

# Chesterton, Indiana

## Comprehensive Plan 2010



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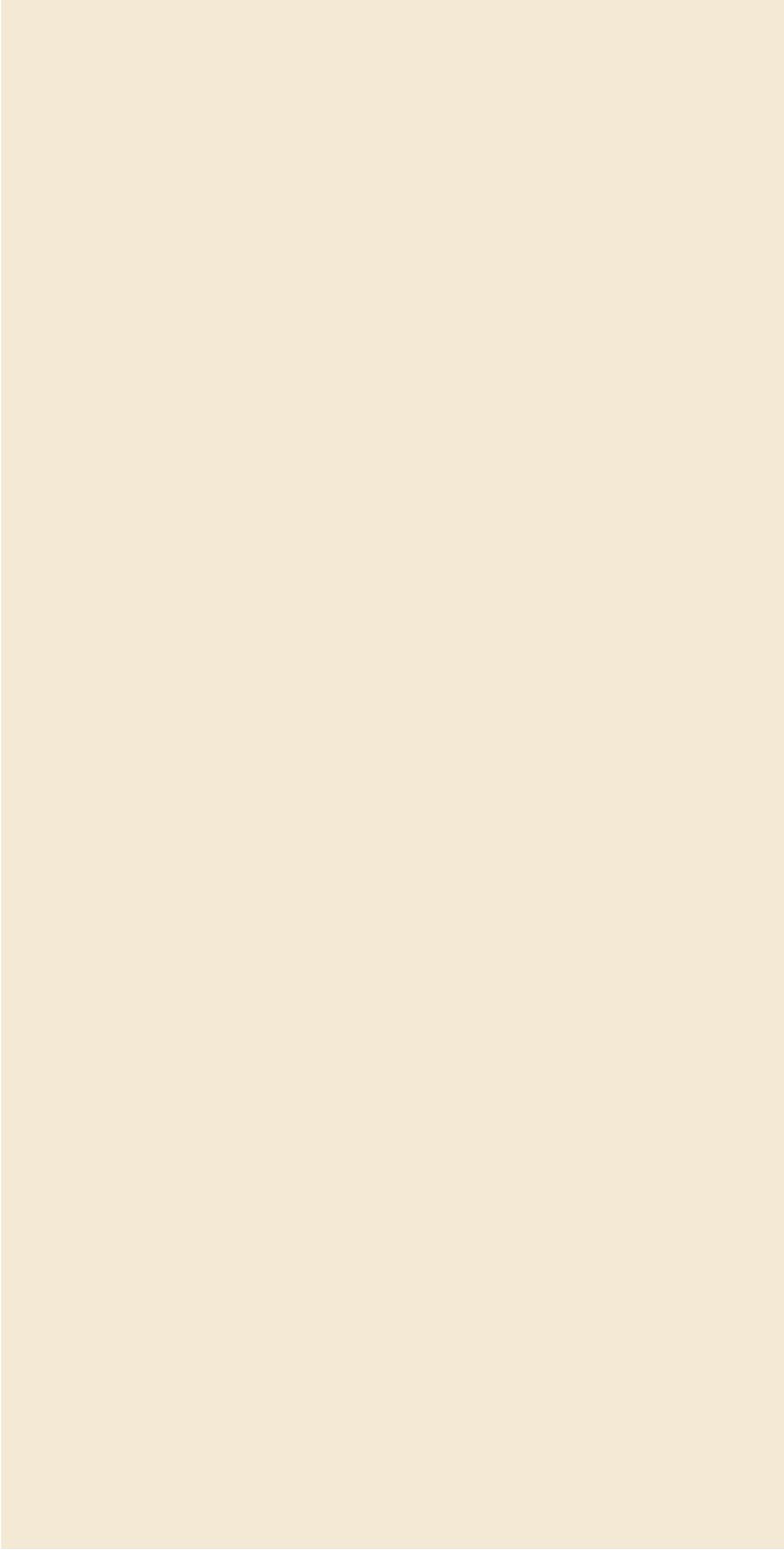
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## The Planning Area

The Town of Chesterton (12,705 residents—2008 U.S. Census estimate), incorporated in 1869, presently encompasses 9.4 square miles and is located on the southern shore of Lake Michigan in north central Porter County, Indiana. The Town's neighbors include: Town of Porter, Town of Burns Harbor, City of Portage and Porter County. Opportunities for expansion are offered to the Town's south and east. The Chesterton Plan Commission has determined that County Road 900 North to the south and County Road 350 East to the east of the existing Town's boundary are reasonable planning boundaries for the long-range time horizon of this Plan.

## Purpose of the Comprehensive Plan

Indiana Code Section 36-7-4-500 through 512 enables local government (Town of Chesterton) to establish comprehensive plans and zoning ordinances. The Comprehensive Plan includes elements, which comprise an integrated set of objectives, policies and projects including:

- Land Use
- Public Ways
- Public Lands, Public Places, Public Structures and Public Utilities
- Quality, Sustainable Development
- Arts and Culture

The comprehensive plan is also required by a number of state and federal agencies to receive grant funding for future planning and development. Grant funding from state and federal agencies can be partnered with local government funds from the Town of Chesterton to implement capital improvement projects and community development projects.

The preparation of a comprehensive plan also empowers a community. It offers the residents of a community the opportunity to work closely with town officials and staff to develop a harmonious unified vision for growth and development.

The current Comprehensive Plan for the Town of Chesterton was adopted in 2004. This document shall serve as the 2010 update for the Town of Chesterton. In addition to fulfilling legislative requirements, this Comprehensive Plan will continue the forward motion of our community's quality of life.

The Town of Chesterton's Comprehensive Plan is more than a general outline of policy statements; it is a plan of action for development and growth management. The plan encompasses text, maps, and land use recommendations based on the statements of objectives. The Town of Chesterton identified several general statements of objectives to guide the Town's development and growth management (see Section Three). Several planning meetings were conducted to analyze the existing strengths and weakness of each objective in relationship to the Town of Chesterton. This analysis was used to establish the statements of policies. In theory, the statements of policies provide a defined focal point for implementation of the statements of objectives. Policies are identified to address the land use needs, the development of public ways, public lands, public places, public structures, and public utilities. Each policy is tied to a group of long range/short range recommended projects. The completion of these projects determines the future appropriate actions related to updating the comprehensive plan.

## Organization of the Comprehensive Plan

The Town of Chesterton's Comprehensive Plan is divided into ten planning sections. **Section One:** Introduction, explains the purpose and planning background. **Section Two:** Town Characteristics, describes the current conditions, presents information about the history, population, natural environment, existing land uses, circulation, and the community facilities of Chesterton. **Section Three:** Statement of Objectives for Future Development, defines the Town's vision for the future. **Section Four:** General Development Plan, provides guidance for future development areas to enhance the quality of life. **Section Five:** Statement of Objectives for the Land Use Development. **Section Six:** Statement of Policy for the Development of Public Ways. **Section Seven:** Statement of Objectives for the Development of Public Lands, Places, Structures, and Utilities. **Section Eight:** Statement of Policy for Quality, Sustainable Development. **Section Nine:** Statement of Policy for the Development of Arts and Culture. **Section Ten:** Plan Implementation, identifies the tools for implementation of the comprehensive plan. This document has been prepared to fulfill legislative requirements.

## Data Gathering and Community Engagement

Prior to the public open houses, the project team reviewed past planning documents prepared by the community, neighboring



communities and jurisdictions, and regional and state agencies. Documents reviewed include:

- Town of Chesterton Comprehensive Plan—2004
- Town of Chesterton Comprehensive Plan—1994
- Porter County Master Plan and Thoroughfare Plan—2001
- NIRPC's 2030 Regional Transportation Plan—2007
- The Town of Porter Master Plan—2003
- The Burns Harbor Comprehensive Plan—Place Making 20/20—2009
- The City of Portage Comprehensive Plan—2009
- The Marquette Plan—2005 and Phase II—2008
- The Porter County U.S. 12/20 Corridor Transportation Plan—2008
- NIRPC's Ped and Pedal Plan—2005
- NIRPC's Blueways and Greenways Plan—2007
- The Dunes Kankakee Trail Implementation Plan—2009
- The Marquette Greenway Trail Sub-Area Plan—2009
- Porter County Destination Audit—2009

In addition to reviewing past planning documents, the project team met with community leaders in a variety of settings including: Key stakeholder interviews, small focus group discussions, facilitated community interest group round tables, as well as being interviewed on the Chesterton High School radio station—WDSO.

## Public Notice

The public open houses conducted in September and October at Chesterton Town Hall were advertised and promoted in a variety of ways including: press releases, web-posts, newspaper articles, radio interviews and personal invitations by local community leaders.

The public participation process exceeded the requirements for public notification established by the State of Indiana. Public participation also fulfilled requirements for accessibility under the Americans with Disabilities Act (ADA).

## September 10, 2009 Open House

The first public open house was held at Chesterton Town Hall and attracted nearly 40 residents. Those in attendance were offered a project overview via a PowerPoint presentation that

included: introductions, the mission of the project, project goals, a review of the Town of Chesterton Stated Objectives from the 2004 Comprehensive Plan, and next steps. Following the presentation, three break-out groups were formed to:

- Review and discuss stated objectives presented in the 2004 Comprehensive Plan;
- Discuss downtown Chesterton—then/now/and in the future; and,
- Discuss economic development.

The break-out groups offered numerous observations and suggestions for how the Town of Chesterton should position itself for the future. Upon review of the comments gathered during the break-out discussions, seven salient points rose to the top and include:

- The need for a concrete plan;
- The need to balance land uses;
- The desire to have a vibrant downtown;
- The value to preserve the community's natural resources;
- The desire to be a connected community;
- The need to address the aesthetics of the community's main gateways; and,
- The importance of celebrating community.

### **October 20, 2009 Open House**

The second public open house was also held at Chesterton Town Hall and attracted nearly 30 residents. Those in attendance were offered a recap of the September 10th, 2009 open house, a preview of the Comprehensive Plan's Table of Contents, Plan Themes, Guiding Principles, Implementation Strategies, and next steps. Throughout the session, residents in attendance interacted with the project team to fine tune the plan themes and guiding principles. Participants also worked with the project team—suggesting needed community improvements and strategies for successful implementation of those needed improvements.

### **January 6, 2010 Plan Commission Workshop**

A Plan Commission Workshop was held at Chesterton Town Hall to discuss the draft comprehensive plan document. Plan Commission members offered recommendations for fine tuning of the future land use map and thoroughfare plan.



## History

The Potawatomi Tribe occupied the Chesterton area immediately prior to the influx of explorers and settlers. In the 1600's, French Canadian explorers found the Potawatomi to be "relatively sedentary" forest dwellers who farmed, hunted, fished and trapped in the fertile, swampy Calumet River region. English settlers arrived at the beginning of the 18th century, intermingling with the French traders and priests. The Potawatomi suffered through the French and Indian War (1775-1763) and the Revolutionary War 10 years later. Some of the Potawatomi intermarried with French and English settlers and continued to live in the region, while others were forced west to reservations in Iowa and Oklahoma after the Blackhawk War of 1835.

The first white settler to the area was Joseph Bailly, a French fur trader. He established a home and fur trading post in 1822 to do business with the Potawatomi Tribe. The original site and some of his buildings are preserved and open to the public at the Indiana Dunes National Lakeshore. Mau-Me-Nass, a Potawatomi woman, was the first owner of land in what is now Chesterton. She received land from a government treaty. It passed on to her father, Pier Moran, and eventually to the Thomas family. In 1852, the William Thomas family platted the original downtown area of 46 lots into a village named Calumet, which is now the original platted area of the Town of Chesterton.

The arrival of the Michigan Southern and Michigan Central Railroads into Westchester Township in 1852 was the incentive for the Thomas family to plat the Town. A railroad station was established in Chesterton. Since it was the only station in Porter County until 1872, the Town became an important railroad shipping center. At one time, the Michigan Central ran 24 trains a day through the Town.

In 1872, brickyards were established in an area called Hageman, which is now a part of Porter. As the railroads continued to expand westward, they based many section hands at Chesterton and area farmers did a thriving business supplying wood to the railroads for engine fuel. The wood yard was established on land provided by the Thomas family. The yard area eventually became Thomas Centennial Park. The section hands were mostly of Irish descent, and, in 1857, the railroad assisted them in establishing the first church in Chesterton, St. Patrick.

Chesterton first incorporated on October 5, 1869, ending the use of the former name, Calumet. The first post office in Porter County was established at Coffee Creek, east of Morgan Park, in

1833. Jesse Morgan, the patriarch of the Morgan clan, came to the area in that year and remained postmaster until 1853. He had a stage house on old Chicago Road that ran through his farm. Thus, Calumet and Coffee Creek became almost synonymous until the incorporation of Chesterton in 1869. Some of the earliest businesses in Chesterton were the Thomas Wiesemann's Resale Stand, Dr. Hiram Green's drug store, and Horace Pratt's blacksmith shop. The M. Smith & Son building was the oldest mercantile location in Town.

The community continued to grow and prosper over the years. When C. O. Hillstrom moved his organ factory to Chesterton from Chicago in 1880, it became the main industry in Town. The market for its organs was worldwide. Other industries also came to Chesterton and thrived until the panic of 1893 forced the closing of much of Chesterton's industrial base. However, the Town survived and began a slow recovery and growth with the coming of the new century.

In the early 1900's, Chesterton served as a major commercial hub of activity in the area between Chicago and Michigan City. The development of a major brickyard, several railroads, and the electric interurban line contributed to the ability of the area to support both residential and business development. The rebuilding of the downtown, which burned in 1902, with brick buildings also contributed to the image of Chesterton as the center of commerce in the area.

One cannot disregard the impact of the steel industry to the growth and prosperity of the area. U.S. Steel Works opened its first mill in 1905 creating employment opportunities for residents who could easily commute to jobs at the mills. This trend continued, through the late 1950's when National Steel constructed its newest facility, and with the opening of Bethlehem Steel in the 1960's.

Water transportation was also a vital component of job stimulations for Chesterton residents. Created in 1961, the Indiana Port Commission began dredging of the harbor in 1967 at Burns Harbor for one of the largest and most active lake ports in the Great Lakes system. In 1923, one of the most significant and long lasting events took place influencing the future of the Town of Chesterton. In this year, the Indiana Dunes State Park was established resulting in the acquisition, in 1925, of 440 acres of land. In 1966, the Indiana Dunes National Lakeshore was established and additional lands continued to be added to the State and National parks.

## Section Two

## Demographics

This section summarizes the socioeconomic characteristics of the Town of Chesterton based upon the 1990 and 2000 U.S. Census Bureau reports as well as the 2008 U.S. Census Estimate. It briefly examines housing, population, and the labor force. It then develops a alternative population growth scenario for the Town of Chesterton for the basis of the Comprehensive Plan.

## Population

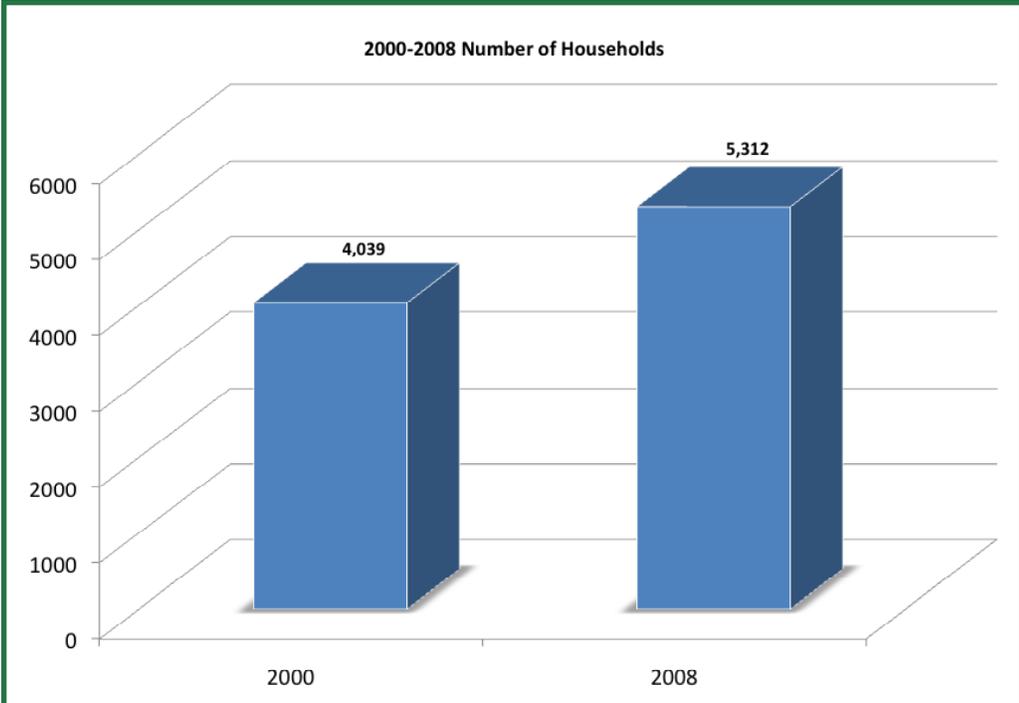
According to the 2008 U.S. Census Estimate, the population of the town grew to 12,705 persons. This represents a 21.1% increase over the 10,488 people found in the 2000 census. New data suggests that the female population still outnumber the male population in 2008. According to the U.S. Census Estimate, the population is made up of 6,209 males and 6,496 females.

Year	Population	Change from Prior Total	Percent Change
2000	10,488	1,364	14.9%
2008	12,705	2,217	21.1%

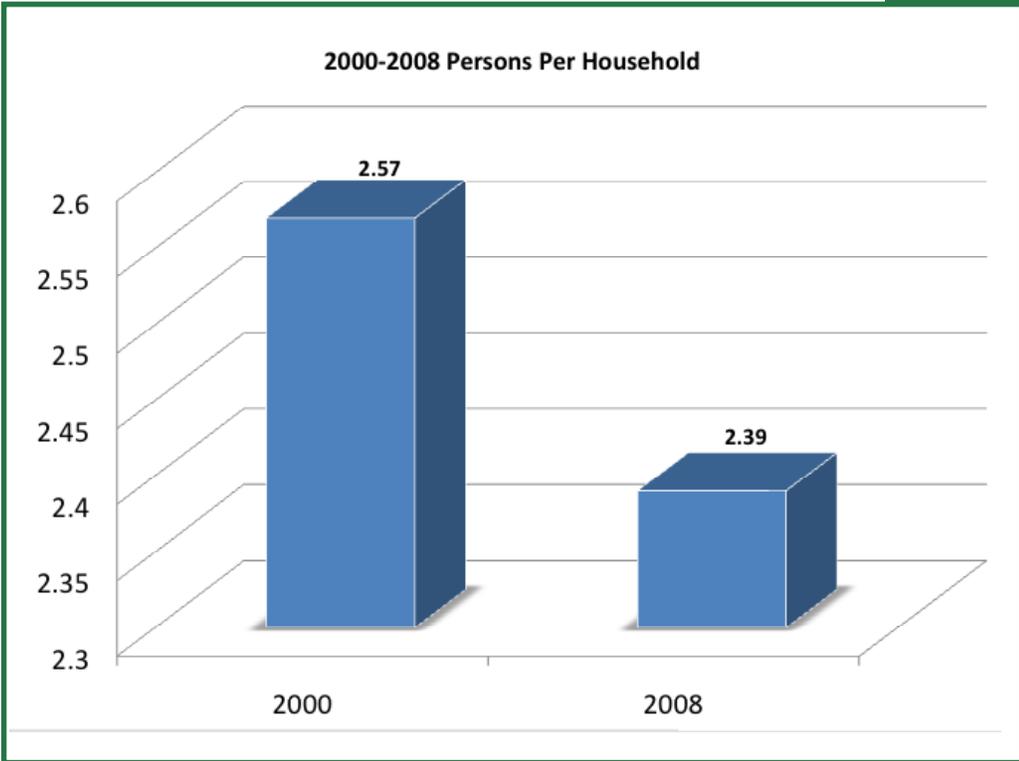
(Source: U.S. Census)

## Households

Between 2000 and 2008 Chesterton experienced a significant increase in total households, 4039 to 5312, but the average household size decreased slightly from 2.57 persons per household to 2.39.



(Sources: U.S. Census and Chesterton Building Department)



(Sources: U.S. Census and Chesterton Building Department)

## Population and Household Analysis

During the eight-year period of 2000 to 2008, the average number of persons per household dropped to 2.39. However, this was overcome by an 18% increase in the number of households in Chesterton from 4,039 to 5,312. It is expected that these two trends will continue for this community during the next decade.

Year	Households Added	Total Households	Percent Change
2000	109	4433	N/A
2001	147	4580	3.3%
2002	69	4649	1.5%
2003	152	4801	3.3%
2004	193	4994	4.0%
2005	157	5151	3.1%
2006	84	5235	1.6%
2007	50	5285	1.0%
2008	27	5312	0.5%

## Population Forecasts

Chesterton's population growth has been very uneven, making projections of future population extremely difficult. Between 2000 and 2006 (with the exception of 2002) Chesterton averaged a yearly increase over 3% in housing units. Starting in 2007, however, due to the economic downturn, this growth has been reduced to a trickle. We also have limited information available pending completion of the 2010 U.S. Census now in progress.

Assuming a slow but steady improvement in economic conditions, and considering the potential demand for new housing, town officials feel that Chesterton will continue to grow at an average annual rate between 2% and 3%.

The population of the Town of Chesterton could easily reach approximately 16,000 people during the 20-year planning period before the Town experiences a decrease in the growth rate. This assumes that logical extensions of the Town are pursued to expand the Town boundaries as prescribed in the land use plan for the planning area. Therefore the official population projection for planning purposes is:

Estimated Population Growth Rate: 2.25  
Resulting Year 2013 Population: 14,135  
Resulting Year 2023 Population: 16,994

Variations from these projections could be experienced as a result of major swings in the economic health of the Northwest Indiana area, the rate at which infrastructure can be financed and installed for development in the community, and the future effects of Federal and State regulation of environmental and land use policies.

Another consideration that may affect the projected population growth and the ability to sustain such growth relates to the availability of land that can be developed within the current limits of the Town. Although land available in the community is addressed in the section on existing land use, it appears that there is sufficient residential land to accommodate growth for at least the next ten years. Annexation will affect the future growth potential of Chesterton.

Given the population projections, further possible variations to these populations and the abundance of information indicating the conservative nature of the population projections, the Chesterton Plan Commission has established for the purposes of land use and other planning, that an annual average growth rate of 2.25% will be used as the official population projection for the Town of Chesterton, Indiana. It will be a policy of the Plan Commission to conduct a periodic review of the rate and projection.

## **Natural Environment**

The physical characteristics of the natural environment have influenced the development of Chesterton. Physical characteristics include both limitations and advantages. The physical characteristics considered in this study include the topography and drainage, floodplain, wetlands, vegetation, climate, and soils.

## **Topography and Drainage**

Chesterton is located in north central Porter County at approximately 41 degrees 37 minutes north latitude and 87 degrees four minutes west longitude, and is situated just south of the Lake Michigan shoreline. The majority of the community is on a somewhat level plain gradually sloping from elevations as high as 660 feet above mean sea level (msl) in the southeast area of Town along the northern fringes of the Valparaiso moraine, to approximately 630 feet above msl near the Little Calumet River to the north of the Conrail tracks. There is also a slight east to west down slope across the southern areas of the

Town. The most northern section of the community, north of the Little Calumet and I-94, lies in the Lake Border moraine. This narrow moraine is situated in an east-west position and abruptly rises to nearly 680 feet above (msl) along East Oak Hill Road. Lake Michigan is at 585 feet above (msl) just to the north of that area, with higher dune areas near the lakeshore. Chesterton's official elevation is 640 feet above (msl). Chesterton is drained by small creeks and streams (ditches) that flow principally from south to north emptying into the east branch of the Little Calumet River, which crosses the northern boundaries of the Town. The waters entering the Little Calumet River make their way west to where the river empties into Lake Michigan at Burns Harbor. The most important of the drainage ways are Coffee Creek, serving the eastern portion of the Town, and Peterson Ditch, serving the western portion.

A major portion of the drainage needs of the Town has been addressed with the construction of the Peterson Ditch Project. This drainage improvement project was designed to eliminate a significant portion of the drainage problems of the older portion of the Town where some combined sewers had not been separated, as well as provide drainage for the southern and western more densely developed portions of the Town.

## **Floodplain**

The drainage ways form significant amounts of floodplain within the Town of Chesterton, chiefly along the Little Calumet River and Peterson Ditch. In general, these areas should not be built on and should be incorporated into open space. Where floodplains are used for development, structures must be elevated above the 100-year floodplain elevation, per Federal Emergency Management Administration (FEMA). These requirements are covered in detail in Town Code. Detailed FEMA area maps and engineering studies should be used to determine floodplain areas. The topographic and 100-year floodplain maps are located at the Town Hall.

## **Wetlands**

Wetlands in Chesterton have been indicated on the National Wetlands Inventory Map. These areas cannot be built on without special planning and permission from the United States Army Corps of Engineers, the Indiana Department of Environmental

Management (IDEM), and the Indiana Department of Natural Resources (DNR). The wetlands are an important natural habitat for plants and animals, and contribute to ground water recharge and flood control. In most cases, it is desirable to incorporate wetlands into the open space plan of the Town.

## Vegetation

Chesterton's original groundcover was predominately hardwood forest. Forest areas were cleared for lumber, and fuel for the railroad, and for the establishment of farmland. The early Town fathers developed neighborhoods with tree lined streets in the early 1900's. Trees and vegetation remain vital today for both aesthetics and environmental purposes. The vegetation promotes stormwater infiltration and cleansing. The air is purified and cooled by the trees and vegetation the community retains and plants. The Town of Chesterton proudly boasts its Tree City USA status since 1996. The Coffee Creek Center development has been awarded environmental merits for its use of green space area or vegetation for stormwater management and environmental and recreational benefit.

## Climate

Chesterton's climate is warm to hot in the summer and cold and snowy in the winter. Areas nearest to Lake Michigan can be markedly cooler at times during the summer when the winds are occasionally from the north. Precipitation is well distributed throughout the year and is adequate for most crops on most soils in the surrounding farmland. From late fall through winter, snow squalls off the Lake are frequent and total snowfall is generally heavy. In some years a single prolonged storm can produce more than two feet of snow on the ground, and strong winds can create deep drifts.

In the summer, the average temperature is 71 degrees F, and the average daily high temperature is 82 degrees F. In winter, the average temperature is 27 degrees F, and the average daily minimum temperature is 19 degrees F. Extreme temperatures can range from approximately 26 degrees below zero to approximately 100 degrees Fahrenheit. The monthly extremes for average high and low temperature are 31.8/15.6 degrees in January and 83.2/61.4 degrees for July.

# Town Characteristics

The total annual precipitation averages 39.4 inches. Most of the precipitation, 24 inches, or 60%, usually falls in April through September. Thunderstorms occur on about 45 days each year, with most occurring in the summer season. Average seasonal snowfall is 47 inches, but can vary widely from year to year depending on the number of lake effect snows that occur. The average relative humidity in mid afternoon is about 65%. Humidity is higher at night, and the average at dawn is about 80%. The sun shines 70% of the time possible in summer and 45% in winter. The prevailing wind is from the southwest. Average wind speed is highest in March at 12 miles per hour. The average growing season based on days above 32 degrees F is 149 days based on a 90% probability of occurring. The growing season can be as long as 184 days.

The annual total precipitation amount occurring on an average varies from 33.1 to 45.2 inches. The average number of days with 0.10 inch or more of precipitation is 82. These rain days are well balanced across the year, except for April, which on an average has 10 such days.

Chesterton's climate provides year-round recreational opportunities. Lake Michigan provides the beach and swimming during the warm months. The Indiana Dunes National Lakeshore and the Indiana Dunes State Park provide trails for use all year, including cross-country skiing in the winter.

## Soils

Many soil characteristics are determined by the type of material on which it develops; others are due to climate, living matter, topographic relief, and time. Most soil types in the planning area have significant limitations for septic filter fields and for many types of construction. Soils with the poorest capability for development and drainage are co-located with wetlands and floodplains, and should usually be incorporated into the Town open space area.

The Chesterton area is covered by two general classifications of soils as listed on the General Soil Map of Porter County, Indiana, published by the Soil Conservation Service of the U.S. Department of Agriculture. The majority of the land categorized as Whitaker-

Milford-Del Rey is described as nearly level, somewhat poorly drained, and poorly drained loamy and silty soils on lake plains, terraces and outwash plains. A second, related soil type extends up through the Town along SR 49 with east and west boundaries extending out from SR 49 about one half mile. Its northern limit is about one half mile south of the Little Calumet River. This soil type is Elliot-Markham-Pewamo and is described as nearly level to gently sloping, well drained, to very poorly drain silty soils on till plains and moraines.

Analysis of the detailed soil map indicates that careful planning for surface and near surface soil water content must be done before building roads or structures in the southern and southwestern areas of the Town. The areas to the east of SR 49 appear to be of soil types more acceptable to road and building construction. There are exceptions to these general statements in each area. The detailed characteristics of each of these soil types can be referenced in the Soil Survey of Porter County, Indiana published by the U. S. Department of Agriculture Soil Conservation Service. A copy is maintained by the Town Engineer.

## Existing Land Use

Existing land uses are an important determinant for planning the future of Chesterton. To establish existing uses, a land use survey was performed. A land use survey is an inventory of land, classifying like uses into groups such as residential, business, and industrial. The land use survey establishes current, accurate data on the use, location, and amount of land in the community, and determines the interrelationships among and between land uses. This land use information was used to establish land-planning goals, and to help make decisions regarding proper land use.

The land use survey is used to:

- Provide data and background for the preparation and revision of the long range Comprehensive Plan.
- Support population and economic base studies.
- Provide data for transportation studies.
- Forecast future public utility needs.
- Provide data for sitting and improving community facilities.
- Guide decision-making for land use.

A land use survey of the incorporated area of the Town was completed in August of 2002. The existing and future use of land was recorded on a land use map and classified according to the following uses:

# Town Characteristics

- **Residential Use:** Land used for all types of residences, including single and multi-family units.
- **Industrial Use:** Land primarily devoted for heavy industrial uses.
- **Public-School/Churches:** Government owned administrative, educational or service facilities.
- **Open Spaces-Public/Golf Course/Water:** Any parcel of land set aside for public or private use or enjoyment.
- **Business Use:** Land uses of all types of business, except industrial.
- **Business/Industrial:** Land used for the development of light industrial and business parks.

The total land area of the current incorporated area of Chesterton is approximately 6,010 acres, or 9.4 square miles. The following table lists the distribution of the existing and future land uses within the corporate boundary, along with the acreage of each use and its percentage of the total land area:

Land Use	Existing Planning Area		Future Planning Area	
	Acres	Percent Total	Acres	Percent Total
Residential Use	2084.89	35%	9300.31	57%
Open Spaces: Public/ Golf Course/Water	1886.78	31%	1879.51	12%
Public: School/Churches	213.05	4%	281.76	2%
Business Use	815.28	14%	967.91	6%
Industrial Use	82.95	1%	327.38	2%
Business/Industrial			1834.60	11%
Right of Way	927.05	15%	1604.84	10%
<b>Total Acres</b>	<b>6010.00</b>		<b>16196.31</b>	
<b>Total Square Miles</b>	<b>9.40</b>		<b>25.30</b>	

**Residential Use:** Land utilized for residential purposes consists primarily of single-family, and multi-dwelling units, and accounts for approximately 35% of the existing land uses, and 57% of future land uses.

**Open Spaces:** Public/Golf Course/Water – Land utilized for civic open space, golf course and park uses. This land use accounts for approximately 31% of the existing land uses, and 12% of future land uses.

**Public-School/Churches:** This land use category is comprised of all property that is used for various government, schools, and churches and for quasi-public purposes. This land use accounts for approximately 4% of the existing land uses, and 2% of future land uses.

**Business Use:** Business uses are scattered along the various arteries and are not clustered, except for the Central Business District and the intense business development on Indian Boundary immediately east and west of its intersection with State Route 49. This land use accounts for approximately 14% of the existing land uses, and 6% of future land uses.

**Industrial Use:** This land use category is comprised of all heavy industrial properties, and accounts for approximately 1% of the existing land uses, and 2% of future land uses.

**Business/Industrial:** This newly created land use category is comprised of a mixture of light industrial and business parks and accounts for 11% of the future land uses.

The land use survey demonstrates that there is ample land for all anticipated development over the next 10 years. Over one-half of the land in the incorporated areas is agriculture or vacant and can be slowly converted to residential or other land uses. Chesterton's land uses are similar to other communities of its size.

## Public Ways

The system of roadways, mass transit, and railroads are directly related to land use. Personal travel and the movement of goods within the Chesterton area will continue to be principally by motor vehicles and rail facilities. The ease and access of places of employment, as well as to social, educational, and recreational outlets, can greatly enhance the character of the community and the well being of its population. Providing future rights-of-way, acquiring or reserving "unbuildable" space or outlots, and replatting of undeveloped or underdeveloped land are ways of facilitating movement while avoiding gridlock.

## Commuter Rail Service

Chesterton has some access to public transportation. Electric commuter rail service to Chicago, Michigan City, and South Bend, along with Hammond, Gary, and East Chicago, is available at the Dune Park station of the Chicago, South Shore and South Bend Railroad, just north of Chesterton. Amtrak passenger rail service is available in Michigan City.

## Air Service

Limited commuter air service is available at both the Gary and Porter County airports. Scheduled air carrier service is available in Illinois, at Chicago's Midway and O'Hare airports, 50 and 65 miles to the west, and in Indiana at South Bend's airport, 45 miles to the east.

## Rail Freight Service

Rail freight service is available via the Norfolk Southern and the CSX Railroad with numerous freight trains passing through Chesterton daily. Additional rail access spurs for industrial development in the northeast quadrant of the Town would most likely be available, if required. There are also numerous trucking companies located in the surrounding areas that supply freight access across the country, and there are the established package delivery services serving the entire metropolitan area.

## Bus/Taxi Service

Scheduled bus service is available in Gary, Indiana, 15 miles to the west. Access to the principal airports at Chicago O'Hare and Midway, and South Bend is available through an area shuttle service. Medical shuttle service is also available through a regional service.

## Traffic Flow

The flow of traffic within the Town is illustrated by the designated road and street classifications established by the Town and NIRPC's Transportation Planning Program and accepted by the Indiana Department of Transportation (INDOT), Division of Highways. Traffic that enters or exits Chesterton does so principally on SR 49, which is fed from the north by I-94, U.S. Routes 12 and 20, and from the south by the Indiana Toll Road (I-80/90), and east west county roads that intersect with it. A much smaller amount of traffic enters/exits on the connecting roads with the Town of Porter's shared boundary, and by Meridian Road coming

north from Valparaiso to Chesterton. Heaviest traffic flow within the Town is concentrated on a few principal thoroughfares. East/west traffic is heaviest on Indian Boundary Road. Other concentrations of traffic congestion include Woodlawn Avenue, Wabash Avenue, Broadway, Porter Avenue, and CR 1100N. North/south traffic concentrates on CR 125W, 23rd Street, 15th Street, 11th Street, 5th Street, and Calumet Road.

Due to area growth, the increased traffic volumes are of concern to the Town. Traffic congestion occurs at Indian Boundary Road at the lunch hours and from traffic leaving I-94 at rush hours and at steel mill shift changes, at downtown railroad crossings, and at major intersections near schools at school opening and closing times. Professional transportation planning, Tax Increment Financing (TIF) funds, and general tax revenues should be considered to improve roads to minimize traffic congestion. Design of new roads and redesign of existing roads and intersections should accommodate projected volumes, provide for smoother traffic flow, and include traffic calming devices as necessary. The redesign of the Indian Boundary Road/Indiana 49 intersection as an overpass is currently on the INDOT work schedule for 2030.

## **Public Structures and Public Utilities**

An evaluation and assessment of existing infrastructure is an integral part of the comprehensive planning effort. The level and quality of service provided by a community tend to reflect its character. Specific policies for upgrading public facilities and services are developed in later portions of the Plan.

Included in this report are brief examinations of educational and recreational facilities. Evaluations of public utilities including water systems, sanitary sewers and treatment facilities, and various public service facilities (police, fire, etc.) are also included.

## Public Education

Chesterton, the neighboring communities of Porter, Burns Harbor and Dune Acres, and unincorporated areas in Jackson, Liberty, Pine and Westchester Townships are served by the Duneland School Corporation. The Corporation currently operates five elementary schools, two intermediate schools, one middle school and one high school. The Corporation also offers a special education program in partnership with the Porter County Special Education Cooperative. The corporation is governed by an elected five-member school board.

## Public Education

### Duneland School Facilities

#### Chesterton, Indiana

**Bailly Elementary School**, 800 South 5th Street.

Bailly Elementary, which opened in 1966, is situated on approximately 12 acres and includes grades kindergarten through 4th. The school has a capacity of 530 students.

**Westchester Intermediate School**, 1050 South 5th Street.

Westchester Intermediate School, which opened in 1966, is situated on approximately 34 acres and includes grades 5th and 6th. The school has a capacity of 720 students.

**Chesterton Middle School**, 651 West Morgan Avenue.

Chesterton Middle School, which opened in 1954 (remodeled in 2000), is situated on 27 acres and includes grades 7th and 8th. The school has a capacity of 1,200 students.

**Chesterton High School**, 2125 South 11th Street.

Chesterton High School, which opened in 2000, is situated on approximately 97 acres and includes grades 9th through 12th. The high school complex includes three football fields, 10 tennis courts, two baseball, two soccer and two softball fields; a swimming pool and fieldhouse; an outdoor science laboratory, an auditorium and a media/library center equipped with the latest technology. Students, staff and visitors have access to 1,100 parking spaces for attending school and extracurricular activities. The school has a capacity of 2,500.

**Administration Building**, 601 West Morgan Avenue.

The Administration Center houses the offices of the Superintendent of Schools, the Assistant Superintendent

for Instruction, the Assistant Superintendent for Operations and Human Resources, the Business Manager and the district Publicity Director.

**Special Services Center**, 1012 North Old State Road 49.

The Special Services Department is responsible for the support services necessary for the day to day operations of the School District and facility planning/construction. The Department is divided into four areas - Mechanical Maintenance, Buildings and Grounds/Custodial, Food Service, and Transportation.

## **Duneland School Facilities**

### Outside of Chesterton

**Yost Elementary School**, 100 West Beam Street, Porter, Indiana.

**Brummitt Elementary School**, 2500 Indian Boundary Road, Chesterton, Indiana.

**Jackson Elementary School**, 811 North 400 East, Valparaiso, Indiana.

**Liberty Elementary School**, 50-1 West 900 North, Chesterton, Indiana.

**Liberty Intermediate School**, 50 West 900 North, Chesterton, Indiana new school site, northeast corner 1050 North and 250 East.

## **Other Duneland School Facilities**

**St. Patrick Catholic School**, 640 North Calumet Road, Chesterton, Indiana.

**Chesterton Montessori School**, 270 East Burdick Road, Chesterton, Indiana.

**Discovery Charter School**, 800 Canonie Drive, Porter, Indiana.

**Fairhaven Baptist**, 86 East Oak Hill Road, Chesterton, Indiana.

## Recreational Facilities

The Chesterton Board of Parks and Recreation Master Plan 2009 is an adopted point of reference to the Town of Chesterton's Comprehensive Plan. Chesterton Parks and Recreation is presently comprised of seven developed parks (comprising 142.91 acres).

## Current Developed Parks

### Chesterton, Indiana

**Thomas Centennial Park:** NW Corner of Broadway and Calumet Road (2 acres). Park amenities include: bandstand, picnic tables, benches, pathways accented with decorative lighting.

**Coffee Creek Park:** N of Morgan Avenue/E of Calumet Road (12 acres). Park amenities include: boardwalk, pathway, scenic overlooks, public fishing access, sledding hill, shelters, playground.

**Chesterton Park:** NW Corner of Porter Avenue and 5th Street . (8 acres). Park amenities include: lighted tennis courts, ball fields, picnic shelters and a large playground.

**Dogwood Park:** North of 10 50 North/E and W of 23rd Street (60 acres). Park amenities include: soccer fields, softball fields, volleyball courts, group picnic shelters, horseshoe courts, walking trail and playgrounds.

**Robert L. Waskom Park:** Duneland Cove Subdivision Park . Amenities include: playground, picnic shelters, tennis court, basketball court, open play field.

**Kipper Park:** Westchester South Subdivision. Park amenities include: playground, benches, shelter, and basketball court (half-court).

**Jackson Park/Prairie Duneland Trail:** SW Corner of Broadway and 15th extending SW toward Indiana 149, Imagination Glen Park/Iron Horse Heritage Trail and points west (46 acres). Trail amenities: 3.1 miles of asphalt paved trail, picnic shelters, and benches.

**Westwood Park:** Park amenities include: playground (2 acres).

**Old Town:** Park amenities include: playground (.25 acres).

**Golfview Park:** Amenities include: playground, proposed park shelter (.5 acres).

## Undeveloped Parks

### Chesterton, Indiana

**Crocker Park:** Crocker (3 acres).

**Dunewood Park:** Dunewood Estates Subdivision (.72 acres).

**Morningside Neighborhood:** Morningside Subdivision (1.156 acres).

**New Park Site:** Northeast corner of 1050 North and 250 East (acreage—TBD).

## Other Recreational Facilities

### Chesterton, Indiana

**Coffee Creek Conservancy Area:** Coffee Creek (240 acres).

Area amenities include: pathways, boardwalks, public plazas, benches, picnic shelters, and open play fields.

**Sand Creek Country Club (private):** 27-hole Championship Golf Course.

**The Brassie Golf Club (semi-private):** 18-hole Championship Golf Course.

## Recreational Facilities

### Outside of Chesterton

**Indiana Dunes National Lakeshore:** The Indiana Dunes National Lakeshore, established in 1966, extends across Porter County into Lake and LaPorte counties. The Lakeshore includes nearly 15,000 acres and provides access to Lake Michigan, miles of beaches, and pathways through dunes, swales, bogs, wetlands, and marshes.

**Indiana Dunes State Park:** The Indiana Dunes State Park is located at the terminus of Indiana 49. Dunes State Park is one of Indiana's oldest parks. The park preserves nearly 2200 acres of duneland for the enjoyment of the public. The park features campsites, picnic shelters, nature trails, nature center and is home to one of our country's most celebrated beaches.

**Imagination Glen Park:** Portage, Indiana. Imagination Glen encompasses approximately 256 acres and is located along Salt Creek. The park provides access to the Iron Horse Heritage Trail and miles of mountain bike trails. Other park facilities

include: a BMX track, soccer complex, softball complex, hiking trails, public fishing access, playgrounds and picnic shelters.

**Sunset Hill County Park:** Porter County, Indiana. Sunset Hill Park is located at the SE Corner of Meridian Road and U.S. Highway 6 in Liberty Township. The park amenities include: hiking trails, band shell, picnic shelters and playgrounds. The park also hosts a variety of cultural festivals throughout the year.

**Hawthorne Park:** Porter, Indiana. Hawthorn Park is located near downtown Porter along Waverly Road. The park offers a community center, baseball field, basketball courts, tennis courts, open play spaces, and picnic shelters. The Park also serves as home to the Chesterton Art Fair.

## Municipal Facilities

**Chesterton Fire Station:** 702 Broadway. The Station is a multi-bay, front-back access facility and serves as home to the departments administrative functions.

**Chesterton Town Hall:** 726 Broadway. Town Hall offers a wide-range of municipal services, as well as, meeting space for public meetings. Town Hall is home to the Clerk-Treasurer's Office and Building Department. Parking is provided adjacent to the building, with additional overflow parking provided in a municipal lot across the Broadway.

**Chesterton Police Station:** 790 Broadway. The Station serves as home to the department's administrative offices, communications center, equipment locker, evidence lock-up, and interview room.

**Street and Vehicle Maintenance Facility:** 609 Grant Avenue .

**New fire station site:** Dickinson Road

**Chesterton Park Department:** 1415 South 23rd Street.

**New public works site:** Broadway and 15th Street.

**Wasterwater Treatment Plant:** 300 League Lane.

## Waste Disposal

The Town has entered into an agreement with an outside contractor to provide refuse and recycling services for a fee.

## Medical Facilities

The Town of Chesterton is served by a number of quality medical care providers in northwest Indiana and the greater Chicagoland Area. Local Medical Facilities include:

**CHS Porter (proposed):** NW Corner of U.S. 6 and Indiana 49. Located two miles south of Chesterton, the 445,000 square-foot health care facility includes 261 large, private rooms (225 inpatient and 36 outpatient).

**St. Anthony's Emergency Center:** (proposed) Indian Boundary Road and Council Drive. Porter County's first full-service, free-standing emergency department will provide round-the-clock health care needs of Chesterton.

**Portage Hospital:** Portage, Indiana (10 miles west of Chesterton)

**Chesterton Medical Center, Porter Hospital:** 650 Dickinson Road. This 19,000 square-foot medical center provides a wide variety of health care services, ranging from urgent care to family medical practice, outpatient testing, orthopedic care, physical, speech and occupational therapy and community health education.

### Duneland Health and Wellness Institute

**Saint Anthony Memorial Health Centers of Michigan City and Saint Margaret Mercy Health Care Centers of Hammond and Dyer:** 810 Michael Drive. This 31,000 square foot facility houses the area's first medically-based fitness center. Programs include aerobic conditioning, strength training, aquatic, and group exercise classes. The Institute also includes family practice and primary care physicians, physical rehabilitation, occupational therapy, sports medicine and medical massage. Med Watch, an urgent care facility, is also located at the Institute.

## Library

The Town of Chesterton is served by the Westchester Public Library District. **The Thomas Memorial Library:** 200 West Indiana Avenue, is the district main service facility. **The Library Service Center:** 100 West Indiana Avenue, provides community meeting space, adult education programs, a local history museum, and library support services. The district also operates **Hageman Library** in the Town of Porter as a circulation branch. Residents outside of Westchester Township are served by the Porter County Library System. The **Westchester Public Library** and

the **Porter County Library** have, in place, a reciprocal borrowing agreement that allows members from both systems to borrow materials from any library in the county.

## Public and Private Utilities

In order to effectively meet the needs of the community, public and private utilities must be planned well in advance.

## Water

The water provider for the Town of Chesterton is Indiana-American Water Company of Gary, Indiana. Indiana-American Water draws upon the water of Lake Michigan to provide to its many customers in Lake and Porter Counties. Adequate capacity exists to meet residential, business, and industrial water needs for the Town in the planning period.

## Sanitary Sewer System

Chesterton Utility operates an anaerobic digestion-activated sludge type treatment plant on League Lane just north of Woodlawn Avenue with a capacity of 2.7 million gallons per day (MGD). The plant was originally constructed in 1963. The Utility completed an expansion project in 2004 that brought the plant to its current capacity of 4.6 MGD with a peak flow of 10 MGD. This plant also provides service to the Town of Porter and the Indian Boundary Conservancy District.

When planning new sewer mains or improvements to existing systems, some of the general principles for sanitary sewer systems should be given consideration. Sanitary sewers should be designed for ultimate capacity so replacement is not necessary with the period of amortization of the investment. Sanitary sewers should lie in a public right-of-way or easement to ensure access for maintenance purposes. Manholes should be strategically placed for inspection and cleaning, usually 300 to 350 feet apart, and at junctions and changes in alignment or grade.

The Town of Chesterton is also moving forward with a large sanitary sewer/storm sewer separation project in the Downtown area to reduce inflow/infiltration going to the wastewater treatment plant. The project limits are on Calumet Road from Porter Avenue to the Norfolk and southern railroad tracks. The project involves the replacement of the sanitary sewer main, replacement of all sanitary sewer laterals in the right-of-way, installation of a new storm sewer main, storm manholes, storm inlets and full depth asphalt pavement replacement of the

roadway in this area. The estimated construction cost is approximately \$800,000 and is being funded through a Utility Bond.

## **Stormwater Management and Drainage**

The management of stormwater runoff is a concern in Chesterton. The Town has established a Stormwater Utility, overseen by the Stormwater Management Board, in order to effectively address the quantity of stormwater runoff causing flooding. Standards for drainage and detention have been adopted. However, some more difficult challenges remain in the older sections of Town: the lack of stormwater drainage in some areas, no detention capacity, and combined sanitary and storm sewers. The Town participates in the National Floodplain Insurance Program (NFIP) administered through the Federal Emergency Management Agency (FEMA). NFIP is a community program of corrective and preventative measures for reducing flood damage.

The Stormwater Management Board also oversees the Municipal Separate Storm Sewer System (MS4) Program. This federally mandated program regulates the control and protection of the quality of stormwater runoff within the Town's jurisdiction. A Stormwater Quality Management Plan (SWQMP) has been established defining actions to protect water quality, from public education and outreach, to stopping illegal discharges to storm drains, to minimizing erosion in construction site stormwater runoff, and municipal good housekeeping and pollution prevention.

## **Electricity and Natural Gas**

Northern Indiana Public Service Company (NIPSCO) provides electricity and natural gas. NIPSCO also provides these services throughout the surrounding area. The capacities available from NIPSCO are more than sufficient to meet any need for residential, business, and industrial growth and development in the planning period.

## Telephone and Related Communications

AT&T, Frontier, MCI Worldcom, and Sprint are major providers of telephone service to the Chesterton area. These companies are adequately prepared to provide service to any anticipated residential, business, and industrial needs. A major fiber optic trunk cable runs through the Toll Road right-of-way adjacent to the Town and could be available for advanced communication needs. Other existing fiber optic routes are available to service future needs and demands of the entire planning area.

Numerous local and national providers service the cable needs of the community from NetNitco, Frontier, AT&T, and Hypervine for Internet to Cartronix, Cingular Wireless, Nextel, and Frontier Wireless for cellular telephones. AT&T Broadband provides cable television to Chesterton, but various satellite systems also exist.



Section Two

# Statement of Objectives for the Future Development of the Town of Chesterton

The following objectives, principles and policies have been developed by the Town to further define how the community will achieve its vision to be a sustainable community positioned and prepared for the next growth cycle.

The objectives, principles and policies outlined in this section constitute Chesterton's Statement of Objectives and Policies for Future Development of the Town of Chesterton.

## Objective 1: Land Use—Balanced for Long-Term Economic Stability

A community that offers a balance of land uses has long-term economic stability. When that economic stability is complemented by a harmony of use—one finds a community of choice. Chesterton aims to ensure that it continues to be a thriving community of choice by providing for an adequate inventory of lands while maintaining an expectation of harmonious development. Offering opportunities for well-paying jobs and encouraging development that includes a variety of housing choices will allow our community to meet the needs of residents and build upon our exceptional quality of life.

*Principle 1: Chesterton will contain a balanced mix of land uses.*

### Policy 1.1

Review and update zoning districts and development standards, including the zoning map to be consistent with this Comprehensive Plan.

### Policy 1.2

Analyze variance and special use requests to determine compatibility with the purpose and overall character of the neighborhood or activity centers based on the Comprehensive Plan.

### Policy 1.3

Support land development that blends uses in an appropriate manner.

### Policy 1.4

Ensure that existing land uses are not compromised by future expansion and development.

### Policy 1.5

Control land development by focusing on proposals in the areas already served by infrastructure and municipal services.

**Policy 1.6**

Encourage continued improvement to the parks and recreation system as the community grows. Plan for quality park and/or open space as each new development—regardless of land use—is developed.

*Principle 2: Redevelopment and infill will provide new development opportunities in Chesterton that will allow for an efficient use of land.*

**Policy 2.1**

Maintain a list of potential redevelopment areas.

**Policy 2.2**

Encourage redevelopment and infill development whenever possible, ensuring compatibility with adjacent land uses.

**Policy 2.3**

Develop design guidelines for specific redevelopment areas to ensure that neighborhood character is protected.

*Principle 3: Our community will include a diverse mix of housing types and neighborhood choices to support the needs of all residents.*

**Policy 3.1**

Encourage a range of housing types and neighborhood choices for all age groups and income levels.

**Policy 3.2**

Ensure that residential development blends densities in an appropriate manner.

**Policy 3.3**

Support reinvestment and rehabilitation of the existing housing stock.

**Policy 3.4**

Residential units such as artist lofts and studios should be added above businesses in the downtown area and zoning should be changed accordingly to allow for such mixed use.

*Principle 4: Chesterton will continue to be economically sustainable by promoting its nonresidential land base.*

**Policy 4.1**

Encourage steady growth of business activities in balance with the anticipated growth and community needs.



# Statement of Objectives for the Future Development of the Town of Chesterton

## **Policy 4.2**

Promote and re-energize the Downtown District.

## **Policy 4.3**

Continue to diversify the economy through promotion of medical and health care companies, technical fields, and light industry. This will also strengthen the tax base and provide employment.

## **Policy 4.4**

Ensure that nonresidential land uses are built in appropriate areas to prevent conflicts between residential and commercial/ industrial land uses.

## **Policy 4.5**

Support the development of tourism-oriented businesses.

## **Objective 2: Public Ways—Connecting Places**

Creating connected places means forming a system of trails, sidewalks, and local streets to interconnect Chesterton's neighborhoods and other major destinations throughout the community. Encouraging walking and biking will give Chesterton's urban fabric a more intimate feel. This system will foster greater social interaction and connectivity and encourage regular use of these spaces. There shall also be stronger connections to area transit systems that attracts ridership and caters to the appropriate needs of the community. Future growth can then be targeted, with an emphasis on areas that can be well-served by this transit system.

*Principle 1: The street system will foster safe passage to destinations throughout Chesterton.*

## **Policy 1.1**

Develop a pattern of interconnected streets that allow residents to easily navigate throughout the community.

## **Policy 1.2**

Encourage frontage roads and shared parking opportunities between businesses within an activity center, especially in locations where traffic congestion exists or is likely to exist in the future due to ingress/egress onto collector/arterial roadways.

*Principle 2: Neighborhoods and activity centers will be connected through local streets, sidewalks and trails.*

## **Policy 2.1**

Focus efforts on the steady improvement of non-motorized connectivity within and between existing places and spaces.

**Policy 2.2**

Plan for a variety of non-motorized transportation systems, such as biking and walking, as each new development is planned—regardless of land use.

**Policy 2.3**

Ensure that all connections within and between our neighborhoods and activity centers is in accordance with all appropriate requirements of the American with Disabilities Act (ADA) and any other federal or state laws regulating residents or visitors with disabilities.

*Principle 3: Community destinations will be linked by a balanced transportation system.*

**Policy 3.1**

Promote alternative modes of transportation and multiple types of connectivity as each destination is proposed.

**Policy 3.2**

Find ways to better link the Dune Park South Shore Station to the community.

**Policy 3.3**

Encourage ongoing improvements to the public transportation system for the area, linking Chesterton to Northwest Indiana and the Chicago Metropolitan Area.

*Principle 4: Visual and perceived connectivity will provide for additional types of connections in our community.*

**Policy 4.1**

Consider improvements to enhance way-finding to and within the community.

**Policy 4.2**

Promote unifying elements such as a duneland-motif landscape feature along key thoroughfares and at key intersections to establish a sense of place.

**Policy 4.3**

Encourage the tourism industry to further develop marketing avenues for Chesterton considering what the community offers, in addition to the Town's close proximity to the Indiana Dunes National Lakeshore and Indiana Dunes State Park.



# Statement of Objectives for the Future Development of the Town of Chesterton

## Objective 3: Public Lands, Public Places, Public Structures, Public Utilities— Integrated into the Duneland Environment

The duneland environment, from the Lake Michigan shoreline to the terminal moraine that stretches across southern Liberty and Jackson Townships through central Porter County, is a unique and sensitive ecological system. Its dune and swale complex, oak savannas, prairies, wetlands and waterways have attracted us to northwest Indiana. Chesterton aims to protect, enhance and celebrate the duneland environment by carefully integrating built and natural landscapes, by employing innovative strategies to protect our duneland environment and encouraging development that becomes one with nature. Our community will offer a tranquil oasis for residents and pristine wildlife corridors as well as give our community a unique image and sense of place.

*Principle 1: Chesterton will preserve and enhance the duneland environment.*

### **Policy 1.1**

Provide an adequate sewage collection system, completely separated from the stormwater system.

### **Policy 1.2**

Planning procedures, such as stormwater management and Best Management Practices (BMPs) will be implemented to ensure environmentally responsible development and prevent the effects of over development such as flooding, erosion, reduced water quality, and the costs needed to mitigate these issues.

### **Policy 1.3**

Stormwater management elements such as pervious paving, rain gardens, detention/retention ponds, and bio-retention cells/swales should be incorporated into new developments where applicable.

### **Policy 1.4**

Wetlands and floodplains need to continue to be protected from encroaching development where possible.

### **Policy 1.5**

Implement zoning standards and design guidelines in addition to federal and state environmental regulations to ensure environmentally-responsible development.

**Policy 1.6**

Foster community awareness of our natural resources and their protection through education.

*Principle 2: Chesterton will integrate open spaces and natural features within built places.*

**Policy 2.1**

Provide the built environment with access to natural spaces while maintaining controlled use of these spaces.

**Policy 2.2**

Maintain landscaping guidelines that outline the use of native duneland landscaping in our community.

*Principle 3: Public places and spaces should be attractive, durable, and designed for all to enjoy.*

**Policy 3.1**

Secure land for future municipal facilities to meet the long-term needs of Chesterton.

**Policy 3.2**

Consider the desired effect each public place/space and design for it. The overall impression of the users of the place/space is integral to the use of it. Aspects of design such as location, intended users, surrounding built and/or natural environments, landscaping, water features, informational placards/signage, seating capacities and parking standards each and all come into play for usable and desirable community places and spaces.

**Policy 3.3**

Public places and spaces will have ample seating, planned landscaping, and unique elements such as historical plaques and small water features.

**Policy 3.4**

Focus efforts to improve connectivity within and between community places and open spaces.

**Policy 3.5**

Ensure that accessibility for all community places and spaces are in accordance with all appropriate requirements of the American with Disabilities Act (ADA) and any other federal or state laws regulating residents or visitors with disabilities.



# Statement of Objectives for the Future Development of the Town of Chesterton

## **Policy 3.6**

Balance the need for modern day parking standards with the desired design elements of the community place or space.

## **Policy 3.7**

Parking garages and other forms of creative parking scenarios will be planned to offer accessibility to public places. Lots should be multi-use so that they are available during high traffic times of day and then converted to public space during off peak hours for community events.

## **Objective 4: Quality, Sustainable Development**

Details matter. It is not always just what we do, but how we do it that is important. Quality and appropriateness of development play a great role in forming the quality of life we want for ourselves and for the community as a whole. Community elements such as land use, design standards and environmental quality are topics that encompass our daily lives, but sometimes are taken for granted. Each of these community elements is a separate system that must be understood individually, but they must work together to sustain each other to bring about a thriving community. Chesterton aims to strive for quality sustainable development throughout the community. By reviewing and updating current development regulations—including zoning districts and creating district specific design standards that address elements such as environmental quality, connectivity and aesthetics—Chesterton can raise the bar towards improving quality of life.

*Principle 1: Neighborhoods and activity centers should be distinct and provide variety.*

## **Policy 1.1**

Celebrate and continue to invigorate the downtown activity center, including arts and cultural events, dining experiences and redevelopment and infill development.

## **Policy 1.2**

Continue to have a municipal presence within the downtown area.

## **Policy 1.3**

Encourage continued reinvestment in the convenience and travel-related activity center located at the crossroads of Indian Boundary Road and Indiana 49.



Section Three

**Policy 1.4**

Continue to advance environmentally-sensitive executive business, technology and medical parks and related amenities such as the Coffee Creek Conservancy.

**Policy 1.5**

Promote the development of new neighborhoods and activity centers that leverage their respective locations, history and other unique characteristics.

*Principle 2: Redevelopment and infill development projects will complement the existing community fabric and improve property values.*

**Policy 2.1**

Promote redevelopment and infill development that complements the existing community as well as advances the desired overall result of the neighborhood or activity center.

**Policy 2.2**

Maintain the character of existing neighborhoods and activity centers by adhering to setbacks and building standards and by establishing design guidelines that address consistency in such elements as building materials and/or style for redevelopment and infill development.

**Policy 2.3**

Balance the need for modern day parking standards with the desired design elements of the community.

**Policy 2.4**

Consider maintenance standards—for buildings and grounds alike—to ensure that property values are protected for entire neighborhoods and activity centers.

*Principle 3: Thoroughfare corridors will be vibrant and aesthetically pleasing.*

**Policy 3.1**

Create vibrant aesthetically pleasing commercial corridors that will help attract people to downtown and make them want to stay in the downtown.

**Policy 3.2**

Preserve and enhance the character of the downtown through efforts of maintenance standards, historic preservation, redevelopment, infill development, and streetscape improvements.



# Statement of Objectives for the Future Development of the Town of Chesterton

## **Policy 3.3**

Improve the aesthetic appearance of the Indian Boundary Road Corridor through measures such as appropriate streetscape improvements and signage regulations.

## **Policy 3.4**

Pursue duneland-motif landscaping along major thoroughfares into and through the community.

## **Policy 3.5**

Consider implementing a series of thoroughfare overlays along key thoroughfares to address specific development or design elements for consistency along each of these thoroughfares.

## **Objective 5: Arts and Culture**

Chesterton will promote, encourage, and stimulate community arts and cultural development. This can be achieved by creating an environment that nurtures community arts and culture. Chesterton has a rich historic background that needs to be glorified. Historic structures must be preserved and showcased and opportunities for introducing history into public places or art will be encouraged. The community is home to a variety of street fairs and cultural events such as the Chesterton Art Fair and Taste of Duneland. Multi-use public open spaces should be included to allow a place for such art and cultural festivals and activities to occur.

***Principle 1:** Chesterton will promote, encourage and stimulate community arts and cultural development.*

## **Policy 1.1**

Increase community awareness of community places and spaces with historical designation.

## **Policy 1.2**

Continue to showcase Chesterton as a place to “live, work, play and stay” through art fairs and events such as the European Market and Chesterton Art Fair.

## **Policy 1.3**

Educate residents and visitors about the local artisans in the community through community bulletins and other media outlets.

## **Policy 1.4**

Continue to promote local historical and cultural events at the Westchester Township Historical Museum.

*Principle 2: Chesterton will provide access to arts and culture.*

**Policy 2.1**

Consider how community connectivity—especially alternative modes of transportation—affects the accessibility of the artistic and cultural community.

**Policy 2.2**

Work with the Duneland Chamber of Commerce, Porter County Tourism, and other entities to educate the public on where to find information about the arts and culture of Chesterton.

**Policy 2.3**

Invite local artisans to highlight their talents in public places and spaces throughout the year.

**Policy 2.4**

Be informed and share knowledge of Chesterton’s creative community.

*Principle 3: Chesterton supports the development of public places and spaces for community gatherings and cultural events.*

**Policy 3.1**

Continue to offer existing public venues for art and cultural events.

**Policy 3.2**

Promote the development of new places and spaces for community gatherings.



## Introduction

This section develops the specific plans and policies to guide the future of the Town of Chesterton. It describes the nature and location of different types of land uses to be planned in and around the Town. It relates the needs of the Town with the recommended land uses.

The General Development Plan is a guide for the future development of Chesterton and its planning area. Its recommendations are based on projections to the year 2023. Most of the proposals of this Plan could be achieved by that date if vigorous action is taken to implement the Plan. The Plan is intended as a guide for day-to-day decision making, not as a complete solution for the next 15 years of development. It will be necessary to review the Plan periodically and to make amendments to the Plan as the Town's needs and policies change. This Plan should be regarded as a continuing part of the Town's planning process rather than as a final document. It should be studied and utilized as it relates to other ordinances and plans the Town has adopted. To assist in the understanding of this section of the Comprehensive Plan, a restatement of each objective and related policies is presented prior to the discussion of the General Development Plan element.

## Planning Guidelines

In order that the General Development Plan can best meet the identified problems and take advantage of the opportunities for development, the following guidelines shall be followed by the Chesterton Plan Commission in preparation and administration of it:

- Land use proposals shall be keyed to existing and proposed major highways.
- Zoning and other controls, including performance standards, shall be enforced to ensure safe and healthful operation of industrial operations.
- Subdivision controls shall be enforced to ensure high quality property improvements in new residential development. These controls and financing policies should provide for a minimum of public capital expenditures, consistent with a continuing minimal operational or maintenance expense to the public in the private development of new residential areas.

- Chesterton's fiscal and economic future will require increased industrial and/or business development. Prime industrial and/or business land shall be provided in locations compatible with adjacent uses and transportation facilities.
- The impact of tourism related to the adjacent State and National Parks shall be reviewed on a regular basis to assure business opportunities are available in areas that can readily service that trade, and that the related development comes in an orderly, pre-planned environment. These efforts will be coordinated with the area's Chamber of Commerce and Tourism Bureau.
- Residential areas shall be planned at various densities and properly related to amenities and facilities.
- Schools, parks, and other public facilities shall be conveniently located to serve the people at the neighborhood level.
- The grid circulation system that connects the existing and proposed facilities and land uses shall be maintained and improved. Connectivity between developments, both new and existing, shall be encouraged.
- The beauty and scenic character of the area shall be preserved in order to maintain quality of life .
- The historic and cultural character of the community should also be preserved and used to further promote the quality of life in Chesterton.



## Section Four

# Statement of Objectives for the Land Use Development of the Town of Chesterton

## Introduction

The Land Use Plan provides a framework for guiding decisions related to development, redevelopment and community initiated improvements. The objectives and policies outlined in this section reference Section III: Statement of Objectives and Policies and constitute Chesterton's Statement of Policy for the Land Use Development of the jurisdiction. The Plan also considers existing land uses (both within the community and in adjacent communities); natural systems including wetlands/waterways, soils; the transportation system; and the alternative transportation system.

## Land Use — Balanced for Long-Term Economic Stability

A community that offers a balance of land uses has long-term economic stability. When that economic stability is complimented by a harmony of use—one finds a community of choice. Chesterton aims to ensure that it continues to be a thriving, community of choice by providing for an adequate inventory of lands while maintaining an expectation of harmonious development. Offering opportunities for well-paying jobs and encouraging development that includes a variety of housing choices will allow our community to meet the needs of residents and build upon our exceptional quality of life.

*Principle 1: Chesterton will contain a balanced mix of land uses.*

### Policy 1.1

Review and update zoning districts and development standards, including the zoning map to be consistent with this Comprehensive Plan.

### Policy 1.2

Analyze variance and special use requests to determine compatibility with the purpose and overall character of the neighborhood or activity centers based on the Comprehensive Plan.

### Policy 1.3

Support land development that blends uses in an appropriate manner.

### Policy 1.4

Ensure that existing land uses are not compromised by future expansion and development.

### Policy 1.5

Control land development by focusing on proposals in the areas already served by infrastructure and municipal services.

**Policy 1.6**

Encourage continued improvement to the parks and recreation system as the community grows. Plan for quality park and/or open space as each new development—regardless of land use—is developed.

*Principle 2: Redevelopment and infill will provide new development opportunities in Chesterton that will allow for an efficient use of land.*

**Policy 2.1**

Maintain a list of vacant buildings and potential redevelopment areas.

**Policy 2.2**

Encourage redevelopment and infill development whenever possible, ensuring compatibility with adjacent land uses.

**Policy 2.3**

Develop design guidelines for specific redevelopment areas to ensure that neighborhood character is protected.

*Principle 3: Our community will include a diverse mix of housing types and neighborhood choices to support the needs of all residents.*

**Policy 3.1**

Encourage a range of housing types and neighborhood choices for all age groups and income levels.

**Policy 3.2**

Ensure that residential development blends densities in an appropriate manner.

**Policy 3.3**

Support reinvestment and rehabilitation of the existing housing stock.

**Policy 3.4**

Residential units such as artist lofts and studios should be added above businesses in the downtown area and zoning should be changed accordingly to allow for such mixed use.

*Principle 4: Chesterton will continue to be economically sustainable by promoting its nonresidential land base.*

**Policy 4.1**

Encourage steady growth of business activities in balance with the anticipated growth and community needs.

**Policy 4.2**

Promote and re-energize the Downtown District.



# Statement of Objectives for the Land Use Development of the Town of Chesterton

### Policy 4.3

Continue to diversify the economy through promotion of medical and health care companies, technical fields, and light industry. This will also strengthen the tax base and provide employment.

### Policy 4.4

Ensure that nonresidential land uses are built in appropriate areas to prevent conflicts between residential and commercial/ industrial land uses.

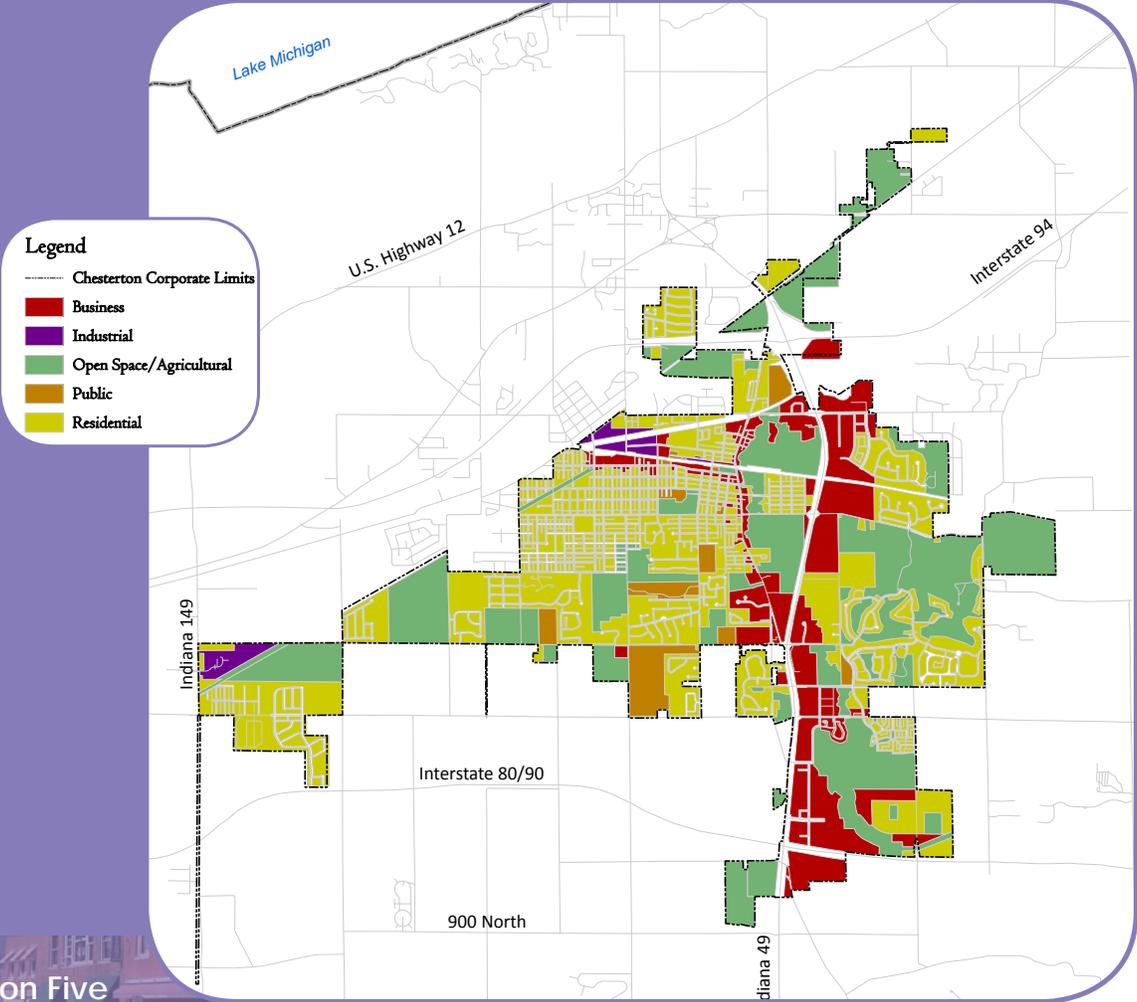
### Policy 4.5

Support the development of tourism-oriented businesses.

## Land Use Plan

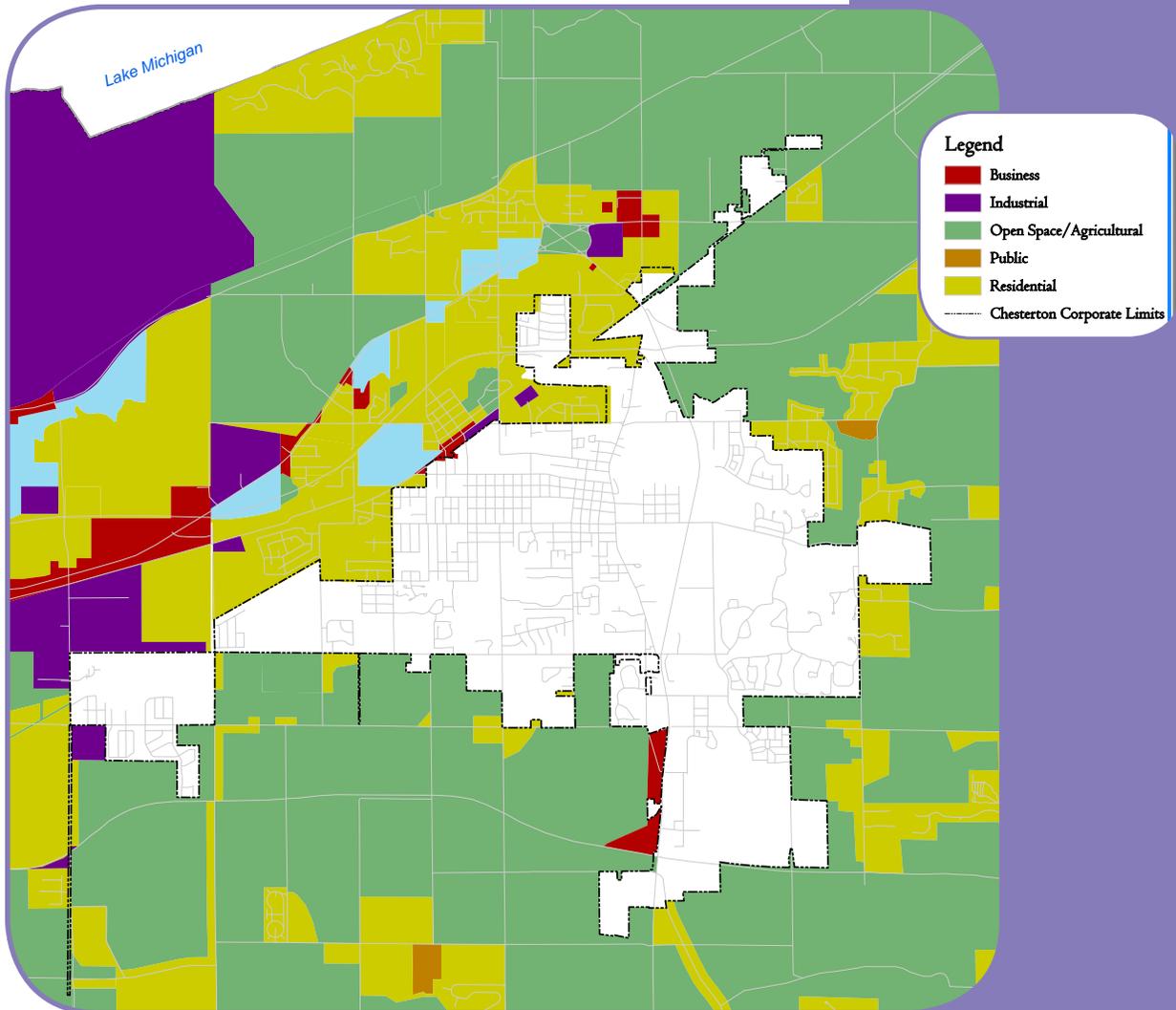
### Existing Land Uses Map

The Existing Land Uses Map illustrates existing residential, commercial, industrial, civic and open spaces within the Town of Chesterton.



## Surrounding Land Uses Map

The Surrounding Land Uses Map illustrates existing residential, commercial, industrial, civic and open spaces in neighboring communities and unincorporated Porter County.



Surrounding Land Uses Map

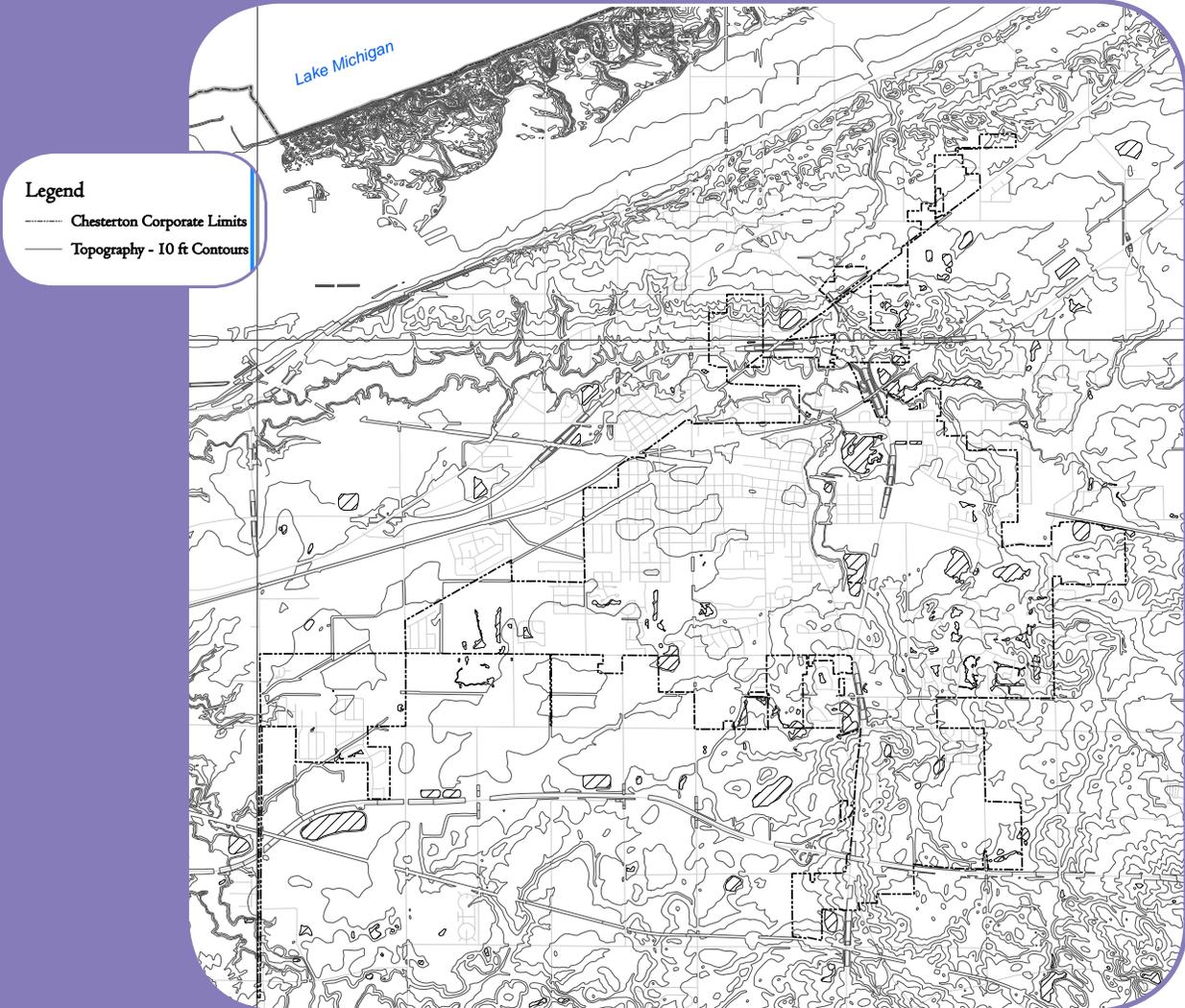


## Section Five

# Statement of Objectives for the Land Use Development of the Town of Chesterton

## Topography and Drainage

The Topography and Drainage Map identifies topographic features and drainage characteristics in Chesterton and surrounding areas. Our community's topography and unique drainage patterns require that precautions be taken to protect these systems. Special provisions should be taken to protect moderate and steep slopes, as well as, natural drainage ways.



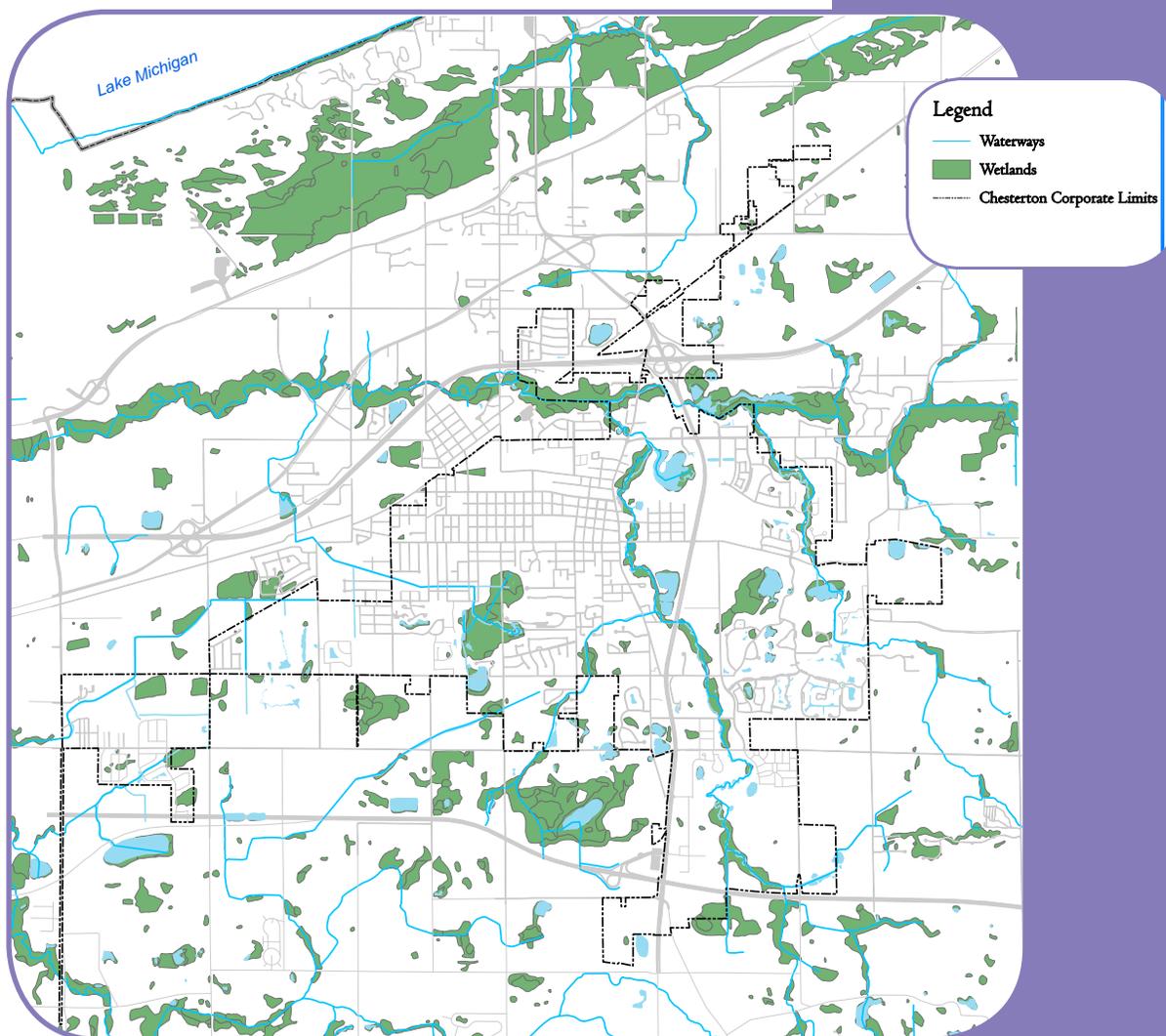
Existing Topography and Drainage Map



### Section Five

## Wetlands and Waterways Map

The Wetlands and Waterways Map identifies wetlands and waterway corridors in Chesterton and the surrounding area. Since these areas provide an invaluable benefit to our water quality, flood control, and migratory patterns of wildlife, development in these areas and corridors should be avoided when possible. If development is required, strong consideration should be given to mitigation strategies, mitigation above and beyond that required by the state and federal permitting agencies.



Wetlands and Waterways Map



### Section Five

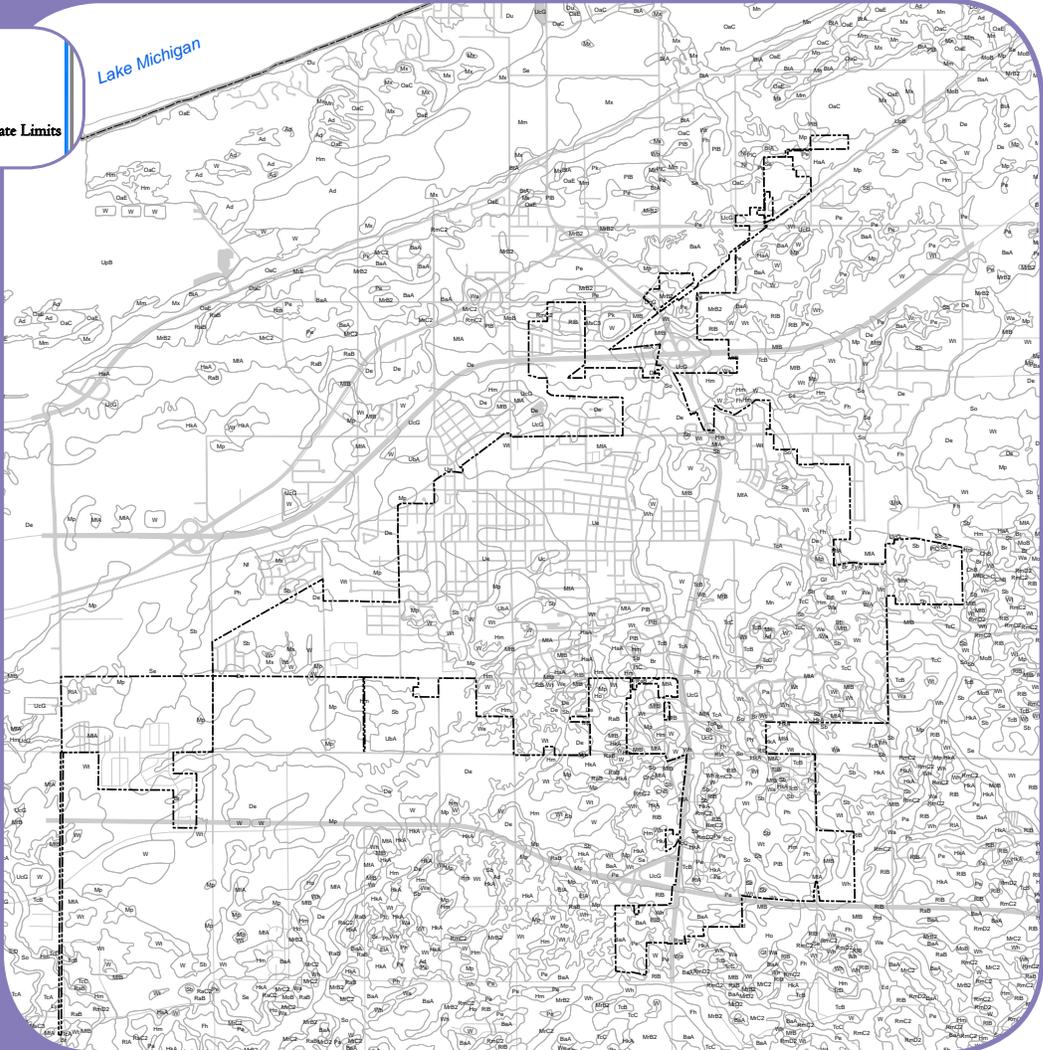
# Statement of Objectives for the Land Use Development of the Town of Chesterton

## Soils Map

The Soils Map identifies soil types in Chesterton and the surrounding area. Most soils in Chesterton and the surrounding area have significant limitations to septic usage and for many types of construction. Areas determined to have areas of marginal soils should be avoided and considered as opportunities for areas of passive public use and open space.

**Legend**

- Soils - See Index
- Chesterton Corporate Limits



Soils Map



Section Five

### Index: Soil Types of Chesterton and surrounding areas

Abbreviations	Soil Type
AD	Adrian muck, drained
BAA	Blount silt loam, 0 to 3 percent slopes
BR	Bourbon sandy loam
BTA	Brems sand, 0 to 3 percent slopes
CHB	Chelsea fine sand, 2 to 6 percent slopes
CHC	Chelsea find sand, 6 to 12 percent slopes
DE	Del Rey silt loam
ED	Edwards muck, drained
FH	Fluvaquents
GF	Gilford sandy loam
HAA	Hanna sandy loam, 0 to 3 percent slopes
HKA	Haskins loam, 0 to 2 percent slopes
HM	Houghton mulch, ponded
HO	Houghton mulch, drained
LFA	Lydick loam, 0 to 2 percent
LFB	Lydick loam, 2 to 6 percent slopes
MN	Maumee loamy sand, ponded
MOB	Metea loamy fine sand, 1 to 6 percent
MP	Milford silty clay loam
MRB2	Morley silt loam, 2 to 6 percent slopes, eroded
MRC2	Morley silt loam, 6 to 12 percent slopes, eroded
MSC3	Morley silt clay loam, 6 to 12 percent slopes, severely eroded
NF	Newton loamy fine sand
PA	Palms muck, drained
PE	Pewamo silty clay loam
PH	Pinkhook loam
PIB	Plainfield sand, 2 to 6 percent slopes
PIC	Plainfield sand, 6 to 12 percent slopes
PK	Pits
RAB	Rawson loam, 2 to 6 percent slopes
RIA	Riddles silt loam, 0 to 2 percent slopes
RIB	Riddles silt loam, 2 to 6 percent slopes
RMC2	Riddles loam, 6 to 12 percent slopes, eroded
RMD2	Riddles loam, 12 to 18 percent slopes, eroded
SB	Sebewa loam, shaly sand substratum
SE	Selfridge loamy fine sand
SO	Suman silt loam
TCB	Tracy sandy loam, 2 to 6 percent slopes
TC	Tracy sandy loam, 6 to 12 percent slopes
TYA	Tyner loamy sand, 0 to 3 percent slopes
UBA	Udorthents, 0 to 3 percent slopes
UCG	Udorthents, loamy, 3 to 30 percent slopes
UE	Urban land - Martinsville complex
UW	Urban land - Whitaker complex
WA	Walkkill silt loam
WE	Warners silt loam
WH	Washtenaw silt loam
WT	Whitaker loam

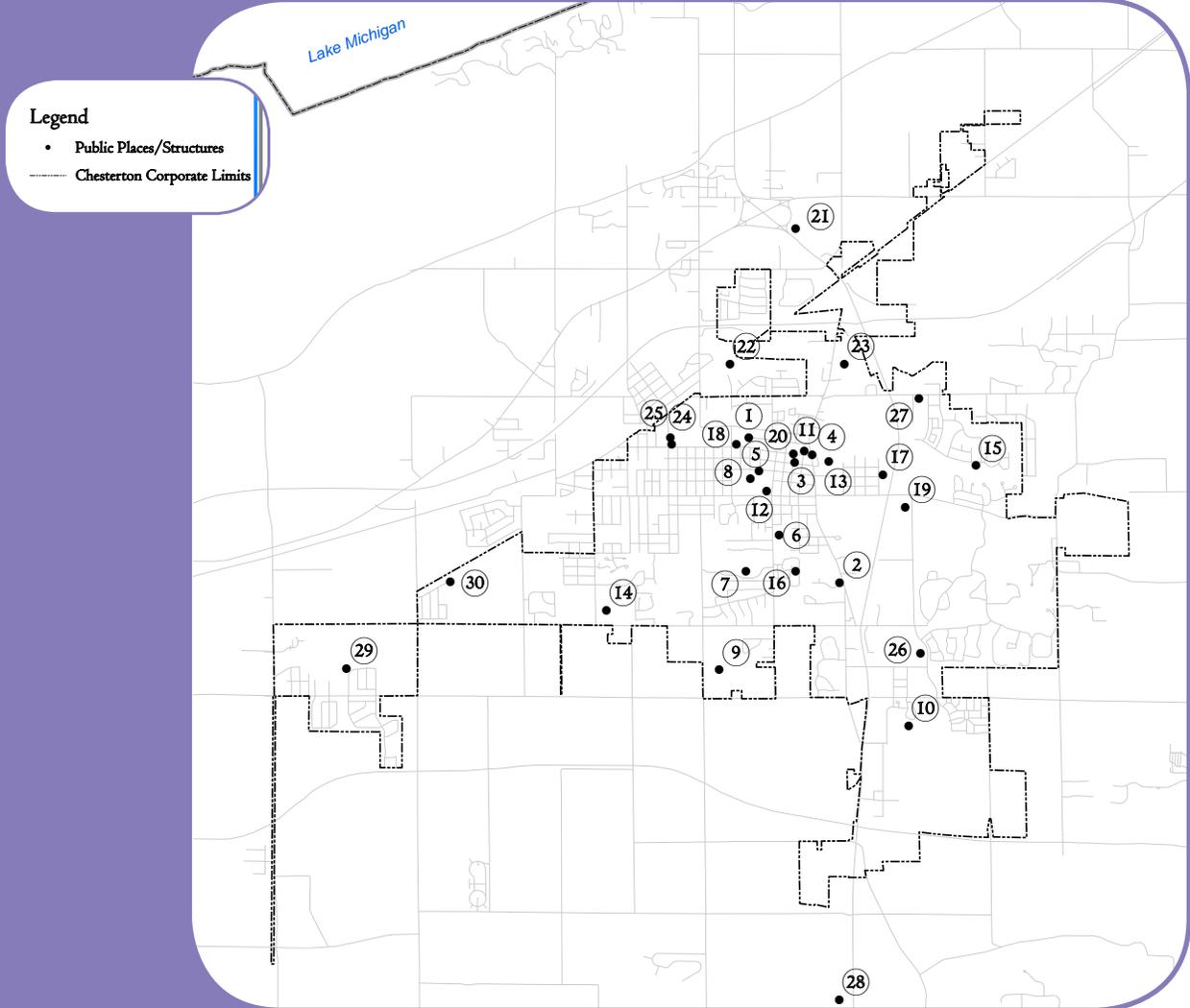


## Section Five

# Statement of Objectives for the Land Use Development of the Town of Chesterton

## Community Facilities and Utilities

The Community Facilities Map identifies locations of government facilities, parks, medical facilities and schools in Chesterton and the surrounding area. New community facilities should be located in areas that offer the most efficient and effective benefit to residents.



Communities and Facilities Map



## **Index: Map of Public Lands, Public Places, and Public Structure in Chesterton, Indiana**

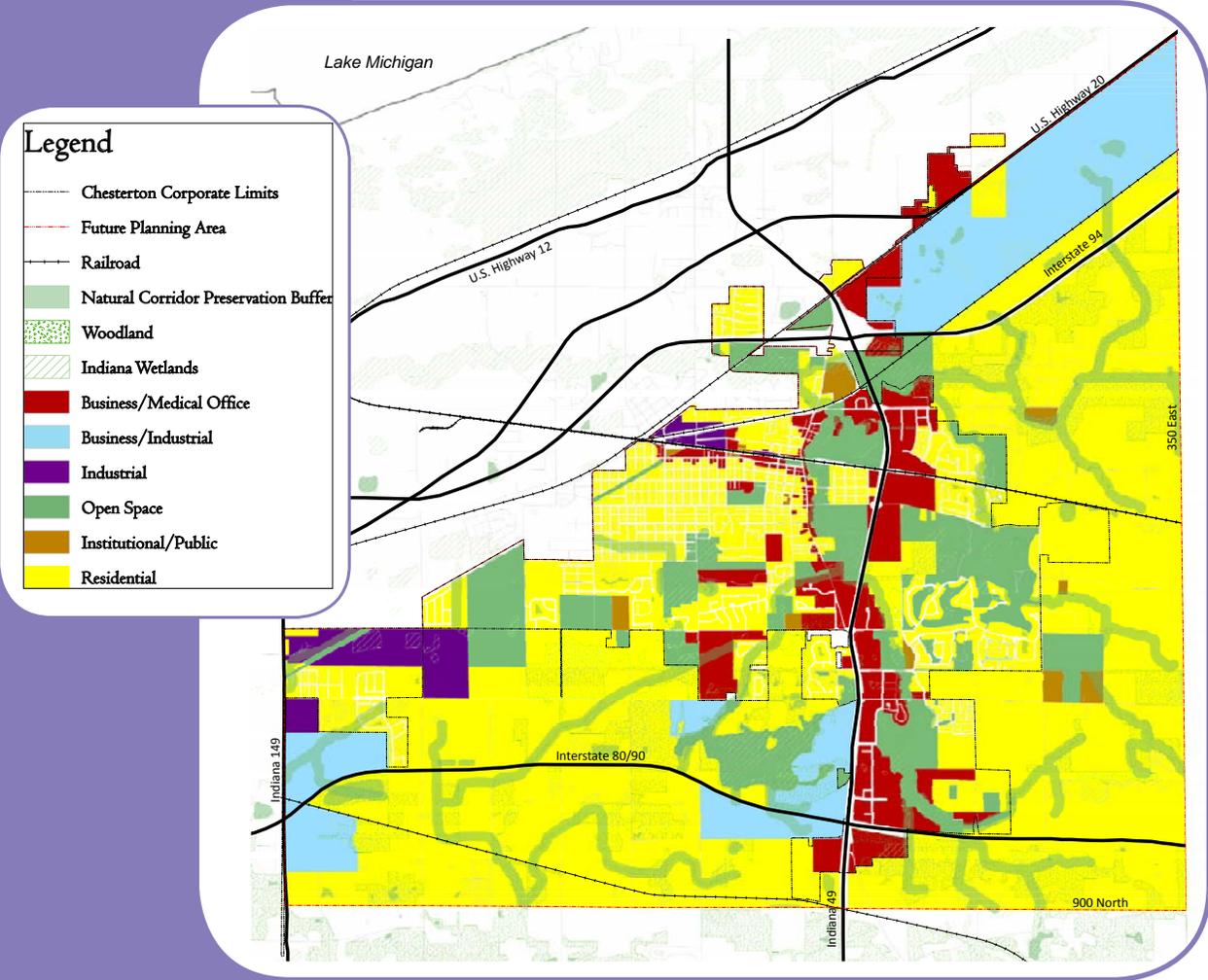
1. Town Hall: 726 Broadway  
Police Department: 790 Broadway  
Fire Department: 702 Broadway  
Chesterton Utility Billing Office: 726 Broadway  
Chesterton Building Department: 726 Broadway
2. United States Post Office: 1070 S. Calumet Road
3. Westchester Public Library: 200 W. Indiana Avenue
4. Central Business District: Broadway & Calumet
5. Duneland Schools Administration Building: 601 W. Morgan Avenue
6. Bailly Elementary School: 800 South 5th Street
7. Westchester Intermediate School: 1050 South 5th Street
8. Chesterton Middle School 651 W. Morgan Avenue
9. Chesterton High School 2125 S. 11th Street
10. Coffee Creek Watershed Preserve
11. Thomas Centennial Park: Broadway & Calumet Road
12. Chesterton Park: Porter Avenue & 5th Street
13. Coffee Creek Park: Morgan Avenue east of Calumet Road
14. Dogwood Park: 1500 South 23rd Street
15. Waskom Park: Sandpiper Drive & Michael Drive
16. Kipper Park: 1100 Olivia Lane
17. YMCA: 215 Roosevelt Street
18. Chesterton Street Department: 609 Grant Avenue
19. Chesterton Medical Center of Porter Hospital: 650 Dickinson Road
20. Duneland Chamber of Commerce: 220 Broadway
21. Porter County Convention, Recreation and Visitors Commission
22. Chesterton Waste Water Treatment Plant: 300 League Lane
23. St. Patrick Catholic School: 640 N. Calumet Road
24. Jackson Park/Prairie Duneland Trail Head
25. Municipal Services Building (Proposed)
26. Fire Station (Proposed)
27. St. Anthony Emergency Center (Proposed)
28. CHS-Porter Hospital (Proposed)
29. Westwood Park: Westwood Manor
30. Golfview Park: Golfview Estates



# Statement of Objectives for the Land Use Development of the Town of Chesterton

## Future Land Use Plan

The Future Land Use Plan is intended to assist the community guide development in a manner that is consistent with the themes outlined in the Comprehensive Plan. Future development proposal and community improvement initiatives will be reviewed for consistency with the Future Land Use Plan.



Future Land Use Plan



Section Five

## Land Use Categories

The following are brief descriptions of the different land use types proposed. These descriptions define each use, explain what developmental patterns and restrictions, and offer examples of typical development for each use.

### Residential

#### Primary uses:

Residential land use is land that is used primarily for housing developments. The goal for this land use designation is to cater to Chesterton's housing needs by providing adequate housing opportunities for its residents and ensure that properties in residential zones will be free from proximal noxious developments.

#### Secondary uses:

The residential land use designation will allow for supporting development in residential areas that does not disturb the tranquil neighborhood balance. These secondary uses should compliment neighborhoods by adding auxiliary convenient development. Secondary uses could include small supporting retail or commercial strips, churches, schools, and pocket parks.

#### Density:

This category has a range of densities from low density one-story single detached homes to high density apartments. Density is determined by the number of dwellings per acre, lot size, building height, setbacks, and permissible building footprint per lot size.

Low density zones in the residential use will consist of low-rise detached single family homes that occupy a fraction of their lot space. These zones typically have wider setbacks, large back yards, and more space between units. In a low density rural zone, there might be 1 unit per every 10 acres.

Low density housing includes: Single-family detached homes, bungalows, semi-detached homes, and duplex dwellings.

Medium density housing zones may still include single-family detached homes, but the units are closer together. Homes in this zone may take up a larger portion of their lot than in low-density zones. This zone serves as a transition between



Allowing schools in residential land designations creates neighborhoods that promote walking.



Section of typical residential building height. Buildings in the residential land use designation should be low-rise to mid-rise.



Example sketch of quality high density housing development in a neighborhood setting.

# Statement of Objectives for the Land Use Development of the Town of Chesterton



Typical low density housing:  
Single-family detached home.  
Chesterton, IN



Typical medium density housing:  
Single and multiple family duplexes.  
Bozeman, MT



Typical high density housing:  
Multiple family row houses.  
Albany, NY

low-density units to high density units. Accordingly, any multiple family units in this zone may be designed to look like large single-family units even though they may be subdivided within or and have multiple entries. A medium density zone could consist of around 3-5 units per acre.

Examples of medium density housing include: row houses, town houses, and mid-rise housing.

High density housing within the residential land use category will consist of more compact developments that range from low to mid-rise (1-3 stories). These buildings generally take up a majority of their lot space and have smaller shared-space areas in place of back yards. A high density zone with condos and apartments may contain 16 or more units per acre.

High-density housing zones within Chesterton's residential land use designations should be located in areas closest to transportation hubs and complimentary land uses to allow for more convenient parking scenarios and an easier transition of building types.

High density housing includes: high-rise or multiple story complexes, multi-family dwellings, studios, lofts, apartments, and condominiums.

## Commercial

The Commercial land use category provides for a broad-range of retail, office and service oriented businesses.

### Primary Uses:

Retail offering all types of consumer goods, general office, Service, food/restaurant, grocers, boutiques, and big box retail.

### Secondary Uses:

Residential (limited), medical office, and public spaces.

## Office/Business Campus

The Office/Business Campus land use category provides for a variety of uses including: corporate headquarters, office complexes and business services.

### Primary Uses:

Corporate offices, medical offices, technological centers, and business services.

**Secondary Uses:**

Supporting retail, food/restaurants, day care facilities offered in conjunction with a primary use, and public spaces.

Office/Business Campuses should maintain a similar architectural standard of height, scale and style.

Campuses should provide public spaces for employees of and visitors to the development.

**Business/Light Industrial**

The Business/Light Industrial land use category is intended to accommodate business and complementary light industrial uses including corporate offices, enclosed light industrial uses, and high-technology industries.

**Primary Uses:**

Corporate offices, enclosed light industrial uses, warehouses, wholesale distribution facilities, wholly enclosed assembly and packaging, and high-technology industries.

**Secondary Uses:**

Supporting retail, food/restaurants, supporting medical offices, day care facilities offered in conjunction with a primary uses, and public spaces.

**Institutional/Public**

The Institutional/Public land use category provides for the continued operation of government of civic buildings, libraries, hospitals, religious institutions, public/private schools and other public facilities.

**Primary Uses:**

Hospitals/clinics, churches/religious institutions, public/private schools, social services, municipal buildings/facilities and convention centers.

**Secondary Uses:**

Recreation/open space, public/semi-public areas, plazas, and ancillary nonresidential.



Section Five

# Statement of Objectives for the Land Use Development of the Town of Chesterton



## Natural Corridors, Parks and Open Space

The Natural Corridors, Parks and Open Space land use category provides for a broad spectrum of uses including nature preserves, passive parks, active parks, woodlands, wetlands, and protected farmlands.

### Primary Uses:

Parks, play areas, sports fields, greenways, community gardens, nature preserves, farmlands, and trails.

### Secondary Uses:

Golf courses and residential supportive of a primary use.



## Residential Land Use Recommendations

The residential development of Chesterton is of high quality, with a broad range of types and housing value. This Plan recommends the maintenance and improvement of existing residential neighborhoods, and ensures adequate land for residential expansion.

*Responsible Parties: Town Council, Plan Commission*

Residential land use should be protected from excessive noise, odor, and traffic associated with large business or industrial uses. Neighborhood-scale public service, recreational, and business uses are encouraged when provided with attention toward the compatibility of such use including the use of Chesterton's Residential-Business (R-B) Zoning District.

*Responsible Parties: Town Council, Plan Commission*

Planned integrated shopping facilities to serve the residential areas should be convenient, pleasant, and have adequate parking. Nonresidential traffic should be routed around neighborhoods, not through them. Careful planning and site review should require entrances and exits to business areas not on residential streets, only on to collector or arterial streets.

*Responsible Parties: Town Council, Plan Commission*

Residential development in Chesterton has been expanding to the east and the south, with most of the current activity to the east of Indiana 49, and south of the Indian Boundary business area. Residential development in Chesterton can expand in all directions except towards its boundary to the north and northwest. Systems of water and sewer lines have been planned and should be installed by developers and coordinated with the Town.

*Responsible Parties: Town Council, Plan Commission*



Section Five

Residential growth areas, whether to the west or east of Indiana 49, should be designed to integrate with existing land uses. Such integration may include coordinating traffic flows, connecting pedestrian ways, and maintaining the architectural and scale characteristics of the location.

*Responsible Parties: Town Council, Plan Commission*

Other types of compatible land uses can be located within residential oriented areas in planned unit developments and R-B districts of sufficient size to allow proper spatial relationships between uses. Such land uses may include all forms of residential housing, schools, churches, parks, certain quasi-public facilities, such as golf courses or tennis clubs, and, under certain specific conditions, some types of business, office, and service uses which do not detract from the residential scale of the neighborhood.

*Responsible Parties: Town Council, Plan Commission*

The creation of mixed use neighborhoods, for instance through Chesterton's R-B Zoning District, also addresses the long-term needs of the community as land-use demands evolve. Such zoning allows the Town to address these needs while maintaining the integrity of the various neighborhoods.

*Responsible Parties: Town Council, Plan Commission*

The Town encourages quality mixed use development, with housing mixed with businesses, through planned unit developments and R-B districts.

*Responsible Parties: Town Council, Plan Commission*

Construction of sidewalks along both sides of all streets in new developments is desirable, particularly in mixed use areas. The Town's Subdivision Control Ordinance currently requires sidewalks in all new subdivisions, and the specifications for sidewalks are delineated in Town Standards.

*Responsible Parties: Town Council, Plan Commission*



# Statement of Objectives for the Land Use Development of the Town of Chesterton

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Much of the Town is relatively flat with major wetlands. Storm sewers and/or rear yard drainage swales completely separated from the sanitary sewer system must be added and maintained in all developed areas to manage surface water runoff. The Town's stormwater requirements must be enforced in all new developments, and an attractive landscaped final use of stormwater management areas must be planned and implemented. Wetlands must be preserved from dewatering or pollution.

*Responsible Parties: Town Council, Plan Commission, Stormwater Management Board*

Underground telephone and electrical utilities are encouraged and should be required in all new developments, preferably in utility easements along the front or rear lot lines so that their installation and repair will not interfere with the utilities placed in the street right-of-way.

*Responsible Parties: Town Council, Plan Commission, Building Commissioner, Stormwater Management Board*

Shade trees in a residential area add significantly to the aesthetic beauty of the area. The Town's adopted landscaping standards provide for street and yard trees in new developments and replaces and adds trees in existing developments. The program should periodically remove and replace trees damaged or diseased.

*Responsible Parties: Town Council, Plan Commission, Building Commissioner, Tree Board*

Consideration of access to parks and a system of open walkways linking the subdivision and park(s) should be required for every new subdivision and planned unit development. The location of the park(s) and open walkways should be part of the bikeway/walkway plan recommended elsewhere in this Plan. Care should be taken so that these parks and open walkways are connected where possible.



*Responsible Parties: Town Council, Plan Commission,  
Park and Recreation Board*

A system of walking paths, trails, and bicycle paths could very easily be laid out throughout any future residential portions of the Town. This interconnection of open walkways is almost as important as the road network and each plan for a residential development should be examined to see that they connect with the system. The walkways should interconnect residential areas to shopping, schools, and parks.

*Responsible Parties: Town Council, Plan Commission,  
Park and Recreation Board*

The northeastern section of Chesterton abuts the Indiana Dunes National Lakeshore with residential, business and industrial uses. Care should be taken in future land use development to ensure compatibility of adjacent uses to the protection of the Indiana Dunes National Lakeshore lands.

*Responsible Parties: Town Council, Plan Commission*

Chesterton is comprised primarily of single-family residential dwellings; additional residential types are encouraged to supplement this housing. Such types include a variety of two-family and multi-family dwellings that address a variety of age and income levels. A variety of price ranges in housing will provide housing for young singles, new families, seniors, and lower incomes as well as the more affluent resident.

*Responsible Parties: Town Council, Plan Commission,  
Private Development*

Chesterton's existing residential neighborhoods maintain a high value in comparison to surrounding communities. In the scale and siting of new residential development, Chesterton will strive to maintain these growing values while blending in new development of a variety of housing types and price ranges.

*Responsible Parties: Town Council, Plan Commission,  
Private Development*



# Statement of Objectives for the Land Use Development of the Town of Chesterton

New housing and residents put increased demand on public infrastructure, service facilities, and public services. Some of the many impacts include increased traffic on streets, extra demand on sewer and stormwater services, increased need for police and fire protection, increased need for recreational parks and activities, and the need for adequate schools. Housing also has an effect on the tax base, which provides those services. Chesterton, in both ordinance and the planning process, will strive to maintain a balance in new housing and its effects.

*Responsible Parties: Town Council, Plan Commission, Private Development, Stormwater Management Board, Park and Recreation Board*

Encourage neighborhood reinvestment.

*Responsible Parties: Town Council, Plan Commission*

Since the downtown provides a close-in area for shopping, walking and attending festivals, a well-maintained older section of Chesterton will remain in demand and be actively sought when for sale. This will also maintain the property tax value and revenue for the Town.

*Responsible Parties: Town Council, Plan Commission, Redevelopment Commission*

Continue to examine restrictions on rehabilitation and renovation of older homes. This effort, and others, can guide development and induce extensive reinvestment in older sections of the Town.

*Responsible Parties: Town Council, Plan Commission*

## **Business Land Use Recommendations**

The existing business area in the historic downtown will continue to be the business center of Town, and is referred to as the Central Business District. The Central Business District is defined as Calumet Road from Porter Avenue north to Indian Boundary Road, and Broadway from Calumet Road west to 15th Street. This area must continue to be protected and maintained. Some small industrial uses located in the historic business area should be gradually converted to business uses.

*Responsible Parties: Town Council, Plan Commission*

Designate business and/or industrial park areas in the Indiana 149, Indiana 49, U.S. 20, Indiana Toll Road (Interstate 80/90) and Interstate 94 corridors, as indicated on the proposed Future Land Use Plan.



*Responsible Parties: Town Council, Plan Commission*

In general business areas, it is recommended that business land use activities be guided into developments that integrate with surrounding land use and/or provide for future integration wherever possible, and that strip business development be avoided. Traffic conflict points can be reduced, off-street parking areas can be utilized jointly, and such neighborhoods can be designed to encourage multi-purpose visits.

*Responsible Parties: Town Council, Plan Commission,  
Building Commissioner*

Smaller-scale business areas, while not specifically illustrated on the Development Plan, are encouraged by the Town provided that such business land uses, including their associated parking, blend into the surrounding, existing, or planned development. An example of this might be a planned residential area that would include sites for neighborhood businesses that do not negatively impact traffic flow or neighborhood character, while providing service to local residents.

*Responsible Parties: Town Council, Plan Commission,  
Building Commissioner*

The Town should guide the proper development of new business areas along the undeveloped areas of Indiana 49 and Indian Boundary Road. Detailed review of site plans in accord with the policies herein and additional Town regulating documents will aid this objective. These business areas will have limited access points to the Town's roadway system.

*Responsible Parties: Town Council, Plan Commission,  
Building Commissioner*

## **Industrial Land Uses Recommendations**

Designate business and/or industrial park areas in the Indiana 149, Indiana 49, U.S. 20, Indiana Toll Road (Interstate 80/90) and Interstate 94 corridors, as indicated on the proposed Future Land Use Plan.

*Responsible Parties: Town Council, Plan Commission,  
Town Engineer*

Infrastructure planning should be accomplished to encourage and support a range of business and industrial uses that also help deliver alternatives to the area's steel and manufacturing uses.

*Responsible Parties: Town Council, Plan Commission,  
Stormwater Management Board*



# Statement of Objectives for the Land Use Development of the Town of Chesterton

No residential development should be permitted within the area identified as industrial use.

*Responsible Parties: Town Council, Plan Commission*

All industrial development must be required to meet all Federal and State noise, air, and water quality standards.

*Responsible Parties: Town Council, Plan Commission*

The northeastern section of Chesterton abuts the Indiana Dunes National Lakeshore with residential, industrial, and business uses. Care should be taken in future land use development to ensure compatibility of adjacent uses to protect of the Indiana Dunes National Lakeshore lands.

*Responsible Parties: Town Council, Plan Commission*

## **Open Space Recommendations**

Open spaces are a vital part of a livable community. The Current and Future Land Use Maps of the Comprehensive Plan indicate all open spaces and important natural areas. Only public park land and the Coffee Creek corridor are generally mapped. The potential for retaining quality open space should be reviewed as each new development is planned and platted.

*Responsible Parties: Town Council, Plan Commission, Park and Recreation Board*

The floodplain and wetlands in the planning area should be preserved as open space and form the backbone of the Town's open space system. Parks, natural areas, and/or greenway trails should be developed in these areas when subdivided. It is recommended that wherever possible a buffer zone be provided around these wetlands and floodplains to protect the integrity of their boundaries.

*Responsible Parties: Town Council, Plan Commission, Park and Recreation Board*

Developers are encouraged to set aside open space areas as common areas. Acreage is a factor in preserving open space, as is the natural quality of the area. Green spaces with a higher proportion of vegetation and with connectivity to other green spaces will provide the greatest positive environmental impact.

*Responsible Parties: Town Council, Plan Commission, Park and Recreation Board*



## Section Five

## Transitional Land Uses

The principal land use problem confronting areas of Chesterton is that of mixed and/or incompatible land uses. Single-family residences are intermixed with business and industrial uses in areas, which should be solely residential, business, or industrial. The normal result of mixed land use is the deteriorating effect on the residential uses and conflicting traffic movements such as truck and heavy automobile traffic. Industrial and business areas that are adjacent to residential areas in some parts of Chesterton can cause poor transition between land uses. The nonresidential uses tend to create adverse effects on the residential neighborhoods through noise, dust, odor, etc.

## Transitional Land Use Recommendations

The older "established" areas of Chesterton need to be subjected to stringent ordinance enforcement in order to maintain their vitality and to enhance their value.

*Responsible Parties: Town Council, Plan Commission*

Careful analysis of variance and special uses must be achieved, especially in older neighborhoods subject to mixed land use. Only ancillary uses compatible with the housing should be permitted.

*Responsible Parties: Town Council, Plan Commission, Board of Zoning Appeals*

Harmonious arrangement of land uses and land use districts in appropriate and compatible locations shall be used to encourage sound and orderly expansion of the community.

*Responsible Parties: Town Council, Plan Commission*

Limited business districts are proposed in the transitional areas where the Central Business District presently blends into adjacent residential neighborhoods and in other areas where the potential is high for business-residential conflicts. On the Existing Land Use Map, these are apparent to the west of the Central Business District on Broadway and to the north and south on Calumet Road.



# Statement of Objectives for the Land Use Development of the Town of Chesterton

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*Responsible Parties: Town Council, Plan Commission, Board of Zoning Appeals*

## **Annexation**

Chesterton currently has considerable land for future development within its corporate limits. However, significant portions of this land are at the extremes of the community, and separated from immediate infrastructure development. Long-term growth is best if it is anticipated early and planned for in the context of the Community's entire future development and economics.

The Utility Service Board has a policy of extending service outside of the Town's corporate limits in cases where there is a benefit to the Town to do so, often expressed in a commitment to annex into the Town or a waiver of the right to remonstrate against future annexation. However, the Town of Chesterton has a policy of pursuing annexation only in those situations where property owners have voluntarily requested to be annexed into the Town.

## **Annexation Recommendations**

Based on logical expansion of utilities to the east and south, annexation may become an issue in these areas in the near future. Any land considered for annexation shall be evaluated by, and is subject to, the sound discretion of the Chesterton Town Council.

*Responsible Parties: Town Council, Plan Commission*





Section Five

# Statement of Objectives for the Development of Public Ways of the Town of Chesterton

## Introduction

The Town of Chesterton is generally served by a traditional grid system to the west of Indiana 49 and a curvilinear system to the east of Indiana 49. The east and west sides of Town are connected by Indian Boundary Road, Porter Avenue, 1100 North, Rail Road, and Old State Road 49. The roadways range from being part of the regional transportation system, to providing connections to neighboring communities, to connecting the Town's neighborhoods and activity centers.

The objectives and policies outlined in this section reference Section III: Statement of Objectives and Policies and constitute Chesterton's Statement of Policy for the Development of Public Ways of the jurisdiction.

## Public Ways—Connecting Places

Creating connected places means forming a system of trails, sidewalks, and local streets to interconnect Chesterton's neighborhoods and other major destinations throughout the community. Encouraging walking and biking will give Chesterton's urban fabric a more intimate feel. This system will foster greater social interaction and connectivity and encourage regular use of these spaces. There shall also be stronger connections to area transit systems that attracts ridership and caters to the appropriate needs of the community. Future growth can then be targeted, with an emphasis on areas that can be well-served by this transit system.

*Principle 1: The street system will foster safe passage to destinations throughout Chesterton.*

### Policy 1.1

Develop a pattern of interconnected streets that allow residents to easily navigate throughout the community.

### Policy 1.2

Encourage frontage roads and shared parking opportunities between businesses within an activity center, especially in locations where traffic congestion exists or is likely to exist in the future due to ingress/egress onto collector/arterial roadways.

*Principle 2: Neighborhoods and activity centers will be connected through local streets, sidewalks and trails.*

**Policy 2.1**

Focus efforts on the steady improvement of non-motorized connectivity within and between existing places and spaces.

**Policy 2.2**

Plan for a variety of non-motorized transportation systems, such as biking and walking, as each new development is planned—regardless of land use.

**Policy 2.3**

Ensure that all connections within and between our neighborhoods and activity centers is in accordance with all appropriate requirements of the American with Disabilities Act (ADA) and any other federal or state laws regulating residents or visitors with disabilities.

*Principle 3: Community destinations will be linked by a balanced transportation system.*

**Policy 3.1**

Promote alternative modes of transportation and multiple types of connectivity as each destination is proposed.

**Policy 3.2**

Find ways to better link the Dune Park South Shore Station to the community.

**Policy 3.3**

Encourage ongoing improvements to the public transportation system for the area, linking Chesterton to Northwest Indiana and the Chicago Metropolitan Area.

*Principle 4: Visual and perceived connectivity will provide for additional types of connections in our community.*

**Policy 4.1**

Consider improvements to enhance way-finding to and within the community.

**Policy 4.2**

Promote unifying elements such as a duneland-motif landscape feature along key thoroughfares and at key intersections to establish a sense of place.

**Policy 4.3**

Encourage the tourism industry to further develop marketing avenues for Chesterton considering what the community offers, in addition to the town's close proximity to the Indiana Dunes National Lakeshore and Indiana Dunes State Park.



# Statement of Objectives for the Development of Public Ways of the Town of Chesterton

## Thoroughfare Plan Functional Roadway Classifications

Classification	Description	Examples
Expressway	Facility with large traffic volumes serving regional travel with high mobility and limited or controlled access locations.	Interstate 94, Interstate 80/90 (Indiana Toll Road)
Principal Arterial Roadway	Roadway serving multiple communities with high traffic volumes, high mobility, and limited access. Often principle arterials bypass the central city. Links major activity centers, expressways, and collector streets.	U.S. 12, U.S. 20, U.S. 6, Indiana 49, Indiana 149
Minor Arterial Roadway	Interconnects with the principal arterial street system providing less mobility and more land access than principal arterial roadways.	Calumet Road, Indian Boundary, 1050 North (west of Indiana 49), 1100 North
Collector Street	Provides land access and traffic circulation within residential, commercial, and industrial areas. Carries moderate volumes and connects local streets to arterial streets.	Broadway, Porter Avenue, Dickinson Road, 11th Street
Local Street	Comprises the remainder of the roadways not included in a higher classification. Carries a low volume of traffic. Provides low mobility and high accessibility to adjacent land and higher-level roadways. Through traffic is discouraged.	4th Street, Indiana Avenue, Morgan Avenue, Sand Creek Drive

Source: United States Department of Transportation – Federal Highway Administration

### Expressways

Interstate 94 is located on the north side of Chesterton. The Interstate links Chesterton to Chicago and points west and Michigan City and points east into Michigan to Detroit. In 2006, nearly 48,350 vehicles traveled through the community per day along the interstate.



Interstate 80/90 (the Indiana Toll Road) is located on the south side of Chesterton. The Toll Road links Chesterton to Chicago and points west and South Bend and points east into Ohio. In 2000, nearly 26,880 vehicles travel through the community per day along the Toll Road. Additionally, the Indiana Department of Transportation has, historically, considered a new interchange along Interstate 80/90 at Indiana 149.

### **Arterial Roadways**

Indiana 49 serves regional, intra-community and inter-community travelers. The state route links the Town to the Dunes Park South Shore Station (with services to downtown Chicago and the South Bend Regional Airport), the Indiana Dunes State Park and Lake Michigan to the north and Valparaiso and points south. In 2006, nearly 26,730 vehicles traveled through the community per day along this route.

The Town of Chesterton is also served by U.S. 12, U.S. 20, U.S. 6 and Indiana 149.

### **Minor Arterial Roadways**

Calumet Road, Indian Boundary Road and 1050 North serve as minor arterials. Calumet Road previously served as the designated route of Indiana 49. Construction of the Indiana 49 reduced through traffic along the corridor. Indian Boundary between Calumet Road and Sand Creek Drive serves a multitude of highway commercial and other commercial uses. Indian Boundary is currently a four-lane roadway with signalized intersections at Indiana 49, Council Drive, Sand Creek Drive and Plaza Drive. 1050 North provides an east-west connection between Indiana 149 and 100 E.

### **Collector Streets**

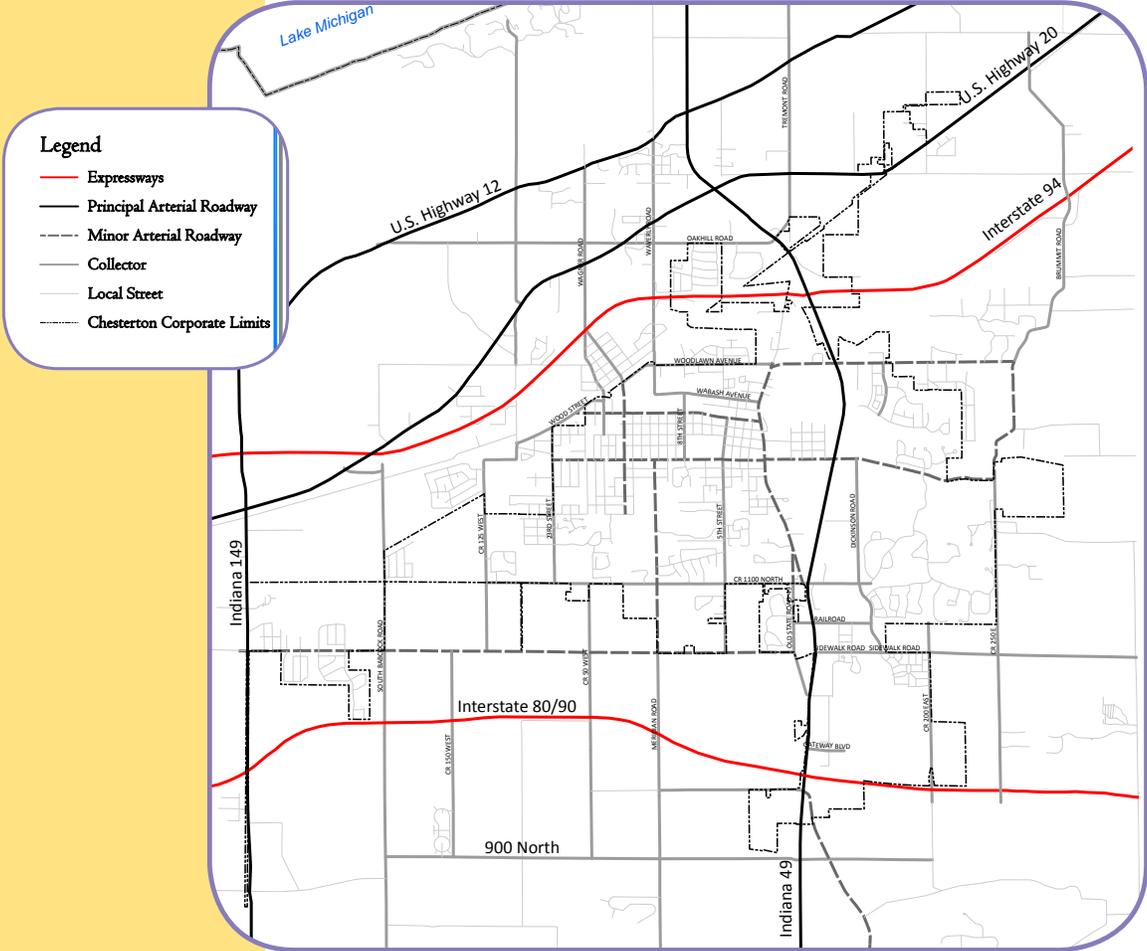
These corridors provide intra-community movement, exceptional access to community activity centers, and link the Town's arterial and local street network.



# Statement of Objectives for the Development of Public Ways of the Town of Chesterton

## Local Streets

The remaining streets, roads, and avenues in the Town not included in a higher street classification are considered local streets. These roadways provide a high level of accessibility and carry low volumes of traffic. Additionally, these roadways are intended to serve the area in which they are located and through traffic and high-rates of speed should be discouraged.



Existing Roadways Map

## Key Intersections

Several key intersections have been identified due to their characteristics including high traffic volumes, peak-hour congestions, and/or safety and operational concerns including:

- Indian Boundary and Indiana 49



Indian Boundary and Calumet Road

Calumet Road and Broadway

Calumet Road and Porter Avenue

Porter Avenue and Indiana 49

1050 North and 100 East

Indiana 49 and 100 East/Old State Road 49

Indiana 49 and 950 North/Calumet Road

## **Alternative Transportation Systems**

### **Regional Trails**

The Town of Chesterton is currently served by one regional trail route—the Prairie Duneland Trail. The trail begins at Broadway and 15th Street and extends in a southwesterly direction toward Portage and points west.

### **Commuter Rail Service**

The Town of Chesterton is also served by the Chicago South Shore South Bend Commuter Railroad. The Dunes Park South Shore Station located at the terminus of Indiana 49, just north of town, provides access to downtown Chicago and the South Bend Regional Airport.

### **Commuter Air Service**

The Town of Chesterton is served by regularly scheduled service by Chicago O'Hare, Chicago Midway, and South Bend Regional. All three airports are within an hour and half commute from Chesterton. Limited commuter service is also offered by Porter County Municipal—Valparaiso, Indiana and Gary Chicago International Airport—Gary, Indiana.

### **Freight Service**

Freight service is provided by Norfolk Southern and CSX Railroad.

### **Bus/Taxi Service**

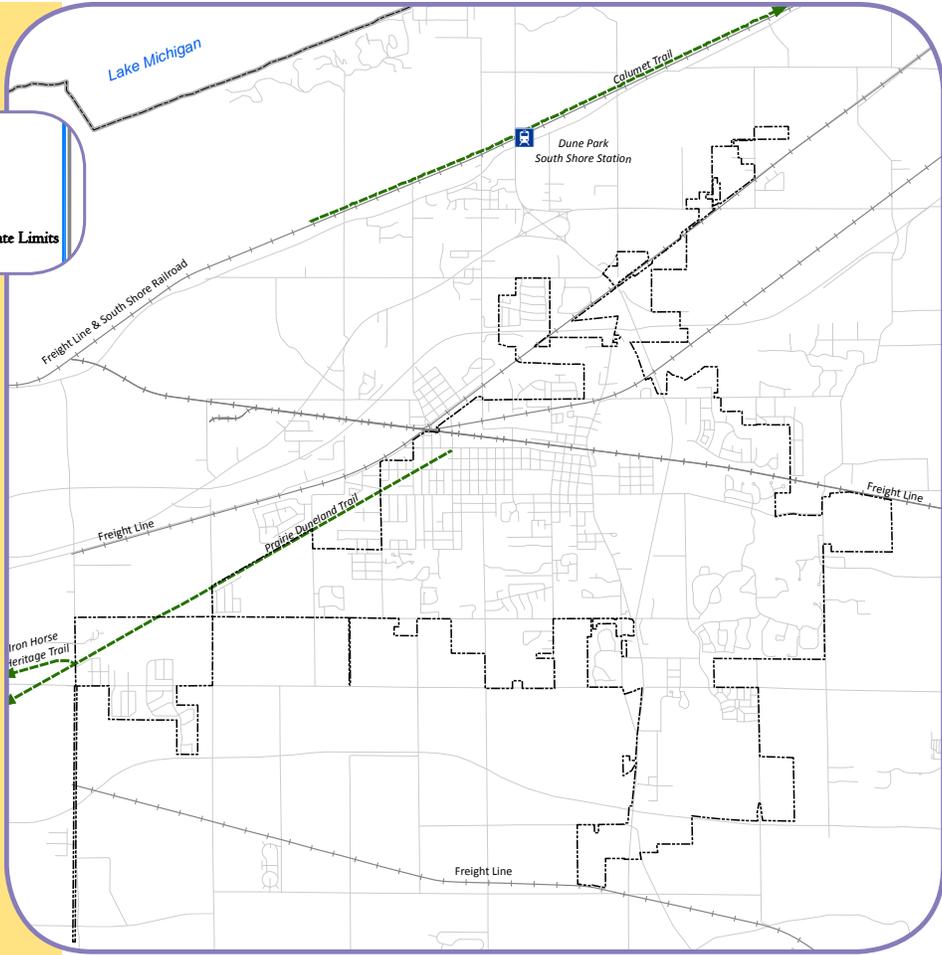
Scheduled bus service is available in Valparaiso, Portage and Gary, Indiana. Access to Chicago O'Hare, Chicago Midway and South Bend Regional is provided via Coach USA. Medical Shuttle services are also provided regionally.



# Statement of Objectives for the Development of Public Ways of the Town of Chesterton

**Legend**

- Existing Trail
- Railroad
- Chesterton Corporate Limits



Existing Roadways



## Alternative Transportation System

The Town of Chesterton supports an enhanced regional trails system. Several regional trails will, one day, serve the residents of Chesterton. New trails include:

Extension of the **Prairie Duneland Trail** from its current terminus at Broadway and 15th Street to Town Square Park at the intersection of Calumet Road and Broadway.

**Brickyard Trail.** The Brickyard Trail will begin at the Prairie Duneland Trail (Broadway and 15th Street) and will extend north through the Town of Porter and link to the Calumet Trail at U.S. 12 and Mineral Springs Road.

**Dunes Kankakee Trail.** The Dunes Kankakee Trail will begin at the Indiana Dunes State Park and will extend south through Porter, Chesterton, unincorporated Porter County, Valparaiso, and Kouts and terminate at the Kankakee River. The proposed route through Chesterton is along Calumet Road.

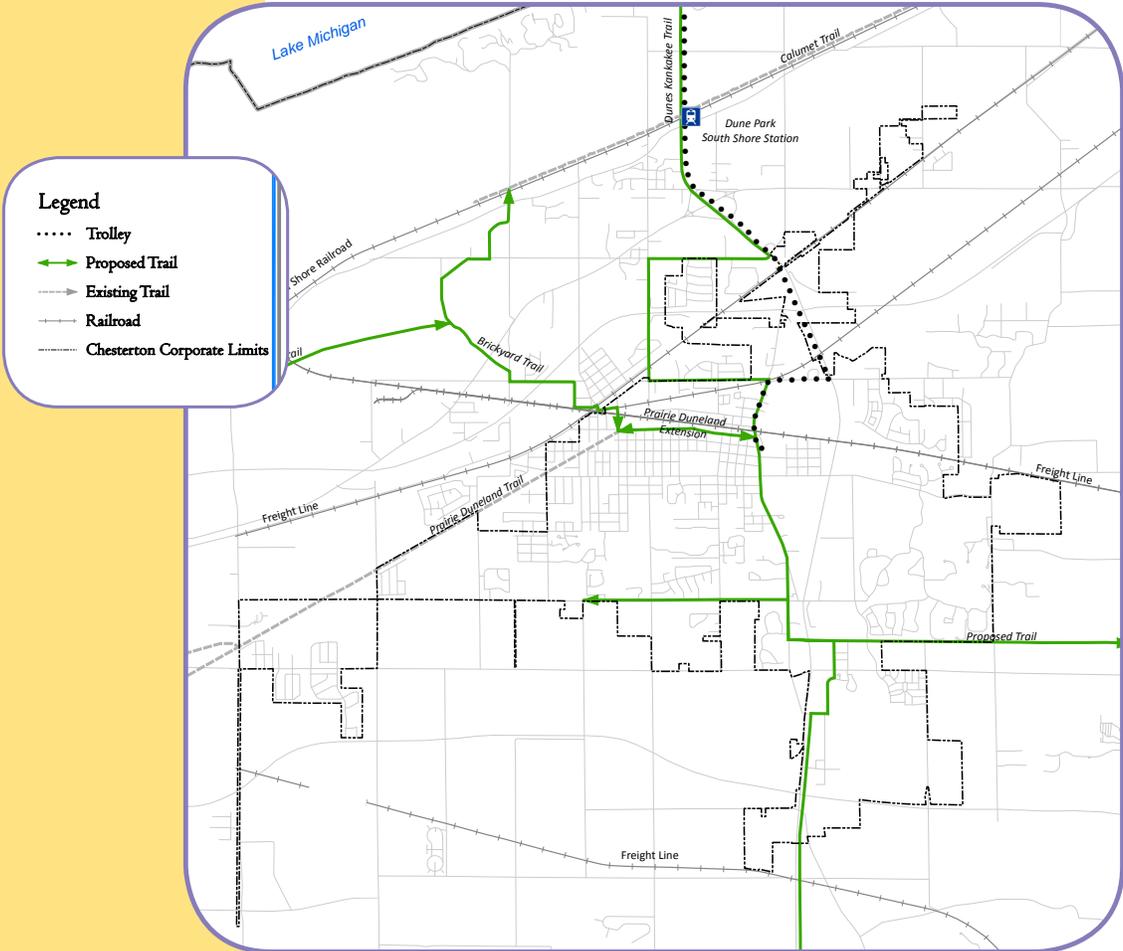
**Marquette Greenway Trail.** The Marquette Greenway Trail is proposed to link the east and west units of the Indiana Dunes National Lakeshore through Porter, Burns Harbor, Portage and Ogden Dunes. The trail will begin at Howe Road/Brickyard Trail and extend west linking to the Douglas Trail, near West Beach.

**Westchester/Liberty Trail.** The Westchester/Liberty Trail is an extension of the Iron Horse Heritage Trail from its current terminus at the Prairie Duneland Trail at Imagination Glen—Portage, Indiana east along portions of the abandoned Wabash Railroad right-of-way and 1100 North to 350 East.



## Section Six

# Statement of Objectives for the Development of Public Ways of the Town of Chesterton

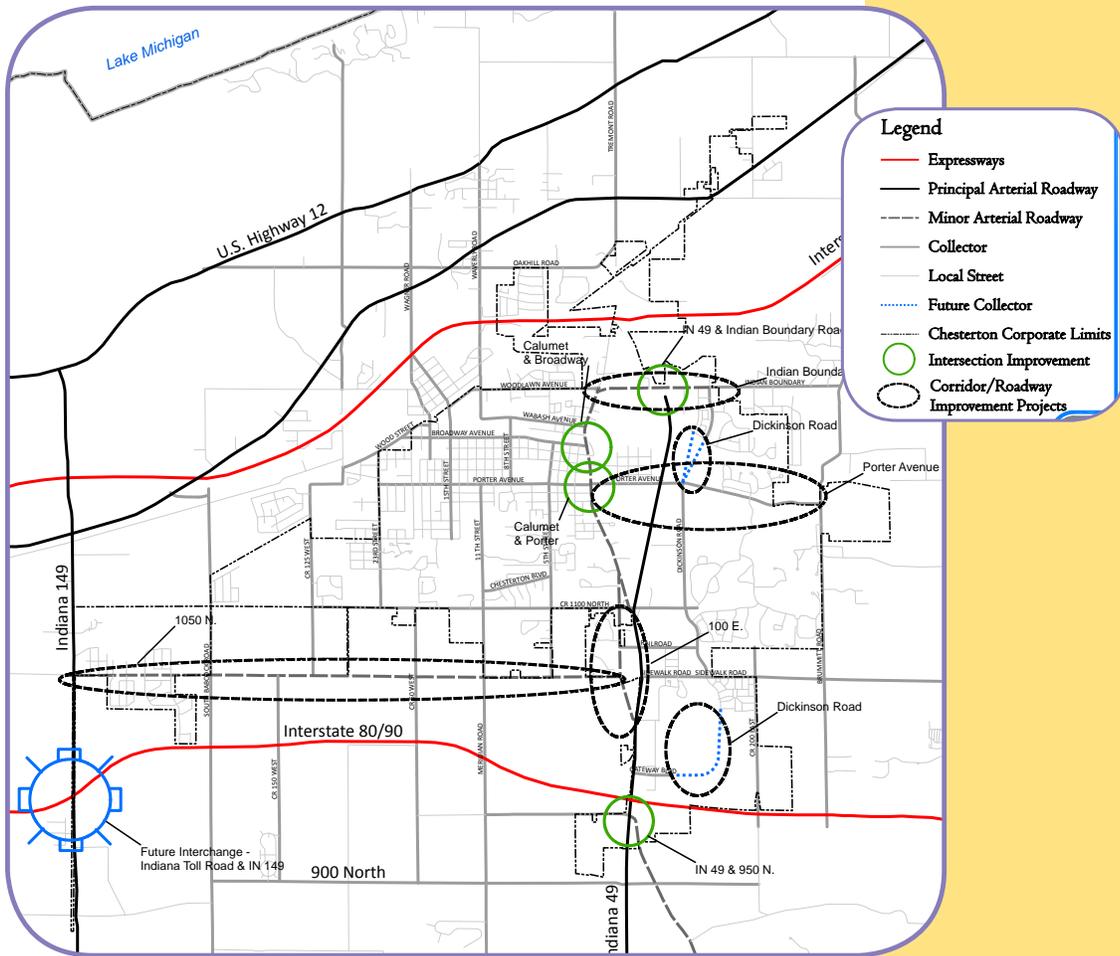


Future Alternative Transportation Plan

### Thoroughfare Plan

An efficient, safe, and integrated transportation system is vital to the long-term viability and sustainability of a community. Coordinating transportation needs with land use decisions will allow Chesterton to become the community it wants to be. The following are transportation system improvements suggested to accommodate the community envisioned in the comprehensive plan.





Future Transportation Plan

### Expressways

Interstates 94 and 80/90 (Indiana Toll Road) will continue to serve the community. The previously discussed interchange at Interstate 80/90 (Indiana Toll Road) and Indiana 149 will improve access to the regional transportation system and provide numerous opportunity for economic development.

### Arterial Roadways

Traffic and congestion at the intersection of Indiana 49 and Indian Boundary Road is expected to increase. The intersection will need to be addressed in partnership with the Indiana Department of Transportation (INDOT). To account for the development of alternative modes of transportation along the



# Statement of Objectives for the Development of Public Ways of the Town of Chesterton

community's arterial roadways, the Town should work in concert with the INDOT.

## Minor Arterial Roadways

**Indian Boundary Road** serves as a key gateway for the community. In addition to the intersection improvements at Indiana 49, the community should continue to employ strategies to manage access including coordinating access points, providing inter-connected parking facilities, frontage roads, appropriate spacing between signalized intersections and streetscape improvements to calm traffic will improve the corridor's safety and aesthetic.

**The Calumet Road Corridor** has played a critical role in the development of the community. Continued investment along the corridor will assure a viable, aesthetically-pleasing roadway. Currently, the Town is working with regional trail planners to construct the Dunes Kankakee Trail along Calumet Road. While, a tremendous value to the community, it is important to construct a pathway that compliments adjacent uses and limits economic impacts on commercial enterprises along the roadway.

Additionally, the Town is investigating an increase in the capacity of 1050 North between Indiana 149 and 100 East. Once constructed, 1050 will provide a four-lane cross-section. The first phase of the project is proposed between 11th Street/ Meridian Road and 100 East. These improvements will require work along 100 East between 1100 North and Indiana 49.

## Collector Streets

The Town is considering the development of a north-south route on the east side of Indiana 49. The extension of Dickinson Road north to Sand Creek Drive and south to Gateway Boulevard have long been identified as the preferred route. Recent discussions regarding the north extension have suggested aligning with Council Drive. To determine the best course of action, it is suggested that the Town conduct a feasibility study to determine the best route.

Porter Avenue is considered a gateway corridor to downtown Chesterton and serves as a key east-west connection in the community. An improvement to Porter Avenue between Burdick Road and Calumet Road will welcome visitors to the community



## Section Six

and will provide for resident's needs for on-street parking (in the Morgan's Park neighborhood) an east-west pathway connection.

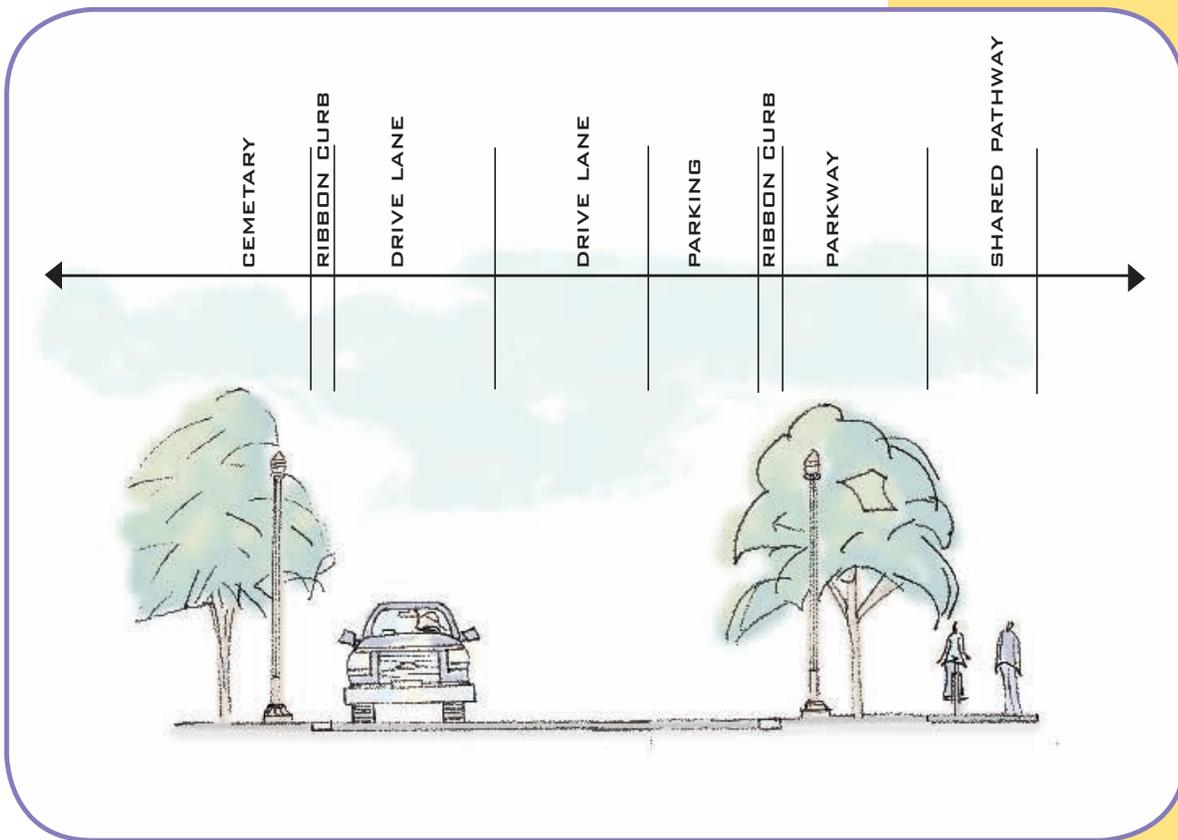


Illustration of Porter Avenue (Minor Arterial)

### Local Streets

The local street network will be expanded as development occurs throughout the Town. As new streets are conducted, it is suggested that the Town employ complete-street strategies.



# Statement of Objectives for the Development of Public Ways of the Town of Chesterton

## Key Intersections

Several key intersections should be studied and improved due to projected increase in traffic volumes, increased peak-hour congestions, and/or safety and operational concerns including:

- Indian Boundary and Indiana 49
- Indian Boundary and Calumet Road
- Calumet Road and Broadway
- Calumet Road and Porter Avenue
- Porter Avenue and Indiana 49
- 1050 North and 100 East
- Indiana 49 and 100 East/Old State Road 49
- Indiana 49 and 950 North/Calumet Road

## Thoroughfare Plan Recommendations

Provide and improve access to Indiana 149, Indiana 49, the Indiana Toll Road (Interstate 80/90) and Interstate 94.

*Responsible Parties: Town Council, Plan Commission, Street Commissioner, Town Engineer*

Incorporate left turn lanes and improve signalization at the highest traffic count intersections, where possible.

*Responsible Parties: Town Council, Plan Commission, Street Commissioner, Town Engineer*

Plan improvements to 5th Street from Broadway south to relieve traffic from Calumet Road.

*Responsible Parties: Town Council, Plan Commission, Street Commissioner, Town Engineer*

Complete improvements to Dickinson Road, Indian Boundary Road, Porter Avenue, CR 1050 North, CR 1100 North and CR 100 East.

*Responsible Parties: Town Council, Plan Commission, Street Commissioner, Town Engineer*

Require business, industrial, and large residential complexes to limit the number of curb cuts to reduce traffic hazards and congestion. Frontage roads and shared driveways should be required for the use of multiple adjacent uses, where possible.



*Responsible Parties: Town Council, Plan Commission,  
Street Commissioner, Town Engineer*

Improve Porter Avenue from Indiana 49 west to 23rd Street.

*Responsible Parties: Town Council, Plan Commission,  
Street Commissioner, Town Engineer*

Construct improvements to CR 100 E, 5th, and 11th Streets to increase capacity for north/south traffic.

*Responsible Parties: Town Council, Plan Commission,  
Street Commissioner, Town Engineer*

Extend Dickinson Road/Gateway Boulevard corridor from Indian Boundary Road to the Indiana Toll Road (Interstate 80/90).

*Responsible Parties: Town Council, Plan Commission,  
Street Commissioner, Town Engineer*

Plan and complete intersection improvements at: 5th Street and Porter Avenue, Calumet Road and Broadway, Calumet Road and Porter Avenue, Calumet Road and 100 East, and 1100 North and Pearson Road (125 West).

*Responsible Parties: Town Council, Plan Commission,  
Street Commissioner, Town Engineer*

Chesterton should continue to coordinate with County Commissioners, officials of neighboring communities, the Indiana Department of Transportation (INDOT), and NIRPC to ensure consistency with the Thoroughfare Plan.

*Responsible Parties: Town Council, Plan Commission,  
Town Engineer*

### **Bikeways and Walking Paths Recommendations**

The Parks and Recreation Master Plan proposes a system of bikeways and walking paths for the Town and recommends extension of the bikeways into adjacent communities.

Establish a direct connection from the Town to the Indiana Dunes National Lakeshore and the Indiana Dunes State Park.

