiple transportation modes, a less intense street grid, and a medium to small block size. It includes highly visible pedestrian crossings, a mix of on-street and separated bikeways, narrow vehicle travel lanes with turning restrictions, and priority for transit services.
- **Accessibility:** It has sidewalks, biking trails/bike share, scooter share, carpooling, and street design/ADA, walk score of more than 70.
- **Public Areas and open space:** Surface parking, on-street parking, transit building/ shelters, bike parking.



TOD III - Commuter Community

- **Land Use:** It contains a suburban town center, less concentration of jobs, building heights two or fewer stories, single-family homes, 2-4 units per acre.
- **Network Connectivity:** It includes a very limited street grid and bus transit,
- **Accessibility:** limited sidewalk, biking trails, and a walk score of less than 50.
- **Public Areas:** It provides park and ride, surface parking, and transit buildings/ shelters.

TOD I photo: Downtown Gary IN.

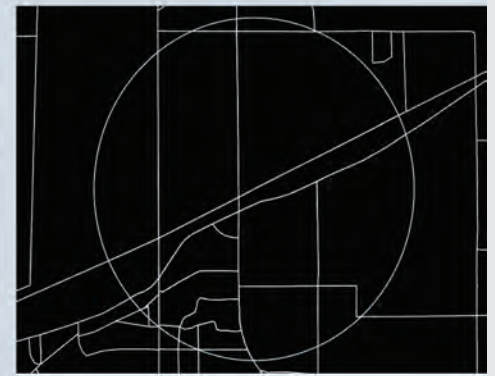
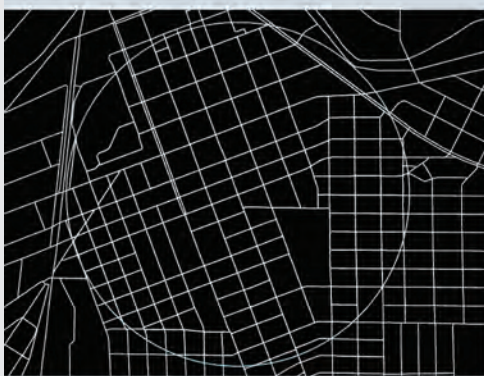
TOD II photo: Downtown Valparaiso, IN.

TOD III photo: Beverly Shores, IN.



Source: FitzGerald Associates-The Emerson's north building is mixed-use in Oak Park, IL, with a new flexible format Target store.

Source: City of Hammond, IN. Downtown Master Plan 2019-Hohman Square.

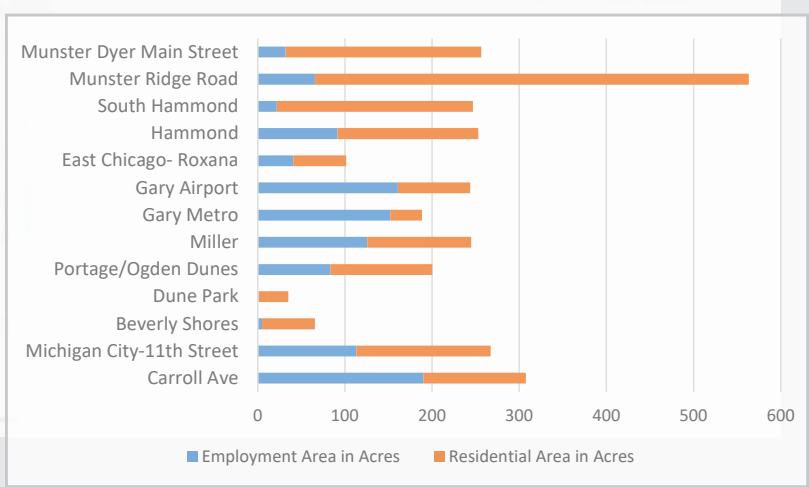
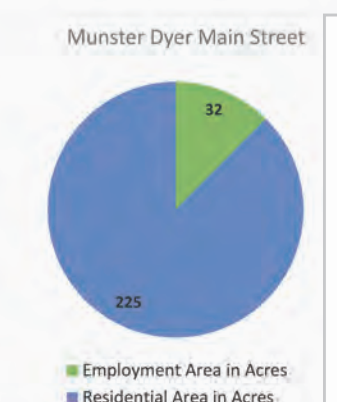
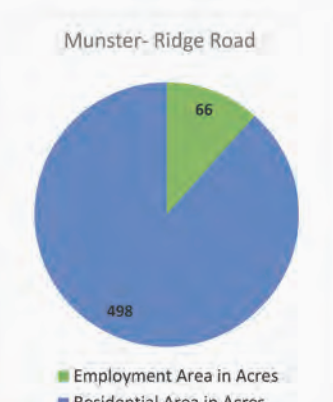
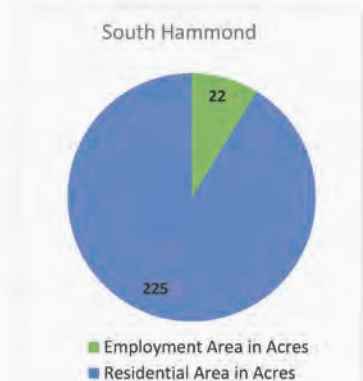
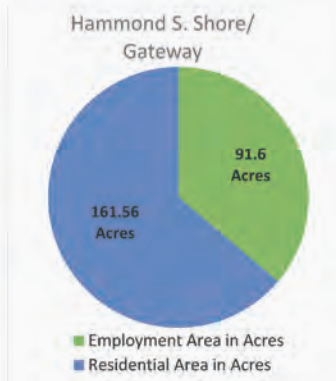
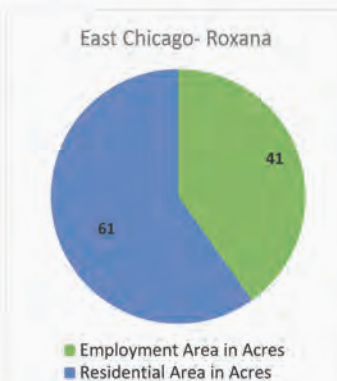
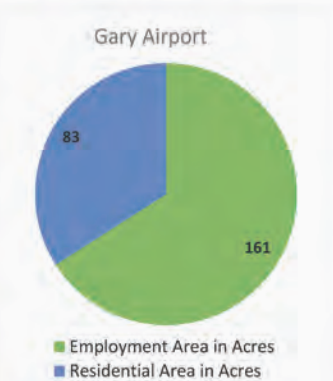
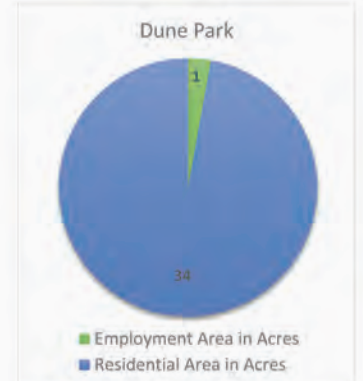
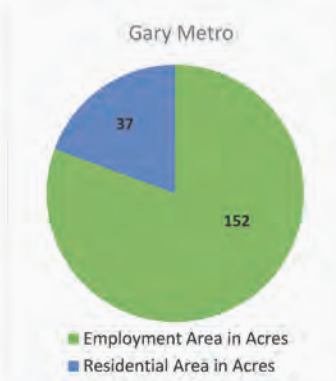
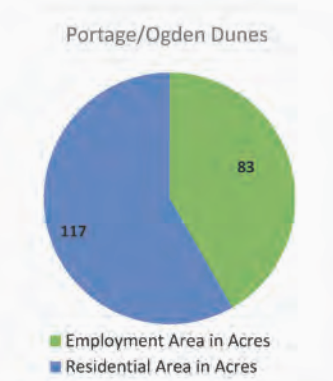
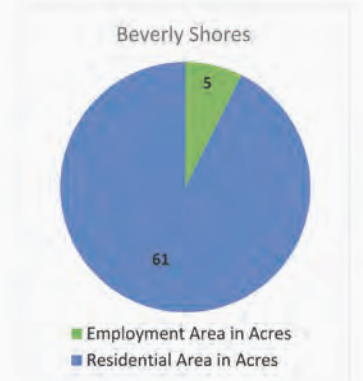
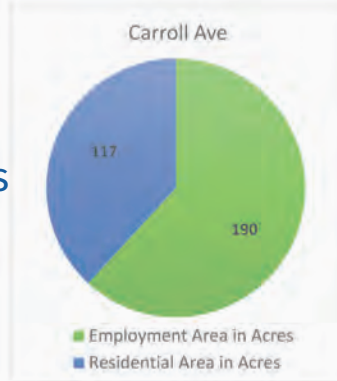


TOD I
Urban Core/
Downtown

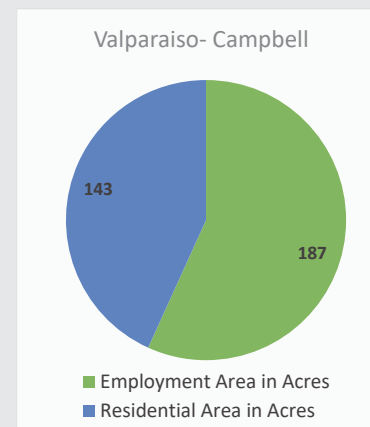
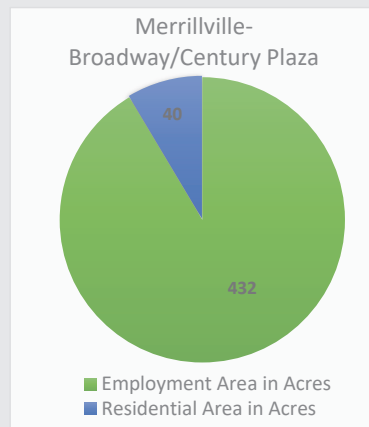
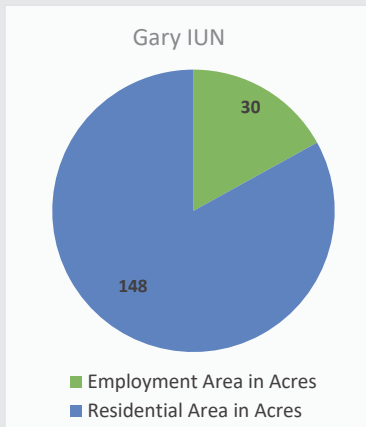
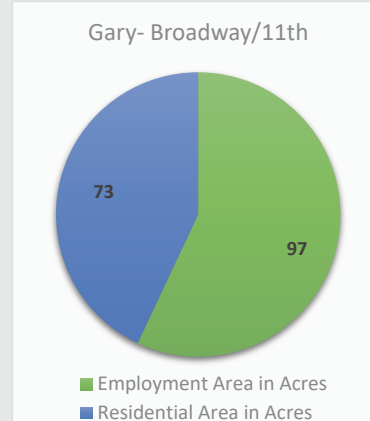
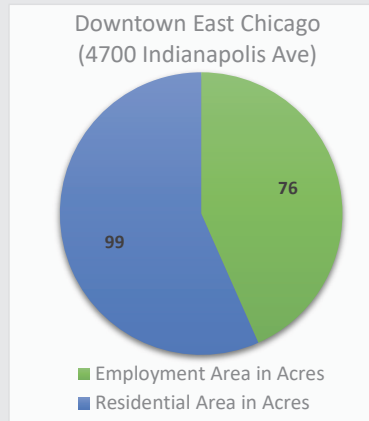
TODII
Suburban
Community

TOD III
Commuter
Community

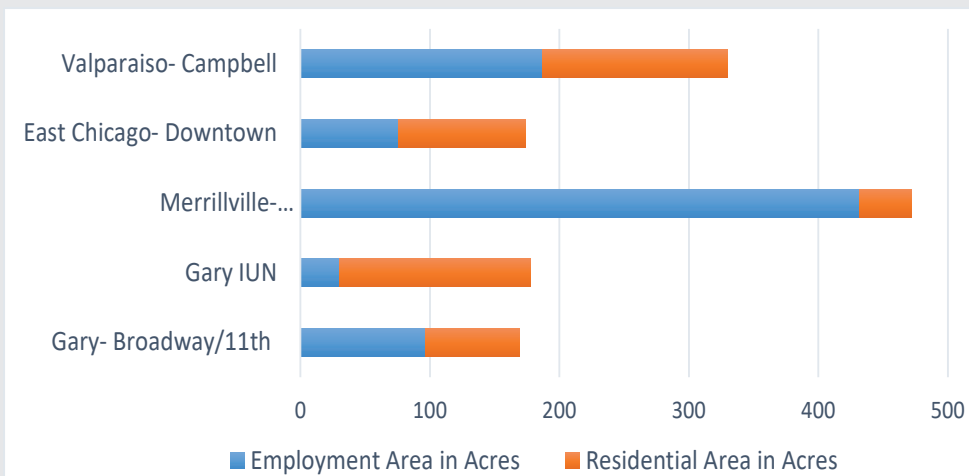
TRAIN STATIONS EMPLOYMENT/ RESIDENTIAL COMPARISON IN ACRES



BUS STATIONS EMPLOYMENT/ RESIDENTIAL COMPARISON IN ACRES



A correlated number of residents and workers in the area contribute to reduced auto trips.



TOD Program

THE PROGRAM'S MAIN PURPOSE IS TO IMPROVE THE OVERALL CHARACTER AND QUALITY OF LIFE, ACCESS, AND DENSITY AROUND THE TRANSIT STATION.

Overview

NIRPC developed a typology to evaluate the TOD readiness of the selected eighteen station areas throughout the region to define the type of improvement and investment needed for each TOD area. The typology elements are the land-use density of population, housing, and employment directly related to transit use. The walk score element also reflects the accessibility to station areas and if amenities of goods and services needed by the neighborhood exist or are lacking. The bike score is also favorable to a TOD area

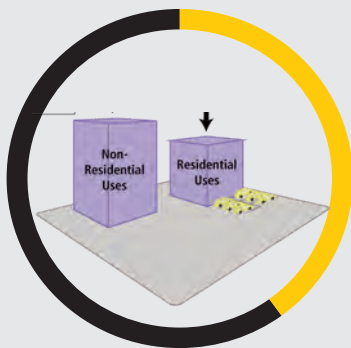
because it allows people to access transit stations by bike without using a personal vehicle. Since the urban setting for the transit stations varies in size and physical form, the TOD areas were divided into three TOD types: TOD I, TOD II, and TOD III. Every TOD type includes the desired urban characteristics for a TOD. Combined scores for each TOD type are calculated by averaging the scores of its categories. Other supporting data, such as ridership and bus/ train frequency, are also considered in the scores. The following table presents the total scores of the identified TOD areas.

| TOD District | People Per Acre | Employee Per Acre | Unit Per Acre | Walk Score | Bike Score | TOD Plan/ Land Use | Ridership/ Year** | Train/Bus Frequency per Day** | Score |
|--|-----------------|-------------------|---------------|------------|------------|--------------------|-------------------|-------------------------------|-----------|
| South Shore Train Stations | | | | | | | | | |
| 11th Street (Michigan City) | 17 | 11 | 15 | 88 | 55 | 100 | 79,205 | 25 | 85,021 |
| Beverly Shores | 3 | 2 | 2 | 22 | 38 | 0 | 39,420 | 24 | 39,834 |
| Carroll Street | 5 | 5 | 5 | 34 | 38 | 0 | 141,255 | 31 | 144,014 |
| Dune Park (Chesterton) | 8 | 0 | 3 | 1 | 27 | 0 | 340,910 | 27 | 341,134 |
| East Chicago | 15 | 3 | 8 | 25 | 37 | 100 | 1,207,420 | 36 | 1,208,603 |
| Gary Metro Center | 8 | 38 | 26 | 47 | 46 | 50 | 937,698 | 36 | 946,390 |
| Gary/Chicago Airport | 7 | 3 | 10 | 31 | 43 | 0 | 82,855 | 31 | 85,045 |
| Hammond South Shore | 20 | 4 | 12 | 71 | 59 | 100 | 878,920 | 36 | 882,614 |
| Miller | 8 | 4 | 9 | 55 | 45 | 50 | 275,940 | 26 | 278,624 |
| Portage/Ogden Dunes | 4 | 0 | 3 | 6 | 27 | 50 | 180,310 | 25 | 181,144 |
| Future Westlake Train Stations | | | | | | | | | |
| Hammond Gateway | 20 | 4 | 12 | 71 | 59 | 100 | 0 | 0 | 3,660 |
| South Hammond | 17 | 1 | 8 | 43 | 60 | 100 | 0 | 0 | 3,869 |
| Munster Ridge Road | 8 | 3 | 4 | 82 | 71 | 100 | 0 | 0 | 4,692 |
| Munster/ Dyer Main Street | 12 | 8 | 5 | 27 | 36 | 100 | 0 | 0 | 2,585 |
| Bus Stations | | | | | | | | | |
| Broadway/11th | 17 | 6 | 25 | 57 | 50 | 50 | 413,812 | 25 | 417,090 |
| B'way/35th-IUN | 18 | 5 | 8 | 48 | 58 | 50 | 356,772 | 25 | 359,180 |
| Broadway/Century Plaza | 1 | 11 | 9 | 48 | 40 | 50 | 241,396 | 25 | 248,010 |
| Downtown East Chicago | 50 | 15 | 37 | 84 | 58 | 0 | 178,872 | 35 | 185,696 |
| Valparaiso (Campbell/Brown) | 6 | 13 | 7 | 69 | 50 | 100 | 176,653 | 35 | 182,586 |
| *Acreage are calculated based on census blocks that intersect with the half a mile boundary from a TOD station | | | | | | | | | |
| ** Ridership and Frequency data are not available for the future Westlake Stations | | | | | | | | | |
| | | | | | | | | | |

Considerations for Areas Near Transit

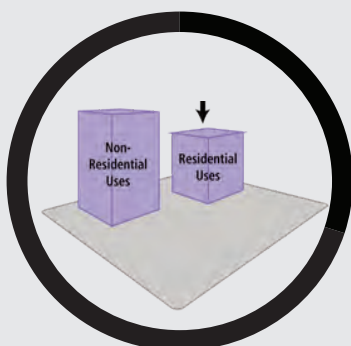


No TOD Ordinance



With TOD Ordinance

50% less Residential Parking
Up to 100% less parking



With Additional Review

Up to 100% less Residential
Parking

Source: Metropolitan Planning Council - Chicago's 2015 TOD Ordinance

Zoning and Land-Use Codes

- Offer developers an allowance to increase density. The density increase would be in units, floor-to-area ratio, or square footage.
- Provide an incentive-based system that requires affordable units in any housing development within a transit zoning district.
- Include Land Use codes that will lead to regional benefits or require stormwater fees for on-site underground retention/detention instead of above-ground ponds.

Parking

- Providing car-share parking spaces in a transit district can result in a 20-parking space reduction of the required transit parking.
- Separating a housing-unit lease from the parking spot lease in the same development allows people to choose to walk, use transit, and save money. But, of course, the developer saves too by building less parking.
- Offer developers incentives to add car-charging stations. Car-charging stations are increasingly in demand by residents.
- Provide bike rack parking, covered bike parking, and bike lockers.
- Move surface parking away from the platform because the best land for development is the land nearest to the station.

Housing Choices

- Provide a variety of housing unit sizes to accommodate different income levels, emphasizing smaller floor plans.
- Link transit funding with the requirement of affordable housing so that transit and housing can strengthen each other.

Transportation Network System

- Provide well-planned curbside management for transit destination options such as eScooters and eBikes that could be rented via smartphone applications. Wide sidewalks and streetscapes are also essential for transit users.
- Plan for curbside loading and unloading to accommodate TNCs like Uber, Lyft, and Zipcar, drastically increasing and reducing the need for onsite parking. The zoning code should consider loading zones of large commercial vehicles and e-commerce deliveries in high-density TOD areas.
- Plan to improve street connectivity through an interconnected street grid with small blocks and high intersection density.

Public Areas

- Plan special public spaces that define the character of the neighborhood.
- Enhance the commuting experience by creating comfortable and appealing streets with amenities, for example, public plazas, pedestrian malls, decorative gardens, or other public spaces that allow for public gatherings.
- Provide public parks to serve as an offset to the high-density residential areas that have less yard space.

Investment Types

TOD Progressing



These areas are starting to support higher density mixed-use development and infill. The market in these areas is generally steady or growing. They have a high-density population and employment and are well connected by a strong street grid and pedestrian and bike network. They represent a successful prototype of land use within the region. However, low-income housing development may be a challenge because of the average to high priced market. This TOD program is appropriate to support affordable housing projects within TOD areas. Investment for these areas should be focused on improving amenities and urban street living infrastructure.

TOD Emergent



These areas have the basics of a TOD but cannot achieve TOD building types or density. They have a moderate population density, employment, and some neighborhood supportive retail and amenities. However, they still have a strong urban character and reasonable pedestrian and bike facilities. Intensive mixed-use and high-density building types are generally not supported in the short term. These emerging areas may have plans and are ideal for TOD program investments to enhance local market strength, increase activity levels using density, and create an urban living character with better connectivity that accommodates all modes of transportation.

TOD Restricted



These are areas near quality transit but lack urban character and are environmentally restricted to support TOD characteristics. Population and employment density are low and they are car-oriented. They may be accessible within walking distance of rail stations or bus stops. Rail stations are served by significant surface parking. These areas usually lack good street connectivity, small blocks, pedestrian and bicycle facilities, and service amenities. These areas require long-range planning and a significant engagement of several public agencies, which will likely take longer to achieve the goal. The TOD program investments may be ideal for planning and improving accessibility to the stations.

| | Measure | Variable |
|--------------------------|----------------------------|---|
| Development Potential | Planning Completed to Date | None-Station Area/Town Center Plan |
| | Vacant Land | Acres of Vacant Land |
| | Ownership | Number of Owners/ Acres of All Parcels |
| | Office Space | Square Feet of Office Space |
| | Retail Space | Square Feet of Retail Space |
| | Development Activity | Pipeline of Planned/Proposed Developments |
| Market Readiness | Household Income | Median Household Income and Disposable Income |
| | Commercial Property Values | Average Dollar Amount of Actual Value |
| | Commercial Land Values | Total Dollar Amount of Commercial Values |
| | Home Values | Average Dollar Amount of Actual Value |
| | Residential Land Values | Total Dollar Amount of Home Values |
| | Housing Tenure | Percentage of Rentership |
| | Retail Rents | Average Commercial Rents - Dollar per Square Foot |
| | Residential Rents | Median Monthly Rent |
| | TOD Characteristics | Employment Density |
| Population Density | | Population/Acre, Households/Acre |
| Housing Density | | Housing Units/Acre |
| Community Amenity Access | | WalkScore |
| Automobile Ownership | | Percentage of Households with Vehicles |
| Physical Form | | Percentage of Blocks =< 4.0 acres |
| Intersection Density | | Number of Intersections per Square Mile |

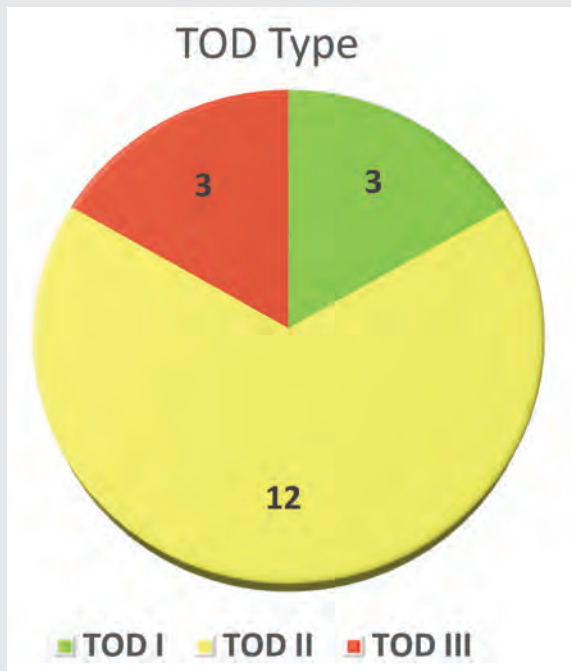
Source: Smart Growth America- TOD readiness tool

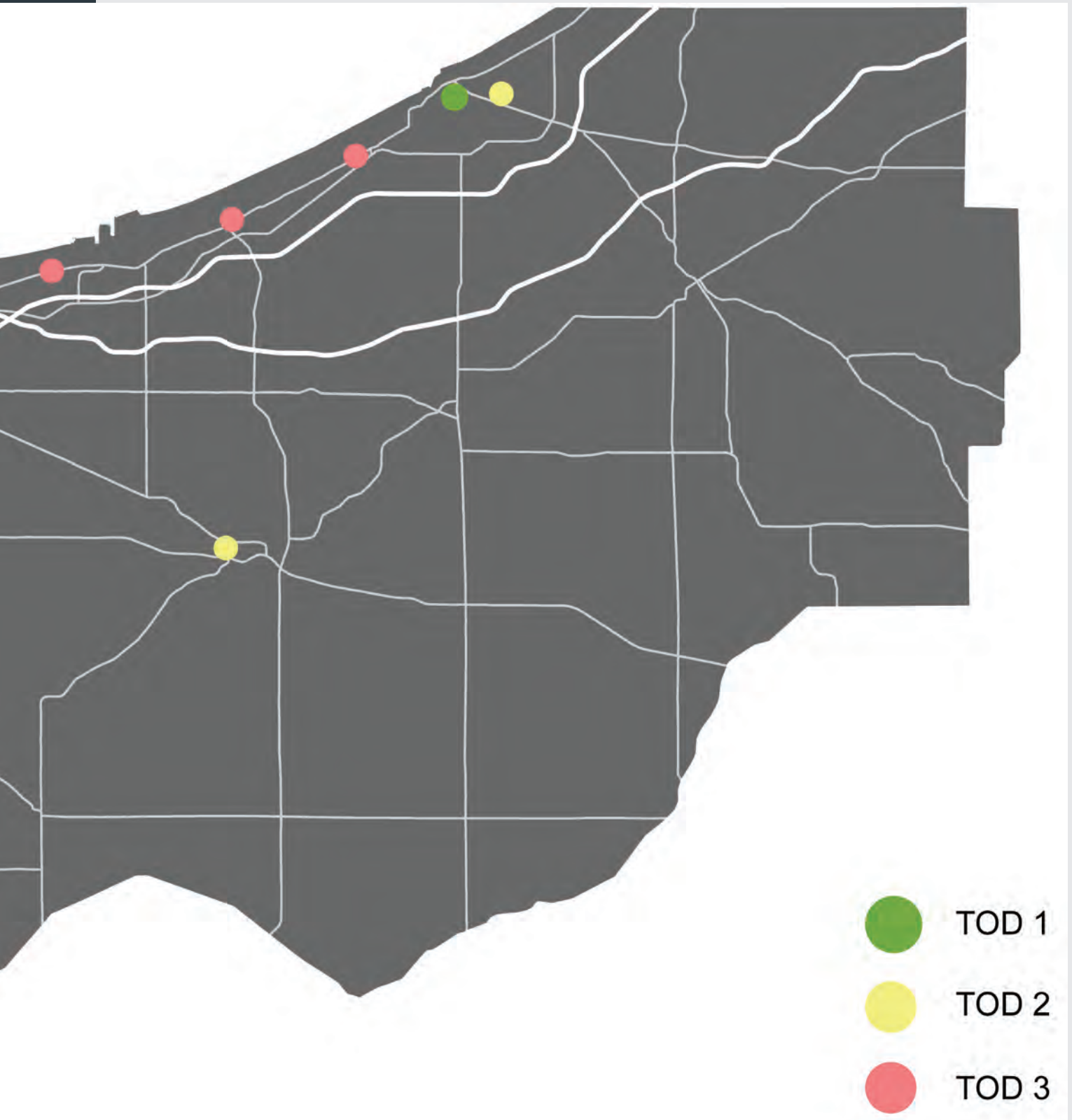


Source: www.kimley-horn.com - Minneapolis-Saint Paul

TOD Reference Map

- 1** Urban Core / Downtown
- 2** Suburban Community
- 3** Commuter Community







TOD Communities

Analyzing data and facts is critical to uncovering and understanding the need, thus providing the basis for problem-solving and decision-making.

TOD I - Urban Core/ Downtown

Hammond

Gary

Michigan City



Source: Making the case for TOD- <https://railvolution.org/makingthecasetod4142016/>

Desired Elements

1. Land Use

It contains very dense full city blocks, and buildings offer larger footprints to support the height and scale of the structures. It includes mixed-use commercial, civic activity, office buildings, building heights of four or more stories, historic core or urban downtown, high-density neighborhoods, and 15-25 housing units per acre.

2. Network Connectivity

It provides a highly connected network of streets, alleys, sidewalks, multiple transportation modes, a strong street grid, and a medium block size (>600 feet).

3. Accessibility

It includes a wide sidewalk, biking trails/bike share, scooter share, carpooling, pedestrian crossing, and street design/ADA, and the walk score is more than 80.

4. Public Areas

It has structure parking/on-street parking, crosswalks, traffic management, transit buildings/ shelters, public spaces, seating areas, and bike parking.

Hammond South Shore & West Lake Gateway Stations

The Hammond TOD area includes the new location of the South Shore Line (SSL) station and the future West Lake Gateway station, located about 0.15 of a mile west of the City’s current SSL station. The area is defined as a TOD I. It is located north of Hammond, north of the Grand Calumet River, and downtown. The station is located between Brunswick and Hanover streets and west of Wabash Avenue. Based on Hammond Downtown Plan, it is also considered to include a downtown station on the West Lake line. The NICTD FEIS report included an at-grade Downtown Station turning west to travel under Hohman Avenue. Hammond Gateway Station and parking would be south of the West Lake track. The station area would accommodate access to the SSL platform through a paved plaza under the elevated West Lake track from the parking lot. Currently, the Gateway station is advancing to the construction phase. Construction is expected to begin in 2022. The existing SSL’s ridership ranks third with 878,920 ridership per year compared to the other SSL stations. The total acreage of the TOD area is about 508 acres.

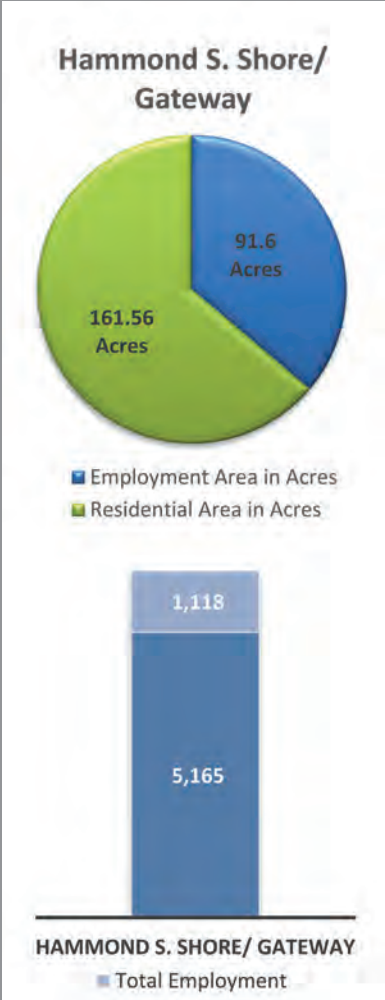
LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area typology is characterized by intensive residential areas within walking distance from the station and a low density of commercial, employment, and civic/cultural uses. Multi-family multi-floor housing is located near the station. The area population is 5,165 people, with a high density of 20 people per acre. The area housing is about 1,927 units with a high density of 12 units per acre. Generally, the housing stock’s quality varies from poor to good condition. Commercial areas are largely one or two-story buildings along Hohman Ave and Sheffield; some parcels are underutilized or unused. Calumet Avenue is the main commercial corridor through Hudson Street. The employment is considerably low, with four employees per acre.

The existing South Shore Hammond Station would be used for overflow parking and future transit-oriented development.

NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

The neighborhood connects well to the South Shore station. The proposed Hammond Gateway station plan reflects Gostlin Street as the major east-west corridor north of the station, and Sheffield serves the north-south connection. In addition, the toll road I-90 is accessible through the Calumet Avenue/ 141st Street exit, creating an ideal location for the area logistics operations facilities. Public transportation is provided by GPTC buses and East Chicago



Transit to Hammond. However, it is over a mile away from the TOD area, challenging the households that rely more on public transportation to meet their various needs. Currently, there is no designated bike routes or trail within the area. However, Hoffman Street and Sheffield, connected to the Marquette Greenway Trail, are recommended in the Greenways + Blueways NIRPC map as excellent bike routes, suitable for bicyclists of all levels, smooth-riding surface with a marked bikeway, a designated bike route, or preferable conditions for shared lane riding.

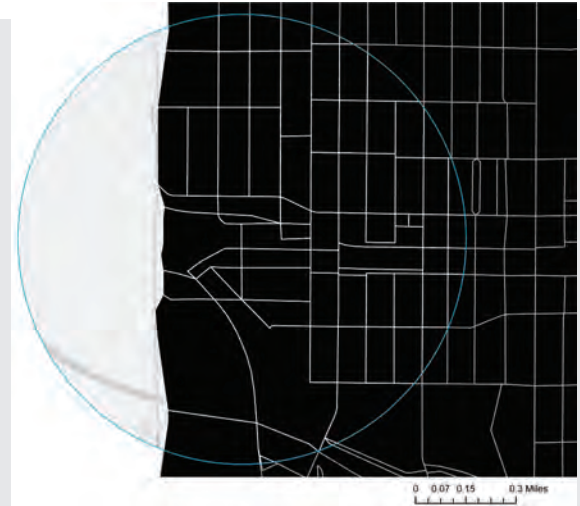
BIKE / PEDESTRIAN ACCESSIBILITY

Overall, the area has a strong urban grid network, except the NICTD and CSX railroad tracks are considered barriers and limit circulation, as not all streets cross the tracks. Block sizes are generally 600 feet or less. Street conditions range from moderate to poor.

The area has moderate sidewalks around the station, but sidewalks within the neighborhoods are generally narrow or poor. There are no dedicated bicycle lanes or sharrows. However, the neighborhood still has a high Walk Score, 71 (Very Walkable), and the Bike Score is 59 (bikeable). ADA accessibility is presented on street intersections, but there are no crosswalks except for the station area.

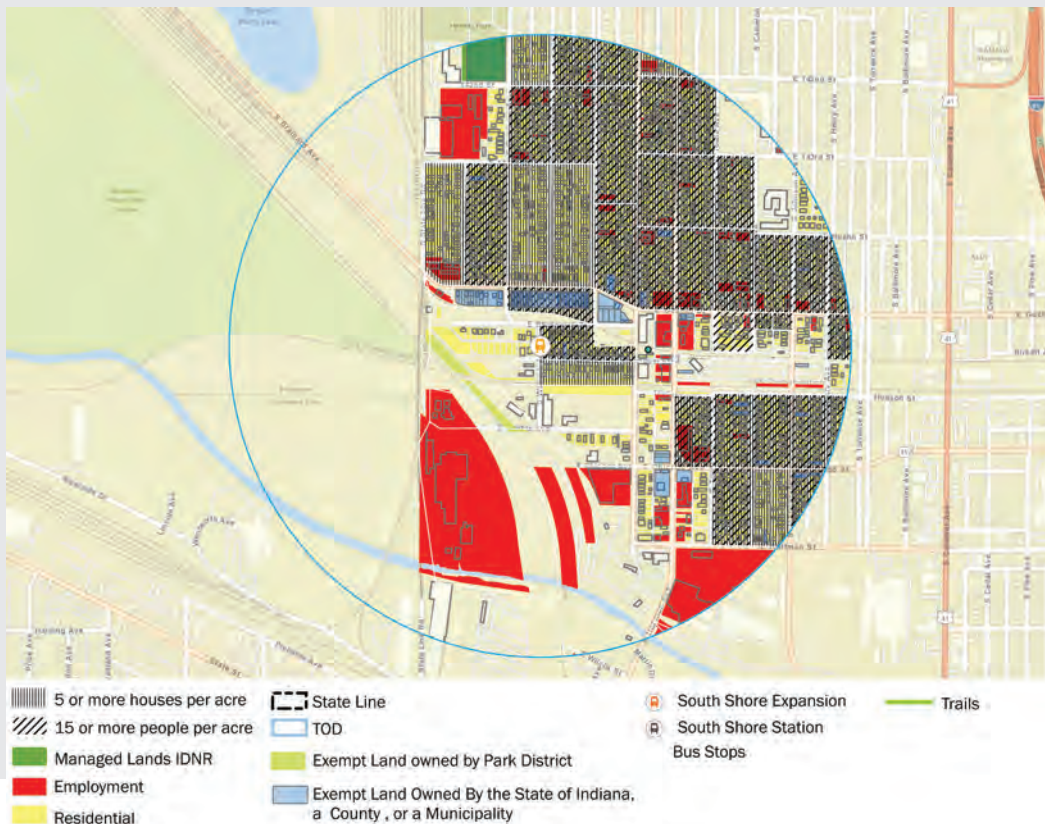
PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

Parks: Hermits Park, located on the northwest border of the half-mile radius is the only Park that serves the area. Openspace



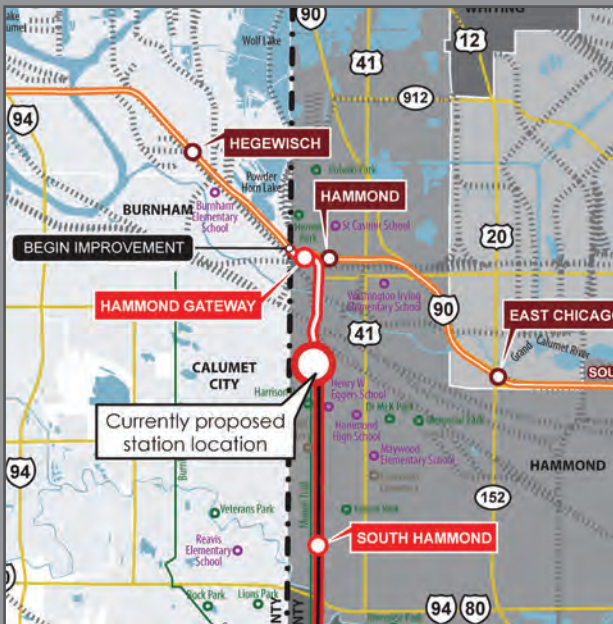
is also limited to the south adjacent to the Grand Calumet River. Marquette Greenway, an off-street bike path, crosses the east side and provides a multi-state bike connection. Additionally, there is a planned trail south near the Grand Calumet River.

Parking: On-street parking is found on Hohman Avenue. The existing South Shore Hammond Station would be used for overflow parking. In addition, the Gateway area station plan by NICTD shows multiple parking areas south of the station. The parking areas are designed for up to 631 parking spaces and 45 “Kiss-and-Ride” spaces.





Source: West Lake Corridor Final Environmental Impact Statement



Source: Downtown Hammond Master Plan (above and bottom)

Recommendations

The Hammond station area has low employment with a high vacancy of commercial and residential buildings. The development of underutilized sites could be redeveloped with increased density. However, the real estate market is not in its high-performance or favorable for developers. Improving access and connectivity on the west side of the stations will improve circulation within the area. Multimodal access, road improvements, and streetscapes can be developed over time. Recognizing these constraints, the City of Hammond should invest and provide incentives to accommodate developers' needs and meet the market demand. Implementing these recommendations and completing the RDA TOD plan will help the area achieve the recommended elements of a TOD I.

TOD Funding:

This TOD area is classified as TOD Emergent, and it is eligible for the following funding categories:

- 1- Non-Capital Improvement: Predevelopment plan
- 2- Capital improvement



Adam Benjamin Jr. Gary Metro

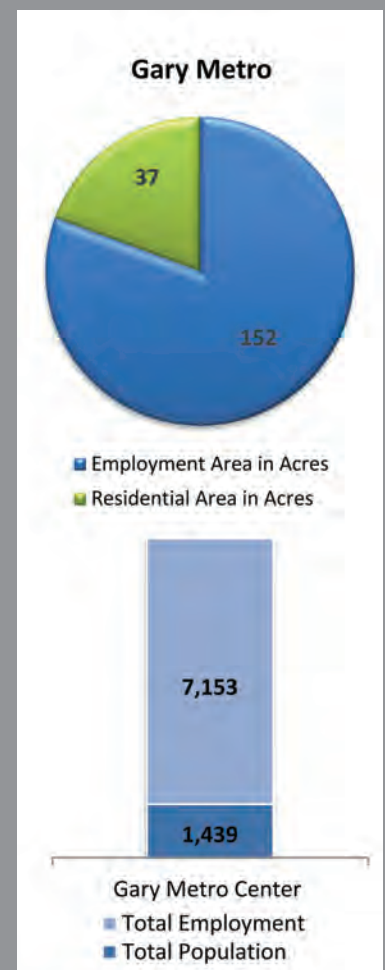
The Adam Benjamin Jr. Gary Metro Station on the South Shore line is in downtown Gary. It is situated just south of US Steel, responsible for originally developing the city. The station provides a multi-modal commuter hub for employment and amenities in Chicago. It also serves as the central bus terminal of the Gary Public Transportation Corporation (GPTC). The station is north of 4th Street and west of Gary City Hall. It is accessible through the main corridor, Broadway Street, and surrounded by the major neighborhoods, Emerson and Horace Mann. The Indiana Toll Road (I-90) borders the north, the Norfolk Southern railroad to the west and south, and the Indiana Harbor Belt railroad to the east. The total acreage of the TOD area is about 640 acres. The station area is classified as TOD I.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area's land use is predominantly commercial and institutional buildings along Broadway and 5th Avenue. Major buildings are the Genesis Convention Center, US Steel Yard Stadium, Gary City Hall, Lake County Superior Court, and other office and commercial buildings developed to help the city spur economic revitalization. Industrial land use is clustered north of the I-90, including the US Steel facility. Only 1,439 people live on 37 acres (7%) of the area, with a density of 39 people per acre. The total housing is 948 units, with a housing density of 26 units per acre. Employment land use represents the largest area (30%), with a density of 48 employees per acre. Infill and new residential areas are needed to improve the jobs-housing balance ratio. When the jobs are high compared to housing, it can lead to traffic congestion and relate to unaffordable housing. New tools are needed to help with the housing affordability issue and ensure that future infill and redevelopment projects are built with optimal TOD. Building heights are between 2-10 stories, which is suitable for a TOD I.

NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS PLAN NAME

The area is well connected by major roads and a strong street grid south of the station. Major roads include the Indiana Toll Road I-90, Broadway Street (SR 53), 4th Avenue (US 12), and 5th Avenue (US 20). Public transit service is available at the Adam Benjamin Metro Center (South Shore train station, Greyhound, GPTC routes BMX, L2, L3, R1, R3, and L5). In addition to the passenger railroad, there are the Norfolk Southern, CSX, Canadian National, Indiana Harbor Belt, and Chicago- Norfolk Southern. There are no designated bike lanes; however, the City is completing a Bicycle and Pedestrian Master Plan with recommendations for non-motorized traffic. The NIRPC Greenways + Blueways map shows 4th Ave, next to Metro Center, and parts of the 2nd Ave and 3rd Ave are identified as bike-friendly roads connected to the Gary Green Link Trail. In addition, Virginia, 4th, and 5th roads are recommended in the NIRPC Greenways + Blueways map as good bike routes with some



improvements, requiring moderate traffic tolerance. But Broadway is recommended as a fair bike route, suitable for advanced cyclists, who must be cautious.

BIKE / PEDESTRIAN ACCESSIBILITY

The residential area is connected by sidewalks and through a dense urban grid network with block sizes ranging from 600- 800 feet in length. Traffic on neighborhood streets is light and pedestrian-friendly. However, traffic along US 12, US 20, and Broadway is heavy, requiring pedestrians to cross at designated stops. US 12 and 20 hold a lot of heavy-duty truck traffic.

The area amenities are very limited to encourage people to walk. Walk Score is 50 (Somewhat Walkable), and Bike Score is 49 (Somewhat Bikeable: minimal bike infrastructure). ADA accessibility is presented on street intersections, but there are no crosswalks at intersections. Sidewalks are in poor to good condition. The landscape is not maintained along the sidewalks next to the abandoned houses.

PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

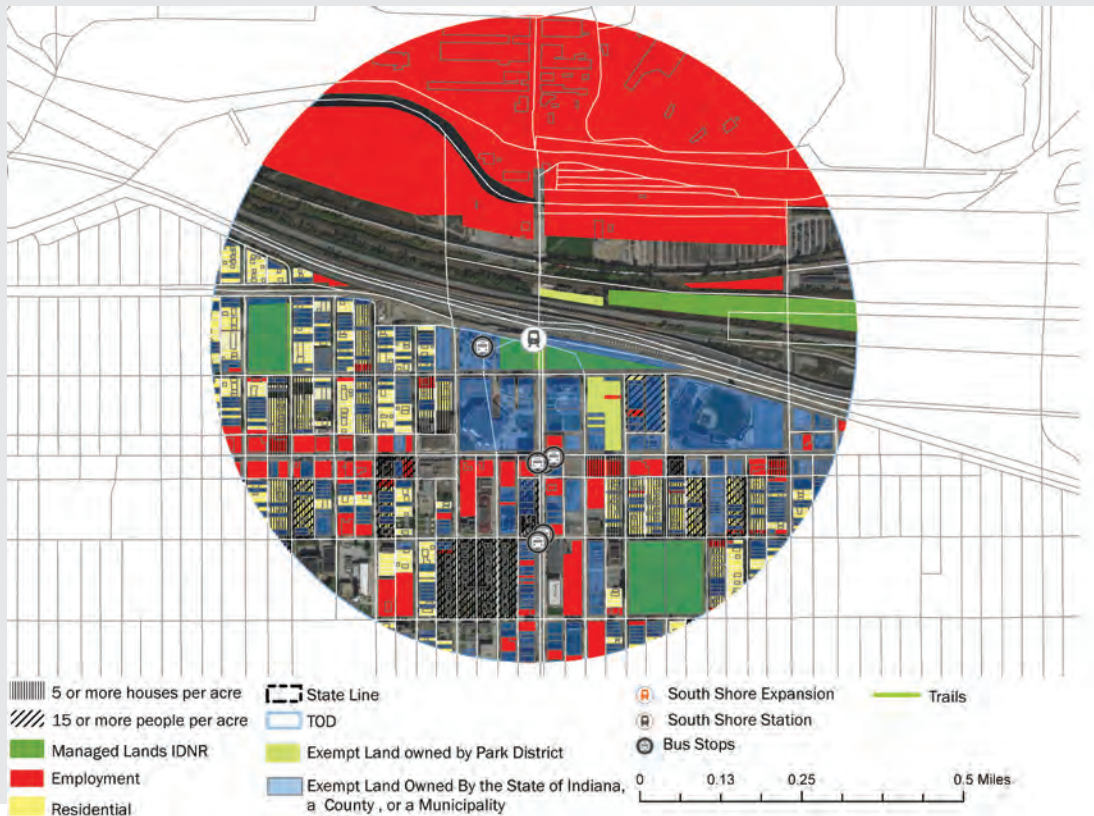
Parks: The area is served by Buffington Park, Gateway Park, Jackson Park, and Borman Square Park. Buffington Park has a trail network, a playground, and monuments. There is significant tree coverage north of the toll road I-90. However, the area overall has less tree coverage along the commercial corridors.

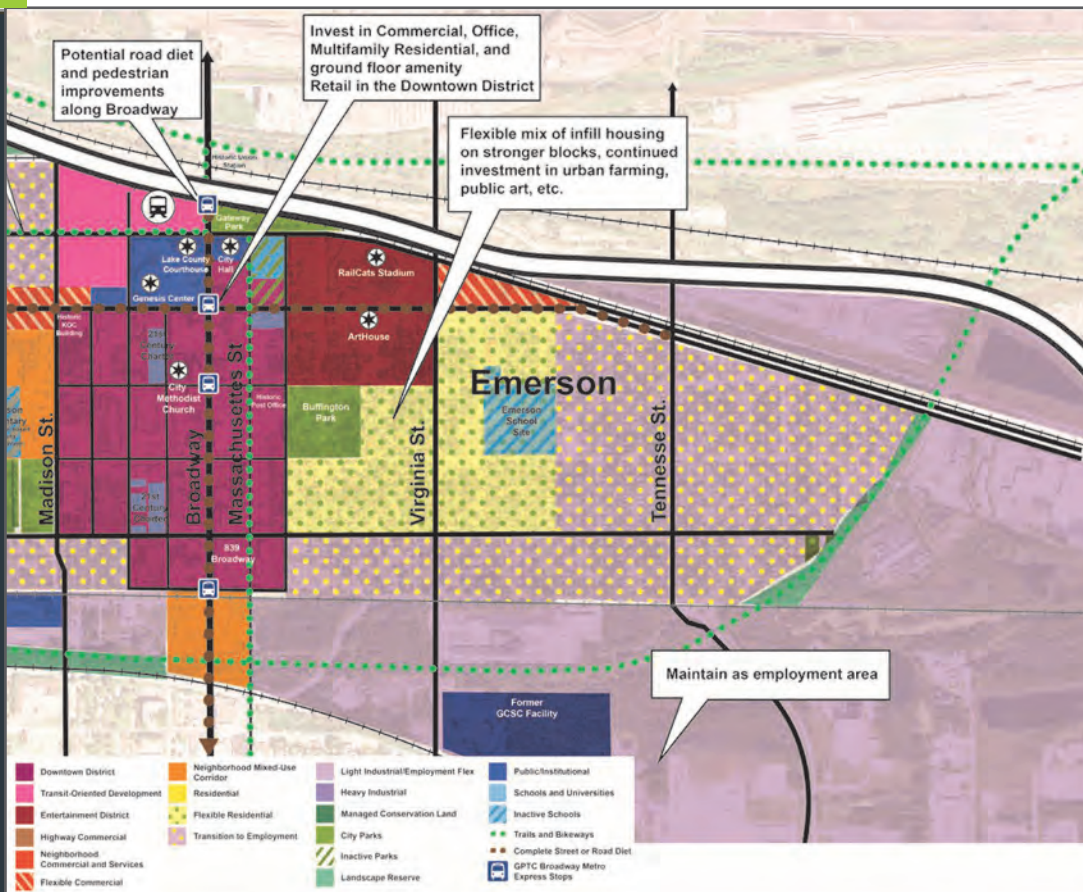


Parking: Street parking is the dominant type, with only large parking lots and a parking garage adjacent to the Genesis Convention Center and large institutions.



Source: Google Map- Multi-Story building at Broadway





Source: 2019 Gary Comprehensive Plan- Recommended land use for Downtown & Emerson

Recommendations

Several area plans, such as Gary 2019 Comprehensive Plan, Bike/Ped Assessment Report 2015 (INDOT/FHWA), Gary Livable Center, Livable Broadway Regional Plan, the Gary 2022 Bicycle and Pedestrian Plan, and Creating Livable Communities 2013 (NIRPC), outlined improvement recommendations and strategies to improve and advance the area to attract more residents and businesses. Recommendations included neighborhood revitalization strategies, strengthening the real estate market, and developing modern buildings that meet businesses' physical and locational requirements within potential growth sectors. In addition, develop ready sites and modern facilities to attract businesses—improvements to pedestrian crossings along Broadway Street and sidewalks will improve accessibility and safety for all users—recommendations for impediments to fair housing choice. Implementing these recommendations will help the area achieve the recommended elements of a TOD I.

TOD Funding: This TOD area is classified as TOD Emergent. It is eligible for the following categories:

- 1- Non-Capital Improvement: Predevelopment plan
- 2- Capital Improvements



Downtown Gary - Horace Mann Neighborhood
Source: 2019 Gary Comprehensive Plan



Source: Chicago Tribune- Genesis Convention Center Parking Garage

Michigan City / 11th Street

The Michigan City South Shore station is defined as TOD II. The TOD area is located downtown. The station is located along 11th Street, which is temporarily closed. A more modern station with two tracks and high-level platforms is currently under construction. The total acreage of the TOD area is 472 acres.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area is predominantly commercial and residential. There are 4,464 people with a population density of 17 people per acre. The total housing is 2,251 units, with a housing density of 15 units per acre. Total employment in the area is 2,875, with a density of 11 employees per acre. Building heights are between 2-4 stories.

The area is fortunate to have the Lighthouse Premium Outlet Mall and the Michigan City Uptown Arts District. In addition, a plentiful variety of shops, restaurants, coffee shops, libraries, and other amenities are within walking distance of the proposed train station.

NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

Major roads in the area are Franklin St, 11th St, Pine St, and Washington St. Michigan City bus transit connections

are available in multiple locations. In addition, there are on-street shared and marked bike lanes within or near the transit station. Michigan City Transit (MCT) provides bus service along four fixed routes. All the City's transit bus routes originate from downtown.

BIKE / PEDESTRIAN ACCESSIBILITY

The streets are laid out in a strong traditional grid system with a small block length. The area has sidewalks within the TOD station with a Walk Score of 88 (very walkable) and a Bike Score of 55 (bikeable).

PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

Parks: The area is near Westcott Park with gardens, gathering areas, benches, Michigan City Public Art Committee art kiosk, sculpture, handmade art tiles on seat walls, and onsite parking.

Parking: On-street parking around the train station and a few small parking lots with street lighting.

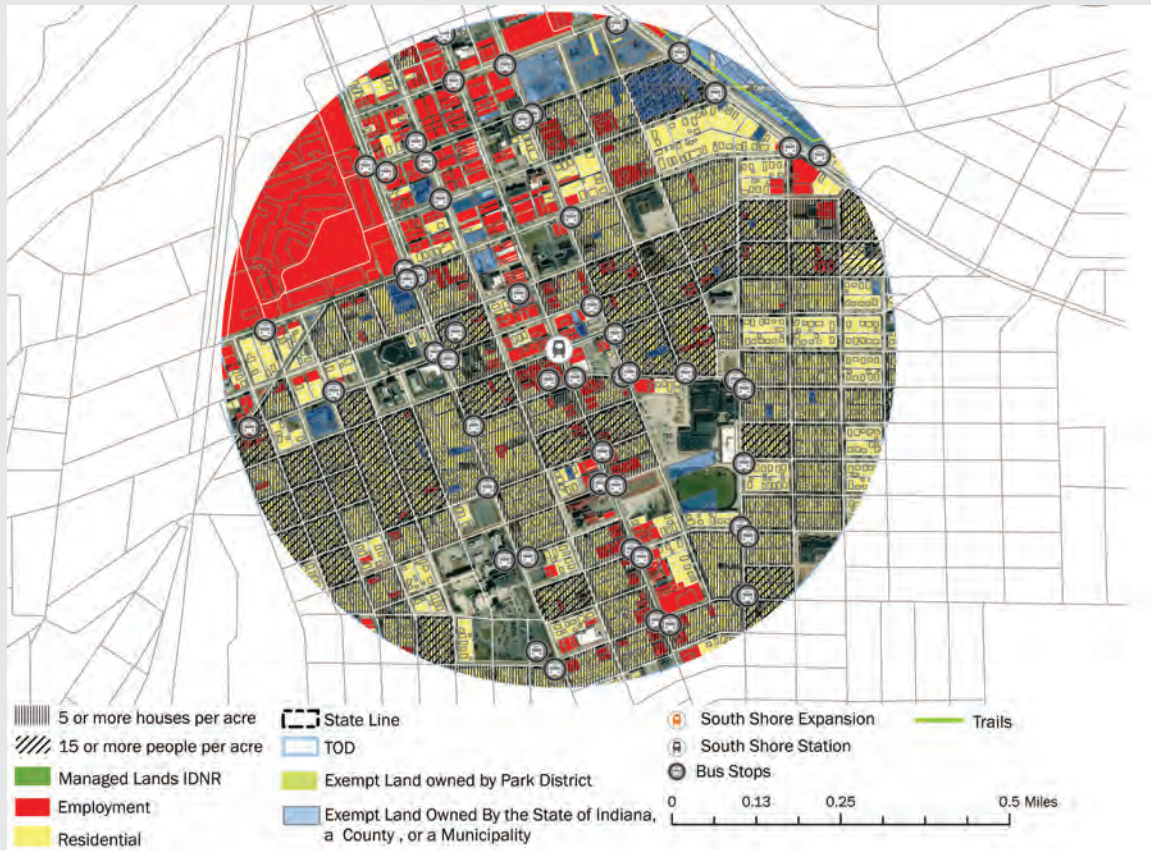




Above: Michigan City Proposed Improvement to 11th station area

Right: Improvement to Pine Street

Source: <https://www.doubletrack-nwi.com/>



Recommendations

To reach the recommended elements of a TOD I, Michigan City Plans, the RDA and NICTD TOD Plan and TDD Plan recommendations should be implemented to improve safety improvements, connections, ADA accessibility, and transit facilities. According to NICTD, future streetlights will incorporate Future streetlights will incorporate Dark Skies guidance to minimize light pollution for human and wildlife populations. The new station will be located between Franklin St., and Cedar St. Traffic will be one-way traffic on 11th St. Ten streets will be closed along 11th St. as part of the Double-track project.

TOD Funding: This TOD area is classified as TOD Progressive and it is eligible for the following funding categories

1. Non-capital investments: Predevelopment plan
2. Capital Improvement

TOD II - Suburban Community

- **Future West Lake Stations (S. Hammond, Munster / Ridge, and Munster / Dyer- Main St.)**
- **South Shore Stations (East Chicago/ Roxana, Gary / Chicago Airport, Gary/ Miller, and Michigan City Carroll St.)**
- **Bus Stations (E. Chicago- Gary / 11th St.- Gary / IUN- Merrillville / Century Plaza, and Valparaiso / Campbell- Brown)**



Source:

Valparaiso Residential Market Analysis, 2020- Downtown

Esri Story Map

Desired Elements

1. Land Use

It provides moderate density without sacrificing connectivity. Land use includes mixed-use commercial, office buildings, retail centers, building heights of two or more stories, moderate-density historic housing patterns, and multi-family that follow the street grid network. It is a suburban downtown or town center with a housing density of 8-15 units per acre.

2. Network Connectivity

It provides multiple transportation modes, a less intense street grid, and a medium to small block size. It includes highly visible pedestrian crossings, a mix of on-street and separated bike-ways, narrow vehicle travel lanes with turning restrictions, and priority for transit services.

3. Accessibility

It Has sidewalks, biking trails/bike share, scooter share, carpooling, and street design/ADA- Walk Score of more than 70.

4. Public Areas

It includes surface parking, on-street parking, transit building/ shelters, and bike parking.

West Lake Stations TOD II

South Hammond

South Hammond proposed TOD area is located south of downtown Hammond, with 165th Street near its northern boundary and the eastern boundary of the area following Calumet Avenue/ US41. The Little Calumet River is located on the southwest corner of the area and I-80/94, which is restricted for development because of flooding. The Indiana/Illinois State Line forms the western boundary. The proposed station will be located at 173rd Street and Lyman Avenue and parallel to the Monon Trail. The total acreage for the TOD study area is 471 acres.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area is predominantly residential and represents almost 44 percent of the total area. Residential blocks are dense and include 4,309 people, with a high density of 17 people per acre. The total housing units are 1,788, with a density of 8 units per acre. Employment in the area is unsatisfactory for a proposed TOD area. The total employment areas represent 4 percent of the area with only 298 employees and a density of one employee per acre.

Commercial land use is concentrated on Calumet Avenue/ US41 near the eastern boundary. There are a few scattered neighborhood retailers north of the area.

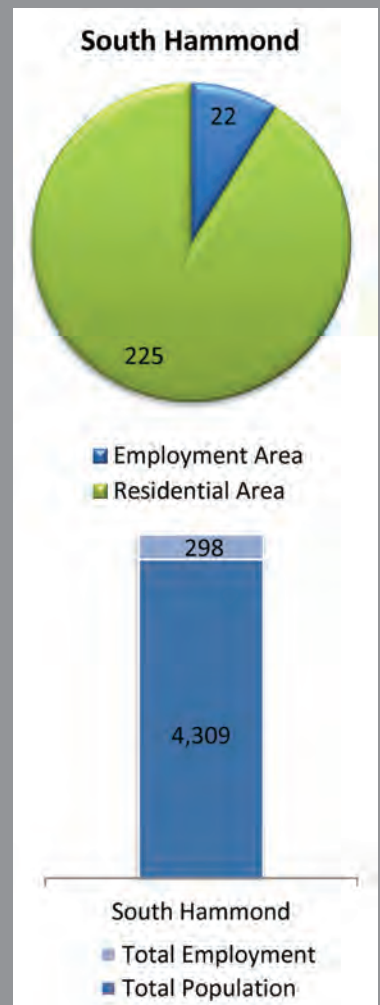
The 2017 TOD plan presents additional Small-lot single-family homes between Lyman and Garfield streets and other residential areas nearby the station.

NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

Calumet Avenue connects the area as a major arterial, and I-80/ 94 is one of the busiest interstates connecting states east and west. 173rd Street is the primary corridor that mainly provides direct access to the station. Hohman Avenue is also within the half-mile boundary on the station's west side. It intersects with 173rd street and provides access to and from the station to the southeast and west neighborhoods. North of the proposed station is 169th street, disconnected east of Lyman Avenue by about 230 feet. The transportation plan needs to consider this missing link to improve connectivity to the station area and the Monon Trail.

BIKE / PEDESTRIAN ACCESSIBILITY

The station area is well connected by sidewalks and near the Monon Trail. Street blocks are 600 feet or more in length with a connected grid system that comforts walkability, except for a few missing street links to Lyman Avenue between 173rd and 165th. The Walk Score is 43 (car-dependent), and Bike Score is 60 (bikeable). ADA

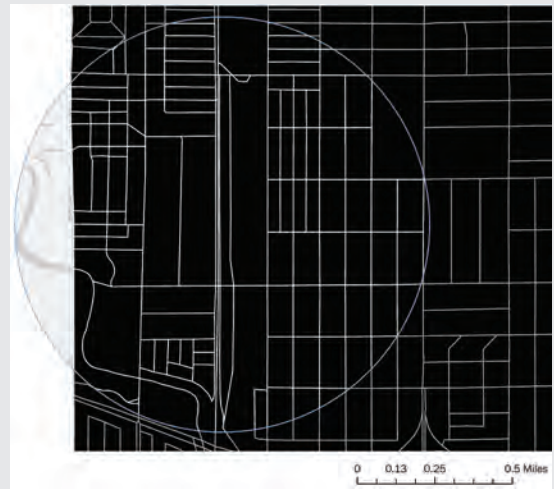


accessibility is presented on street intersections and crosswalks marks at the street intersection as two parallel lines, but there are no crosswalks at intersections.

PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

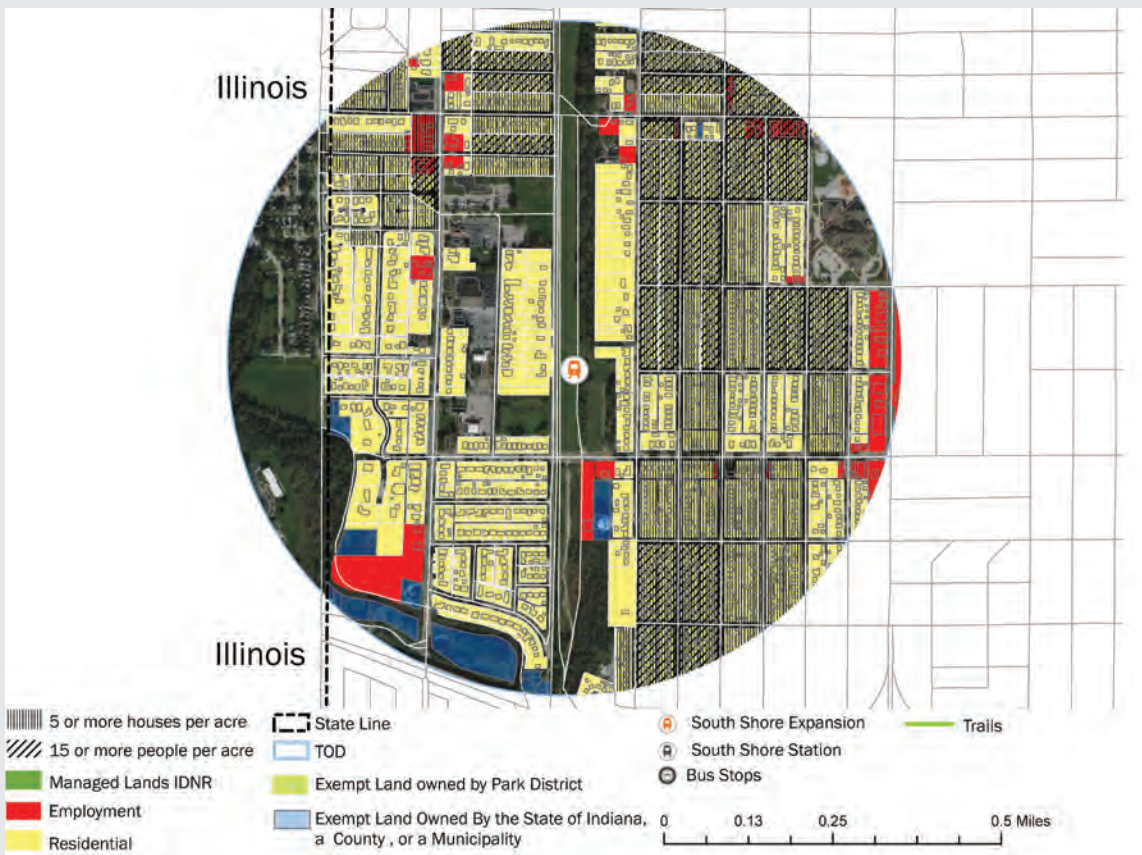
Parks: Two parks are located within the future station area, Indi-Illi Park, and Edison Park. Indi-Illi Park is a small one-acre park in a historic district listed in 2012 under the National Register of Historic Places. It includes a playground and tennis court.

Edison Park is about 3.6 acres located on the northeast side of the TOD area. The Park was redeveloped recently by adding artificial turf soccer fields, skateboards, a picnic area, an eight-foot-wide perimeter sidewalk, and an updated playground. The Park is well connected to the nearby neighborhoods east of Lyman Avenue. West of Lyman, residents can access the Park via 173rd or 165th streets.



Openspace is limited to the Little Calumet River area and east of Lyman Avenue along the Monon Trail. The area is part of the Little Calumet River Flood Control & Recreation Project protecting 9,500 homes and businesses from flooding in five communities. The 2017 TOD Plan provides an additional 1.5 acres of open space.

Parking: There is no on-street parking on Lyman or 173rd streets. On-street parking exists on one side of 165th street. The 2017 TOD Plan offers new station parking north and south of 173rd Street.





Paired homes



Small-lot single-family homes



Small-lot single-family homes



Pocket park



Source: West Lake Transit- Oriented Development, 2017

Recommendations

To reach recommended elements of a TOD II, the area should implement the RDA and NICTD TOD Plan and TDD Plan recommendations to create additional dense residential areas within walking distance of the station, roadway and safety improvements, parking, and better street connectivity.

TOD Funding: This TOD area is classified as TOD Emergent. It is eligible for the following categories:

- 1- Non-Capital Improvement: Predevelopment plan
- 2- Capital Improvements

Munster/ Ridge

Munster-Ridge TOD is proposed as one of the four new West Lake Corridor stations classified as TOD II type. The proposed station is located on the northeast corner of this Ridge Road and Manor Avenue. The western boundary is the Indiana/Illinois State Line. The total acreage of the TOD study area is 568 acres.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area is predominantly residential and represents almost 60 percent of the total land. The area population is 4,223, with of 7.5 people per acre density. The total housing units are 1,869, with a moderate density of 4 per acre. Total employment is 1,925, with a density of 3.4 employees per acre.

The area is mixed of single-family subdivisions and multi-family homes. Commercial land use is concentrated on both sides of Ridge Road and Calumet Avenue, with a mix of restaurants and eating areas, offices, and neighborhood retail. These uses serve the needs of residents and visitors traveling to and through Munster. As a result of locating a new station, land use will be changing around the station area,

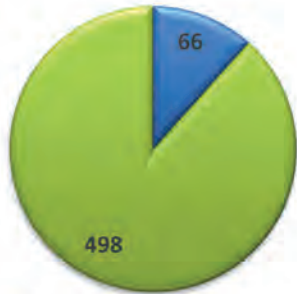
including acquiring numerous parcels owned by the municipality, modifying street layouts, and other recommended changes from the 2017 TOD plan.

NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

Calumet Avenue and Ridge Road are the primary corridors and gateway into Munster. Ridge Road has three major intersections: Calumet Avenue, Manor Avenue, and Hohman Avenue. The proposed Munster-Ridge Station will be located on Manor Avenue.

Two major trails are crossing through the area, the Pennsy Greenway and the Monon Trail that runs through the proposed station location, parallel to the future West Lake rail tracks. The station area has no transit bus line.

Munster- Ridge Road

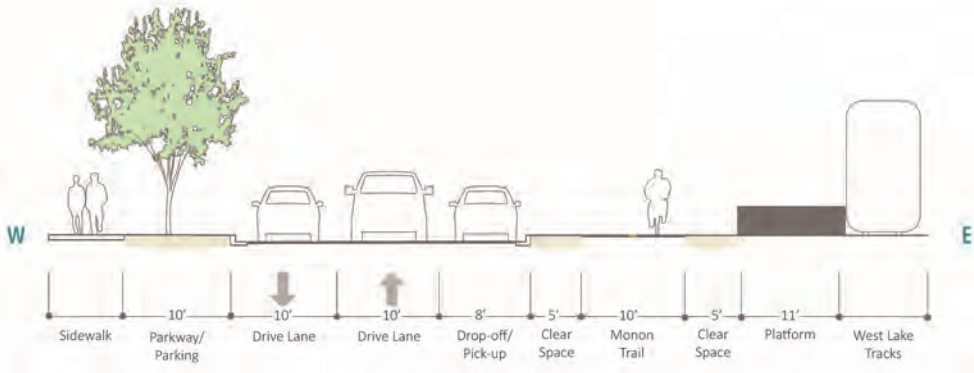


■ Employment Area in Acres
■ Residential Area in Acres



Munster Ridge Road

■ Total Employment
■ Total Population



On the left: Manor Avenue Proposed Section
Source: 2017 West Lake Transit-Oriented Development Plan

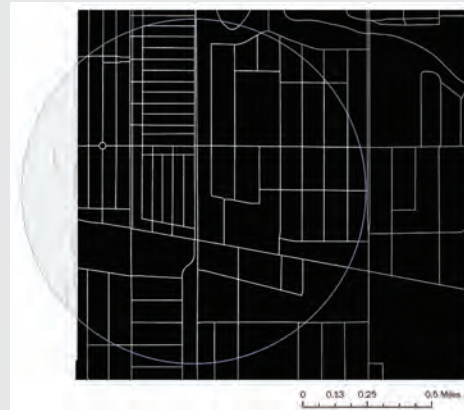
BIKE / PEDESTRIAN ACCESSIBILITY

Ridge Road has many curb cuts and discontinued sidewalks. However, sidewalks are present in the area except for a few streets. Ridge, Manor, and Hohman roads are in good condition, but some sidewalks are narrow or are in poor condition.

Street Grid: Street blocks are considerably large and have a mix of blocks between 600- 1000 feet in length. As shown on the grid map, the street grid is somewhat strong, but not all streets are well connected. The walk score is 82 (very walkable- most errands can be accomplished on foot) due to amenities, and the bike score is 71 (very bikeable- biking is convenient for most trips). ADA accessibility is presented on nearly all street intersections, but crosswalks are missing on major road intersections. Currently, the the West Lake line construction will close off the informal pedestrian paths between Manor Avenue and the east side of the railroad tracks. Additionally, there will be no east or west street connections between Ridge Road and Fisher Street, approximately 0.7 mile, discouraging walking and hindering TOD south of Ridge.

PUBLIC AREAS: OPENSAPCE, LANDSCAPE, PARKING

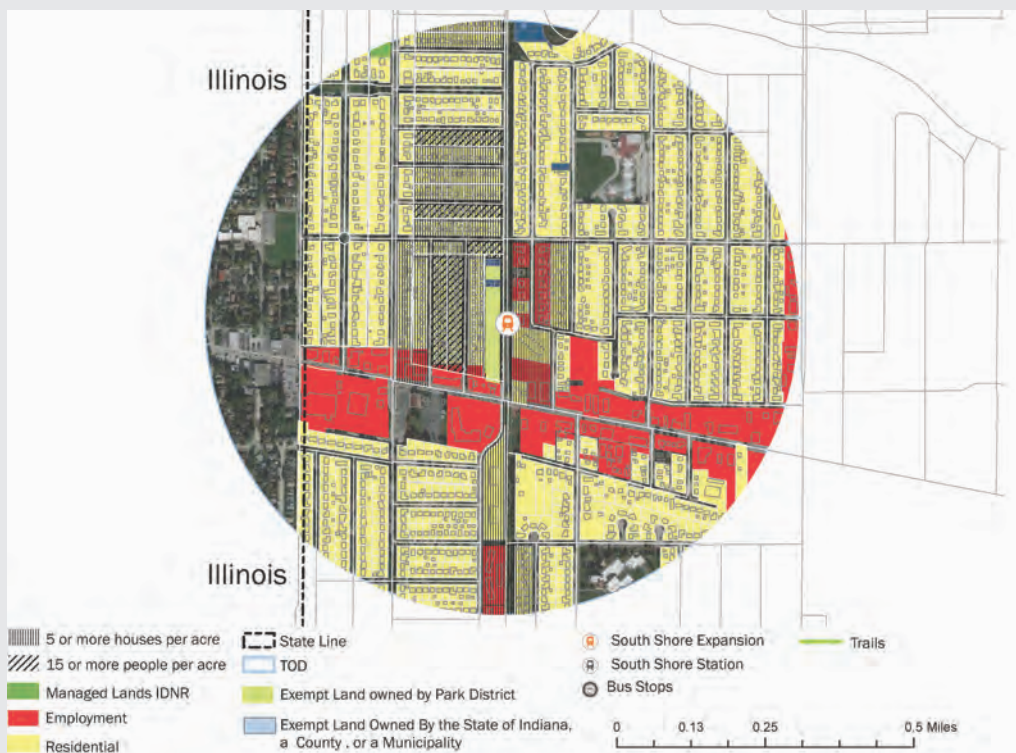
The area has good access to nearby parks, including



Schultz Park, Sunnyside Park, Kiwanis Park and Grove Park, Evergreen Park, Community Park, and Lansing Golf Course. However, openspace overall represents nearly 5% of total land use in the area. North of the area is the Little Calumet River that is considered a part of the Little Calumet River Flood Control & Recreation Project to protect 9,500 homes and businesses from flooding in five communities.

Parking: Currently, there is no on-street parking on Ridge, Manor, Calumet, and Hohman. The 2017 TOD Plan for Munster offers a new parking configuration within the area in addition to the station parking that includes ADA parking and up to 100 parking spaces, and 12 “Kiss-and-Ride” spaces.

The proposed station has a large, paved surface parking with 450-500 spaces with no onsite amenities or connection to the surrounding roads.



Recommendations

To reach recommended elements of a TOD II, the area should implement the TOD Plan, the TDD Plan, and Calumet-Ridge Streetscape Plan recommendations to create a mixed-use roadway, pedestrian connectivity, safety improvements, on-street parking, multiple transportation modes, and wide sidewalks.

TOD Funding: This TOD area is classified as TOD Emergent. It is eligible for the following categories:

- 1- Non-Capital Improvement: Predevelopment plan
- 2- Capital Improvements



Townhomes



Mixed-use building with residential on upper floors



Restaurant with outdoor seating



Source: Farr Associates, 2017



Source: West Lake Transit- Oriented Development, 2017

Munster/ Dyer- Main Street

The Munster / Dyer Main Street station is the second West Lake proposed station in Munster. The TOD area encompasses two communities: the Town of Munster and the Town of Dyer, and the TOD is classified as TOD II type. The proposed station will be located on Sheffield/ Columbia Avenue at the intersection of Main Street. The western boundary of the area is the Indiana/Illinois State Line. The total acreage for the TOD study area is 568 acres.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area is predominantly residential single-family homes, but not all parcels are developed, particularly Munster. Although employment represents only 3.3% of the total land, it counts for 2,170 employees with a density of 8 employees per acre. The bulk of employment is located on or nearby Calumet Avenue in Munster and large office buildings. The area lacks eating areas and neighborhood retail. The area population is 3,053, with a moderate density of 12 people per acre and housing units are 1,221, with a density of 5 units per acre.

NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

Calumet Avenue and Main Street are the primary corridors that will mainly provide access to the station. Main Street was recommended by NIRPC, as part of the Regional Corridor Study, to be extended to the west to

Illinois. Calumet Avenue is a congested corridor, and some sections are not safe for pedestrian/bike activities unless additional investments in sidewalks and pathways are in place. In addition, street connections are very poor in the area. However, the TOD Plan offers new streets to create better circulation.

The area has a Dyer Northgate walking trail. Currently, the proposed station area has no transit bus line.

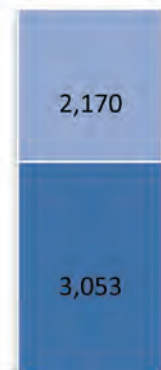
BIKE / PEDESTRIAN ACCESSIBILITY

The area was planned for suburban subdivisions. Currently, the TOD area is poorly connected. There are no sidewalks on Columbia Ave north of Main Street. Main Street is missing sidewalks near the station area; if there are any, they are narrow. As shown on the street grid map, street blocks are not conformed to provide optimal walkability. The Walk Score is 27 (car-dependent- most errands require a car). The Bike Score is 36 (somewhat bikeable- minimal bike infrastructure). ADA access is found with sidewalks at intersections.

Munster/Dyer Main St.



■ Employment Area
■ Residential Area



Munster/ Dyer Main Street

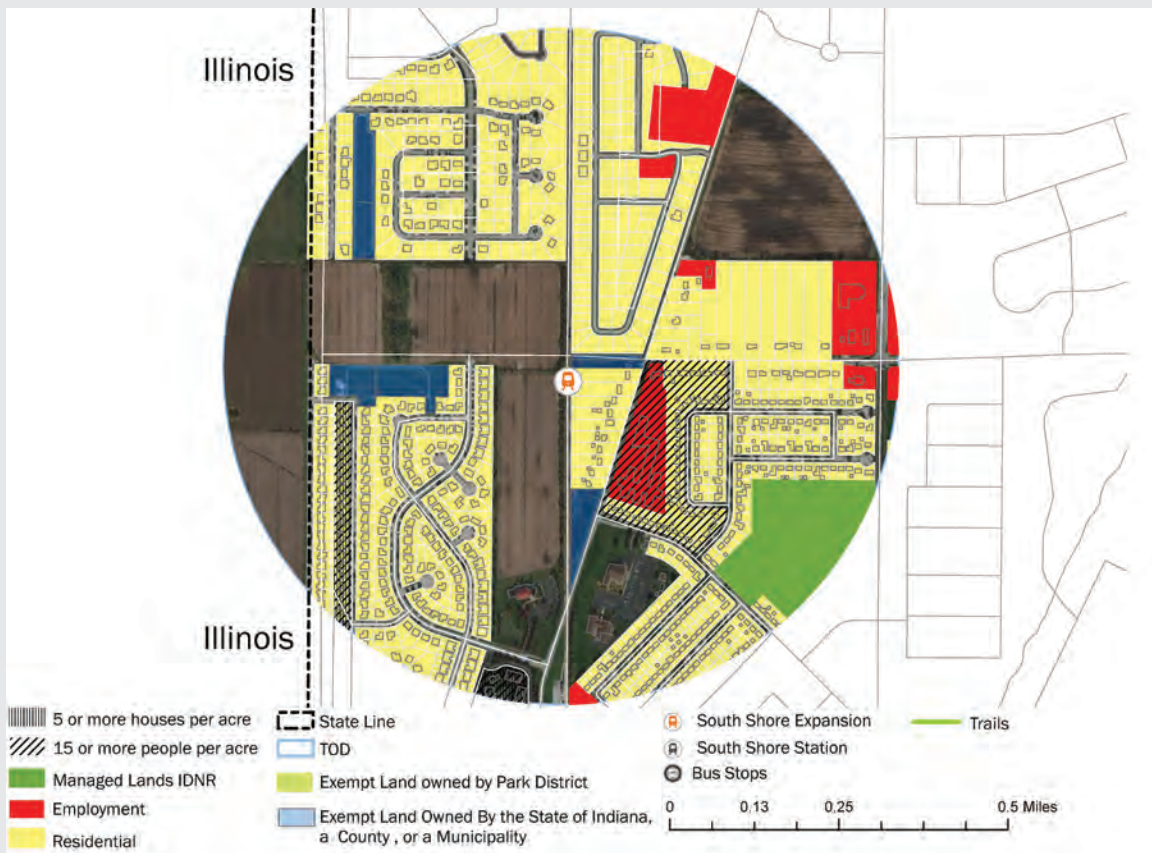
■ Total Employment
■ Total Population

PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

The area has access to the Northgate Community Park in Dyer from Sheffield Avenue and Main Street by walking or biking. It is also accessible from Calumet Avenue but is not as safe as the other roads due to heavy traffic and the absence of pedestrian amenities. The Northgate Park is about 24 acres and includes four ball diamonds, two tennis courts, two horseshoe pits, playground equipment, two parking areas, numerous seasonal soccer fields, a sledding hill, and volleyball courts. Amel Wilking Park in Dyer, about 1.6 Acres and located at Sheffield Avenue & Northgate Drive, was donated by a local developer in 1992. The park is not developed and is left as an open space area. The Cobblestone Park and Centennial Park in Munster are located northeast of Calumet Avenue’s proposed TOD area. Access to the



Park is challenging because there are no crosswalks at the intersection of Columbia and Calumet or sidewalks on the west side of Calumet to access the park by walking or biking. However, the 2017 TOD Plan proposes two additional park/ open space acres.





Townhomes



Townhomes



Multi-unit apartment/condominium building



Multi-unit apartment/condominium building



Source: West Lake Transit- Oriented Development, 2017

Recommendations

To reach recommended elements of a TOD II, the area should implement the TOD Plan and the TDD Plan recommendations to create neighborhood amenities, mixed-use roadways, safety improvements, street parking, multiple transportation modes, and wide sidewalks.

TOD Funding: This TOD area is classified as TOD Emergent. It is eligible for the following categories:

- 1- Non-Capital Improvement: Predevelopment plan
- 2- Capital Improvements

South Shore Stations TOD II

East Chicago /Roxana

East Chicago’s current South Shore train station is a TOD II Suburban Community. The station ranked with the highest ridership of the South Shore Line. The TOD area is next to the Roxana neighborhood on the the city’s south side. The station is bordered north by the Indiana Toll Road I-90, NIPSCO Roxana Substation, Grand Calumet River, Indianapolis Blvd on the west, and Carrol/Michigan Street on the south. The total acreage of the TOD area is 342 acres.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The residential area is concentrated in the Roxana neighborhood west of the station. The population is considerably high in the Roxana area. In addition, Hammond’s residential neighborhood southeast of the station and Hammond’s Gibson Yard are also included within the area half a mile buffer. The total number of people is 1,507, with a density of 4.4 people per acre. The total housing units are 507 units with a low density of 1.5 units per acre. Employment in the area is very limited, but major industrial locations are nearby. The total employment is 309, with a density of 0.9 employees per acre.

Building setbacks are 25-35 feet for small residential plots and 0 feet for commercial/ mixed-use corridors. Building heights are between 1-2 stories. The area has a commercial strip along Indianapolis Blvd and warehouses and office buildings along Michigan St.

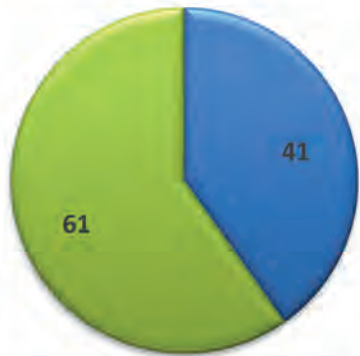
The Roxanna Addition School, Head Start Roxanna, and the Roxanna Community Center are its most significant institutions.

The area is very limited in terms of amenities. It only includes a restaurant and a bar. However, most commercial and retail stores such as groceries, daily services, parks, schools, and coffee shops are within a mile or more.

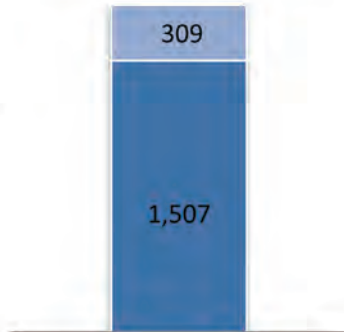
NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

Major roads in the area include Carroll/ Michigan /US 20 south of the station and Cline Ave. (912). Indianapolis Blvd is the main road in the TOD area that connects the residential areas to the station but has heavy truck traffic. East Chicago Bus Transit is connected to the area through 1, 2, and 3 bus lines. Freight railroads run through the South Shore, Chicago/ South Bend from the north, and Hammond’s Gibson Yard to the south. Traffic along US 20 is heavy, requiring pedestrians to cross at designated stops. It also holds much heavy truck traffic, creating a safety concern for people crossing the road to reach the station. Traffic on neighborhood streets is light and pedestrian-friendly. Bike trails are underway to connect the Roxana Marsh

East Chicago- Roxana



■ Employment Area in Acres
■ Residential Area in Acres



East Chicago
■ Total Employment
■ Total Population

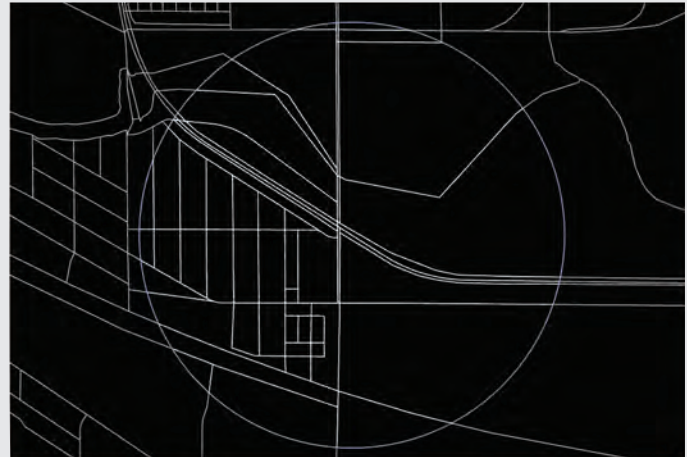
with the Marquette Greenway and the South Shore train station.

BIKE / PEDESTRIAN ACCESSIBILITY

The street grid is a dense grid network but limited to residential areas. Block sizes range between 400 and 600 feet in length. The remaining part of the area is absent from the street grid due to physical barriers of I-90, Roxana Marsh, and the Grand Calumet River. Street conditions range from moderate to poor. The walk score is 25 (car dependent), caused by lacking amenities. The bike score is 37 (somewhat bikeable).

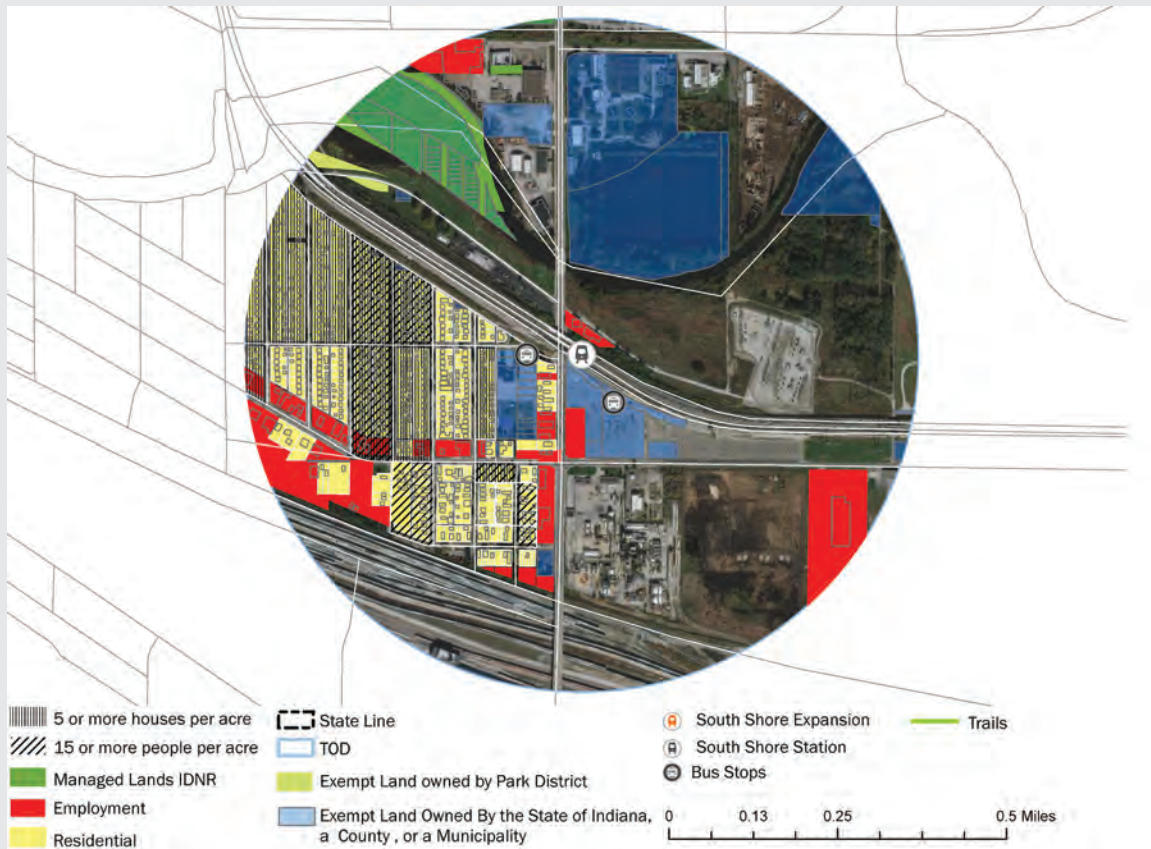
PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

Parks: Nearby parks include Kosciuszko Park within the TOD area, and Memorial Park and Columbia Park are within a mile of the station. Kosciuszko Park has baseball, volleyball, and basketball fields, little and senior league fields, picnic areas, and walk paths.



Openspace includes the Grand Calumet River area and Roxana Marsh. Roxana Marsh’s restoration was completed in 2012.

Parking: The station has a large, paved surface parking with 1,200 spaces with no onsite amenities or connection to the surrounding roads.

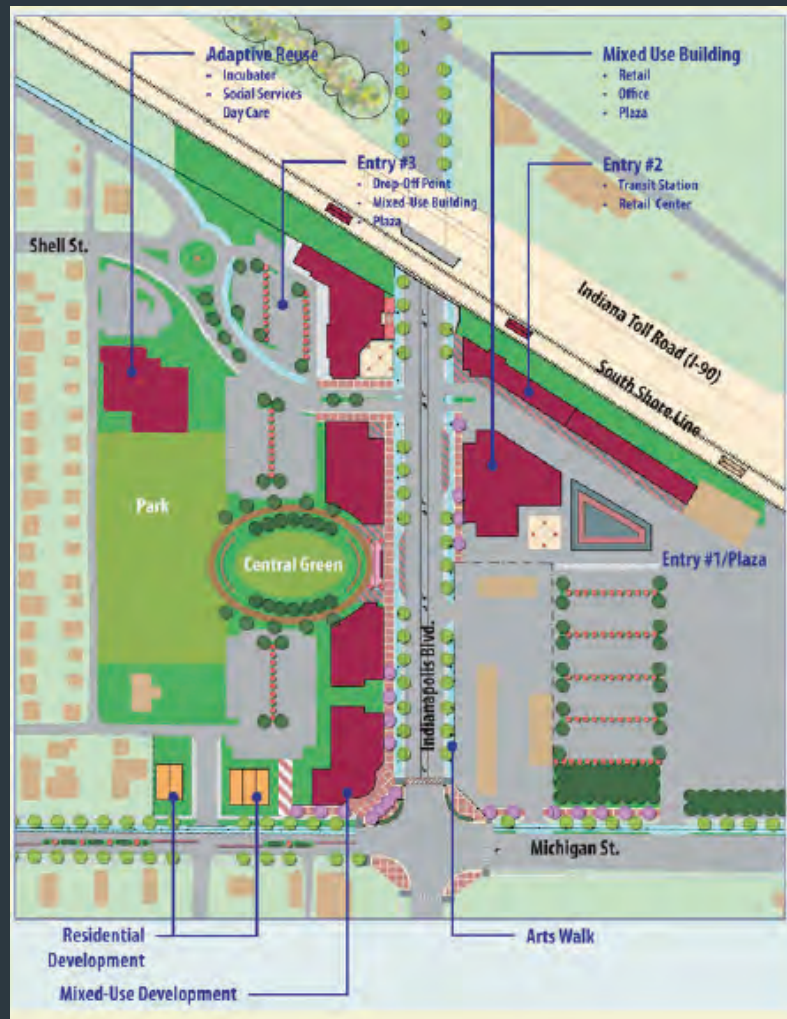


Recommendations

To reach the recommended elements of a TOD II, the area should implement the Roxana TOD Plan and the RDA and NICTD TOD and TDD plan. That could create better land use, including mixed-use and neighborhood amenities, roadway and safety improvements, sidewalks, and ADA accessibility. For more information about the Roxana TOD plan, visit: https://www.nirpc.org/wp-content/uploads/2017/08/EastChicago_CLC_Roxana-TOD-Plan_Optimized.pdf

TOD Funding: This TOD area is classified as TOD Emergent. It is eligible for the following categories:

- 1- Non-Capital Improvement: Predevelopment plan
- 2- Capital Improvements



Source:

Roxana TOD Plan, NIRPC
CLC Program 2015

Gary/ Chicago Airport

The Gary/ Chicago TOD area is in the Brunswick neighborhood. The station location is at Clark Road and South Bend Avenue. There is no station building, but there is a shelter. The area is bordered by the Indiana Toll Road (I-90) from the north, Brunswick Park to the east, Burr Street to the west, and the Indiana Harbor Belt railroad to the south. The area is overrun by the half a mile boundary because it includes large census blocks on the north and east sides, as shown on the map. The total acres of the area is about 1715, the second-largest TOD area. However, the area acreage is adjusted to a square mile of 640 acres.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area is predominantly residential, representing 13 percent of the total land area and almost one-third of the built-up area. Residential is predominantly detached single-housing from the mid-twentieth century and few apartment buildings. The commercial land use in low-rise buildings is made from brick and stone, with a substantial vacancy rate. Residential blocks are dense east of Clark Street with 1,648 people with a density of 7 people per acre, and housing units are 858 units, with a density of 10 units per acre. The vacancy rate is considerably high and above the state average. Employment areas represent a significant percent of the land use in the TOD area. The total employment is about 802 employees; however, it is considered low with a density of 3 employees per acre. Much of the area is open space and the airport area.

NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

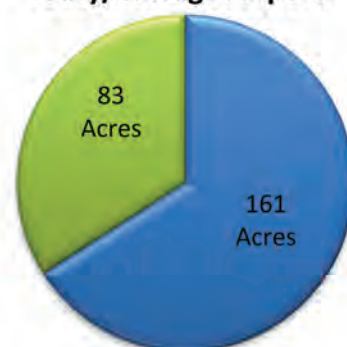
The area is accessible to major roads

and has a strong street grid west of the station. Major roads include Indiana Toll Road (I-90, with no exit), 5th Avenue (US 20/12), and Burr Street. The South Shore station is connected to the neighborhood through Clark Street, W. 2nd Avenue, and South Bend Street. Bus transit is provided to the station by GPTC. In addition to the passenger railroad, freight railroads run through the CSX, Norfolk Southern, and Indiana Harbor Belt.

BIKE / PEDESTRIAN ACCESSIBILITY

The area has no trails, and the nearest trail is the Gary Green Link Trail, about two miles east of the station. The residential area is well connected by sidewalks; however, W 2nd Street facing the station has no sidewalks, and the road is in poor condition. On the other side of the station on South Bend Street, the sidewalk exists but is narrow. Street blocks are between 400 and 600 feet in length with a connected grid system that

Gary/Chicago Airport



■ Employment Area
■ Residential Area



Gary/Chicago Airport

■ Total Employment
■ Total Population

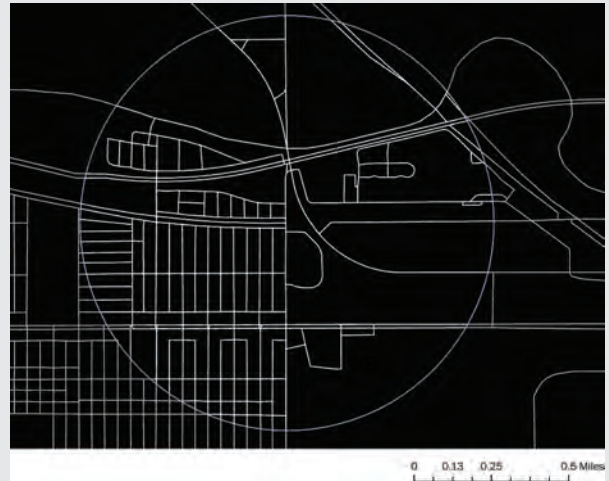
encourages walkability. However, the area lacks amenities that urge people to walk. Walk Score is 31 (car-dependent), and Bike Score is 43 (Somewhat Bikeable: minimal bike infrastructure). ADA accessibility is presented on street intersections, but there are no crosswalks at intersections.

PUBLIC AREAS: OPENSAPCE, LANDSCAPE, PARKING

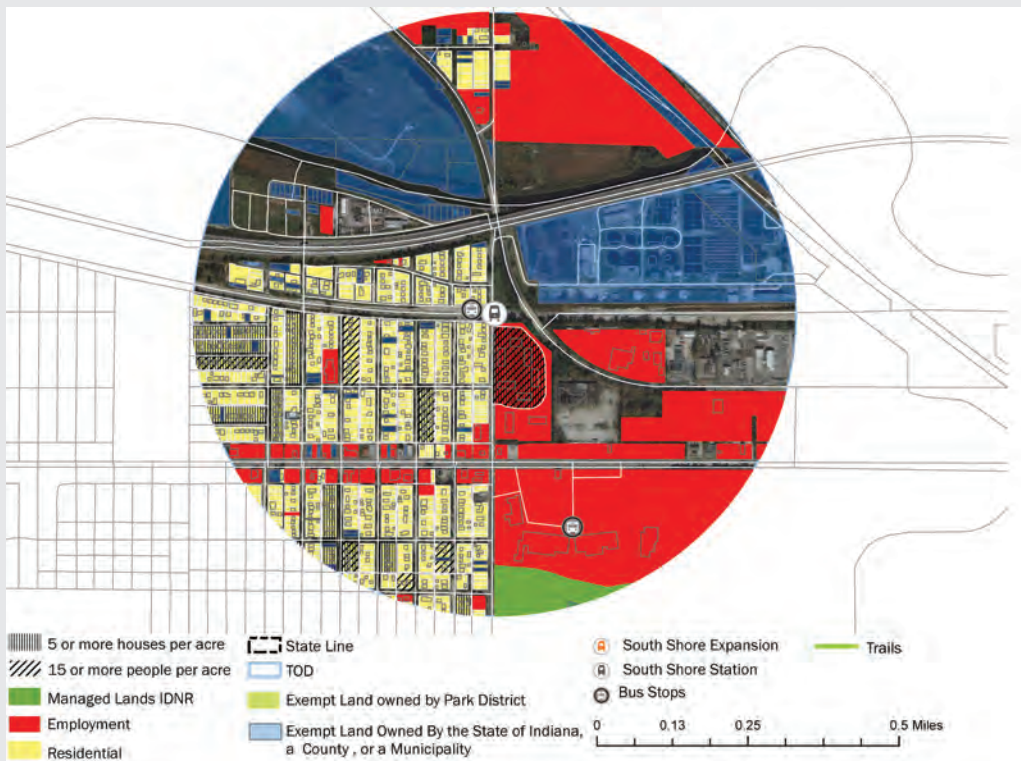
Parks: Brunswick Park is located on the southeast corner of the TOD area on Clark Road and within walking distance from the neighborhood. The park is about 49 acres and includes remnant dune and swale areas.

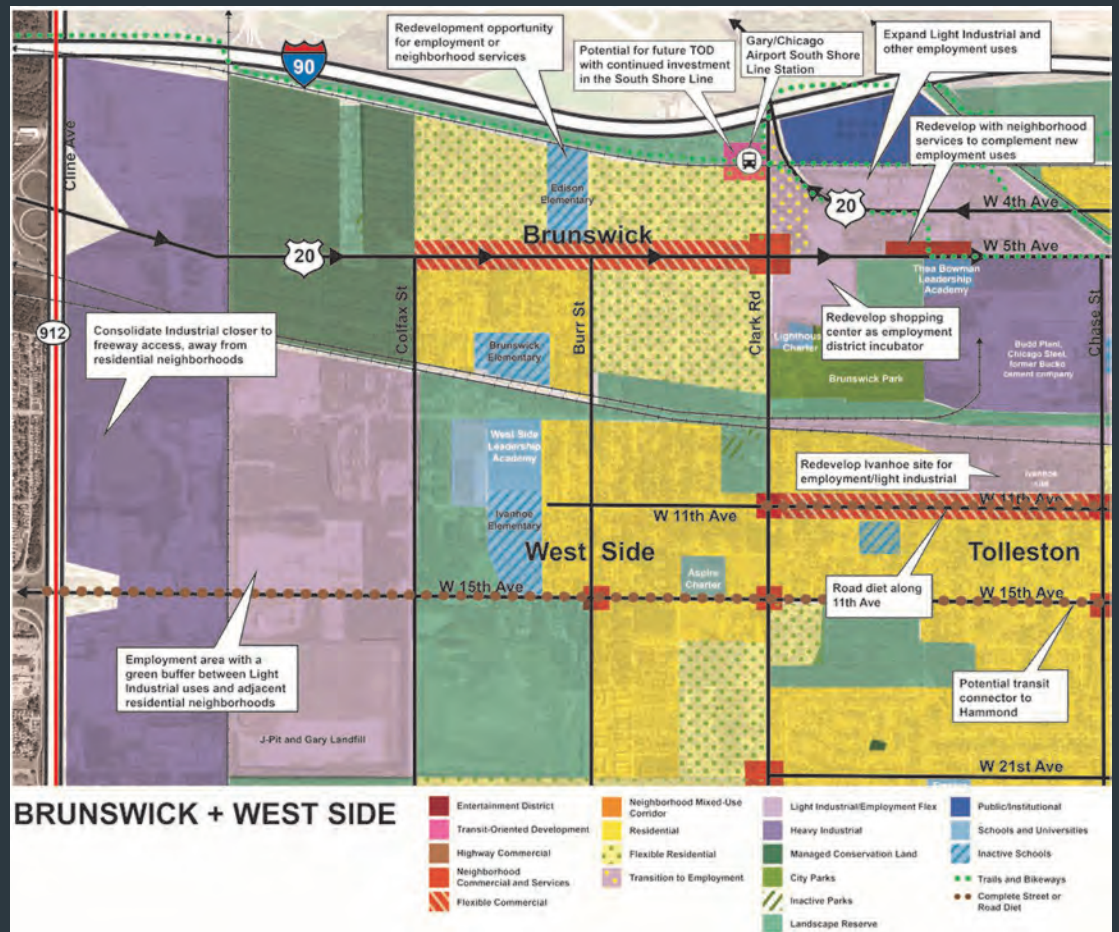
Openspace is limited to where the Grand Calumet River is located north of the TOD area and south between Clark Road and Burr streets.

Parking: Station parking is located on W. 2nd and South Bend streets. On-street parking exists on Clark Road, south of the station.



Source: GARY/ CHICAGO AIRPORT STATION- <https://commons.wikimedia.org/>





Source: Gary Comprehensive Plan, 2019

Recommendations

Several area plans include the Gary 2022 Bicycle and Pedestrian Plan and the 2019 Gary Comprehensive Plan, which include recommendations to upgrade and improve the Gary/Chicago Airport South Shore Line station to transform it into a commuter hub for the airport. The area needs a TOD Plan to create mixed-use commercial and retail, and increase density to reach TOD II recommended elements. . In addition, the area needs biking trails and bike share, a transit building, and better ADA accessibility.

TOD Funding: This TOD area is classified as TOD Emergent. It is eligible for the following categories:

- 1- Non-Capital Improvement: Predevelopment plan

Gary/ Miller

The Miller South Shore train station area is defined as a TOD II, and It is centered between three neighborhoods, Miller, Glen Ryan, and Aetna. The existing station is located along US 20 near Lake Street. Lake Street is the major corridor providing the north-south connection to Marquette Park Beach.

The station is scheduled to be substantially renovated as part of the double-track South Shore Line between Gary and Michigan City. The renovation will add a track to the station and replace the current low-level platform with two high-level platforms. That will make the station accessible to passengers with disabilities. The renovation will also add a new station building, improve the existing parking lot, and add a new parking lot to the station’s west. The station’s ridership ranks average compared to the other South Shore stations. The total acreage of the TOD area is about 672 acres.



Lake Street, Miller- Fest in the First 2021
 Source: www.reimaginemaryfestandevents.com/

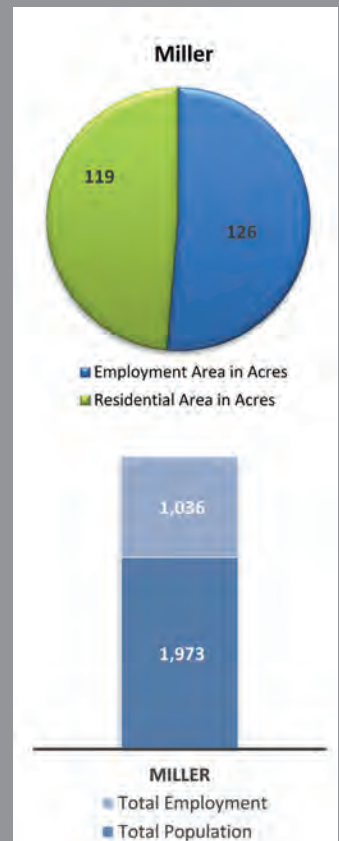
LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area is known as Miller Beach and is part of the City of Gary. The area was designed with constraints because of the presence of the Indiana Dunes National Park. Land use is predominantly residential in both neighborhoods. Multi-family, multi-floor housing is located near the station within walking distance. The area population is 1,973, with a low density of 8 people per acre. Housing units are about 1,080 units with a density of 9 units per acre. . Generally, the housing stock’s quality varies from poor to good condition. Commercial areas are largely made up of attached one-story storefronts along Lake Street and US 12. Some parcels along US 12/20 are underutilized or unused. However, Lake Street is a vibrant neighborhood-oriented retail corridor with small shops and restaurants. Industrial land-use is within

Miller and Aetna south of US 12 & 20. The employment is considerably low, with four employees per acre.

NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

The neighborhood connects well to Dunes Highway (US 12) and Melton Road (US 20). In addition, the I-80, I-94, and I-90 are accessible through Ripley Street/Melton Road exit, creating an ideal location for the area for commercial land use. I-65 access is west of the area. Public transportation is provided by GPTC buses, which is essential for households that rely more on public transportation to meet their various needs. The bus line provided by GPTC is Route L12, which runs from the Metro Center US Steel Yard, Aetna, and Miller. Freight railroads, including Norfolk Southern, CSX, South Shore, and South Bend railroads, also run through this area. Marquette Trail is an



unpaved trail accessible from Grand Boulevard. Chanute Trail is a walking trail located north of Oak Street along the lakefront and the Marquette Park area. Miller Woods Trail is accessible through Lake Street.

BIKE / PEDESTRIAN ACCESSIBILITY

The area’s street grid network is reasonable, except for the large industrial facilities and the Indiana Dunes National Park. Block sizes range between 400 and 600 feet and intersect. Street conditions are generally moderate, with some in poor condition. Traffic along US 12 and US 20 is heavy, requiring pedestrians to cross at designated crosswalks. The two routes also hold a lot of heavy-duty truck traffic. But, traffic on Lake Street and neighborhood streets are considerably light and pedestrian-friendly.

The area has moderate sidewalks along Lake Street and around the station, but sidewalks within the neighborhoods are generally narrow or poor. There are no dedicated bicycle lanes or sharrows. The Walk Score is 55 (somewhat walkable), and the Bike Score is 45 (somewhat bikeable).

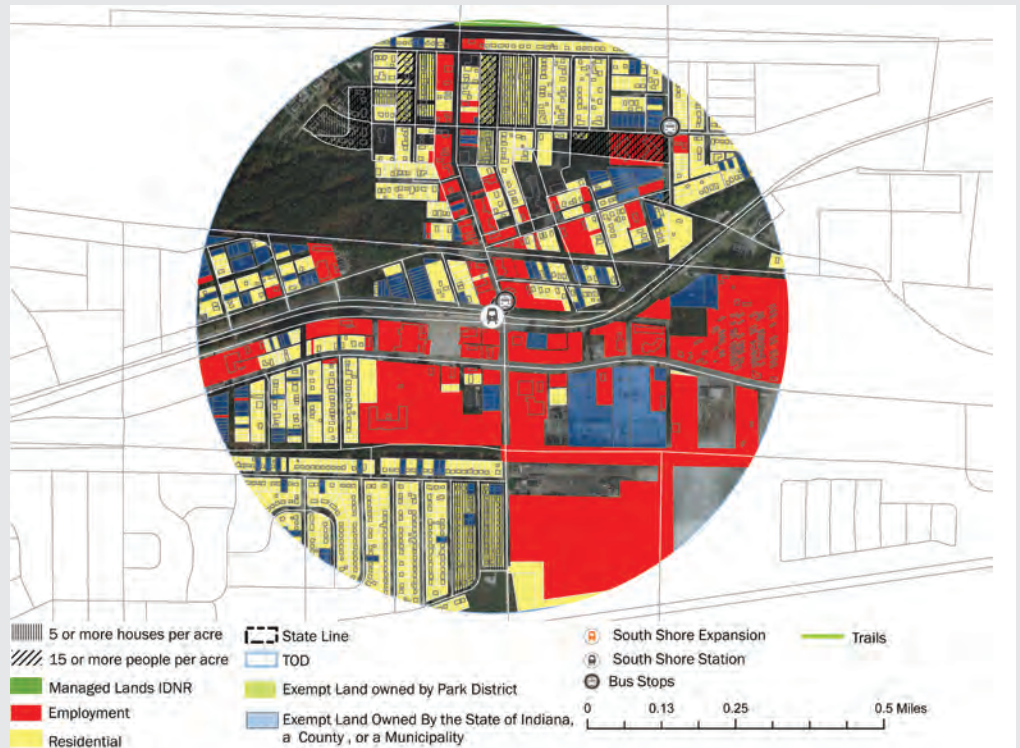
PUBLIC AREAS: OPENSAPCE, LANDSCAPE, PARKING

The Miller station area has a significant number of parks and openspace. It is situated on the Lake Michigan coastline and part of the Indiana Dunes National Park. It has Marquette Park, the Pavilion, and a public beach. The Marquette Greenway, an off-street bike path, crosses the area and provides a multi-state bike connection. June Labroi Park is in the Aetna neighborhood. The Aetna neighborhood received attention to be renovated, and it was also addressed in the Gary Green Infrastructure Plan in 2019.

Parking: Street parking and driveway parking are found on Lake Street. However, the major renovation of Lake Street now includes a new surface parking lot and less street parking. In addition, the lakefront has a designated parking area for beach visitors.



Source: panoramanow.com/events/lake-effekt-street-festival-miller-beach/





Source: NICTD Double Track Northwest Indiana - Miller Station

Recommendations

The Miller station area has significant assets and opportunities that should be maximized. Recognizing these opportunities, the City of Gary worked with federal agencies (EPA-DOT-HUD) to develop a TOD plan. In addition, the Regional Development Authority (RDA) is currently working with NICTD to develop a TOD plan. The 2019 Gary Comprehensive Plan also delivered strategies and recommendations for redeveloping the Miller/ Aetna area. In addition, recommendations from the Gary 2022 Bicycle and Pedestrian Plan. However, the area needs streetscapes and safety plans for US 12/20 corridors. Recommendations and strategies include promoting higher density, mixed-use development within walking distance of the train station and lower density commercial and industrial uses moving outwards along Route 20. They also serve as a guide to improve access and create safe, attractive, and efficient circulation for all modes of transportation, improve and advance the area to attract more businesses, and Consolidate industrial areas east of the TOD area. Implementing these recommendations and completing the RDA TOD plan will help the area achieve the recommended elements of a TOD II.

TOD Funding: This TOD area is classified as TOD Emergent. It is eligible for the following categories:

- 1- Non-Capital Improvement: Predevelopment plan
- 2- Capital Improvement

Carroll Ave Station

The Carroll Ave train station is defined as TOD II. The TOD area is located east of downtown and within the Krueger Livable Center. The station is located along Carroll Ave. Most trains terminate or begin at this station. It also has the NICTD headquarters and the coach yard, where the commuter cars are stored while awaiting service. The total acreage of the TOD area is 640 acres.



Source: www.subwaynut.com/

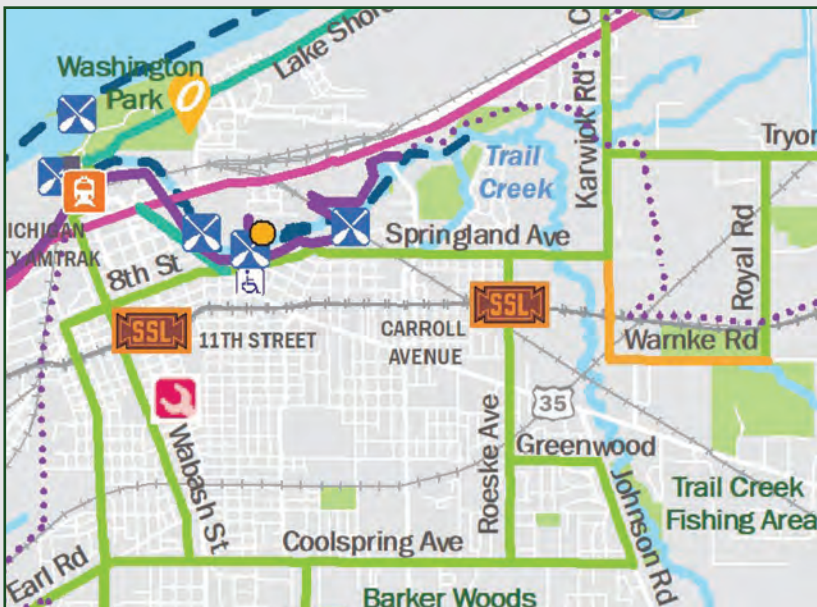
LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area is predominantly residential and manufacturing. There are 1,510 people with a population density of 5.0 people per acre. The total housing units are 632 units, with a housing density of 5 units per acre. Total employment in the area is 1,512, with a density of 5 employees per acre. Building heights are between 1-2 stories.

All amenities, including commercial, restaurants, and other services, are located about half a mile south of the train station, along Michigan Blvd.

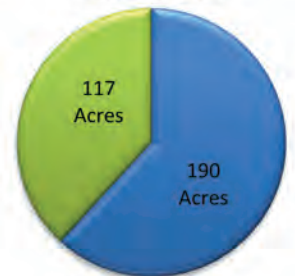
NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

Major roads in the area are Carroll Ave, Holiday St. and N. Roeske Ave, and Rose Sreet, with Michigan City Transit connections a few blocks away.



Source: NIRPC Greenways & Blueways Map 2020- Michigan City Area

Carroll Ave



■ Employment Area in Acres
■ Residential Area in Acres



■ Total Employment
■ Total Population

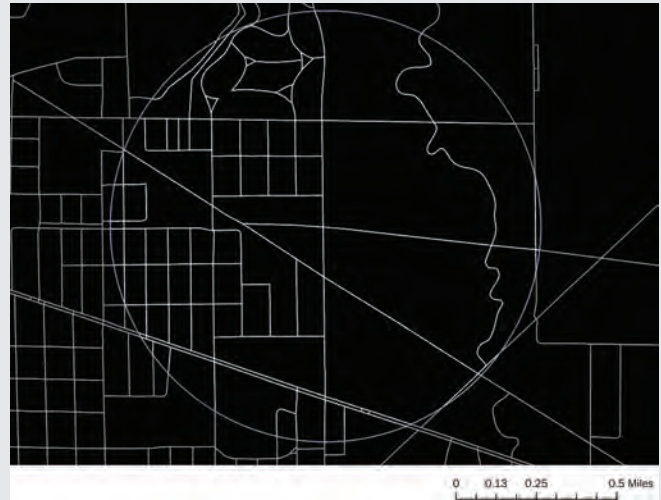
Unfortunately, there are no street-shared or marked bike lanes within or near the transit station.

BIKE / PEDESTRIAN ACCESSIBILITY

The streets are generally laid out in a traditional grid system with a small block length on the west. However, direct access to the station is limited because of the station’s rail yard. The area has some sidewalks within the TOD station with a WalkScore of 34 (car dependent) and a BikeScore of 38 (somewhat bikeable). The NIRPC Greenways & Blueways map shows that Roeske Ave is recommended as a good road for biking, suitable for advanced and some intermediate bicyclists, smooth-riding surface, and has a good connection. However, it requires moderate traffic tolerance and riding skills.

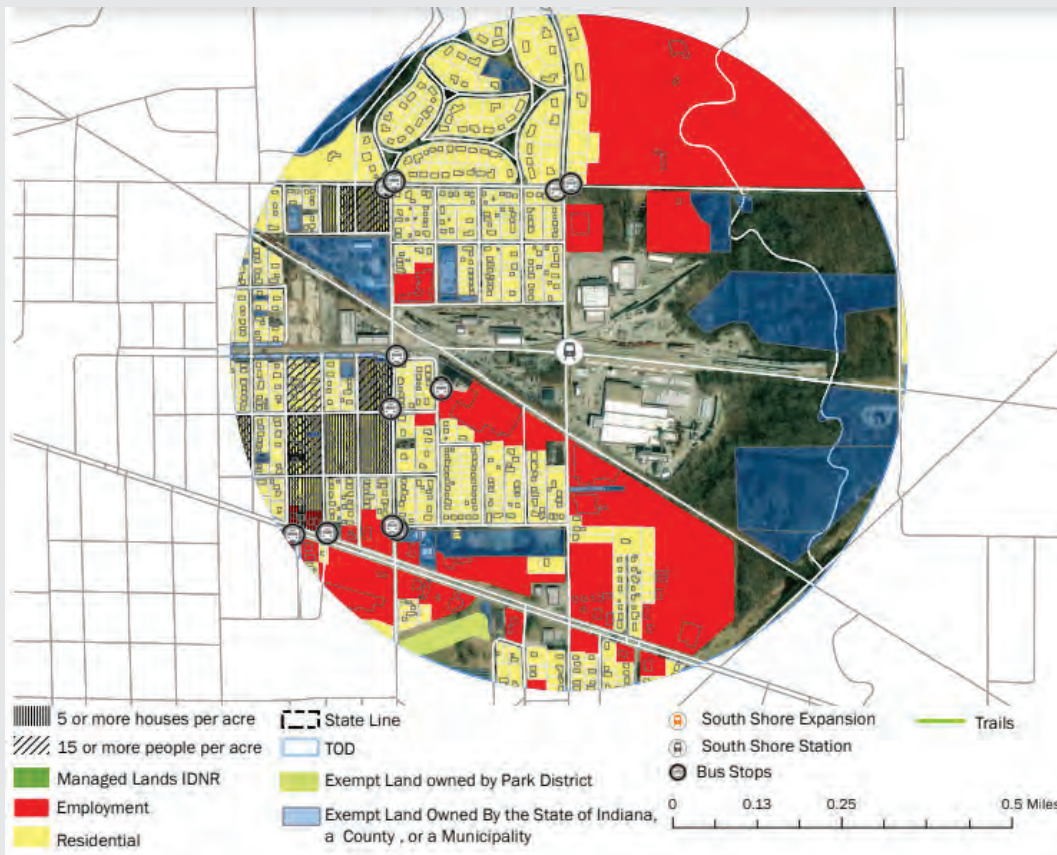
PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

Parks: The area is near Pottawattamie Country Club to the northeast and surrounding small pocket parks. The Trail Creek water trail, harbor, and marina are north of the TOD. Boating and fishing are the most



prominent uses of Trail Creek. The entire navigable channel is surrounded by residential and commercial structures, marinas and docks, and the Blue Chip casino.

Parking: A parking lot is near the train station with street lighting. The area lacks sufficient accessibility and biking elements to meet future demands and has limited crosswalks, safety features, and seating areas.



Recommendations

To reach the recommended elements of a TOD II, the ongoing TOD plan by the RDA should be implemented. In addition, the plan should consider improving connectivity to the station and include more streetscape and walk and bike elements, such as sidewalks and bike facilities, crosswalks, ADA, and landscape.

TOD Funding: This TOD area is classified as TOD Emergent. It is eligible for the following categories:

- 1- Non-Capital Improvement: Predevelopment plan
- 2- Capital Improvement

Bus Stations TOD II

East Chicago Downtown -North Side

Downtown East Chicago area is defined within half a mile of the GPTC bus station located at 4700 Indianapolis Blvd and intersects with West Chicago Ave. The area is classified as TOD II. The station is centrally located between the North and South side areas, and 143rd Street borders it to the north and 150th Street to the south. Indiana Harbor Canal borders the area to the east and the East Chicago Railyard to the west. The total acreage of the area is about 503 acres.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area was planned with a balance of residential and employment land uses. Residential areas represent about 20% of land use, and employment is about 15 percent. Other land uses are the railyard, roads, Grand Calumet River, the Indiana Harbor Canal, water features, and openspace. The neighborhood is one of the highest rates of owner-occupied homes in the City.

The area is characterized by a mixture of red brick bungalows, two-story red brick homes, and vinyl-sided two-story homes. Commercial development is not uniform in shape and height, with a mix of one to two-story buildings, concentrated north of Indianapolis Blvd and Chicago Ave. They. Industrial land use is found on the northeast and southeast of the Canal and the railroads.

NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

Major roads are Chicago Avenue (SR 312) and Indianapolis Boulevard (US 20). The neighborhood is served by East Chicago Transit (ECT) routes 1, 2, and 3, Gary Public Transportation Cooperation (GPTC) Route R1, and Lakeshore Connection. In addition, ECT provides free fixed route buses and Complementary Paratransit service. Freight railroads running through the district are the Canadian National, CSX, Indiana Harbor Belt, and CSSB railroads. The CSX railyard is to the northwest. Traffic along US 20 and SR 312 is heavy, requiring pedestrians to cross at designated stops. The two routes also hold a lot of heavy-duty truck traffic. Traffic on neighborhood streets is light and more pedestrian-friendly.

Source: Google Aerial Photo
Left: residential neighborhood- Right: Downtown East Chicago



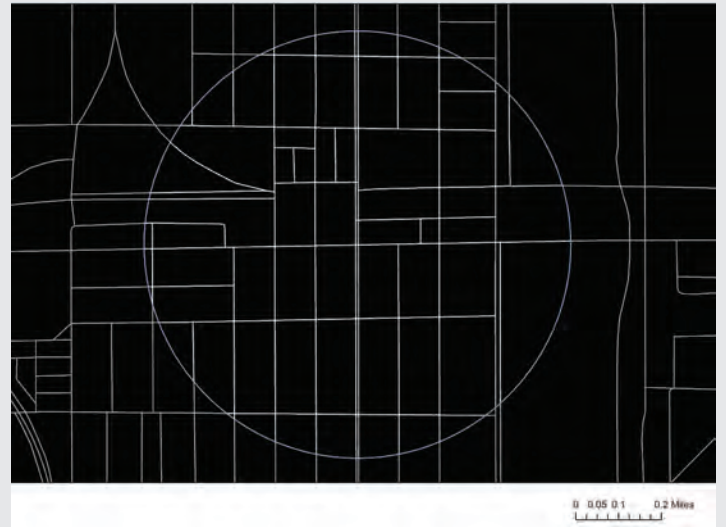
BIKE / PEDESTRIAN ACCESSIBILITY

The area has a strong, dense urban grid network with good connectivity, with Indianapolis serving as a regional strong north-south road. Block sizes range between 400 and 600 feet. Street conditions range from moderate to poor.

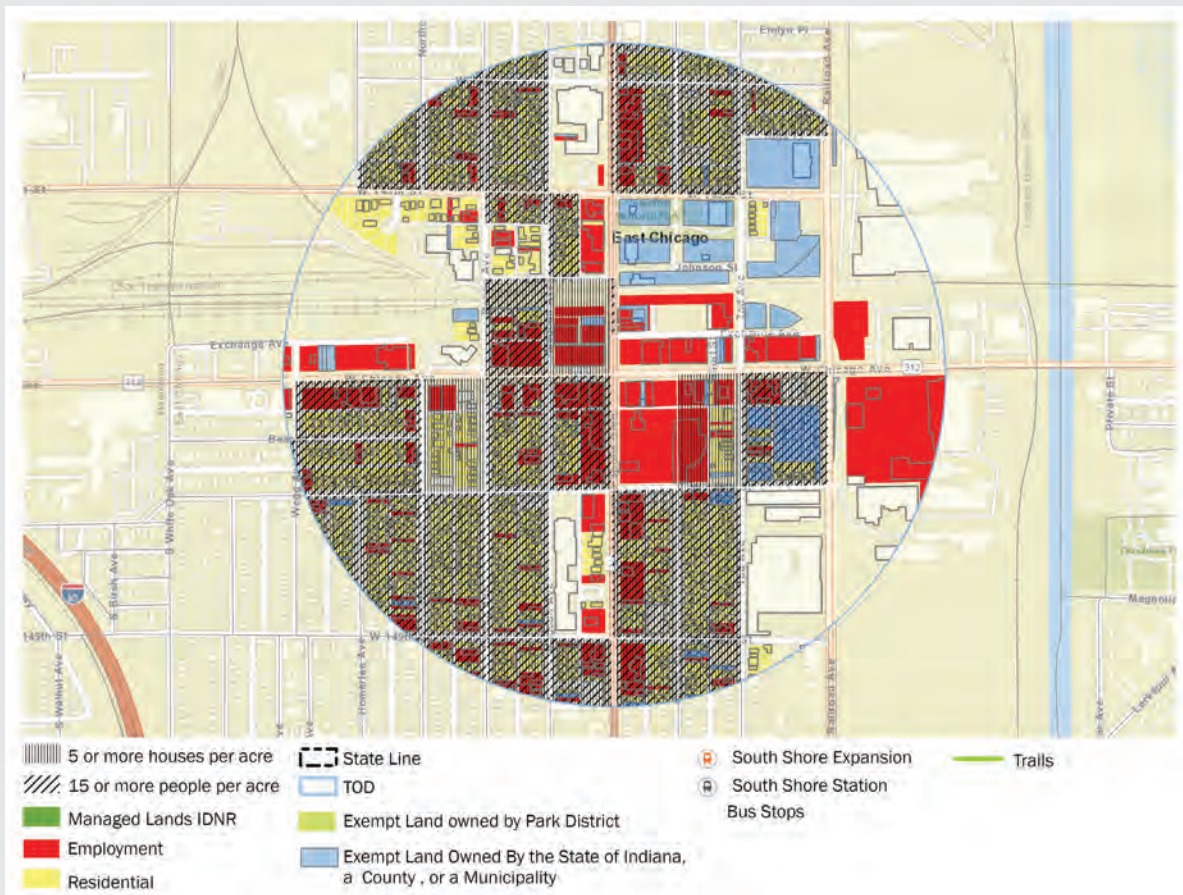
Sidewalks are found both in Indianapolis Blvd, Chicago Ave, and residential areas. They are generally in good condition, as shown in the pictures. There are no dedicated bicycle lanes or sharrows. The area's strong road connectivity and the mix of uses are reflected in the Walk Score. The Walk Score is 84 (very walkable), and the Bike Score is 58 (bikeable).

PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

Parks: The area is served by plenty of parks and openspace. It includes Kosciuszko Park, Mac Arthur Golf Course, Edward Valve Park, and Tod Park. In addition, openspace and water features



are found along the Grand Calumet River. However, more trees are needed along the commercial corridors. **Parking:** Street parking is dominant except for large commercial parking lots in Chicago and Indianapolis.





Source: BusinessYab- Kosciuszko Park, East Chicago

Recommendations

The City has several redevelopments and area plans, such as the Creating Livable Communities 2013 (NIRPC) and the North Harbor Initiative. The Comprehensive Plan was completed in 2008 and needed an update. In addition, the area needs streetscapes and safety plans for the commercial corridors—recommendations and strategies to improve and advance the area to attract more businesses. Implementing these recommendations will help the area achieve the recommended elements of a TOD II.

TOD Funding: This TOD area is classified as TOD Emergent. It is eligible for the following categories:

- 1- Area Plan
- 2- Non-Capital Improvement: Predevelopment plan
- 3- Capital Improvement

Gary- Broadway/ 11th

Gary- Broadway/ 11th is within half a mile of the GPTC 11th Street BMX bus station located at Broadway St. and 11th Street. The bus station ranked in Gary with the highest ridership of the GPTC Bus Lines. The TOD area is part of the Midtown neighborhood and is defined as a TOD II. It is located south of Downtown and north of Glen Park. The total acreage of the TOD area is about 503 acres.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area was designed as a predominantly residential neighborhood. However, Midtown's dense residential and commercial corridors have begun to deteriorate as the City has declined, and vacant lots and storefronts have increased. The area population is 2881 people, with a medium density of 17 people per acre, and a significant population aged 65 and up. Housing is about 1833 units with a density of 25 units per acre. Much of the housing stock is single-family homes with a high concentration of rental units in moderate to poor condition, both occupied and unoccupied, affecting the public health of the residents and the neighborhood.

The neighborhood is planned in smaller parcels with bungalows, traditional single-family homes and a large housing tower on 13th Avenue and Broadway.

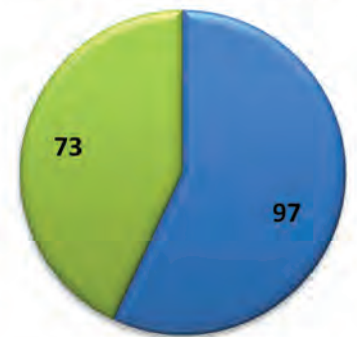
NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

The neighborhood is well connected to major highways. It is situated between the toll road I-90 on the north and the Borman Expressway south. Public transportation is provided by GPTC buses, which is essential for households that rely more on public transportation to meet their various needs. The bus lines provided by GPTC are the regional BMX and local routes R3 and L1, which run through Broadway and 11th Ave. Freight railroads running through the area are the CSX and Chicago Fort Wayne & Eastern railroads.

Currently, there is no designated bike routes or trails within the area. However, 11th Street is recommended on the Greenway Blueway NIRPC map as a good bike route, requiring moderate traffic tolerance.



Gary- Broadway/11th



■ Employment Area in Acres
■ Residential Area in Acres



BROADWAY/11TH
■ Total Employment
■ Total Population

Source: Google Map- Multi-Story residential at the intersection of Washington and W. 13th

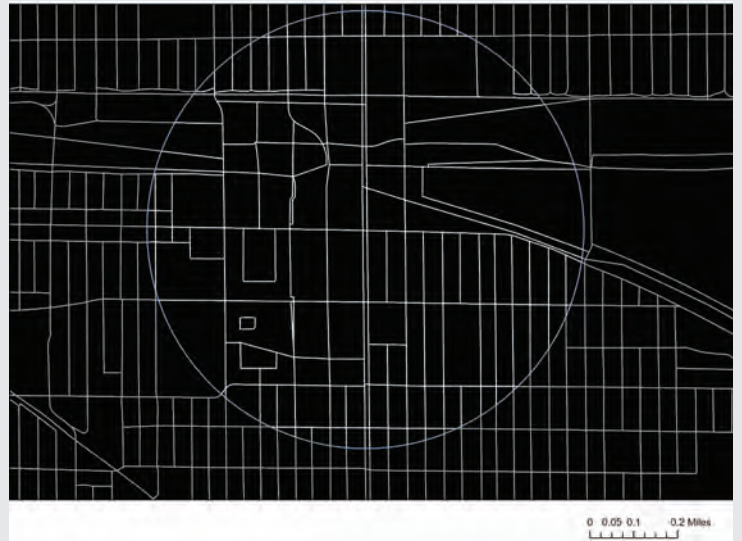
BIKE / PEDESTRIAN ACCESSIBILITY

The area has a moderate urban grid network, with Broadway serving as a regional strong north-south road. Block sizes range between 400 and 800 feet. Street conditions range from moderate to poor.

The area has good sidewalks along Broadway and 11th, but the sidewalks within other areas in the neighborhood are generally in moderate to poor condition. There are no dedicated bicycle lanes or sharrows. The Walk Score is 57 (somewhat walkable) and a Bike Score of 50 (bikeable).

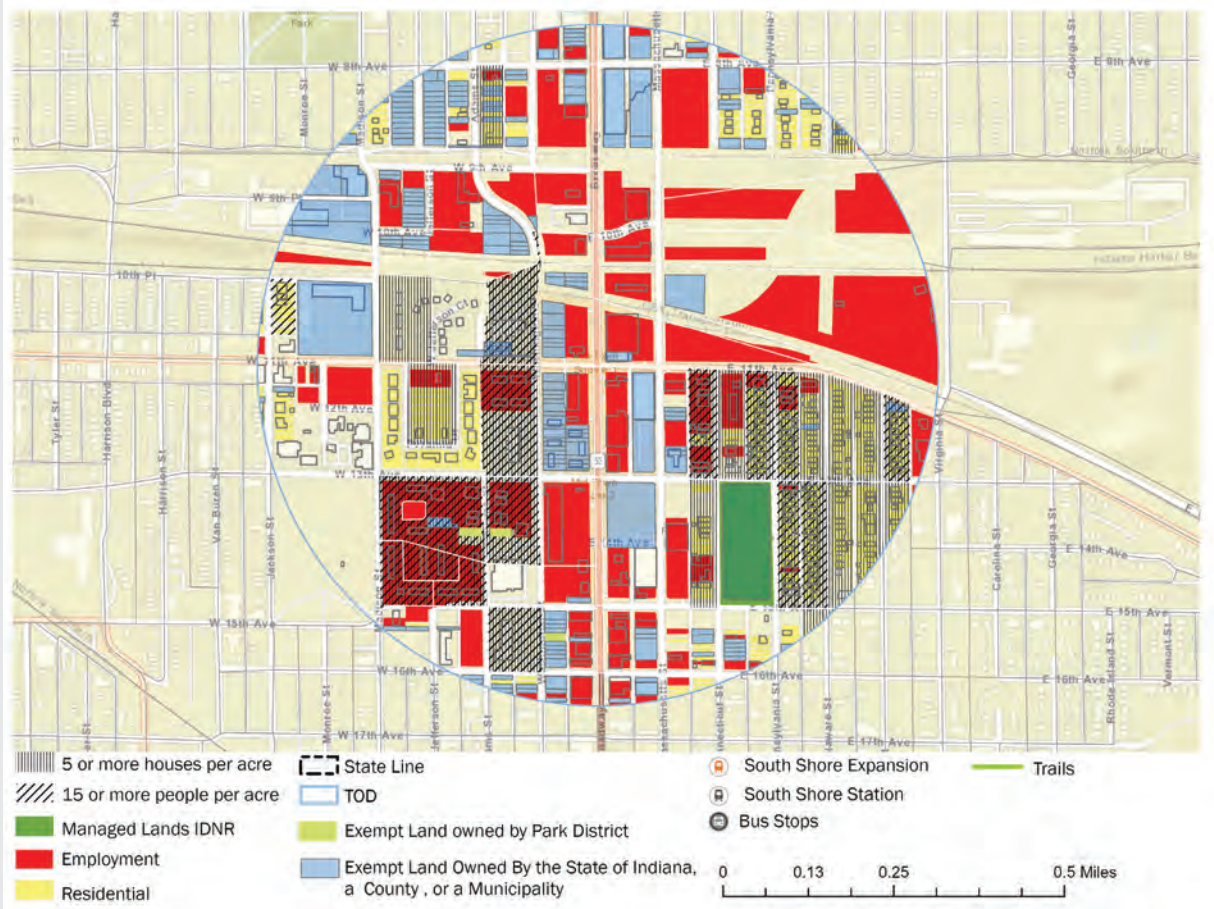
PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

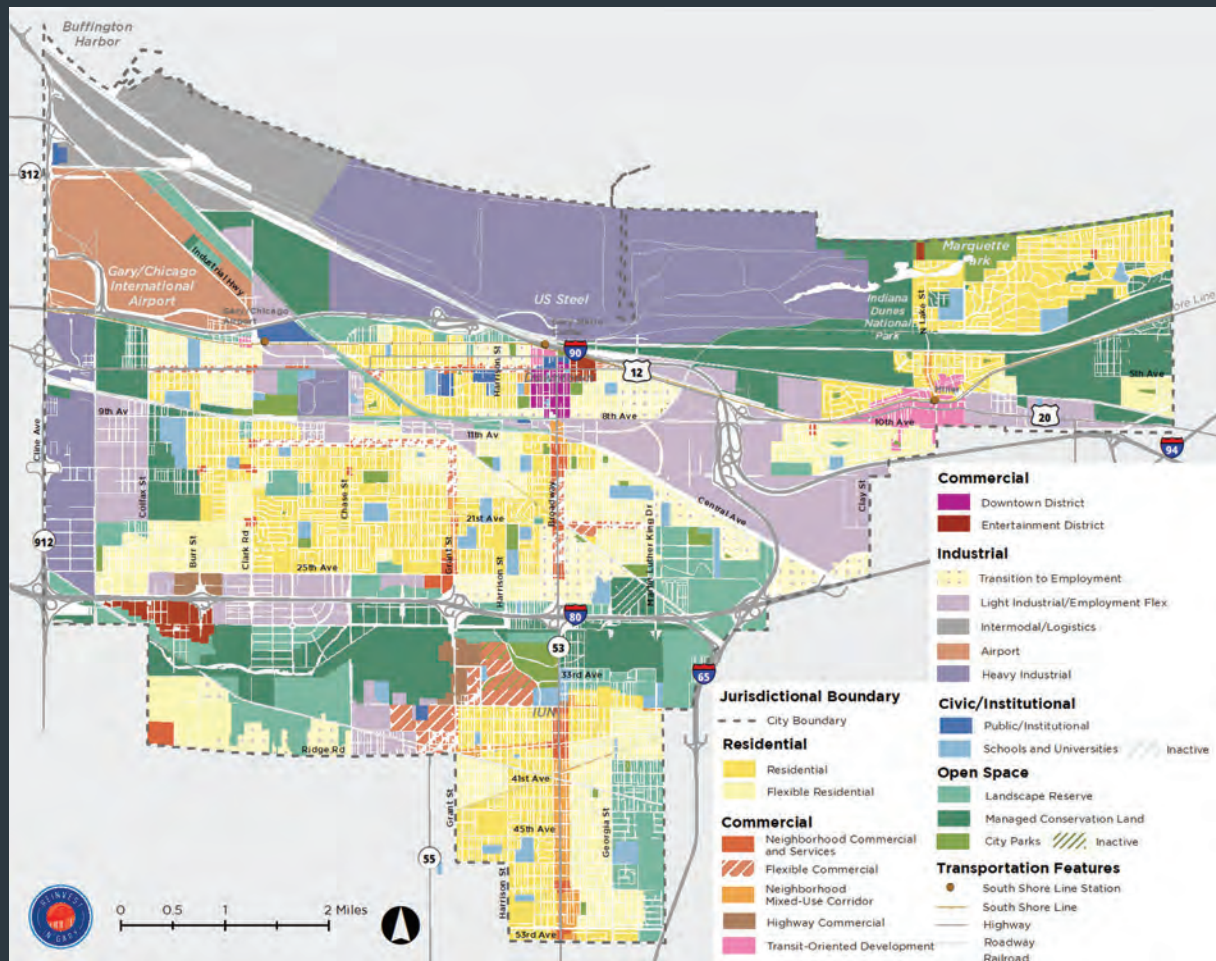
Parks: Washington Park, Carolina Park, and Roosevelt Park serve the area. The area has plenty of tree coverage and open space within



the neighborhood but lacks streetscape along major roads.

Parking: Street parking is the dominant form but is limited, with some driveways and few parking lots.





Source: 2019 Gary Comprehensive Plan- Land Use Plan

Recommendations

Several area plans include Gary Comprehensive Plan 2019, Bike/Ped Assessment Report 2015 (INDOT/FHWA), Livable Broadway Regional Plan, and Creating Livable Communities 2013 (NIRPC), which outlined improvement recommendations and strategies to improve the area. Recommendations included consolidating and focusing neighborhood commercials and services at key intersections with Broadway, such as 11th Avenue and 15th Avenue. In addition, maintain the existing green corridor between the railroad tracks and 10th Avenue as a continuous green corridor and buffer from Broadway past Colfax Street to the west. Lastly, pedestrian crossings along Broadway Street and sidewalks will improve accessibility and safety for all users. Implementing these recommendations will help the area achieve the recommended elements of a TOD II.

TOD Funding: This TOD area is classified as TOD Emergent. It is eligible for the following categories:

- 1- Area Plan
- 2- Non-Capital Improvement: Predevelopment plan
- 3- Capital Improvements

Gary-IUN/ University Park

Gary-IUN is within half a mile of the GPTC Broadway Metro Express (BMX) bus station located at Broadway St. and 35th Ave. and is called University Park. The area is defined as a TOD II Suburban Community. The station ranked with the third-highest ridership of the GPTC Bus Lines. The TOD area is bordered north by Indiana University Northwest (IUN) and 30th Avenue, and Ridge Road on the south. The total acreage of the TOD area is about 503 acres.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area is greatly impacted by the IUN and Ivy Tech campuses representing substantial assets in the neighborhood. The population is 3,165 people, with a medium density of 18 people per acre, and housing is about 1,157 units with a density of 8 units per acre. Much of the housing stock is dominated by single-family homes in moderate to poor condition, both occupied and unoccupied, affecting the public health of the residents and the neighborhood.

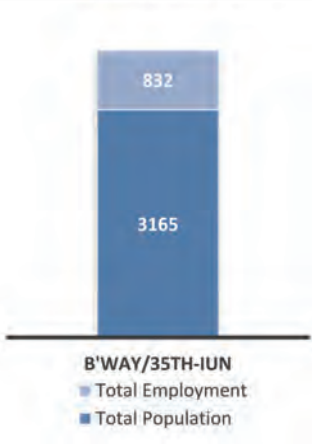
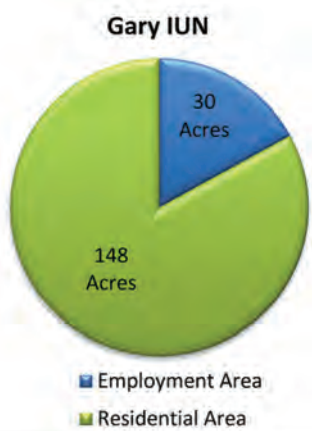
Major employers in the area are IUN and Ivy Tech. The total number of jobs is 832, with a low density of 5 employees per acre. Residential is the predominant land use in the area. Building setback is between 20-30 feet in residential and 0 setbacks for some commercial. Building heights are up to two stories. All amenities, including fast-food restaurants, limited dine-in restaurants, liquor stores, and other area services, are less than half a mile from the bus station.

NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

The neighborhood is well connected to major highways. The Borman Expressway serves it on the north, exits Broadway and Grant streets, and Interstate 65, to the east, exits on Ridge Road. The provided public transportation is GPTC buses, regional BMX, and local L4, L1, and L3 running through Broadway and Ridge.

BIKE / PEDESTRIAN ACCESSIBILITY

The area has a dense urban grid network, with Ridge Road serving as a regional strong diagonal road. Its block sizes mostly range between 400 and 600 feet. Street conditions range from moderate to poor. The area has sidewalks along Broadway, 35th, and within the IUN area. The neighborhood sidewalks are generally poor, with many areas having deteriorated or no sidewalks, no dedicated bicycle lanes or sharrows, and a lack of bus signage. The Walk Score is 48 (somewhat walkable), and a Bike Score of 58 (bikeable).

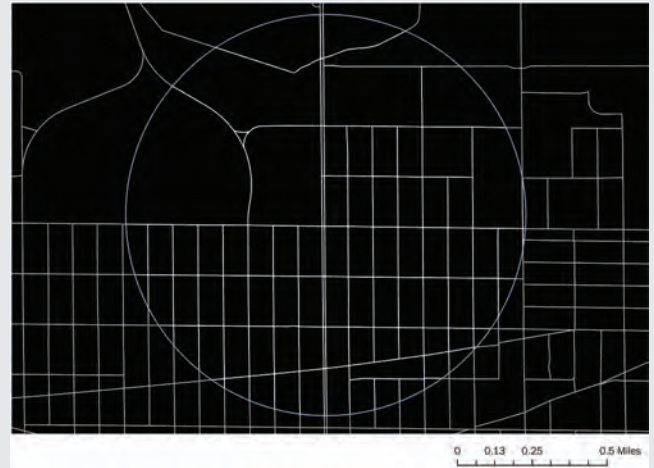


Source: UIC Maxwell/Halsted Redevelopment Project- Part of the University of Illinois at Chicago South Campus- Left & Right

PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

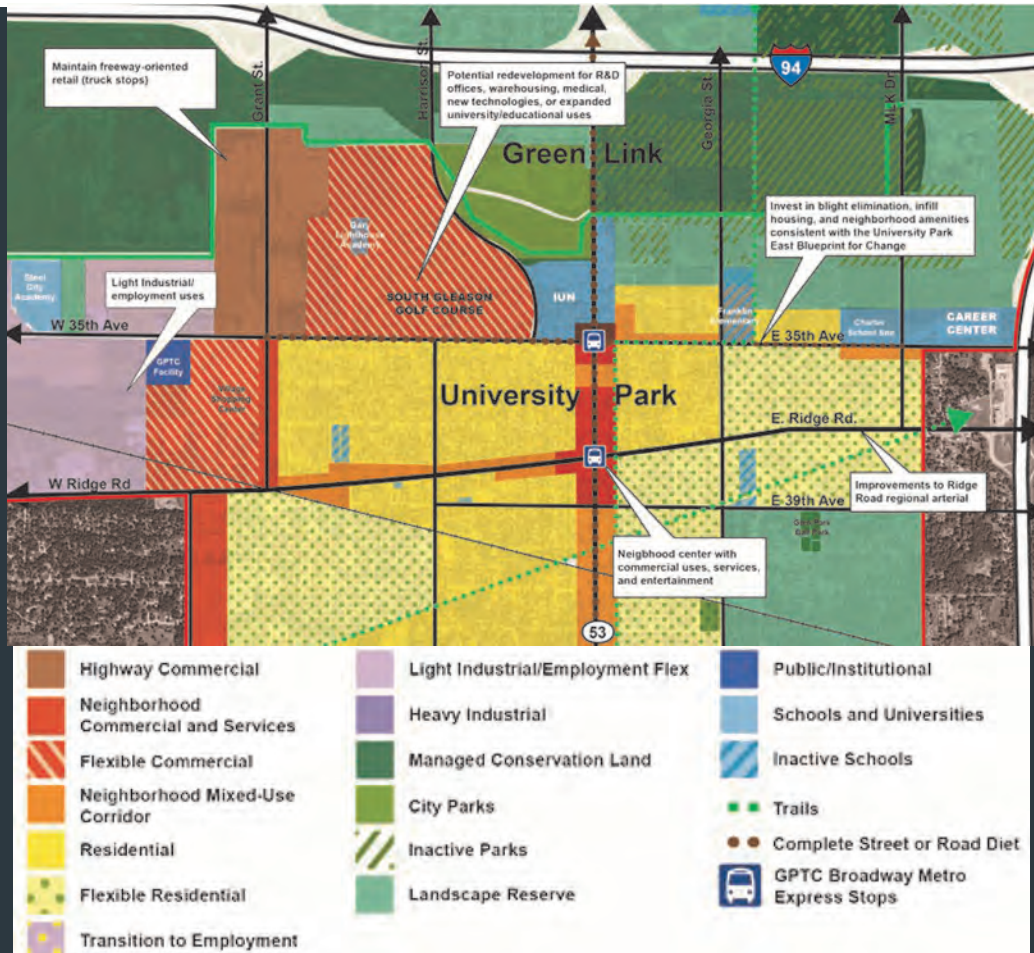
Parks: Glen Park Optimist Club Ball Park is the only nearby park serving the area. Pittman Square Park is located south of Glen Park outside the area boundary, featuring a basketball court, playground, and open space. The Little Calumet floodplain north of the area also provides significant greenspace.

Parking: Street parking is the dominant form but is limited, with some driveways and few parking lots.



Source: Google Map- IUN Campus





Source: 2019 Gary Comprehensive Plan- University Park Recommendations

Recommendations

Several plans include Gary Comprehensive Plan 2019, the 2017 University Park East, Blueprint for Change, and Bike/Ped Assessment Report 2015 (INDOT/ FHWA). In addition, the Gary 2022 Bicycle and Pedestrian Plan, the Livable Broadway Regional Plan, and Creating Livable Communities 2013 (NIRPC) outlined improvement recommendations and strategies to improve the area. Recommendations included strengthening the real estate market and developing mixed-use modern buildings higher than two or more stories that meet physical and locational requirements within potential growth sectors. In addition, develop ready sites and modern facilities to attract businesses— improvements to pedestrian crossings along Broadway Street and sidewalks will improve accessibility and safety for all users. Implementing these recommendations will help the area achieve the recommended elements of a TOD II.

TOD Funding: This TOD area is classified as TOD Emergent. It is eligible for the following categories:

- 1- Area Plan/ Market Study
- 2- Non-Capital Improvement: Predevelopment plan
- 3- Capital improvement

Merrillville - Broadway/Century Plaza

Merrillville - Broadway/ Century Plaza is defined within half a mile of the GPTC Century Plaza Street BMX bus station. The station is centrally located at Broadway St. and US 30 on 81st Ave. The Town of Merrillville's main center intersects with the area boundary. Therefore, the area is classified as a TOD II. US 30 and 86th Street from the south are defined in the north. The bus station has a significant ridership corresponding to the high employment in the area. The total acreage of the TOD area is about 503 acres.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

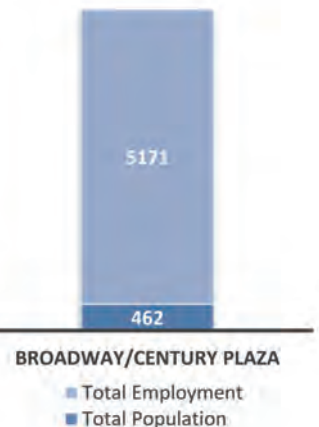
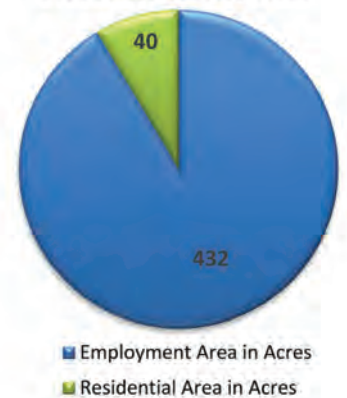
Employment is the primary land use in the area representing about 85%. It is an automobile-oriented commercial and office building with large parcels, surface parking, strip malls, and mixed-use. A mixture of office buildings, restaurant chains, big box stores, Centier Bank Headquarters, Chase Bank, and the former Century Mall site are all found within walking distance of the station, but they remain largely vacant. North of US 30, commercial developments comprise various chain restaurants, offices, and retail businesses, surrounded by large parking lots. The residential area represents 8% of the land use area. Jobs- housing balance is missing. The area needs the development of high to moderate density residential and mixed-use.

NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

Road 53/Broadway is the primary north-south corridor, and US Highway 30 is the major east-west corridor. Gary Public Transportation Corporation (GPTC) bus routes are BMX and R2. Route R2 is the US 30 Shuttle that feeds to the (BMX), providing connection service to the BMX from Century Plaza roughly every 75 minutes to Meijer, Southlake Mall, Sam's Club, Walmart, and other locations on US 30.

Currently, there is no designated bike routes or trail within the area. However, Merrillville Road, west of the area, is recommended in the Greenways Blueways NIRPC map as a good bike route, requiring moderate traffic tolerance. In addition, NIRPC US 30 Safety Study has recommendations for future trails.

Merrillville-
Broadway/Century Plaza



Source: Google Map- Century Plaza Bus Stop

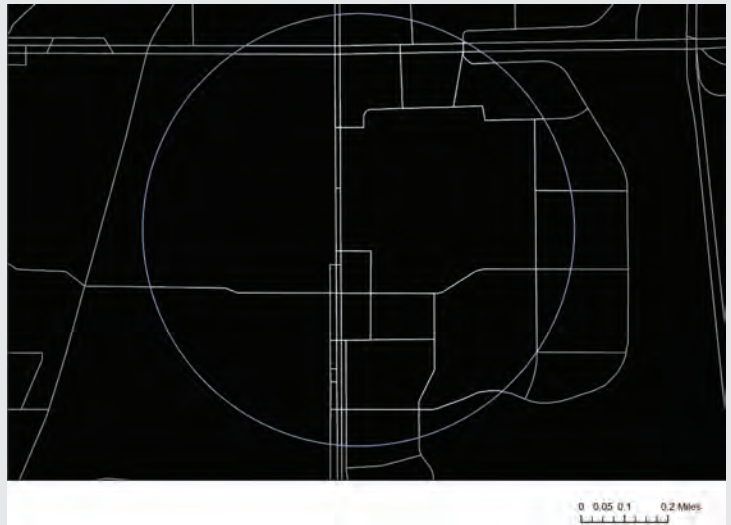
BIKE / PEDESTRIAN ACCESSIBILITY

The area is a typical suburban subdivision with no linear grid network. Block sizes are not uniform and developed with large surface parking. Due to the heavy traffic along US 30 and Broadway, it is very difficult for pedestrians to walk or cross the roads.

The area has no sidewalks or crosswalks along Broadway and US 30. There are no dedicated bicycle lanes or sharrows. The Walk Score is 48 (somewhat walkable) and a Bike Score of 40 (bikeable); However, the area scored somewhat higher than expected because the area's significant amenities would encourage people to walk or bike.

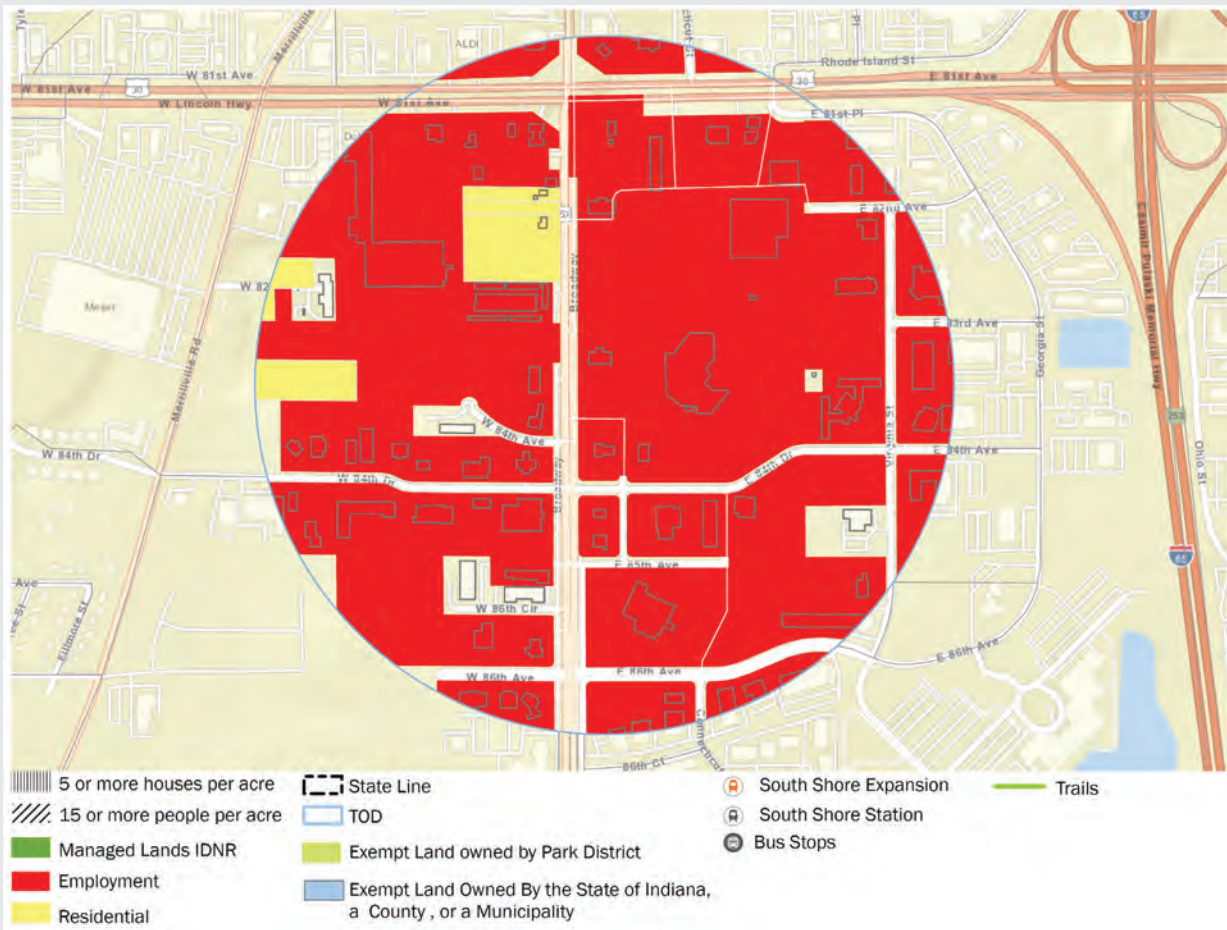
PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

Parks: First Hill Park is the only Park that serves

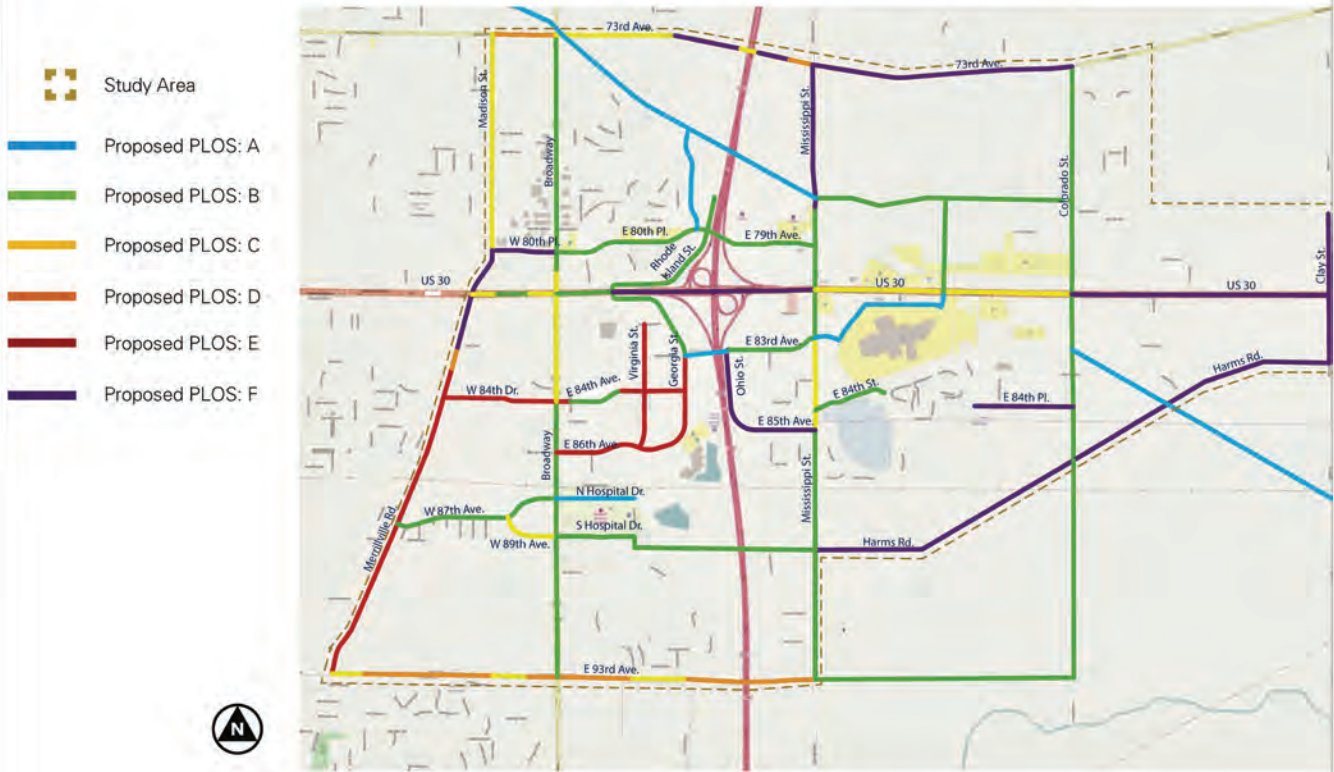


the area. The area overall lacks openspace and green spaces.

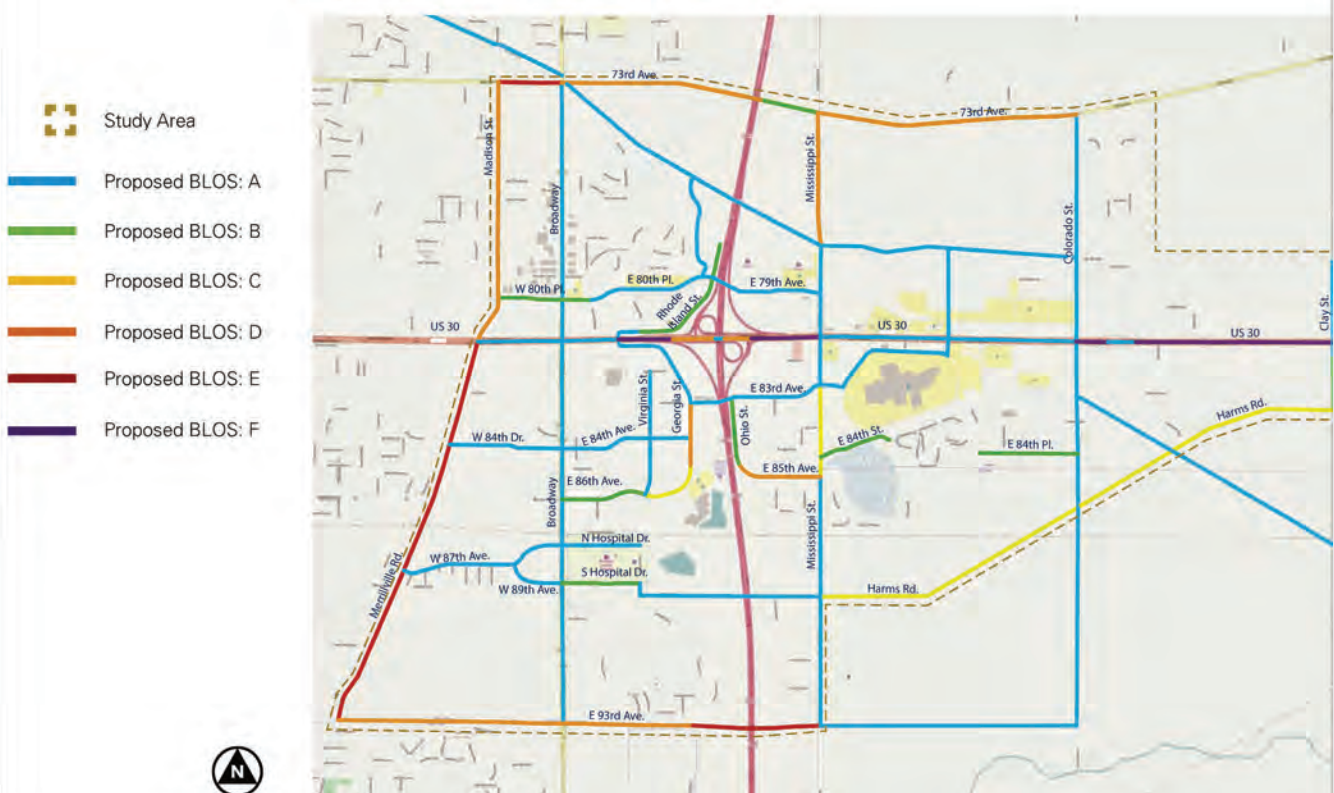
Parking: There is no on-street parking. Parking is only available within strip malls and in large parking lots.



Proposed Pedestrian Level of Service Plan

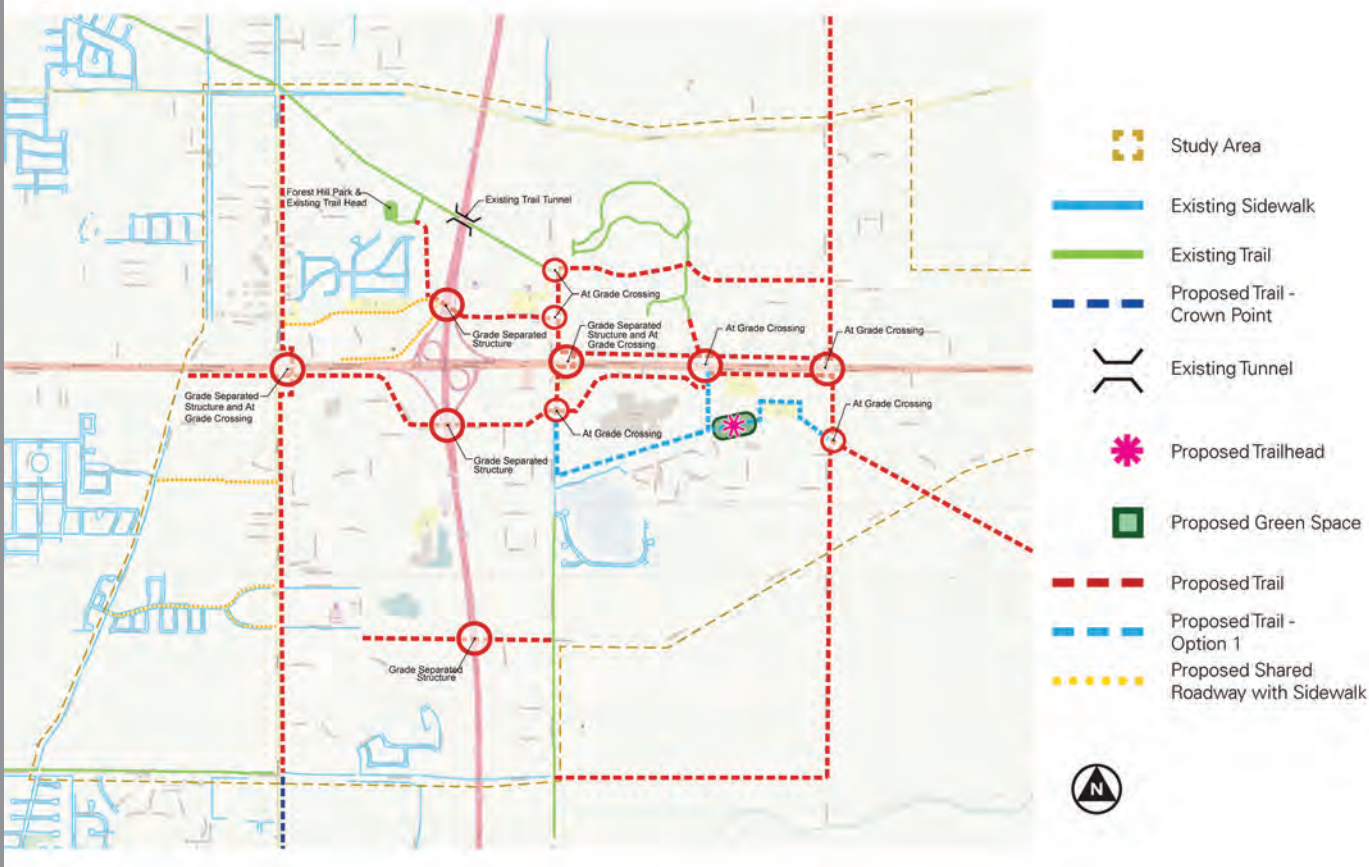


Proposed Bicycle Level of Service Plan



Source: NIRPC US 30 Safety Study

Proposed Routes Plan



Source: NIRPC US 30 Safety Study

Recommendations

Several area plans, such as NIRPC US 30 Safety Study, Livable Broadway Regional Plan, and NIRPC Creating Livable Communities, are outlined improvement recommendations and strategies to improve and advance pedestrian activities within the area to attract more residents and businesses. For example, plans recommendations include increasing openspace along pedestrian paths, trails, and bicycle routes and considering additional areas for mixed-use development to increase density in the study area. In addition, improve intersections along US 30, include high visibility markings at crosswalks, refuge medians, and plantings, and increase connectivity between residential areas and key commercial destinations.

TOD Funding: This TOD area is classified as TOD Emergent. It is eligible for the following categories:

- 1- Non-Capital Improvement: Predevelopment plan
- 2- Capital improvement

Valparaiso Campbell/ Brown

The Valparaiso Campbell/ Brown Bus station is defined as TOD II. The TOD area is located south of downtown. The station is located at the intersection of Brown St. and Campbell St. It includes a stop for the ChicaGo Dash, the express commuter bus service from Downtown Valparaiso to Downtown Chicago, and the local bus service V-Line. The V-Line deviates fixed-route bus service for the citizens and visitors of Valparaiso. The total acreage of the TOD area is 503 acres.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area is predominantly residential and commercial. There are 1,818 people with a low population density of 6 people per acre. The total housing units are 935 units with a density of 7 units per acre. Total employment in the area is 4,202, with a density of 13 employees per acre. Building heights are between 1-2 stories.

All downtown amenities, including commercial restaurants, coffee shops, a library, and other amenities, are located less than half a mile from the station.

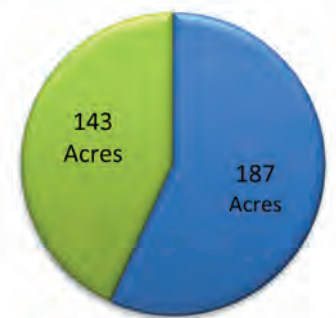
NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

The area's roads are US 30, major arterial south of the station, Brown Street and Campbell Street, with the V-Line and ChicagoDash bus line connections. In addition, pathways are located nearby on Campbell St, Chicago St., and Jefferson St., The City of Valparaiso, is well connected by a trails network, as shown on NIRPC Greenways Blueways Map.

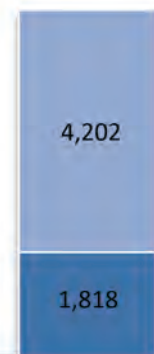
BIKE / PEDESTRIAN ACCESSIBILITY

Streets represent a very strong compact grid north of the railroad with a small block length. The area

Valparaiso- Campbell

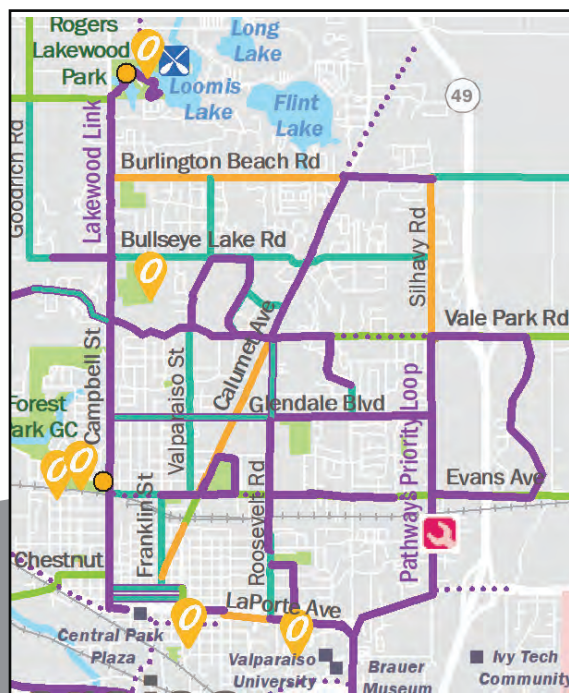


■ Employment Area in Acres
■ Residential Area in Acres



Valparaiso (Campbell/Brown)

■ Total Employment
■ Total Population



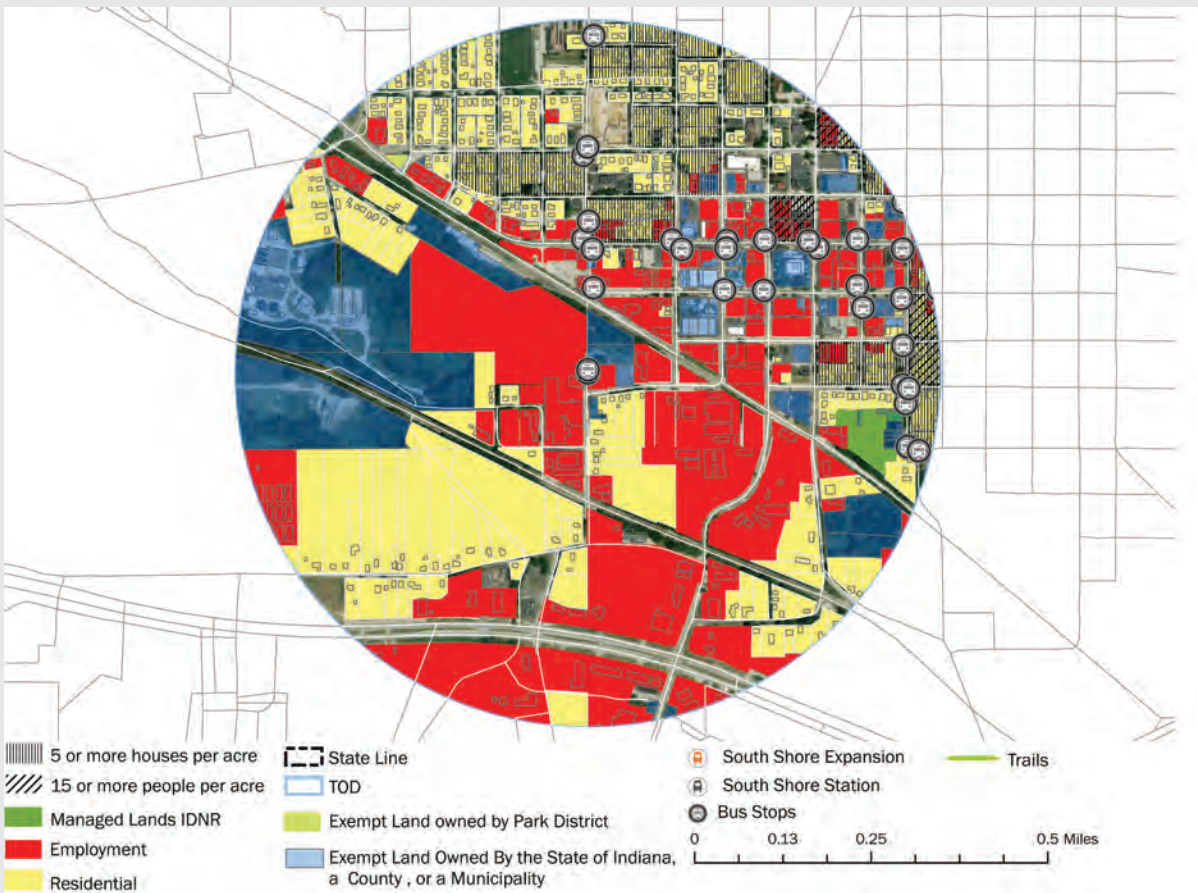
Source: NIRPC Greenways Blueways Map 2020- Valparaiso Area

has sidewalks north of the TOD bus station with a Walk Score of 69 (somewhat walkable) and a Bike Score of 50 (bikeable).

PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

Parks: The area is near Central Park Plaza with features including an Amphitheater, splash-pad play area, accessible restrooms, and a seating capacity of 150. The station is also near Will Park, which features a basketball court, soccer field, open play area, playground, picnic shelters and amenities, restrooms, and parking.

Parking: On-street and diagonal parking and various parking lots are available near the station with street lighting. The area is not well connected with accessibility features such as sidewalks, bike lanes, and facilities south of the railroad.





Source: City of Valparaiso Campbell Street – Lincolnway to Brown Street Construction Project

Recommendations

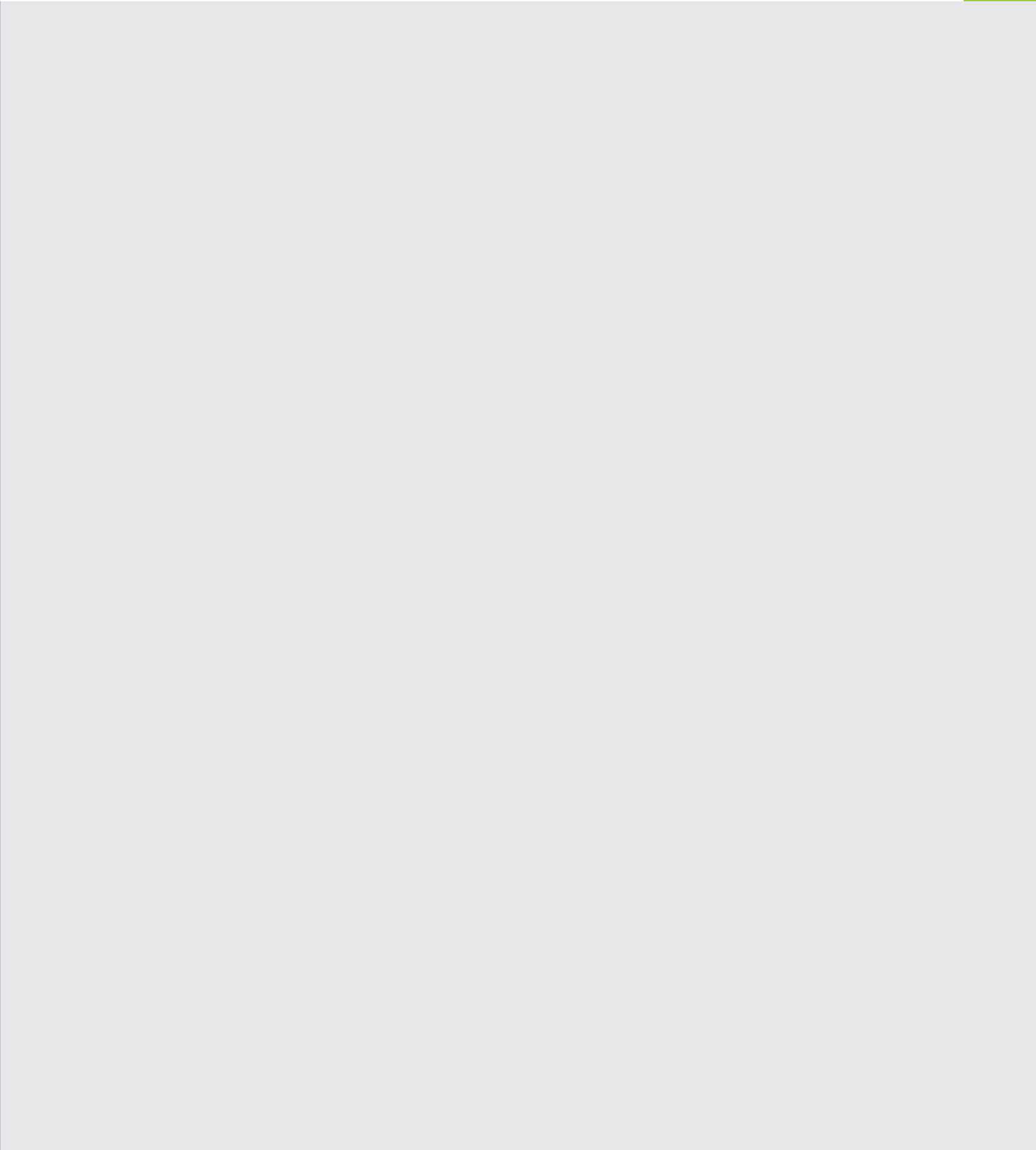
To reach recommended elements of a TOD II, the area should consider implementing the recommendations from the various plans and studies for the proposed bus station. For example, the proposed plans include 500 apartments, 12,000 square feet of retail and restaurant space, and a Campbell Street connection under the railroad to better access the bus station and improve accessibility and safety for all users. . Implementing these recommendations will help the area achieve the recommended elements of a TOD II.

TOD Funding: This TOD area is classified as TOD Progressive. It is eligible for the following categories:

- 1- Non-Capital Improvement: Predevelopment plan
- 2- Capital improvement



Source: Flaherty & Collins Properties - Proposed Mixed-Use, Transit-Oriented Project



TOD III - Commuter Community

Portage / Ogden Dunes

Dune Park

Beverly Shores



Source: subwaynut.com/chicago/south_shore_line/dune_park/index.php

Desired Elements

1. Land Use

It contains a suburban town center, less concentration of jobs, building heights of two or fewer stories, single-family homes, and 2-4 units per acre.

2. Network Connectivity

It includes a very limited street grid. It may include bus transit.

3. Accessibility

Limited sidewalk, biking trails, and a Walk Score of less than 50.

4. Public Areas

It provides park and ride, surface parking, and a transit building or shelters.

South Shore Stations TOD III

Portage/Ogden Dunes

The Portage/Ogden Dunes train station is defined as TOD III. It is located north of Portage and east of Ogden Dunes. The station is located along US Hwy 12. The total acreage of the TOD area is 2,342 acres, which the largest TOD area. However, the area acreage is adjusted to a square mile of 640 acres.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area is predominantly residential and managed lands/open space. There are 709 people with a very low population density of 4 people per acre. The total housing is 399 units with a density of 3 units per acre. Total employment in the area is very limited, with 37 employees and a very low density of 0.2 employees per acre.

Building heights are between 1-2 stories.

All amenities, including commercial, restaurants, grocery, and other services, are located over one mile from the train station.

NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

Major roads in the area are US Hwy 12 to the south, Hillcrest Rd to the west, and Stagecoach Rd. There is currently no bus connection available. Currently, there is no trail located within or near the train station.

BIKE / PEDESTRIAN ACCESSIBILITY

The streets are laid out weak to a medium grid system with a large block length, a partially built mixed-use development in the Marina Shores. The area has a sidewalk within the TOD station with a Walk Score of 8 (car dependent) and a



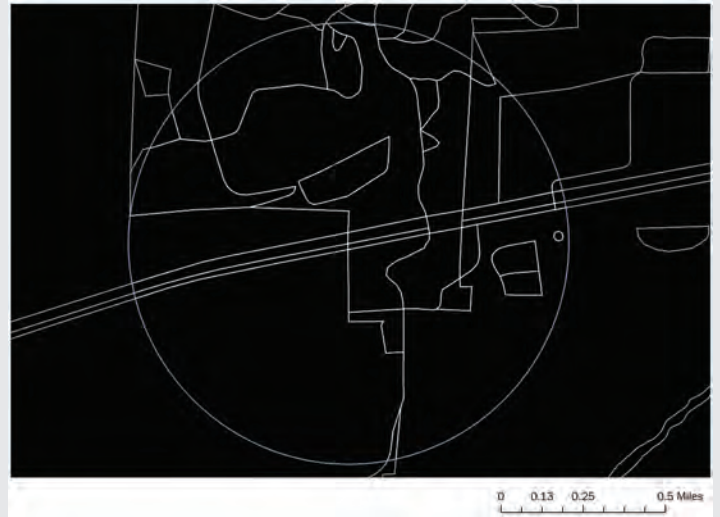
Source: subwaynut.com/chicago/south_shore_line/portage_ogden_dunes/index.php

BikeScore of 23 (somewhat bikeable). However, amenities are missing within the train station, and the nearest is over a mile away. As a result, the area’s Walk Score and Bike Score are lower than recommended for a TOD III.

PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

Openspace: The area is near the National Park, Tolleston Dunes, Marina Shores, and the Portage Lakefront/ Riverwalk.

Parking: : A narrow surface parking strip between the NICTD train station and Norfolk Southern rail lines. The area lacks sufficient accessibility and biking elements to meet the future, missing crosswalks, safety features, and seating areas.





Source: City of Portage, Northside Master Plan Update 2016

Recommendations

To reach recommended elements of a TOD III, the area should implement recommendations from the Portage TOD Plan and the TDD plan. Recommendations include considering flashing traffic lights from the Marina Shores development to the train station as recommended in the Portage Northside Master Plan elements for safety purposes. In addition, the Northside plan recommends redeveloping the area as the linchpin, a new mixed-use neighborhood center, neighborhood supporting retail uses, vertical housing forms, active and connected sidewalks, bike trails, streetscapes, and an appropriately placed bike and scaled parking. According to NICTD, future streetlights will incorporate Dark Skies guidance to minimize light pollution for human and wildlife populations; a new high-level south platform and additional parking will be constructed as part of the Double-track project.

TOD Funding: This TOD area is classified as TOD Restricted, and it is eligible for the following funding categories

1. Non-capital investments: Predevelopment plan
2. Capital Improvement

Dune Park

Dune Park South Shore train station is defined as TOD III. The station is located along US Hwy 12 and SR 49 and encompasses two municipalities, Chesterton, and Porter. It serves as the headquarters of the Northern Indiana Commuter Transportation District (NICTD). The total acreage of the TOD area is 992 acres and adjusted to 640 acres.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area is predominantly forest land with residential nearby. The Indiana Dunes National Lakeshore is a main attraction within the area. The number of visitors to Indiana Dunes National Park was approximately 2.29 million in 2020. There are 265 people with a population density of 8 people per acre. The total housing is 109 units with a density of 3 units per acre. Total employment in the area is 13, with a density of 0.4 employees per acre.

Building heights are between 1-2 stories.

Most amenities, such as groceries,

restaurants, commercial uses, and services, are over a mile away.

NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

Major roads in the area are US Hwy 12 south of the station and SR 49 west. US 20 and I 94 are located further south. The train station has a V-Line transit connection from Valparaiso. The area is also connected to the Calumet Trail and the Dunes Kankakee Trail along US 49.

BIKE / PEDESTRIAN ACCESSIBILITY

In general, the streets are laid out in a weak grid system with a large block length. In addition, the area only has a



Source: NIRPC Greenways Blueways Map 2020- Indiana State Park

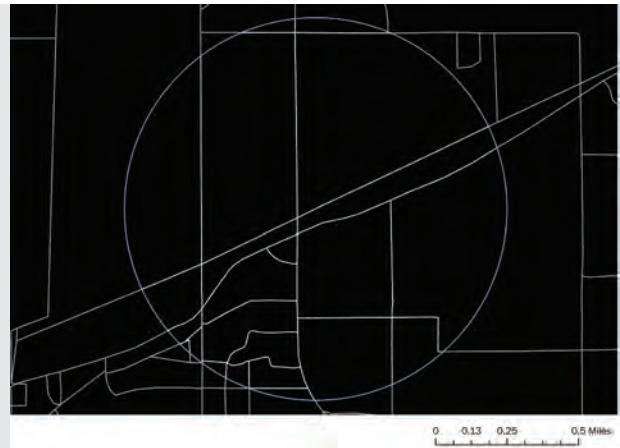
sidewalk within the TOD station with a Walk Score of 1 (car dependent) and a Bike Score of 27 (somewhat bikeable). The area has no amenities; therefore, the area has a very low Walk Score and Bike Score and is less than the recommended as a TOD III.

ADA accessibility is presented at the train station, and crosswalk marks are also found within the station.

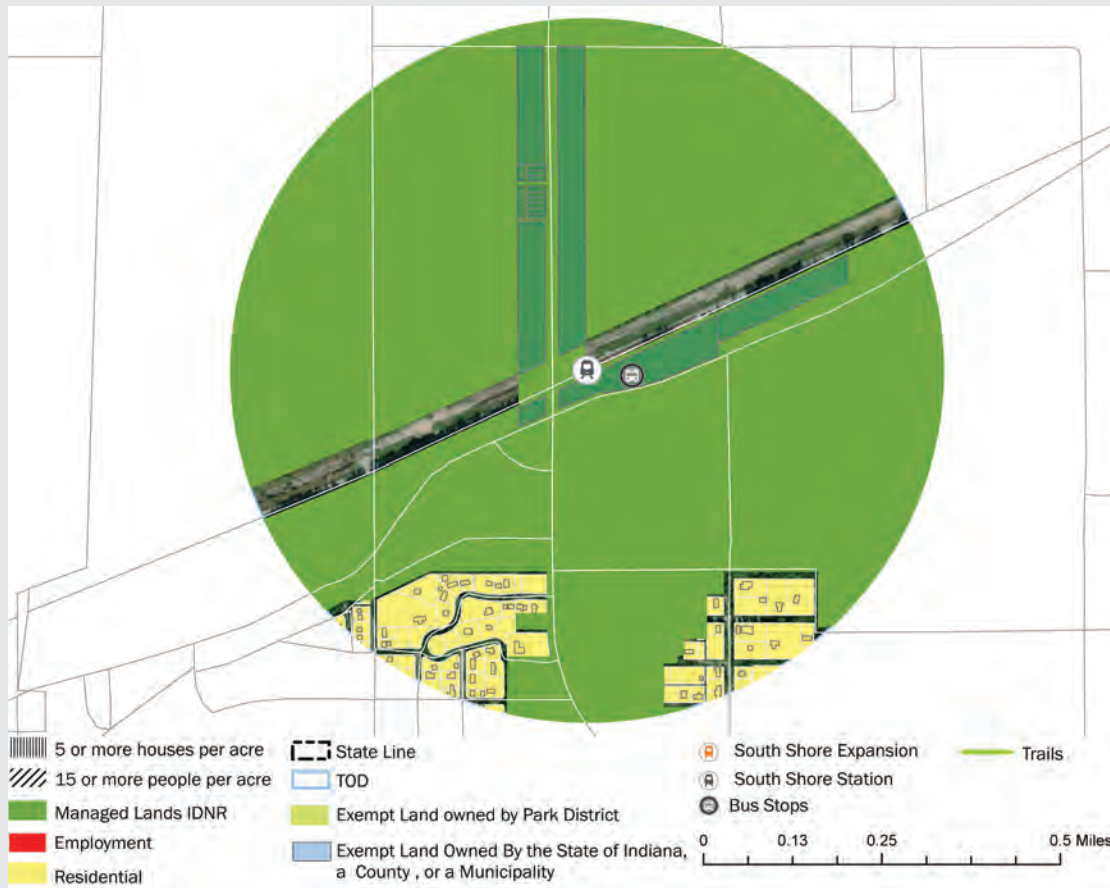
PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

Parks: The area is surrounded primarily by Managed lands, including the State Park and National Park, representing approximately 95 percent of the area as shown on the land use map. The State Park is over 2,000 acres and has beach access, a pavilion, restrooms, a campsite, trails, and parking. The number of visitors to Indiana Dunes National Lakeshore amounted to approximately 2.29 million in 2020.

Parking: There are two large surface parking lots within the station with streetlights.



Dune Park Station





Courtesy of the NWI Times

Recommendations

To reach the recommended elements of a TOD III, an improved or more direct walk and bike access from SR 49 and US Hwy 12 to the train station should be considered. An accessibility plan will be ideal for this type of TOD that is physically constrained to be developed. NICTD future streetlights will incorporate Dark Skies guidance to minimize light pollution for human and wildlife populations. Re-align Calumet Trail under SR 49 bridge, and additional parking will be constructed as part of the Double-track project.

TOD Funding:

This TOD area is classified as TOD Restricted, and it is eligible for the following funding categories:

- 1- Non-Capital Improvement: TOD Accessibility Plan
- 2- Capital improvement

Beverly Shores

Beverly Shores train station is defined as TOD III. The TOD area is in the center of the Beverly Shores identified Livable Center. The station is located along Broadway St, the major road in the area. The Town of Beverly Shores is located along the Lake Michigan shoreline and adjacent to the Indiana Dunes National Park. It was developed as a planned resort community of second homes for Chicago residents. The total acreage of the TOD area is 625 acres.

LAND USE: DENSITY, BUILDING HEIGHTS, MIX OF USES

The area is predominantly the National Park open space, representing about 90 percent of the station area’s land use. There are 211 people with a population density of 3 per acre, and housing is 117 units with a housing density of 2 units per acre. Total employment in the area is 135, with a density of 5 employees per acre.

Building heights are between 1-2 stories. Some of the buildings across from the station may benefit from being mixed-use.

The area has a year-round restaurant located on the southwest corner of Broadway and US12, while during the

summer months, pop-up pizza trucks are located along US 12. An official Post Office is located along US 12, half a mile from the train station. The Town Administration building is almost across the Street from the station, and commercial uses are on both US Hwy12 and Broadway.

NETWORK CONNECTIVITY: MAJOR ROADS, TRANSIT CONNECTION, TRAILS

Major roads in the area are US Hwy 12 to the south and Broadway, where the train station is. The area is connected to the Calumet Trail, which runs parallel to the train tracks. The station is not connected to a transit bus line.



Source: NIRPC Greenways Blueways Map 2020- Valparaiso Area

BIKE / PEDESTRIAN ACCESSIBILITY

The streets are generally laid out weak to a medium grid system with a large block length. The area has a sidewalk along Broadway and within the TOD station with a Walk Score of 22 (car dependent) and a Bike Score of 38 (somewhat bikeable). The area has a lower than recommended Walk Score and Bike Score for a TOD III.

PUBLIC AREAS: OPENSOURCE, LANDSCAPE, PARKING

Openspace: The National Park surrounds the area, as shown below. The area is near two National Park beaches, Dunbar Beach and Kemil Beach. Both beaches have access to parking.

Parking: There is a surface parking lot within the station with streetlights. The area lacks sufficient



accessibility and biking elements to meet the future, missing crosswalks, safety features, and seating areas.





Source: www.hikingproject.com- Florida Tropical House from the 1933 World's Fair., Indiana Dunes National Park

Recommendations

To reach recommended elements of a TOD III, the area should improve walkability connections to commercial areas south of US Hwy 12 and increase safety along the commercial corridor. According to NICTD, two low-level platforms will be constructed as part of the Double-track project.

TOD Funding:

This TOD area is classified as TOD Restricted, and it is eligible for the following funding categories:

- 1- Non-Capital Improvement: Predevelopment plan
- 2- Capital improvement

Appendix A

Walk & Bike Scores

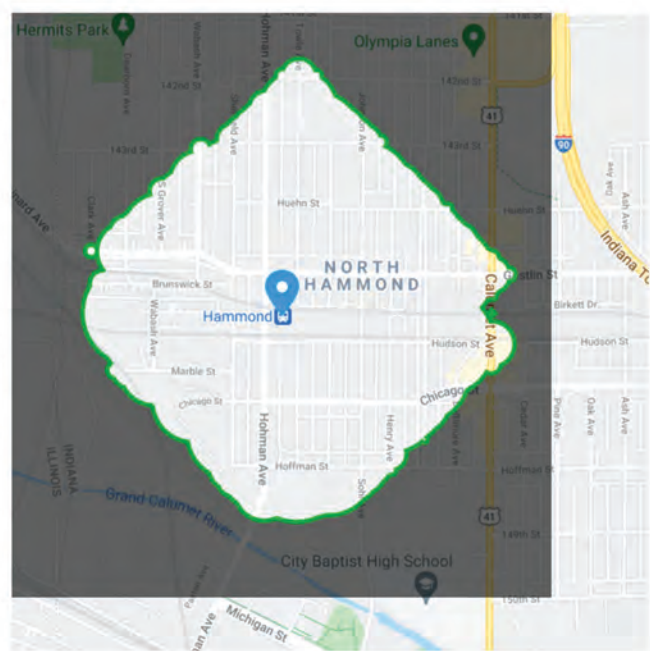
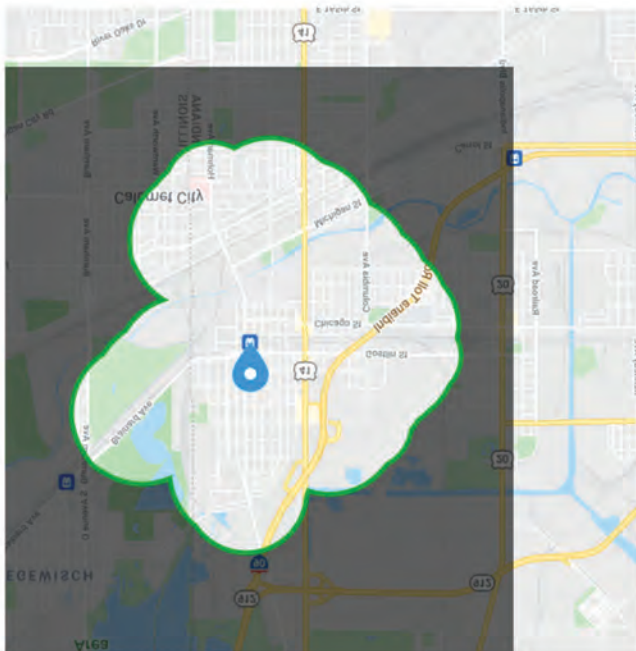
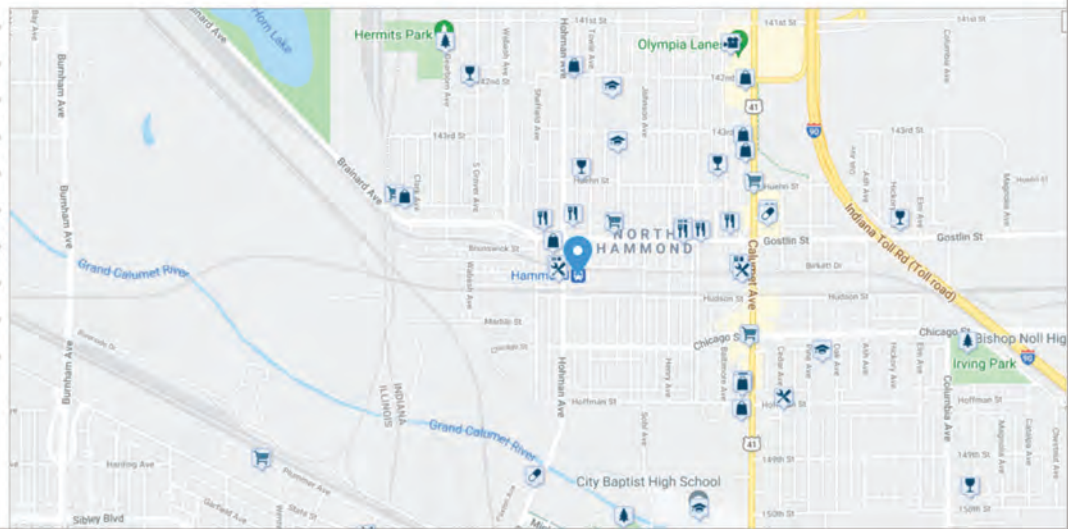
TOD I

South Shore Stations: Hammond, Gary, and Michigan City

Hammond

What's Nearby

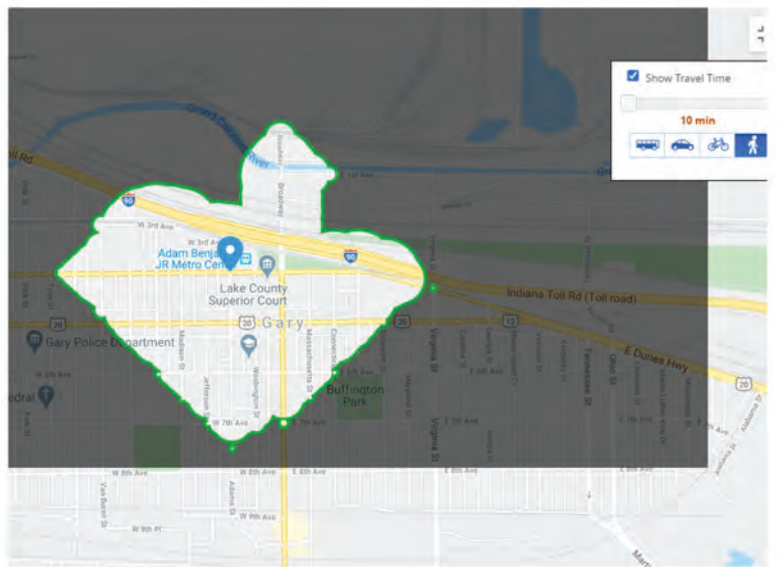
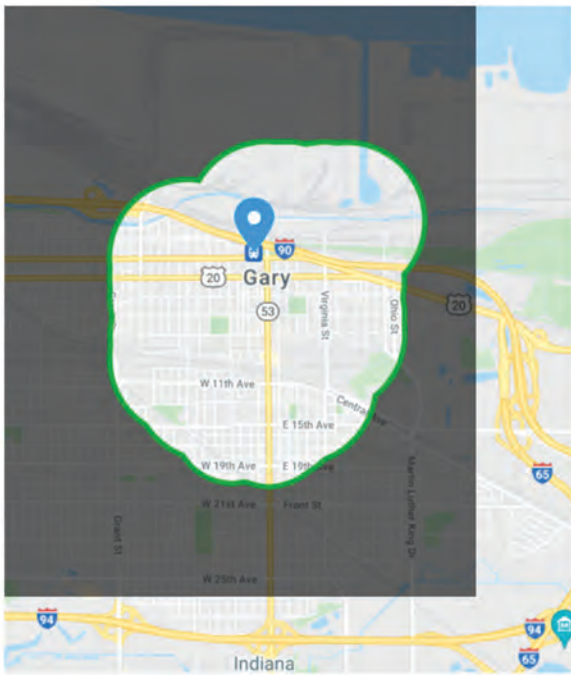
- Restaurants:**
Gorditas Los Metates .08mi >
- Coffee:**
Kaldi's Coffee in Schnucks 2.6mi >
- Bars:**
Huehn Tap .2mi >
- Groceries:**
La Azteca .09mi >
- Parks:**
Hermit Park .6mi >
- Schools:**
St Casimir School .3mi >
- Shopping:**
Porter's Apparel Rental & Sale .09mi >
- Entertainment:**
Redbox .4mi >
- Errands:**
Empire Barber Shop .08mi >
- Search Nearby:** >



Gary Metro

What's Nearby

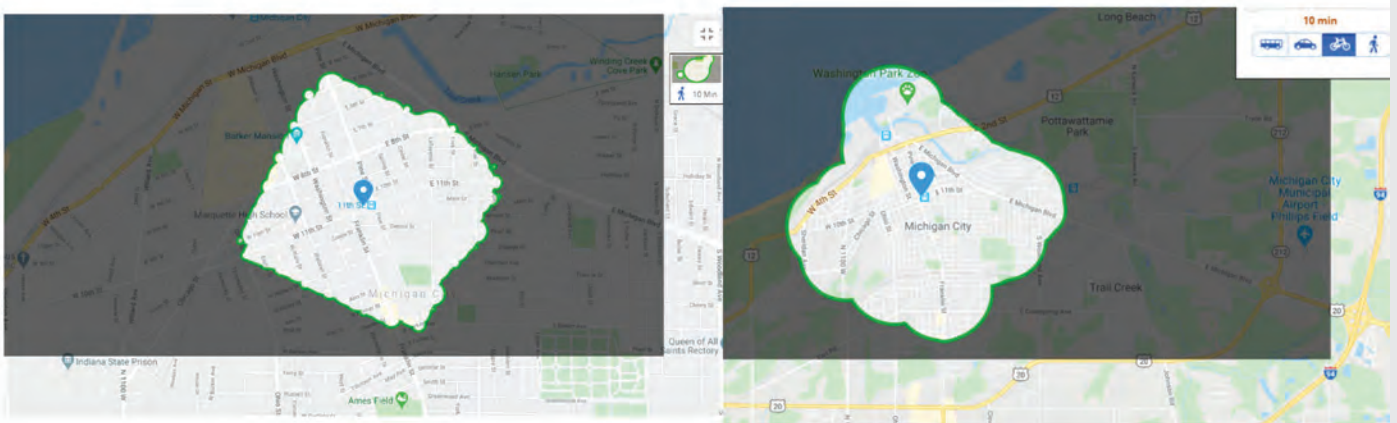
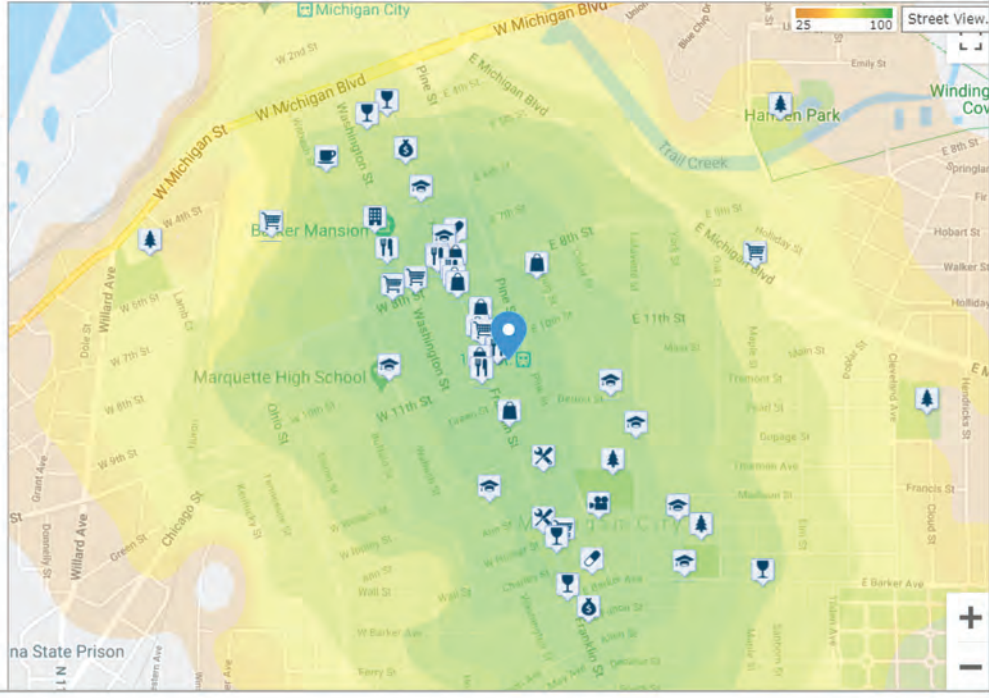
- Restaurants:**
Food Express Cafe .2mi
- Coffee:**
Great Lakes Cafe 1mi
- Bars:**
Shaw's 1.1mi
- Groceries:**
Peerless Potato Chips 1.3mi
- Parks:**
Gateway Park .08mi
- Schools:**
21ST Century Charter School2mi
- Shopping:**
Family Dollar Store .3mi
- Entertainment:**
Genesis Convention Center .09mi
- Errands:**
Fagen Pharmacy .2mi
- Search Nearby:**



Michigan City

What's Nearby

- Restaurants:**
Cool Runnings Jamaican Resta... .04mi >
- Coffee:**
Lakeshore Coffee & Specialties .5mi >
- Bars:**
Grattys Tavern .4mi >
- Groceries:**
Lakeshore Convenience .06mi >
- Parks:**
Gill Field .3mi >
- Schools:**
Elston Middle School .2mi >
- Shopping:**
Zeel Store .07mi >
- Entertainment:**
Barker Mansion .3mi >
- Errands:**
Fagen Pharmacy .2mi >
- Search Nearby:**
>



Walk & Bike - 10 Minutes

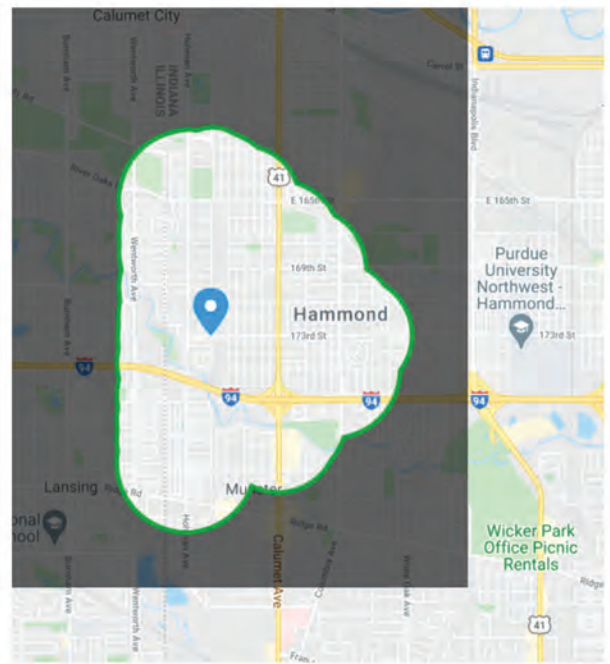
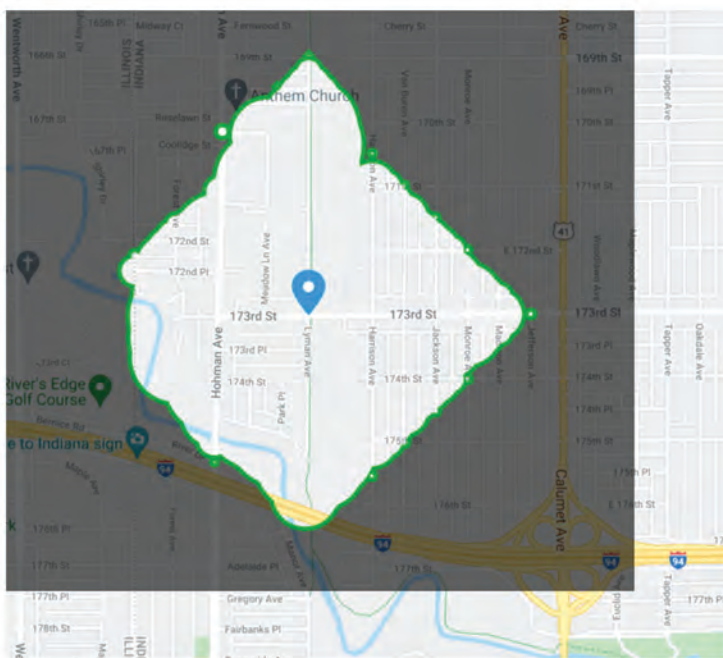
TOD II

West Lake Stations (S. Hammond, Munster / Ridge, and Munster / Dyer- Main St.)

South Hammond

What's Nearby

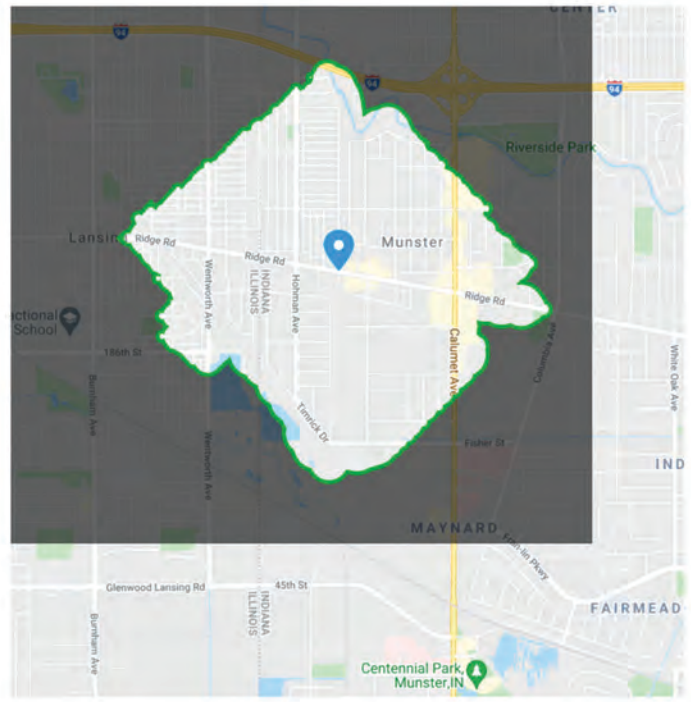
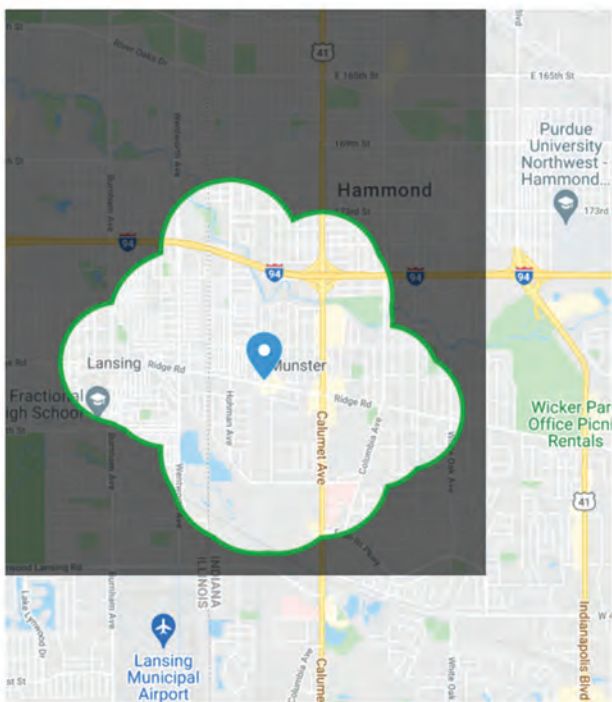
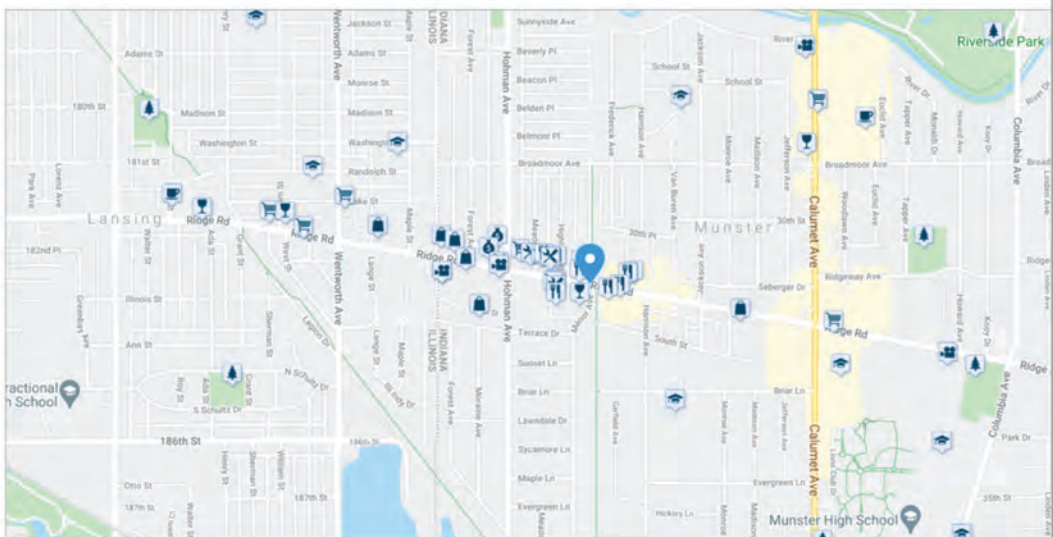
- Restaurants:** Barton's Pizzeria
- Coffee:** Kaldi's Coffee in Schnucks
- Bars:** Pines Tap
- Groceries:** Nick's Liquor Mart
- Parks:** Indi-Illi Park
- Schools:** Aodc Christian Academy
- Shopping:** Hohman Floral
- Entertainment:** Thunderclap Recording Studio
- Errands:** PSA Beauty Salon
- Search Nearby:**



Munster/ Ridge

What's Nearby

- Restaurants:**
 - Rosati's Pizza .04mi
- Coffee:**
 - Starbucks .7mi
- Bars:**
 - Applebee's Neighborhood Grill01mi
- Groceries:**
 - GNC .07mi
- Parks:**
 - Grove Park, Tapper Avenue, M... .8mi
- Schools:**
 - St Paul's Lutheran School .3mi
- Shopping:**
 - Gasmart USA .06mi
- Entertainment:**
 - The Great Frame Up .2mi
- Errands:**
 - Supercuts .06mi
- Search Nearby:**



Munster/ Dyer- Main Street

What's Nearby

- Restaurants:**
Kitaro Surf & Turf .4mi
- Coffee:**
Starbucks 1.6mi
- Bars:**
Club S Inc 1.3mi
- Groceries:**
Walt's Food Center 1mi
- Parks:**
Northgate Community Park .4mi
- Schools:**
Protsman Elementary School .8mi
- Shopping:**
Love My Pet .7mi
- Entertainment:**
Redbox .4mi
- Errands:**
First Savings Bank of Hegewisch .3mi
- Search Nearby:**

Map showing a green highlighted area around the intersection of Main Street and Calumet Avenue. A search bar shows "10 min" travel time for a car. Landmarks include St. Maria Goretti Church and Northgate Community Park.

Map showing a green highlighted area around the intersection of Main Street and Calumet Avenue, with a blue location pin. Landmarks include Lansing Municipal Airport, Indianapolis Blvd, and Hartsville.

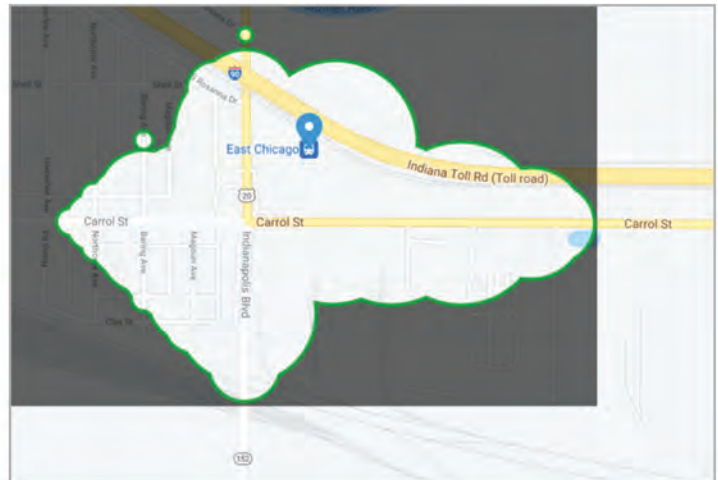
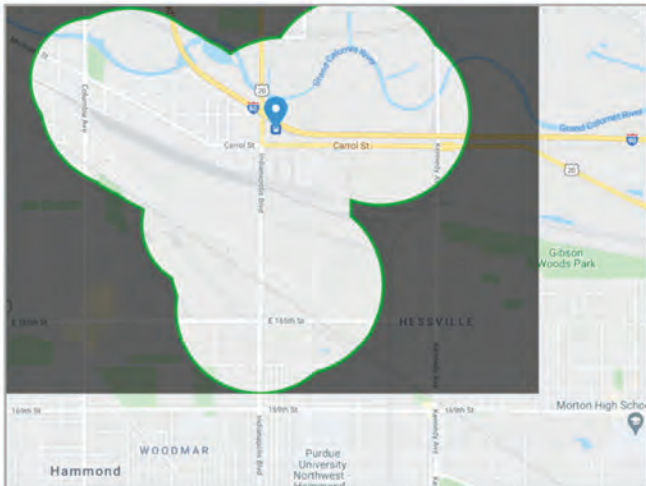
TOD II

South Shore Stations (East Chicago/Roxana, Gary / Chicago Airport , Gary/ Miller, and Michigan City Carroll St.)

East Chicago/ Roxana

What's Nearby

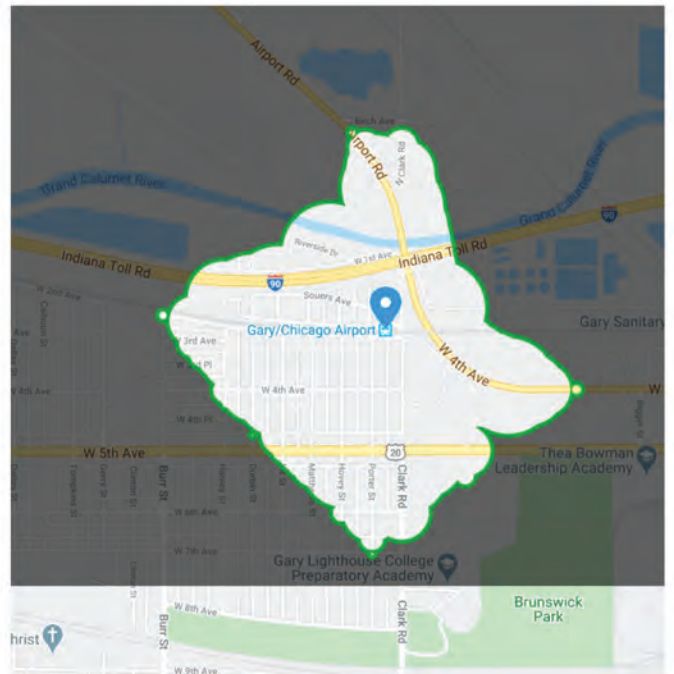
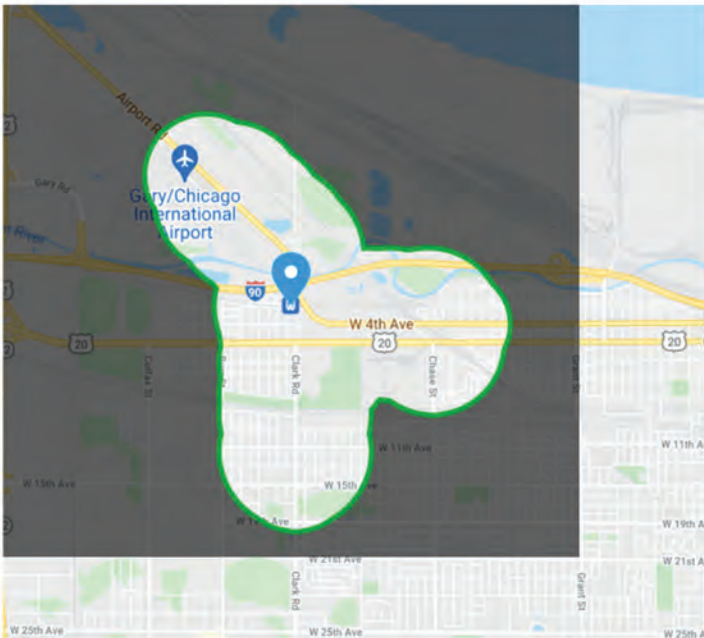
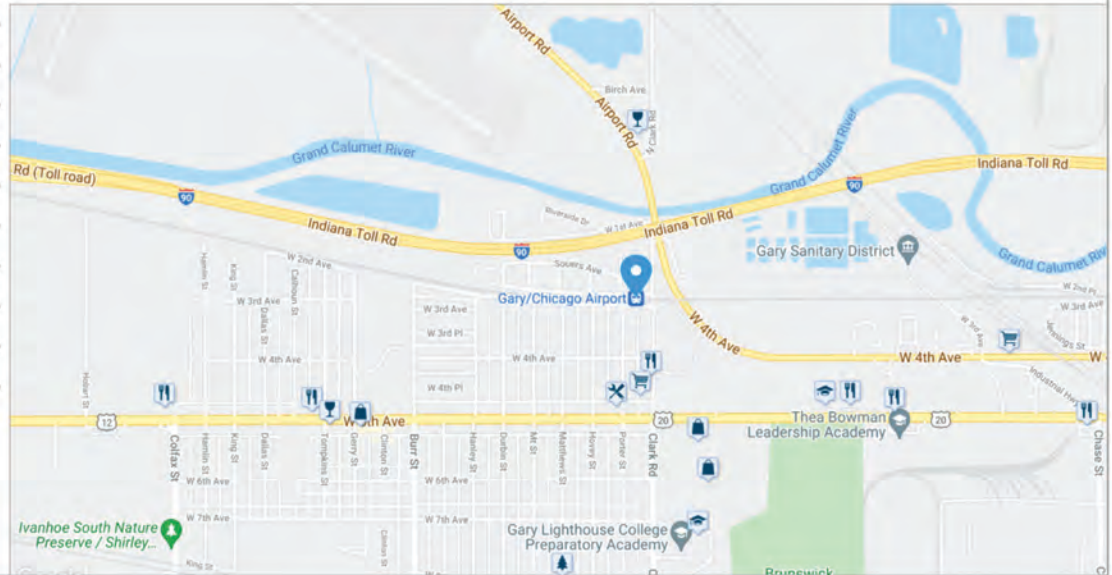
- Restaurants:**
Sin Frontera Mexican Restaurant .2mi
- Coffee:**
Kennedy Cafe & House of Panc... 1.7mi
- Bars:**
Waits Tavern .5mi
- Groceries:**
Strack & Van Til 1.2mi
- Parks:**
Kosciuszko Park .7mi
- Schools:**
St Stanislaus School .9mi
- Shopping:**
Vision Quest Eye Clinics .9mi
- Entertainment:**
Wiggles .9mi
- Errands:**
Marco Supply Co. .5mi
- Search Nearby:**



Gary/ Chicago Airport

What's Nearby

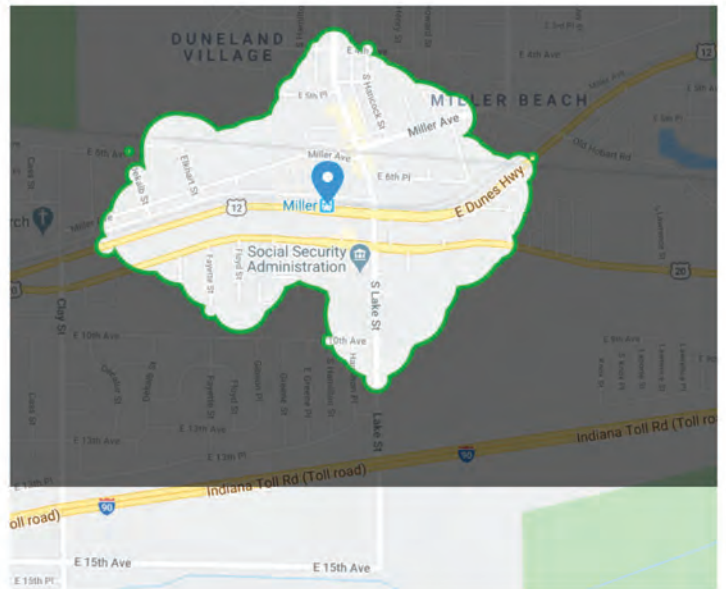
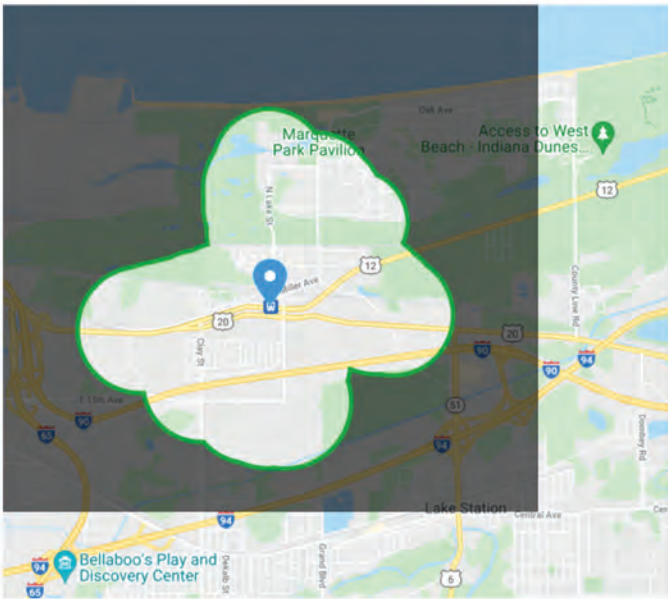
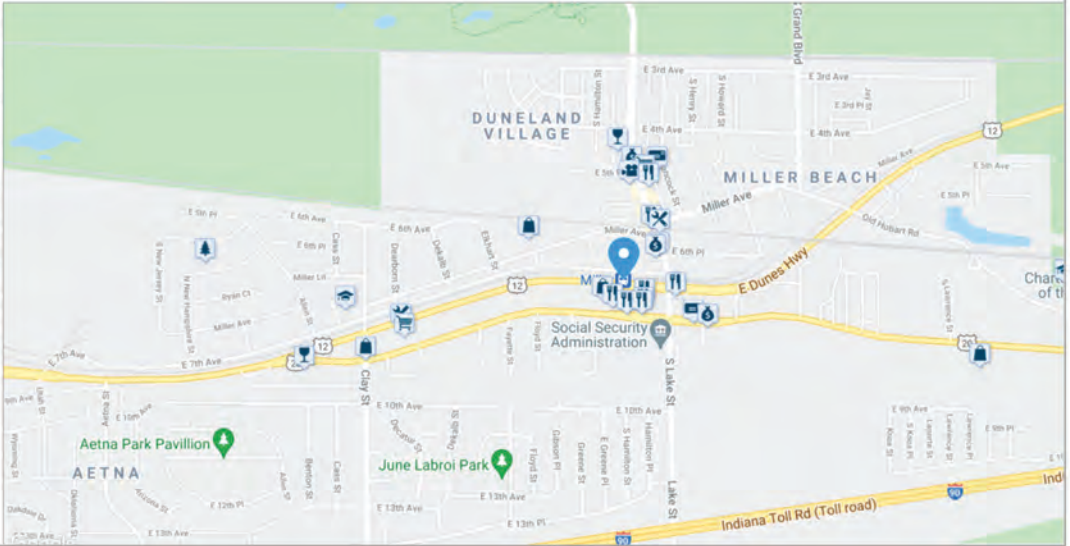
- Restaurants:**
Ray's Shrimp House .2mi
- Coffee:**
Kennedy Cafe & House of Panc... 3.6mi
- Bars:**
Ct's Adult Super Store .3mi
- Groceries:**
Economy Package Liquor .2mi
- Parks:**
Brunswick Park .6mi
- Schools:**
Gary Middle College West .5mi
- Shopping:**
Family Dollar Store .3mi
- Entertainment:**
The West Side Theatre Guild 1.1mi
- Errands:**
Uniquely Yours Beauty Salon .2mi
- Search Nearby:**



Gary/ Miller

What's Nearby

- Restaurants:**
Taco Bell .08mi >
- Coffee:**
Carmella's Cafe 1.8mi >
- Bars:**
Caribbean Bar .3mi >
- Groceries:**
Lake Street Liquors .2mi >
- Parks:**
Glen Ryan Park .9mi >
- Schools:**
Christ Baptist Christian Acade... .6mi >
- Shopping:**
M And M Beauty Supply .07mi >
- Entertainment:**
Miller Beach Arts & Creative Di... .2mi >
- Errands:**
Center .09mi >
- Search Nearby:**



Michigan City/ Carroll Street

What's Nearby

- Restaurants:**
Mc Donald's .3mi
- Coffee:**
Maple City Roasters 1.4mi
- Bars:**
Tap House 1 .4mi
- Groceries:**
Charley's East Side Liquor .6mi
- Parks:**
Pottawattamie Park .5mi
- Schools:**
Queen of All Saints School .6mi
- Shopping:**
Cash Indiana Pawn Shop .4mi
- Entertainment:**
Blue Chip Casino Stardust Eve... 1.3mi
- Errands:**
Laporte Community Federal Cr... .09mi
- Search Nearby:**

Map data ©20

10 min

10 min

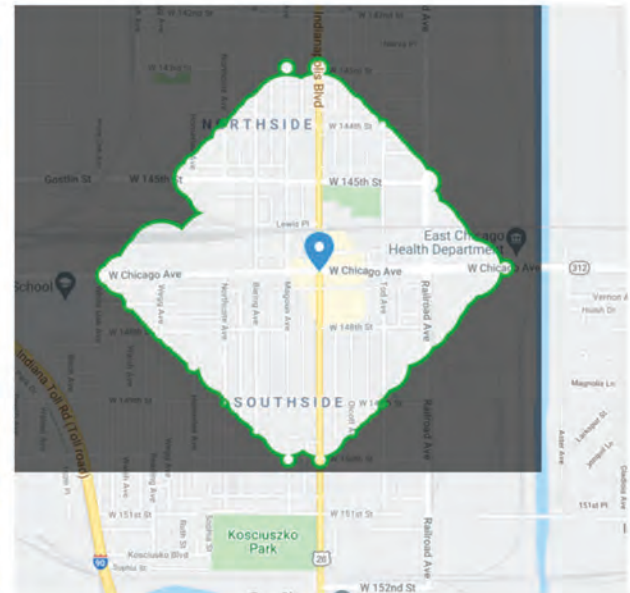
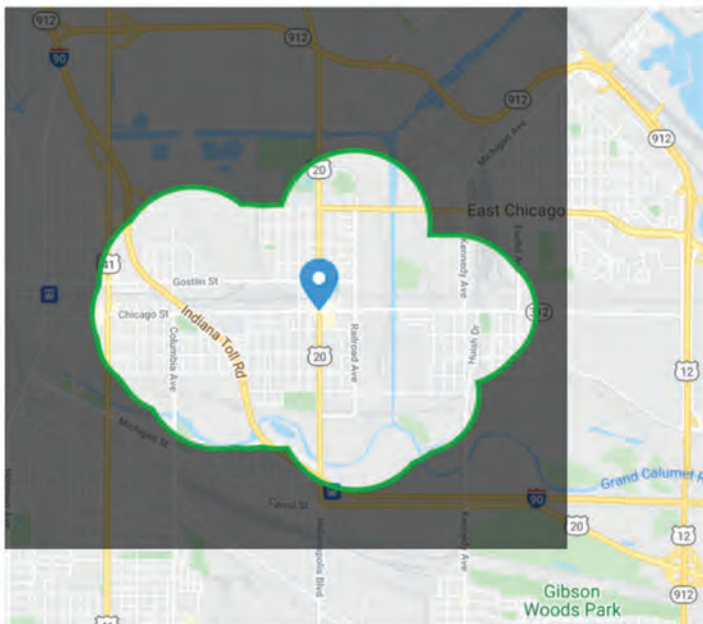
TOD II

Bus Stations (E. Chicago/ Downtown- Gary / 11th St.- Gary / IUN- Merrillville / Century Plaza, and Valparaiso / Campbell- Brown)

E. Chicago/ Downtown

What's Nearby

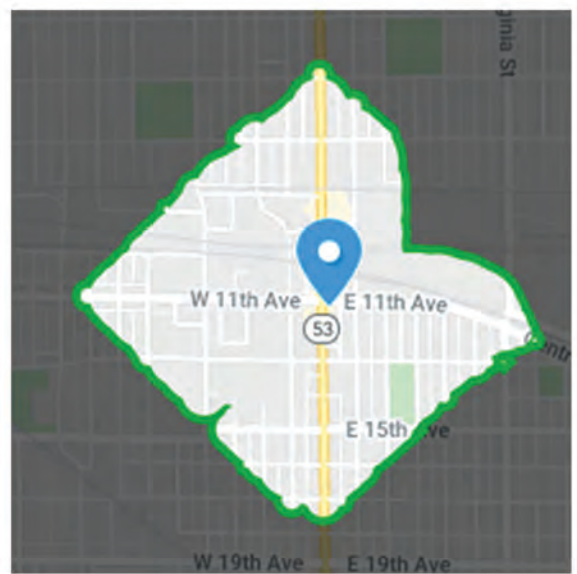
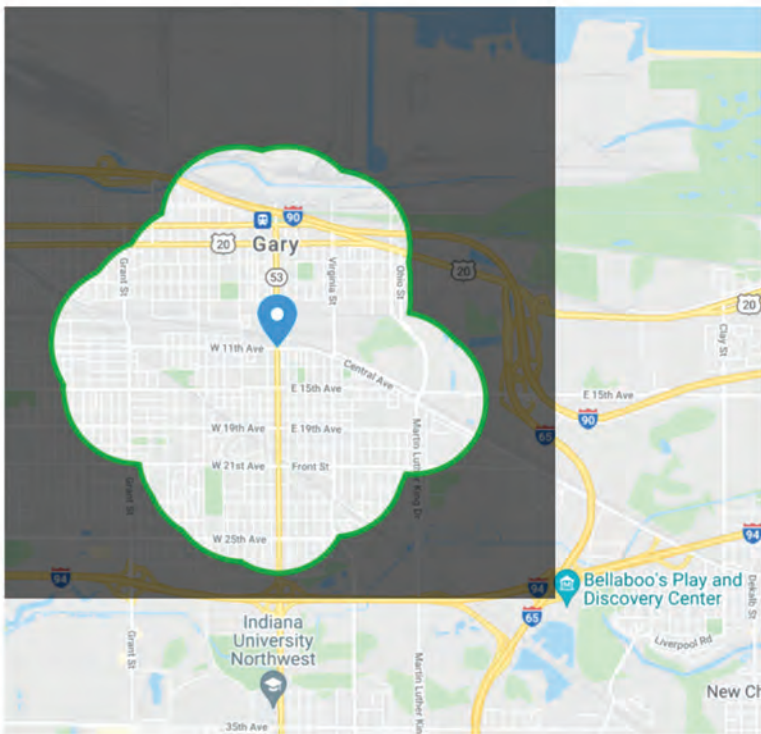
- Restaurants:**
Avila's Restaurant & Lounge .03mi >
- Coffee:**
LemonBuzz 1.1mi >
- Bars:**
Brass Bell Lounge .06mi >
- Groceries:**
Strack & Van Til .07mi >
- Parks:**
Good Shepherd Episcopal Chur... .2mi >
- Schools:**
William McKinley Elementary S... .2mi >
- Shopping:**
T-Mobile .07mi >
- Entertainment:**
Cornejo's Video .05mi >
- Errands:**
Walgreens .08mi >
- Search Nearby:** >



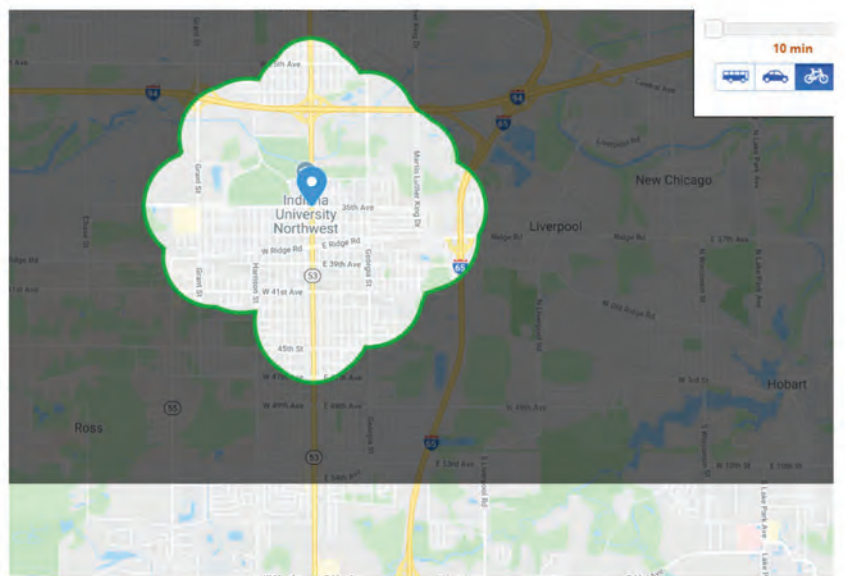
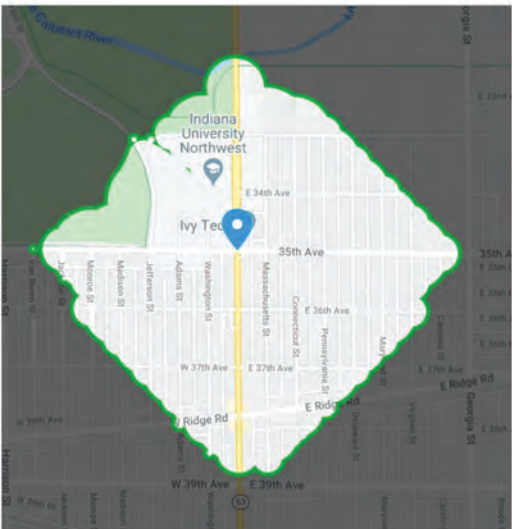
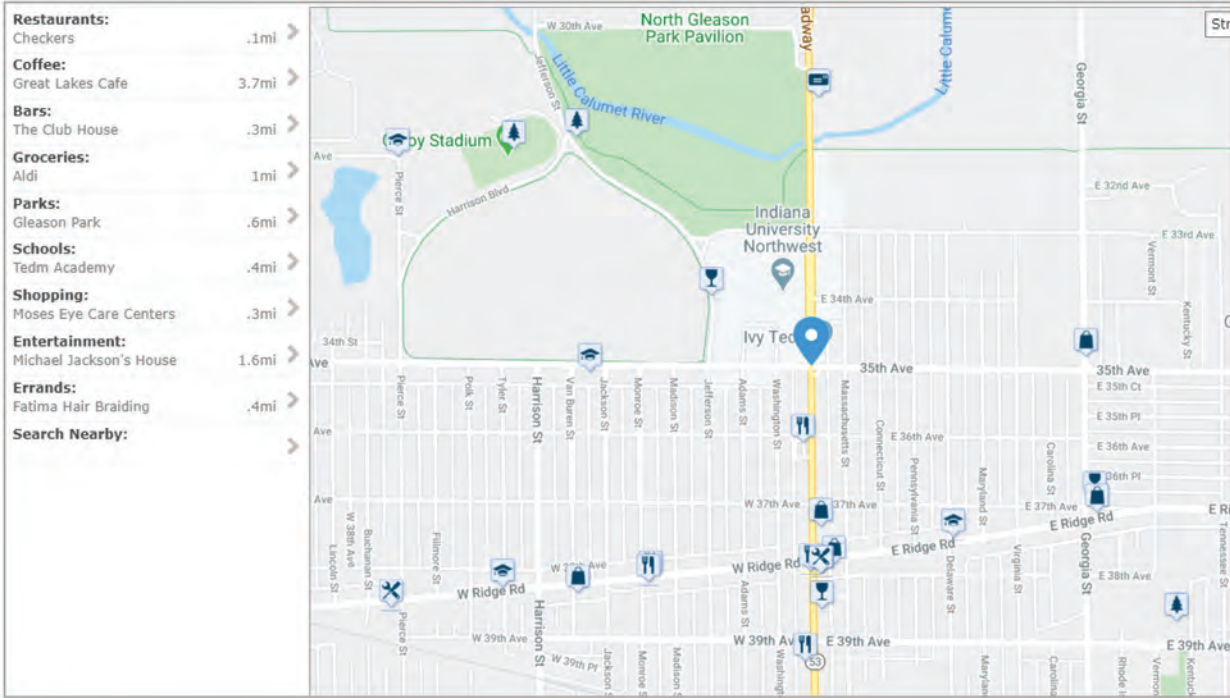
Gary/ 11th Street

What's Nearby

- Restaurants:**
Popeyes® Louisiana Kitchen .01mi
- Coffee:**
Great Lakes Cafe 1.3mi
- Bars:**
Blue Room Lounge .4mi
- Groceries:**
Sam's Grocery .9mi
- Parks:**
Washington Park .3mi
- Schools:**
Trinity Freeway Academy .3mi
- Shopping:**
Save More Food Center .2mi
- Entertainment:**
Genesis Center Plaza .7mi
- Errands:**
Centier .2mi
- Search Nearby:**



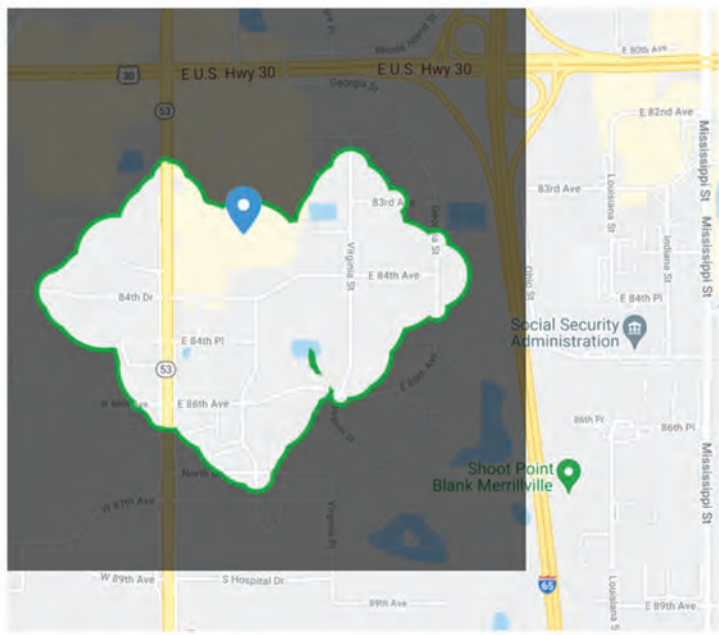
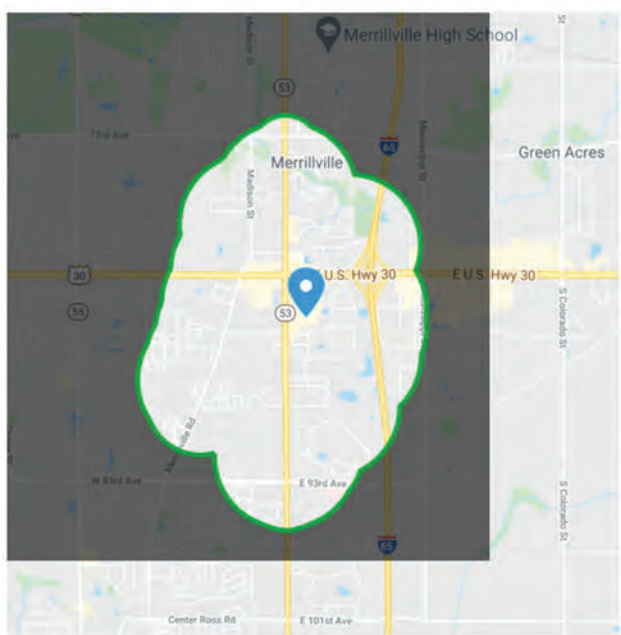
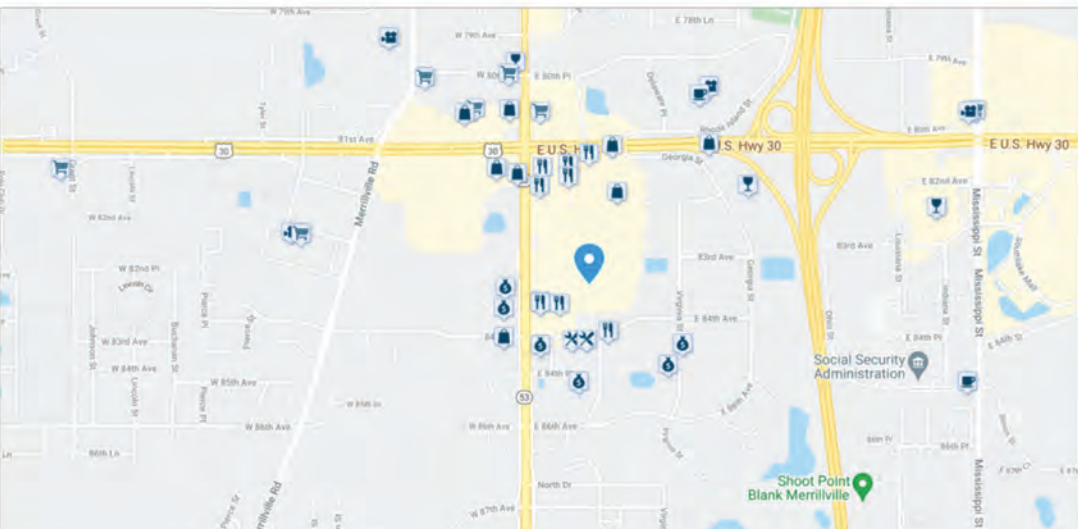
Gary/ IUN



Merrillville/ Century Plaza

What's Nearby

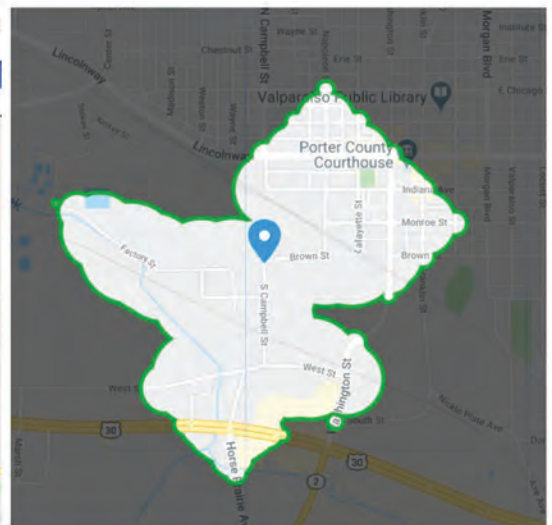
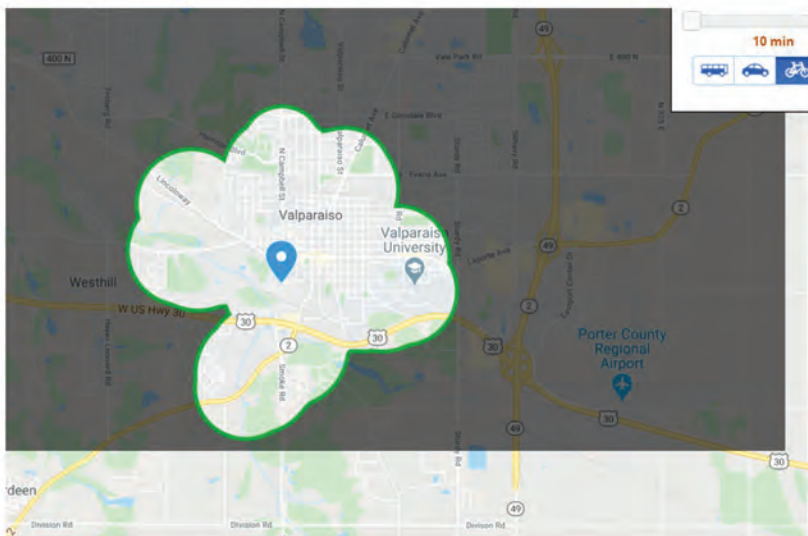
- Restaurants:**
 - Pepe's .08mi
- Coffee:**
 - Starbucks .5mi
- Bars:**
 - Applebee's Neighborhood Grill1mi
- Groceries:**
 - Fannie May Fine Chocolates .4mi
- Parks:**
 - Forest Hill Park .9mi
- Schools:**
 - Aquinas Catholic Community S... 1.4mi
- Shopping:**
 - Old Time Pottery .2mi
- Entertainment:**
 - Wise Cracker Comedy Club .5mi
- Errands:**
 - Eclipse Salon & Spa .1mi
- Search Nearby:**



Valparaiso/ Campelle- Brown Streets

What's Nearby

- Restaurants:**
Valpo Viennas .3mi >
- Coffee:**
FLUID Coffeebar .3mi >
- Bars:**
Franklin House .2mi >
- Groceries:**
Valparaiso Farmers Market .3mi >
- Parks:**
Central Park Plaza .3mi >
- Schools:**
Central Elementary School .6mi >
- Shopping:**
Buck's Shoe Repair .3mi >
- Entertainment:**
The Porter Health Amphitheater .3mi >
- Errands:**
Allegius Credit Union .2mi >
- Search Nearby:**
>



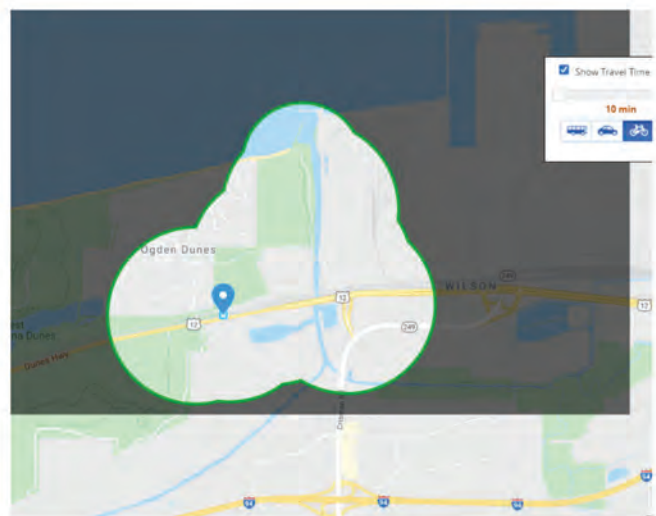
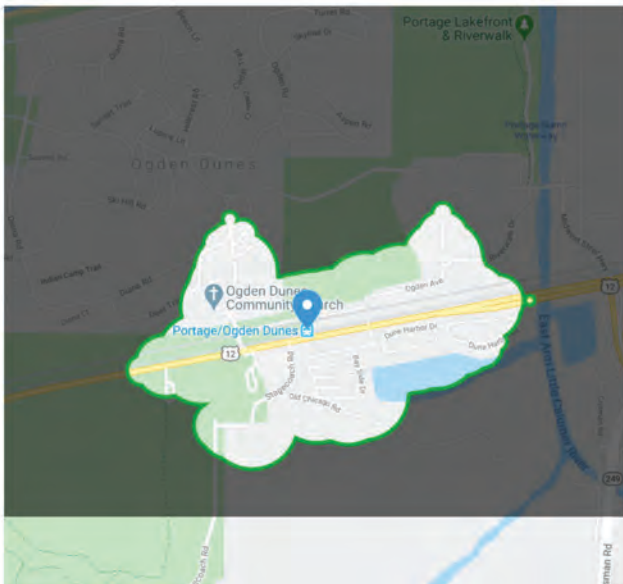
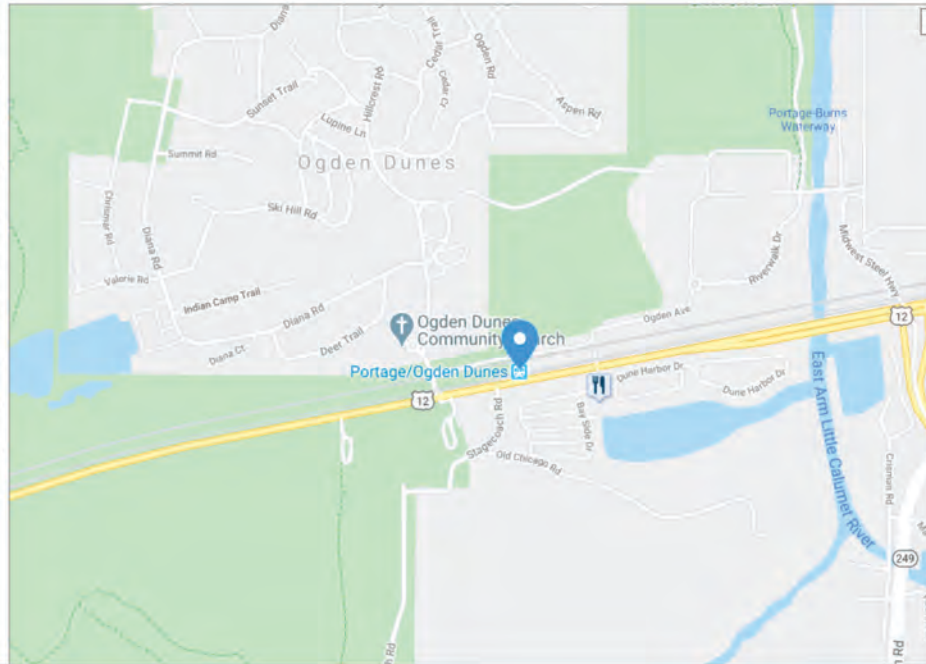
TOD III

South Shore (Portage / Ogden Dunes, Dune Park, Beverly Shores)

Portage/ Ogden Dunes

What's Nearby

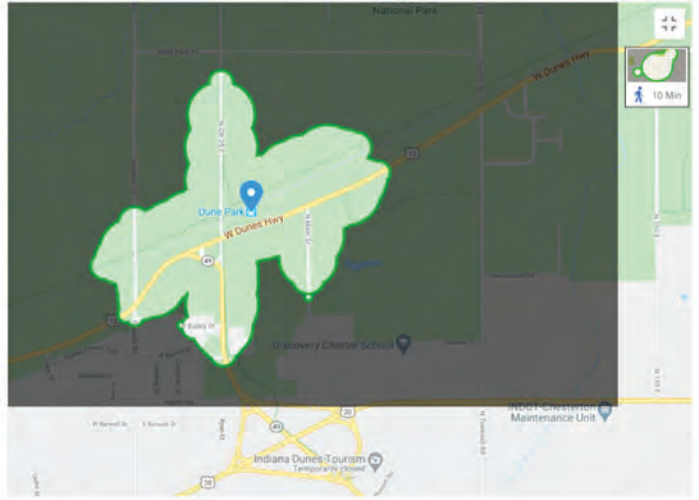
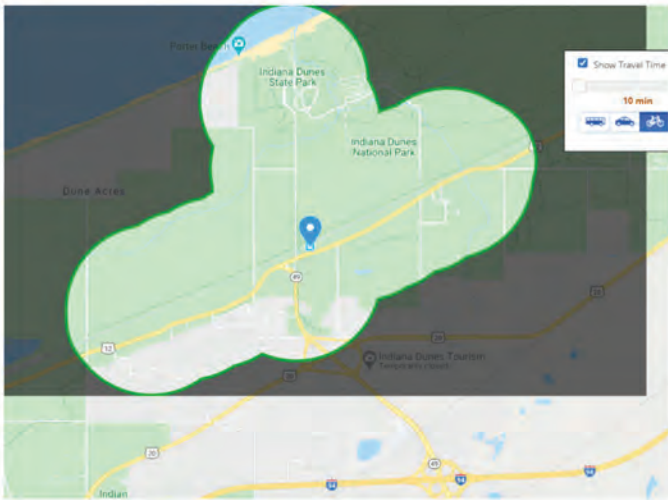
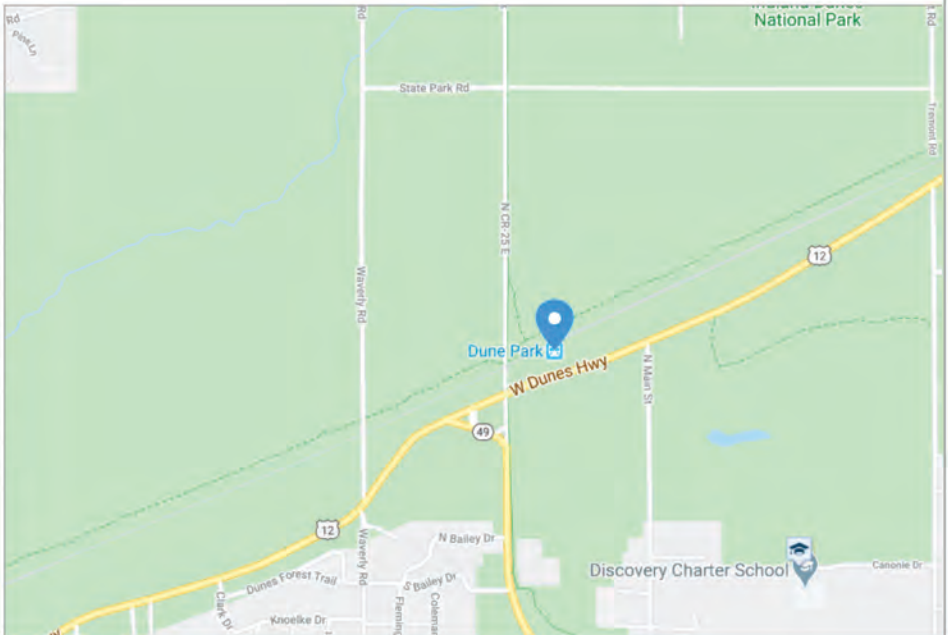
- Restaurants:**
- Latitudes .1mi >
- Coffee:**
- Starbucks 1mi >
- Bars:**
- Ryans 1.5mi >
- Groceries:**
- Coca-Cola Bottling Co. 1.2mi >
- Parks:**
- West Beach Recreation Area 1.2mi >
- Schools:**
- Crisman Elementary School 1.7mi >
- Shopping:**
- Lang Gas & Food Mart 1.4mi >
- Entertainment:**
- Pole Cats 2.6mi >
- Errands:**
- Sheet Metal Workers Federal C... 1.2mi >
- Search Nearby:**
- >



Dune Park

What's Nearby

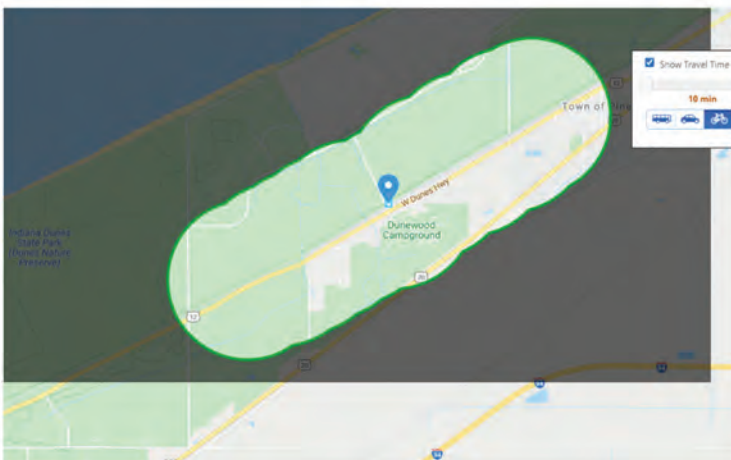
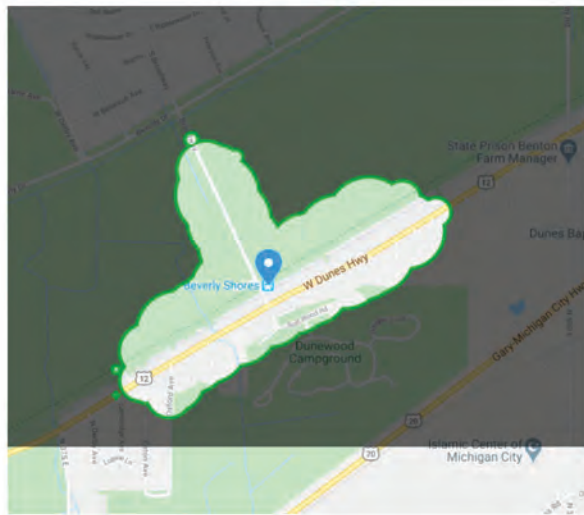
- Restaurants:**
Smokey's Southern Barbeque .8mi >
- Coffee:**
Starbucks 2.1mi >
- Bars:**
Brandos 2.1mi >
- Groceries:**
Pat's Liquors 1mi >
- Parks:**
Indiana Dunes National Lakesh... 1mi >
- Schools:**
Discovery Charter School .6mi >
- Shopping:**
Porter Quick Stop .9mi >
- Entertainment:**
Redbox 2.2mi >
- Errands:**
PNC Bank 1.3mi >
- Search Nearby:** >



Beverly Shores

What's Nearby

| | |
|---------------------------------|---------|
| Restaurants: | |
| The Rolling Stonebaker Inc. | .05mi > |
| Coffee: | |
| Family Express | 4.7mi > |
| Bars: | |
| Stadium Inn | 4.9mi > |
| Groceries: | |
| New Mart Foods | 1.5mi > |
| Parks: | |
| Indiana Dunes State Park | 2.8mi > |
| Schools: | |
| Pine Elementary School | 1mi > |
| Shopping: | |
| Schoolhouse Shop & Antiques | 2.1mi > |
| Entertainment: | |
| AMC Showplace Michigan City ... | 5mi > |
| Errands: | |
| First State Bank | 1.4mi > |
| Search Nearby: | > |



010

Northwestern Indiana Regional Planning Commission

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www.nirpc.org
nirpc@nirpc.org

