

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

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

Project Status: The Dunes Kankakee Trail will provide this direct connection to the dunes and Lake Michigan. The Town of Porter is currently working to establish the route of the Dunes Kankakee Trail through the Town. The Town of Chesterton in partnership with the Porter County Plan Commission and the Town of Porter recently received a grant from the Indiana Department of Natural Resources—Lake Michigan Coastal Program to conduct an route analysis through the Town to determine the best route for the trail.

Chesterton has developed the Prairie-Duneland Trail, a 3.1-mile bicycle/pedestrian trail. The trail is part of a large corridor that will extend from Illinois to Michigan.

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

Project Status: The Prairie Duneland Trail currently terminates at the intersection of Broadway and 15th Street. Construction is about to begin on the Brickyard Trail that will extend north from the Prairie Duneland Trail to the Calumet Trail via a route through the Town of Chesterton, Town of Porter and the Indiana Dunes National Lakeshore.

The Master Plan proposes a system of in-town trails to link residential neighborhoods, industrial and office parks, shopping areas, and greenways. Abandoned railroad rights-of-way have been incorporated into the Master Plan. All trails should utilize the Prairie-Duneland Trail as a main corridor trail.

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

The system should provide convenient and safe access from all parts of the Town. Where the bike path is not in a street right-of-way, it should become a greenway with attractive landscaping.

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



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Public Transportation Recommendations

The Town should also work to improve the public transportation system for the region through its involvement with NIRPC. Chesterton is part of a large metropolitan area that is poorly served by public transportation. The young, elderly, poor, and handicapped are the most negatively affected by the lack of a public transit system. The Town could consider an accessible public transportation system to service the Town for its residents.

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

Chesterton and the neighboring communities should maintain pressure on the appropriate authorities at Amtrak to have a local station for their passenger services. The Indiana Dunes have become a significant tourist destination as more lodging and other tourist facilities have developed.

Responsible Parties: Town Council, Plan Commission, Street Commissioner

The Town of Chesterton should continue working in partnership with the Town of Porter to develop a trolley system that would link downtown Chesterton to the points north including: the Dorothy Buell Visitor Center, Dunes Park South Shore Station, Indiana Dunes State Park and Indiana Dunes National Lakeshore.

Responsible Parties: Town Council, Plan Commission

Airport Access

The Town has access to the major airport hubs of O'Hare and Midway in Chicago, Illinois; and in Indiana at South Bend's Michiana Regional Transportation Center. The Gary Regional Airport has a scheduled freight carrier, limited scheduled passenger services, and smaller aircraft service. The proposed development of a new major airport in the southern suburbs of Chicago would also make air transport more convenient. Access to the Michigan City Municipal Airport is convenient for smaller aircraft. The Porter County Airport near Valparaiso is an active business/corporate aircraft facility. Chesterton should promote its easy access down Indiana 49 as a marketing advantage for prospective business/industrial developers and their clients. Limousine and bus service are available to the airports. The Chicago South Shore and South Bend Railroad also offers access to scheduled airline service through its direct service to the Michiana Regional Airport, and connecting service to O'Hare and Midway.



Statement of Objectives for the Development of Public Lands, Places, Structures, and Utilities of the Town of Chesterton

Introduction

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 Lands, Public Places, Public Structures, and Public Utilities in the jurisdiction.

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 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

Provide an adequate water system.

Policy 1.3

Planning procedures such as stormwater management—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 1.4

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 1.5

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

Policy 1.6

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

Policy 1.7

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 Development of Public Lands, Places, Structures, and Utilities 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.

Public Lands

Chesterton's population in 2008 was estimated to be 12,705. The Town currently offers 142.91 acres of developed park space or 11.25 acres per 1,000 residents. The national minimum standard is 11.00 acres of park land for every 1,000 residents. It is important to note that the total acreage of park land above does not include the Prairie Duneland Trail and other open space areas (ie: Coffee Creek Conservancy Area or school playgrounds and athletic fields) throughout the community. The Chesterton Board of Parks and Recreation administer the park and recreation facilities of the Town of Chesterton.

In 2009, the Town working with the consulting firm of Lehman and Lehman updated the Park Master Plan. The updated master plan offers a comprehensive overview of the town's park system and offers clear direction via an action plan for the next five-year period. The action plan offers:

- Facility Costs to Overcome Deficiencies and Future Needs
- Implementation Schedule for Current Deficiencies
- Implementation Schedule for Future Needs
- Funding Sources for Current Deficiencies
- Funding Distribution to fund Current Deficiencies

Public Places and Structures

Educational Facilities

The educational facilities of the Duneland School Corporation that serve the Town of Chesterton are administered under its Capital Projects Fund Plan that is comprehensive in nature. A five member elected School Board administers the Corporation.

Public Structures

Public buildings should be located conveniently near the population served. The site should be large enough to facilitate adequate off-street parking and public restroom facilities. The site should also reflect the character and quality of the community. Public building sites should be double the area of the building itself, not including the area actually occupied by the structure. Public building sites should also have room to expand, if required.

Other governmental buildings, such as maintenance shops, garages, and warehouses, do not require sites as centrally located. These types of facilities demand good access. The type of area that best suits the function can vary to a considerable degree. In general, a site adequate in size and character should be provided without impairing surrounding development. Low cost, out-of-the-way land can be used for these purposes to keep governmental expenditures as low as possible.

An important consideration in locating public buildings is the degree to which the activities can logically be combined into a unified site. The grouping of public buildings into a "center," with the exception of fire stations, often has many advantages. Not only does such an arrangement contribute to public convenience and facilitate contact between public officials, by the grouping of public buildings can result in efficiency of site use and create an attractive, well-known feature of the community. Common areas of the buildings can also be used for more than one function.

Fire Station

Chesterton's fire station is located at the corner of 8th Street and Broadway and is part of the Municipal complex at that site. It was a central and well-located site for the Town until development extended to the east of Indiana 49 and toward the far south boundaries. Land has been obtained for a future fire station along Dickinson Road between CR 1100N and CR 1050N, and will provide for reduced response times for the area east of Indiana 49, as well as better access to Indiana 49, which will enhance response to the sections of Town north of the barrier created by the railroads. This structure should include a training facility to promote and enhance firefighter education.



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Town Hall

The Town Hall, located at the corner of 8th Street and Broadway, is a shared building housing the Police Department and other Town administrative offices. While the current facility is well maintained, it is not adequate in size to accommodate the future needs of the current functions housed in the building. It will be necessary to provide additional office space at the Town Hall or at an additional location in the future as Police and Town administrative personnel grow to maintain current and possibly increased levels of service required by future population growth. The study of expansion of the Town Hall or the reuse of current space is recommended. The study should address the concerns of the current lack of space plus future space needs for the various Departments.

Police Station

The rapidly changing technology of police work, along with the need to improve procedures in handling suspects, interrogation, evidence analysis and protection, training, and physical conditioning rooms, dictate the need for a new facility for these services. It is likely that there will be the need for a new facility or additional space at the Town Hall building for these services in the future. The design and development of a secondary Town Hall complex, housing certain Police and Fire operations, must be a high priority for the Town. The Police Department is concerned, as is the Fire Department, about the vulnerability of their facilities to various potential disasters, which could result in the loss of communications. This concern, plus the need for expanded facilities to serve new growth, supports the need for a "back-up" facility. A multi-purpose facility could be developed to house these services at a location, which could also serve the needs of the projected pattern of development in the Town.

Street and Vehicle Maintenance Department

The Chesterton Street Department updated its facility in 1995. Currently, it operates out of two adjacent buildings. The new building houses equipment and vehicles. The second building is the fleet maintenance building. This building is inefficient and outdated. The need exists to add on to the building built in 1995, and move the maintenance department into a more modern and efficient facility given the fact that the majority of the Town vehicles and equipment are presently maintained in the old building. Careful consideration of future building purchases should be part of a long-term plan to arrive at the best ratios to deliver services and the most efficient cost.



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Public Structures Recommendations

Site and construct a new municipal building.
(15th and Broadway)

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

Construct a new fire station on Dickinson Road to better serve the area east of Indiana 49.

Responsible Parties: Town Council, Plan Commission, Street Commissioner, Town Engineer, Fire Chief

Provide public restroom facilities in the downtown business district.

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

Public Utilities

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 1989 that brought the plant to its current capacity. 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. There are areas that will continue to need the planning attention of the community. These areas still have combined sewers. A continuing program to separate stormwater drainage from the sanitary sewer system has extended the ability of the sanitary sewer/treatment system to meet the demands.

The treatment plant's ability to handle wet weather flow rates has been challenging. The significant difference between dry and wet weather flow rates indicates the need for a continued program of sewer separation where not completed, and a program to reduce the in-flow of ground water into the system through leak testing and repair, and sleeve lining of older, failing mains.

Developers currently are required to install sanitary sewer lines, at their expense, of sufficient size and capacity to accommodate the proposed development. Developers should cooperate in the design and use of sanitary systems.



Statement of Objectives for the Development of Public Lands, Places, Structures, and Utilities of the Town of Chesterton

Stormwater Management

As Chesterton continues to grow, develop and redevelop the amount of impervious surfaces will increase and so will the amount and rate of stormwater runoff. Stormwater systems which encompass both the management of the quantity of the water and actively improves the quality of the water are quickly becoming the norm in communities across the nation. The Town currently requires all development over one acre to install stormwater quality measures that achieve elimination of 80% or more of the average annual post-development total suspended solids load. However, in the future Town ordinances may need to be revised due to new regulations and technological advancements for development to effectively manage and treat water generated during storm events. For example, green infrastructure technologies should be considered for their ability to reduce and delay stormwater runoff volumes, enhance groundwater recharge, reduce stormwater related pollutants, and reduce combined sewer overflow events. The utilization of natural areas, such as wetlands, floodplains, and other open space, can also enhance stormwater management capabilities.

Developers are currently incorporating these concepts into the design of their developments. The U.S. Environmental Protection Agency (EPA) is investigating the addition of a regulatory standard for minimizing the impacts of stormwater discharges within all MS4 communities, specifically for areas of new development and redevelopment. These standards would effectively control the types and sizes of structures developers would be required to install to control water generated from their sites and to effectively treat all stormwater runoff.

Stormwater Management Recommendations

All new development and redevelopment should use green infrastructure technologies where feasible for the management of stormwater runoff to effectively manage and treat the volume of water generated.

Responsible Parties: Advisory Plan Commission, Stormwater Management Board, Street Commissioner, Town Engineer, MS4 Operator



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Review and revise as necessary Town ordinances for stormwater management to incorporate green infrastructure and all changes in regulatory requirements.

Responsible Parties: Town Council, Stormwater Management Board, Town Engineer, MS4 Operator

Public Utility Recommendations

All new development should have stormwater retention/detention areas constructed, even if the development is not in the floodplain.

Responsible Parties: Stormwater Management Board, Street Commissioner, Town Engineer, MS4 Operator

To monitor rights-of-way to ensure compatibility of long-range needs to secure areas for future expansion of public infrastructure.

Responsible Parties: Stormwater Management Board, Street Commissioner, Town Engineer, MS4 Operator

Dry and wet weather flow rates indicates the need for a continued program of sewer separation where not completed, and a program to reduce the in-flow of ground water into the system through leak testing and repair, and sleeve lining of older, failing mains.

Responsible Parties: Stormwater Management Board, Street Commissioner, Town Engineer, MS4 Operator



Statement of Objectives for Sustainable Development of the Town of Chesterton

Introduction

The objectives and policies outlined in this section reference Section III: Statement of Objectives and Policies and constitute Chesterton’s Statement of Policy for Quality, Sustainable, Development in the jurisdiction.

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.

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 compliments 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.

Policy 3.3

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

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Statement of Objectives for Sustainable Development of the Town of Chesterton

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.

Quality, Sustainable Development Recommendations:

The Indian Boundary Road entrance into Town from Indiana 49 contains new and attractive buildings, but the congestion of development and signage creates some confusion and clutter.

Responsible Parties: Town Council, Plan Commission, Department Heads

South Calumet Road near Indiana 49 requires drainage, landscaping, and signage enhancements.

Responsible Parties: Town Council, Plan Commission, Department Heads

Broadway from 4th Street to 15th Street needs appearance improvements.

Responsible Parties: Town Council, Plan Commission, Department Heads

Business areas along U.S. 20, a mix of older industrial and business uses, need aesthetic improvements.

Responsible Parties: Town Council, Plan Commission, Department Heads

Improving public infrastructure is an ongoing goal of the Town. This can be accomplished assuring new development meets Town Standards and continued improvement of existing infrastructure.

Responsible Parties: Town Council, Plan Commission, Department Heads

Community enhancement goals will be met by carefully planning new development and by improving existing structures.

Responsible Parties: Town Council, Plan Commission, Department Heads

Signage, facade, and landscape enhancements on business properties will enhance community entryways. Directional signage along public road should be clear, visible, and simple. Maintaining quality building standards benefit property values of all citizens and help enhance the image of Chesterton.

Responsible Parties: Town Council, Plan Commission, Department Heads

The downtown is attractive but can be improved. Older buildings must be maintained and improved ensuring that the historic downtown is preserved.

Responsible Parties: Town Council, Plan Commission, Department Heads



Section Eight

Statement of Objectives for the Development of Arts and Culture in the Town of Chesterton

Introduction

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 Arts and Culture in the jurisdiction.

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.

Arts and Culture Recommendations

Partner with the Westchester Township Historical Society to identify opportunities to highlight the historically significant structures in downtown Chesterton.

Responsible Parties: Town Council, Plan Commission

Continue to support community festivals and markets.

Responsible Parties: Town Council, Plan Commission

Partner with and support Porter County Tourism's ongoing efforts to promote local artists through the "Art and Earth Trail" program.

Responsible Parties: Town Council, Plan Commission

Partner with and support Porter County Tourism and neighboring community's branding efforts and Chesterton's "Artcentric" Brand.

Responsible Parties: Town Council, Plan Commission

Create a Public Art Council to promote the development of public art and sculptures throughout Chesterton.

Responsible Parties: Town Council, Plan Commission



Introduction and Periodic Reviews

The Comprehensive Plan for the Town of Chesterton is comprised of a variety of planning materials, of which this document is a part. While the land use maps are the most well known elements of the plan, the thoroughfare, economic development, downtown, and park plans are also adopted segments of the Comprehensive Plan. Implementation, therefore, is a complex process involving the public, town staff, department staff and the Town Council, in the review of a variety of planning documents.

Various components of the Comprehensive Plan are implemented as developers approach town officials and department staff. The Plan Commission, Street Department, Utility Department, and various other departments each play a role in the review and monitoring of construction. Each department consults the Comprehensive Plan and a variety of planning documents including the Chesterton Zoning and Subdivision Control Ordinance, and Building Code. For example, implementation of the thoroughfare plan takes place when approval is granted for the widening, improving and construction of streets surrounding new development. The Department of Parks and Recreation is the primary implementer of the park segments of the Comprehensive Plan.

The application and enforcement of zoning ordinances are implemented by the Planning Department and Building Department. The legislative bodies that provide oversight in the implementation and approval of the Comprehensive Plan and the enforcement and administration of the zoning ordinance are the Town Council, Plan Commission, and Board of Zoning Appeals (BZA). Each of these governing bodies can improve the appearance of the community by working with landowners, developers, and public entities. Below is a checklist of responsibilities identified by the Town of Chesterton.

Specific Developer Responsibilities:

- Place utilities underground.
- Landscape public rights-of-way and private property.
- Preserve and conserve with the natural features of the land, such as topography, wetlands, and trees.
- Share curb cuts with several business lots as needed.
- Control signage to prevent clutter.
- Traffic control, comply with all MS4 requirements both pre- and post-construction.



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- Construct curbs and gutters along thoroughfares, where possible.
- Develop improved and landscaped parking facilities with connectivity to adjacent parking areas.
- Include pedestrian sidewalks and bikeways along streets and within the development, where possible.
- Provide attractive screening with landscaping, or fences with landscaping, for storage areas or large vehicular use areas visible from public streets.

Specific Town Responsibilities:

- Improve public directional signage.
- Landscape the public parkway with grass, trees, or low-profile shrubs and bushes that are winter and salt tolerant.
- Partner with the Indiana Department of Transportation (INDOT) to identify funding for the installation and ongoing maintenance of landscape improvements at Interstate 94/Indiana 49 interchange.
- Partner with Indiana Toll Road Concession Company (ITRCC) to identify funding for the installation and ongoing maintenance of landscape improvements at Indiana Toll Road (Interstate 80/90)/Indiana 49 interchange.
- Develop landscaped corners at the Town's major intersections, where possible.
- Utilize landscaping hardscape elements such as lighting, brick pavers, and planters to add architectural enhancements to streets.
- Create aesthetic standards for community access.
- Replace street trees and tree lawns where possible in the older neighborhoods.
- Maintain facade improvement program in the business districts.

Business Responsibilities:

- Maintain buildings and grounds.
- Improve parking circulation and appearance.
- Design effective, simple signage to reduce clutter and be more efficient.



Plan Implementation Tools

- Create a downtown funding mechanism for improvements.
- Encourage downtown business owners to actively participate in the Main Street appearance improvements.
- Provide attractive screening with landscaping, or fences with landscaping, for storage areas or large vehicular use areas visible from public streets.

Partnership Responsibilities:

- Work with Duneland Chamber of Commerce to develop an advertising and promotional marketing theme for downtown.
- Work with Porter County Tourism to develop an advertising and promotional marketing theme for the Town.
- Work with neighboring governmental units to pursue opportunities when deemed consistent with the Town's Comprehensive Plan.
- Encourage DNR historic designation for buildings.
- Encourage private property improvements.

Recommended Ordinance or Procedure Changes

The Comprehensive Plan is to be reviewed periodically every three to five years for recommended updates. In addition, the Town of Chesterton may deem it necessary to recommend changes to the zoning ordinances or department operational procedures to manage growth and development issues.

Chesterton Zoning and Subdivision Control Ordinance

The Chesterton Comprehensive Zoning and Subdivision Control Ordinance (Chesterton Zoning and Subdivision Ordinance) provide regulations for controlling the use of land in Chesterton in such a way as to achieve the future fulfillment of the Comprehensive Plan. It is also the chief regulatory means of implementing development plans.

The purposes of the Chesterton Zoning and Subdivision Ordinance are to regulate the establishment or changes of land uses within the Town to protect existing development, both public and private, and to bring about the most proper location of future land uses. Among its many provisions are requirements



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for off-street parking and loading space; regulations of building height, bulk and lot coverage; specifications of lot dimensions and area; control of signs; and conditions for the approval of special uses.

To accomplish a proper distribution of compatible land uses within the Town, the corporate area has been divided into several zoning districts. Within each district only uses that conform to the use regulations of the districts, may be permitted to locate. Existing, legal, non-conforming uses may be continued, but they may be modified only under conditions specified in the Ordinance.

The Chesterton Zoning and Subdivision Ordinance divides the Town into nine zoning districts as follows:

- R-1 One-Family Residence District, Low Density
- R-2 One or Two-Family Residence District
- R-3 Multi-Family Residence District
- R-B Residential-Business
- B-1 High-Density Downtown Business District
- B-2 Medium-Density Business District
- B-3 Low-Density Business District
- I-1 Light Industrial District
- I-2 Heavy Industrial District

Residential – Districts designated for residential use, R-1, R-2, and R-3, are limited to dwellings and public or semi-public uses which are normally associated with residential neighborhoods. The only uses permitted in the residential districts are those that would not detract from the residential character of the neighborhood. The purpose of these three districts is to create an attractive, stable, and orderly residential environment. However, the families per dwelling and the lot and yard requirements are different in the three districts to provide for the various housing needs and desires of the community. The R-1 designation is a low-density single-family residential area. The R-2 designation is a one- or two-family residential area, and R-3 designation is a multi-family residential area.

Residential-Business District (R-B) – This district is composed of only those business and service establishments, which supply ‘convenience goods’ or ‘personal services’, satisfying the daily



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Plan Implementation Tools

needs of the abutting neighborhoods. It may also include office space, which, by the nature of the business, will not adversely impact property values, local traffic or general welfare. While the district is intended for walk-in trade, adequate and screened off-street parking and loading areas shall be provided and no outside storage is allowed. Drive-through facilities shall be prohibited in the R-B district.

Business: The districts designated for business, B-1, B-2, and B-3, are limited to business, public, and certain residential uses. By establishing compact districts for such uses, more efficient traffic movement, parking facilities, fire protection, and police protection may be provided. Industrial uses are excluded in order to reduce the hazards caused by extensive truck and rail movements normally associated with such uses. The purpose of these districts is to provide unified shopping districts conveniently located. The B-1 designation comprises the high-density, downtown area of the Town. The B-2 district is the medium-density, business district and represents the major extensions of the downtown business area along the major arteries in the Town. The B-3 district is a low-density open space type of use relating principally to automotive sales and service, business requiring outside storage facilities and quasi-business industrial facilities.

Industrial: The districts designated for industry, I-1 and I-2, provide suitable space for existing industries and their expansion as well as for future industrial development. Performance standards, parking specifications, and yard regulations are set forth in this Ordinance in order to ensure safe industrial development that is compatible with adjacent use. The locations of the districts are near railroads or highways in order to meet the transportation needs of industry. I-1, the light industrial district, provides space for industries that do not cause conditions that would be objectionable to neighboring properties. I-2, the heavy industrial district, provides a space for certain intensive industrial operations, which may have some objectionable characteristics. Greater separation is required between the industries in the I-2 district and residential or business uses than is necessary in the I-1 district.

Subdivision Regulations

The subdivision regulations are an integral part of the Chesterton Zoning and Subdivision Ordinance. This Ordinance governs the subdivision and platting of land and provides for installation of subdivision improvements in the Town. By closely regulating the subdivision and improvement of land, the future



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development of land in the peripheral area can be brought into conformity with the development plans of the community. Thus, a suitable arrangement of land parcels and streets, together with provisions for installation or extension of utilities, can be achieved.

Planned Unit Development Ordinance

This section of the Chesterton Zoning and Subdivision Ordinance authorizes the development of an area of land as a single entity for a variety of dwelling units and/or other uses, which may not correspond in use, lot size, bulk, or type of dwelling, density, lot coverage, and required open space to the regulations otherwise required by the Ordinance.

Housing Regulations

The Town has housing regulations prescribing the minimum conditions under which buildings, or parts of buildings, may be lawfully occupied as dwellings. The regulations are administered by the Building Department. Included within the framework of the regulations are minimum standards for space per occupant, required basic sanitary equipment, and safe and sanitary maintenance of the building structure and installed equipment and facilities. The minimum standards for space per occupant within a dwelling are designed to prevent overcrowding. It is an accepted conclusion that overcrowding is one of the prime contributors to the deterioration of dwelling units.

Building Code

The building code establishes regulations for the construction, erection, alteration, repair, removal, safety, and inspection of buildings and structures in the Town. In addition to standards covering buildings, the code also establishes fire limits, provides for the demolition of unsafe buildings, and regulates electrical, heating, plumbing, fire extinguishing, water supply, and gas piping. The Building Department administers the building code.

Town Standards

The Town Standards set forth minimum standards for municipal improvements within the Town. Included in the Town Standards are minimum standards for design and construction of streets, bridges, street signs and lighting, drainage, sanitary sewage facilities, water facilities, and other related infrastructure. Certain sections of the standards refer to specific sections of the INDOT Standard Specifications.



Section Ten

Enforcement

The Plan's aim is to safeguard the public health, safety, and general welfare of the residents of the community.

The successful implementation of the development plans for Chesterton will be the outcome of proper administrative action and organization by Town staff and officials, particularly in the enforcement of the regulating ordinances. The chief official in Chesterton for enforcing the regulating ordinances prepared as part of the planning program is the Building Commissioner, who is directly responsible for the enforcement and administration of the Chesterton Zoning and Subdivision Ordinance.

Where provided by law and the provisions of the Chesterton Zoning and Subdivision Ordinance, the Chesterton Advisory Board of Zoning Appeals is the official body concerned with the interpretation and with the granting of variances to the ordinance.

The Plan Commission oversees certain phases of the planning program, particularly in regard to land planning and zoning. These duties are prescribed by Indiana law. The Town Department Heads work closely with the Chesterton Plan Commission.

The Town Council remains the final authority, except that assigned to the Advisory Board of Zoning Appeals or the Parks and Recreation Board and the Stormwater Management Board on enforcing the regulating ordinances and implementing the development plans. It is responsible for setting the policy which will control all planning efforts in the Town.

Public Participation

The Chesterton Plan Commission and the Town Council have conducted and will continue to promote public participation programs ensuring the communication of and participation in all matters before the Plan Commission. Public understanding of the aims of the planning process, the ways in which these aims are achieved, and the relative merits of the various public improvement projects, which are parts of the development program, must be achieved in order to implement the development plans. The public will continue to be informed of all changes in the plans and proceedings of meetings regarding plans and will continue to be invited and encouraged to participate in the planning process.





Section Ten

Appendix A: Summary of Demographics

| | 1990 | 2000 | STATS 2008 | % Change |
|------------------------------|----------|-----------|---------------|----------|
| Population | 9,214 | 10,488 | 12,705 | 14.9 |
| Race | | | | |
| White | 9,038 | 10,099 | | |
| Black | 9 | 46 | | |
| Asian | 33 | 144 | | |
| Other | 44 | 199 | | |
| Hispanic Origin | 206 | 347 | | |
| Two Or More Races | | | | |
| Male | 4,360 | 5,126 | | |
| Female | 4,764 | 5,362 | | |
| Median Age | 33.5 | 36.7 | | |
| Persons Under 18 | 2,529 | 2,816 | | |
| Persons 18 64 | 5,547 | 6,555 | | |
| Persons Over 65 | 1,048 | 1,117 | | |
| Households | 3,390 | 4,039 | | |
| Persons Per Household | 2.66 | 2.57 | | |
| Families | 2,522 | 2,879 | | |
| Married Couple Families | 2,095 | 2,313 | | |
| Female Headed Families | 327 | 399 | | |
| Persons Over 65 Living Alone | 281 | 334 | | |
| Persons In Group Quarters | | | | |
| Institutions | 92 | 89 | | |
| Other Group Homes | 0 | 8 | | |
| Housing Units | 3,507 | 4,212 | | |
| Occupied | 3,390 | 4,039 | | |
| Owner | 2,225 | 2,781 | | |
| Renter | 1,165 | 1,258 | | |
| Single Units | 2,443 | 3,058 | | |
| Multi-Units | 1,024 | 1,118 | | |
| Mobile, Other Units | 40 | 10 | | |
| Median Value | \$68,400 | \$133,500 | | |
| Median Rent | \$340 | \$679 | | |



Appendix A

| | 1990 | 2000 |
|---|-------|--------|
| TOTAL CHESTERTON POPULATION SCHOOL ENROLLMENT | 9,124 | 10,488 |
| Persons 3 years and over | 2,503 | 3,010 |
| Preprimary school | 132 | 232 |
| Elementary school/High school | 1,724 | 2,235 |
| College | 647 | 543 |
| EDUCATIONAL ATTAINMENT | | |
| Persons 25 years and over | 5,832 | 6,777 |
| Less than 9th grade | 306 | 106 |
| 9th to 12th grade, no diploma | 654 | 388 |
| High school graduate | 2,016 | 2,222 |
| Some college, no degree | 1,247 | 1,579 |
| Associates degree | 409 | 486 |
| Bachelor's degree | 734 | 1,159 |
| Graduate or professional degree | 466 | 837 |
| RESIDENCE IN 1995 | | |
| Persons 5 years and over | 8,496 | 9,798 |
| Lived in same house | 4,543 | 5,504 |
| Lived in different house in U.S. | 3,912 | 4,262 |
| Same state, same county | 2,390 | 2,281 |
| Same state, different county | 661 | 1,082 |
| Different state | 861 | 899 |
| Lived abroad | 41 | 32 |
| Slovak | 253 | 282 |
| Swedish | 657 | 653 |
| United States of America | 296 | 304 |
| Welsh | 113 | 192 |

Appendix A: Summary of Demographics

| | 1990 | 2000 |
|--|--------|--------|
| DISABILITY OF CIVILIAN NON-INSTITUTIONALIZED PERSONS(1990) | | |
| Persons 21 to 64 years | 5,785 | 6,205 |
| With a disability | 639 | 878 |
| Percent employed | 34% | 70.80% |
| Persons 65 years and over | 967 | 993 |
| With disability | 193 | 399 |
| NATIVITY AND PLACE OF BIRTH | | |
| Native population | 9,002 | 10,207 |
| Percent born in Indiana | 64% | 61% |
| Foreign-born population | 122 | 277 |
| Enter U.S. 1980-1990/1990-2000 | 49 | 57 |
| ANCESTRY (REPORTS OF MORE THAN (100) | | |
| Total ancestries reported | 12,864 | 12,768 |
| Dutch | 360 | 349 |
| English | 1,601 | 1,248 |
| French (except Basque) | 394 | 276 |
| German | 3,421 | 2,676 |
| Hungarian | 197 | 191 |
| Irish | 1,980 | 2,025 |
| Italian | 346 | 580 |
| Polish | 1,070 | 1,060 |
| Scotch-Irish | 244 | 264 |
| Scottish | 281 | 173 |
| Slovak | 253 | 282 |
| Swedish | 657 | 653 |
| United States of America | 296 | 304 |
| Welsh | 113 | 192 |



Appendix A

| | 1990 | 2000 |
|--|--------|--------|
| LABOR FORCE STATUS | | |
| Persons 16 years and over | 6,857 | 8,067 |
| In labor force | 4,895 | 5,699 |
| Civilian labor force | 4,881 | 5,699 |
| Employed | 4,636 | 5,500 |
| Unemployed | 245 | 199 |
| Not in labor force | 1,962 | 2,368 |
| Males 16 years and over | 3,246 | 3,843 |
| In labor force | 2,724 | 3,140 |
| Unemployed | 138 | 93 |
| Not in labor force | 522 | 703 |
| Females 16 year and over | 3,611 | 4,224 |
| In labor force | 2,171 | 2,559 |
| Unemployed | 107 | 106 |
| Not in labor force | 1,440 | 1,665 |
| With own children under 6 years | 595 | 759 |
| Percent in labor force | 67.20% | 58.20% |
| COMMUTING TO WORK | | |
| Workers 16 years and over | 4,578 | 5,360 |
| Percent drove alone | 81.30% | 86.70% |
| Percent in carpools | 12.50% | 6.00% |
| Percent using public transportation | 1.80% | 2.70% |
| Percent using other means | 0.70% | 0.60% |
| Percent walked or worked at home | 3.70% | 4.00% |
| Mean travel time to work (minutes) | 21.8 | 24.5 |
| OCCUPATION (Employed persons 16 years and over) | | |
| Management, business, and financial operations | 511 | 845 |
| Professional and related | 806 | 1,363 |
| Service | 440 | 600 |
| Sales and office | 1,320 | 1,330 |
| Farming, fishing, and forestry | 20 | 9 |
| Construction | N/A | 597 |
| Production, transportation, and material moving | 1,539 | 756 |

Appendix A: Summary of Demographics

| | 1990 | 2000 |
|---|-------|-------|
| INDUSTRY (Employed persons 16 years and over) | 4,636 | 5,500 |
| Agriculture, forestry, and fishing | 10 | 15 |
| Construction | 348 | 358 |
| Manufacturing, durable and nondurable goods | 1,322 | 1,155 |
| Transportation, warehousing, and utilities | 201 | 311 |
| Communications | 124 | 168 |
| Wholesale trade | 231 | 169 |
| Retail trade | 514 | 596 |
| Finance, insurance, and real estate | 266 | 323 |
| Business, repair services and personal services | 277 | 402 |
| Entertainment and recreation services | 57 | 424 |
| Health and educational services | 930 | 1,214 |
| Other professional and related services | 208 | 227 |
| Public Administration | 148 | 138 |
| CLASS OF WORKER (Employed persons 16 years and over) | 4,636 | 5,500 |
| Private wage and salary workers | 3,855 | 4,532 |
| Government workers | 633 | 687 |
| Self-employed workers | 148 | 281 |



Appendix A

| | 1990 | 2000 |
|---------------------------------|-----------|----------|
| INCOME (Households) | | |
| Less than \$10,000 | 3,418 | 4,033 |
| \$10,000 to \$14,999 | 287 | 144 |
| \$15,000 to \$24, 999 | 175 | 157 |
| \$25,000 to \$34,999 | 641 | 446 |
| \$35, 000 to \$49,999 | 444 | 387 |
| \$50,000 to \$74,999 | 780 | 621 |
| \$75,000 to \$99,999 | 883 | 1,063 |
| \$100,000 to \$149,999 | 144 | 537 |
| \$150,000 or more | 42 | 467 |
| Median household income | \$34,470 | \$55,530 |
| INCOME (Families) | | |
| Less than \$10,000 | 2,568 | 2,908 |
| \$10,000 to \$14,999 | 93 | 17 |
| \$15,000 to \$24, 999 | 120 | 85 |
| \$25,000 to \$34,999 | 414 | 240 |
| \$35, 000 to \$49,999 | 344 | 223 |
| \$50,000 to \$74,999 | 620 | 430 |
| \$75,000 to \$99,999 | 779 | 798 |
| \$100,000 to \$149,999 | 134 | 512 |
| \$150,000 or more | 42 | 410 |
| | 22 | 193 |
| Per capita income | \$14,961 | \$26,539 |
| INCOME TYPE (Households) | | |
| Wage and salary income | 3,418 | 4,033 |
| Mean income | 2,841 | 3,371 |
| Social Security income | \$392,338 | \$55,530 |
| Mean income | 831 | 877 |
| Public assistance income | \$8,726 | \$12,231 |
| Mean income | 89 | 36 |
| Retirement income | \$2,472 | \$1,886 |
| Mean income | 506 | 647 |



Appendix A

Appendix A: Summary of Demographics

| | 1990 | 2000 |
|---|--------------|--------------|
| POVERTY STATUS | \$9,033 | \$10,890 |
| All persons for whom status is determined | 9,033 | 10,347 |
| Below poverty level | 362 | 449 |
| Person 18 years and over | 6,551 | 7,589 |
| Below poverty level | 242 | 270 |
| Persons 65 years and over | 967 | 993 |
| Below poverty level | 56 | 42 |
| AU families | 2,568 | 2,908 |
| Below poverty level | 75 | 91 |
| Female householder families | 299 | 437 |
| Below poverty level | 55 | 79 |
| HOUSING STOCK (Total units) | 3,507 | 4,186 |
| Year structure built | | |
| 1990 to March 2000 | 0 | 1,017 |
| 1980 to 1989 | 441 | 264 |
| 1970 to 1979 | 1,003 | 924 |
| 1960 to 1969 | 645 | 580 |
| 1940 to 1959 | 731 | 761 |
| 1939 or earlier | 687 | 640 |



Appendix A

| | 1990 | 2000 |
|---|-------|-------|
| 1939 or earlier | | |
| Number of bedrooms | | |
| No bedrooms | 34 | 9 |
| 1 bedroom | 189 | 152 |
| 2 bedrooms | 1,250 | 1,387 |
| 3 bedrooms | 1,454 | 1,867 |
| 4 bedrooms | 426 | 629 |
| 5 or more bedrooms | 154 | 142 |
| House heating fuel | | |
| Utility gas | 3,072 | 3,701 |
| Bottle, tank or LP gas | 26 | 29 |
| Electricity | 222 | 280 |
| Fuel oil, kerosene, etc. | 42 | ° |
| Wood | 7 | ° |
| Other fuel | 21 | ° |
| Year householder moved into unit | | |
| 1990 to March 2000 | ° | 2,696 |
| 1980 to 1989 | 2,042 | 595 |
| 1970 to 1979 | 668 | 373 |
| 1969 or earlier | 680 | 346 |
| Telephone | | |
| No telephone in unit | 49 | 45 |
| Vehicles available (occupied housing units) | 3,390 | 4,010 |
| None | 170 | 136 |
| One | 1,059 | 1,257 |
| Two | 1,580 | 1,861 |
| Three or more | 581 | 756 |

Appendix A

Appendix A: Summary of Demographics

| | 1990 | 2000 |
|--|-------|---------|
| Mortgage status and selected monthly owner costs | | |
| Specified owner occupied housing units | 2,015 | 2,599 |
| With Mortgage | 1,448 | 2,004 |
| Less than \$300 | 21 | 0 |
| \$300 to \$499 | 314 | 84 |
| \$500 to \$699 | 491 | 156 |
| \$700 to \$999 | 429 | 557 |
| \$1,000 to \$1,499 | 171 | 760 |
| \$1,500 to \$1999 | 15 | 317 |
| \$2,000 or more | 7 | 130 |
| Median costs | \$660 | \$1,101 |
| Not mortgaged | 567 | 595 |
| Median costs | \$220 | \$283 |
| Selected monthly owner costs as a percentage of household income | | |
| Specified owner occupied housing units | 2,015 | 2,599 |
| Less than 20% | 1397 | 1,478 |
| 20 to 24 percent | 196 | 470 |
| 25 to 29 percent | 149 | 230 |
| 30 to 34 percent | 91 | 143 |
| 35 percent or more | 174 | 270 |
| not computed | 8 | 8 |



Appendix A

| | 1990 | 2000 |
|--|-------|-------|
| Gross Rent | | |
| Specified renter occupied housing units | 1,154 | 1,229 |
| Less than \$200 | 10 | 9 |
| \$200 to \$299 | 70 | 9 |
| \$300 to \$499 | 752 | 75 |
| \$500 to \$749 | 311 | 730 |
| \$750 to \$999 | 0 | 352 |
| No cash rent | 11 | 54 |
| Median rent | \$433 | \$679 |
| Gross rent as a percentage of household income | 1,154 | 1,229 |
| Less than 20 percent | 521 | 584 |
| 20 to 24 percent | 219 | 220 |
| 25 to 29 percent | 115 | 98 |
| 30 to 34 percent | 57 | 45 |
| 35 percent or more | 223 | 228 |
| Not computed | 19 | 54 |



Appendix A

ADA Compliance

The landmark Americans with Disabilities Act, enacted on July 26, 1990, (and amended by the ADAAA in 2008) provides comprehensive civil rights protections to individuals with disabilities, including areas of employment, public accommodations, state and local government services, and telecommunications.

The ADA Act is designed to make the wide variety of opportunities and services available to a broad spectrum of persons with disabilities. In addition to prohibiting discrimination against the disabled, the ADA Act shifts the economic costs of dealing with the disabled to the private sector. Private organizations cannot discriminate against individuals in providing accommodations and services open to the public. New business facilities and public accommodations must be designed and constructed so that they are readily accessible to individuals with disabilities, unless it is structurally not feasible to do so. Barriers must be removed in existing buildings where removal is readily achievable.

The Town shall not discriminate in terms and conditions against qualified individuals with a disability. The Town shall not discriminate against individuals with disabilities when providing public services, programs, and activities, when viewed in its entirety.



Appendix B

Comprehensive Planning and Economic Development

History:

The 1994 Town of Chesterton Comprehensive Plan specifically addressed economic development via the following policy:

“Promote Diversified Economic Development in order to encourage business investment and increased employment opportunities”

- Encourage growth of small and light industries and offices to diversify and strengthen the tax base and provide employment
- Encourage steady growth of business and commercial activities in balance with the anticipated needs of population growth
- Maintain and develop the Central Business District

In 2004, the Objective remained constant, with an addition to the guiding policies of:

- Encourage the development of tourism oriented businesses in the Town of Chesterton

Current:

In 2009, the Town Leadership requested that a series of stakeholder meetings be held to discuss among other items, the Downtown, Coffee Creek and the Indian Boundary/49 Retail Corridor.

The Town of Chesterton is an established, well-positioned, and forward thinking community. Examples include: the focused efforts in the Downtown, targeted retail development along Indian Boundary Road, and the ongoing effort at the Interstate 80/90 and Indiana 49 which has produced Coffee Creek and other medical, office and ancillary retail.

The joint efforts of the Town of Chesterton, the Duneland Chamber of Commerce, the Duneland Economic Development Corporation, Porter County Tourism Bureau and the NWI Forum in the area of economic development have helped maintain the high level of development and quality that the community has come to expect.

In no small part can we underscore the “marketability” of the Town of Chesterton to the private sector. Many jurisdictions struggle to get beyond perception while Chesterton promotes; excellent access to major highways, steady growth in population higher than State average in household income and median home values and excellent school system:

| | |
|-------|--------|
| 1990 | 9,124 |
| 2000 | 10,488 |
| 2008* | 12,705 |

*Projected

Chesterton Indiana

| | | |
|--------------------|-----------|----------|
| Household Income | \$55,530 | \$50,261 |
| Median Home Values | \$133,500 | \$94,300 |

(Source: 2000 U.S. Census)

High quality school system K-12 including a high school graduation rate of 86% (State Average 77.8) and a college attendance rate of 75%

Property Taxes/Business Environment:

Chesterton has three different taxing districts throughout the Town including Chesterton-Jackson Twp, Chesterton-Liberty Twp. and Chesterton-Westchester.



Appendix C: Economic Development Plan

Chesterton has by design allowed for growth in public service, to promote smart growth and investment while maintain existing infrastructure and the Downtown.

Porter County comparison and rate rankings: 2006

| | |
|------------------------------|--------|
| PINE TOWNSHIP-MICH CITY SCH. | 1.9802 |
| JACKSON TOWNSHIP | 2.095 |
| PINE TOWNSHIP-DUNELAND SCH. | 2.1403 |
| LIBERTY TOWNSHIP | 2.1404 |
| WESTCHESTER TOWNSHIP | 2.1508 |
| UNION TOWNSHIP | 2.1536 |
| PORTAGE TOWNSHIP | 2.2075 |
| PINES TOWN (PINES TWP) | 2.2079 |
| CENTER TOWNSHIP | 2.212 |
| BURNS HARBOR (WESTCHESTER) | 2.2788 |
| PORTER TWP-W PORTER FIRE | 2.3006 |
| PORTER TOWNSHIP | 2.3177 |
| OGDEN DUNES (PORTAGE) | 2.3238 |
| MORGAN TOWNSHIP | 2.3954 |
| WASHINGTON TOWNSHIP | 2.4192 |
| PLEASANT TOWNSHIP | 2.4618 |
| DUNE ARCES (WESTCHESTER) | 2.4649 |
| BEVERLY SHORES (PINES) | 2.5479 |
| CHESTERTON-JACKSON TWP | 2.6387 |
| CHESTERTON-LIBERTY TWP | 2.6532 |
| CHESTERTON-WESTCHESTER TWP | 2.6864 |
| KOUTS (PLEASANT) | 2.8153 |
| PORTAGE CITY-PORTAGE TWP | 2.8431 |
| PORTER TOWN (WESTCHESTER) | 2.9272 |
| BOONE TOWNSHIP | 2.9792 |
| VALPARAISO (CENTER) | 3.019 |
| PORTAGE CITY-WESTCHESTER TWP | 3.0428 |
| VALPARAISO-WASHINGTON TWP | 3.2938 |
| HEBRON (BOONE) | 3.4509 |

2007

| | |
|------------------------------|--------|
| PINE TOWNSHIP-MICH CITY SCH. | 1.6477 |
| BEVERLY SHORES (PINES) | 1.7624 |
| PINES TOWN (PINES TWP) | 1.9257 |
| JACKSON TOWNSHIP | 1.9712 |
| PINE TOWNSHIP-DUNELAND SCH. | 2.0126 |
| LIBERTY TOWNSHIP | 2.0162 |
| WESTCHESTER TOWNSHIP | 2.0406 |
| PORTER TWP-W PORTER FIRE | 2.0747 |
| PORTER TOWNSHIP | 2.0928 |
| UNION TOWNSHIP | 2.1423 |
| BURNS HARBOR (WESTCHESTER) | 2.2339 |
| DUNE ARCES (WESTCHESTER) | 2.2558 |
| CENTER TOWNSHIP | 2.2968 |
| MORGAN TOWNSHIP | 2.4001 |
| WASHINGTON TOWNSHIP | 2.4311 |
| PORTAGE TOWNSHIP | 2.4425 |
| PLEASANT TOWNSHIP | 2.4677 |
| OGDEN DUNES (PORTAGE) | 2.4822 |
| CHESTERTON-JACKSON TWP | 2.5441 |
| CHESTERTON-LIBERTY TWP | 2.5584 |
| CHESTERTON-WESTCHESTER TWP | 2.5921 |
| PORTER TOWN (WESTCHESTER) | 2.7389 |
| KOUTS (PLEASANT) | 2.7669 |
| BOONE TOWNSHIP | 2.8718 |
| PORTAGE CITY-WESTCHESTER TWP | 3.0197 |
| PORTAGE CITY-PORTAGE TWP | 3.2339 |
| VALPARAISO (CENTER) | 3.2657 |
| HEBRON (BOONE) | 3.3315 |
| VALPARAISO-WASHINGTON TWP | 3.4553 |

Appendix C: Economic Development Plan

2008

| | |
|------------------------------|--------|
| PINE TOWNSHIP-MICH CITY SCH. | 1.8657 |
| PORTER TWP-W PORTER FIRE | 1.9255 |
| PORTER TOWNSHIP | 1.9497 |
| JACKSON TOWNSHIP | 1.9744 |
| UNION TOWNSHIP | 2.0051 |
| PINE TOWNSHIP-DUNELAND SCH. | 2.0126 |
| LIBERTY TOWNSHIP | 2.0134 |
| WESTCHESTER TOWNSHIP | 2.0524 |
| CENTER TOWNSHIP | 2.0706 |
| BEVERLY SHORES (PINES) | 2.1033 |
| PINES TOWN (PINES TWP) | 2.1367 |
| MORGAN TOWNSHIP | 2.214 |
| BURNS HARBOR (WESTCHESTER) | 2.2455 |
| WASHINGTON TOWNSHIP | 2.2468 |
| DUNE ARCES (WESTCHESTER) | 2.264 |
| PLEASANT TOWNSHIP | 2.2751 |
| OGDEN DUNES (PORTAGE) | 2.3942 |
| PORTAGE TOWNSHIP | 2.4467 |
| CHESTERTON-JACKSON TWP | 2.5151 |
| CHESTERTON-LIBERTY TWP | 2.5276 |
| CHESTERTON-WESTCHESTER TWP | 2.5746 |
| KOUTS (PLEASANT) | 2.579 |
| PORTER TOWN (WESTCHESTER) | 2.7046 |
| BOONE TOWNSHIP | 2.8087 |
| VALPARAISO (CENTER) | 2.8761 |
| PORTAGE CITY-WESTCHESTER TWP | 2.903 |
| PORTAGE CITY-PORTAGE TWP | 3.0249 |
| VALPARAISO-WASHINGTON TWP | 3.0983 |
| HEBRON (BOONE) | 3.2297 |

2009

| | |
|------------------------------|--------|
| PINE TOWNSHIP-MICH CITY SCH. | 1.3888 |
| PORTER TWP-W PORTER FIRE | 1.5296 |
| PORTER TOWNSHIP | 1.5613 |
| JACKSON TOWNSHIP | 1.3586 |
| UNION TOWNSHIP | 1.4717 |
| PINE TOWNSHIP-DUNELAND SCH. | 1.4054 |
| LIBERTY TOWNSHIP | 1.4064 |
| WESTCHESTER TOWNSHIP | 1.4422 |
| CENTER TOWNSHIP | 1.3972 |
| BEVERLY SHORES (PINES) | 1.7596 |
| PINES TOWN (PINES TWP) | 1.7354 |
| MORGAN TOWNSHIP | 1.6895 |
| BURNS HARBOR (WESTCHESTER) | 1.7735 |
| WASHINGTON TOWNSHIP | 1.7076 |
| DUNE ARCES (WESTCHESTER) | 1.7069 |
| PLEASANT TOWNSHIP | 1.7404 |
| OGDEN DUNES (PORTAGE) | 1.7910 |
| PORTAGE TOWNSHIP | 1.6762 |
| CHESTERTON-JACKSON TWP | 2.0664 |
| CHESTERTON-LIBERTY TWP | 2.0815 |
| CHESTERTON-WESTCHESTER TWP | 2.1334 |
| KOUTS (PLEASANT) | 2.0963 |
| PORTER TOWN (WESTCHESTER) | 2.3028 |
| BOONE TOWNSHIP | 2.3921 |
| VALPARAISO (CENTER) | 2.2574 |
| PORTAGE CITY-WESTCHESTER TWP | 2.3245 |
| PORTAGE CITY-PORTAGE TWP | 2.3677 |
| VALPARAISO-WASHINGTON TWP | 2.6382 |
| HEBRON (BOONE) | 2.9352 |

Appendix C: Economic Development Plan

Property taxes are on par or lower than similar communities in the State of Indiana. Below is a comparison of four similar communities in population to Chesterton. These rates are a gross basis. Based on estimated 2008 Census Data for population below are the communities that were compared to Chesterton:

Community

| Community Name | 2006 | 2007 | 2008 | 2009 |
|--------------------|--------|--------|--------|--------|
| City of Auburn | 2.6734 | 2.5601 | 2.7155 | 2.1945 |
| Town of St. John | 3.8165 | 3.2598 | 2.9604 | 2.4861 |
| Town of Chesterton | 2.6864 | 2.5584 | 2.5746 | 2.1334 |
| Town of Speedway | 3.1331 | 2.9279 | 3.0253 | 2.0215 |
| City of Peru | 4.614 | 4.0595 | 4.1999 | 3.9467 |

Similar sized communities and rates

Housing Values:

The housing stock and price points indicate housing opportunities for varying income levels exist in Porter County and the Town of Chesterton. As of June of 2010, in Porter County there are 1157 listings with the average being 3 bedrooms, 2.52 baths and a listing price of \$285,688. The prices range from \$32,900 up to \$2,785,000. In the Town of Chesterton there are 138 listings with an average of 3 bedrooms, 2.56 baths and a listing price of \$339,038. The prices range from \$67,000 up to \$2,400,000.

As indicated by the Greater Northwest Indiana Association of Realtors (GNIAR), from 2007 through 2009, below is a listing of housing sales by County and Town including the sales price per square foot. As one can see from the chart below, sales activity and sale prices have steadily decreased. Clearly, national and regional economic factors played a role in declining sales price and total sales.

| | 2007 | 2008 | 2009 |
|----------------------------|-----------|-----------|-----------|
| Porter County Sales | 2103 | 1630 | 1424 |
| Average sale price | \$197,336 | \$191,576 | \$177,768 |
| Sale price per square foot | \$104.74 | \$103.38 | \$93.71 |

| | 2007 | 2008 | 2009 |
|----------------------------|-----------|-----------|-----------|
| Chesterton Sales | 199 | 239 | 134 |
| Average sale price | \$226,748 | \$213,553 | \$202,613 |
| Sale price per square foot | \$116.04 | \$116.37 | \$103.79 |

Summary of Findings:

Over time, community development, redevelopment and economic development efforts in Chesterton have produced balanced development and diversity in both land use and employment opportunities. Additionally, these efforts have effectively created the following community-wide benefits:

- Increase in the Tax Base
- Job Development
- Business Retention
- Economic Diversification
- Productive Use of Property
- Quality of Life

The Town has seen steady growth and has been able to accommodate increased tax needs as is demonstrated in a comparison of tax rates for similar sized jurisdictions. In the 5 communities that were compared, the Town of Chesterton had the second lowest tax rate.

Housing stability in this difficult market has produced higher value per square foot in sales as compared to the balance of the County. From 2007 to 2010, housing sales has accounted for as estimated \$119,241,000 in economic activity in the Town.

Consistent efforts by the Town of Chesterton to date have produced balanced development and diversity in land uses. The Town has been able to successfully balance redevelopment efforts in the downtown area, with more traditional retail and office opportunities adjacent to major transportation routes.

Economic Development Recommendations

- Encourage reinvestment in downtown Chesterton. The Town of Chesterton Redevelopment Commission should consider utilization of “special” incentive packages.
- Partner with the Duneland Chamber of Commerce to “Sell Chesterton”—paying particular attention to promoting the medical / technology campus.
- Continued interaction of the Town of Chesterton, Chamber, Duneland Economic Development Company and other local and regional economic development entities will be essential to continued success. Chesterton, while part of the Duneland community, has individual attributes that should be promoted by the Town. Refinement of the Master Plan and subsequent promotion of it will help internally as well as externally marketing efforts.



Appendix C

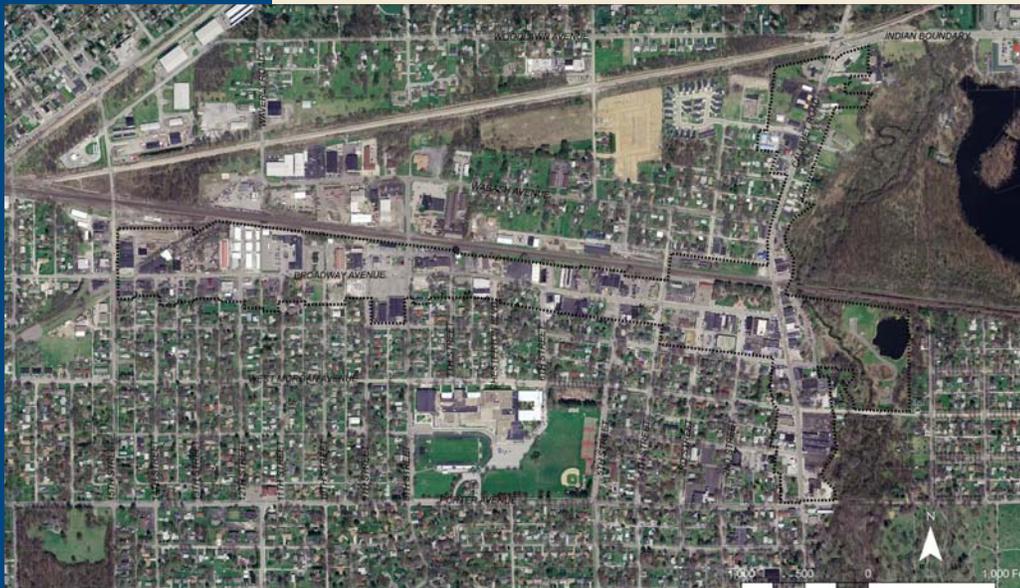
The Downtown Plan The Town of Chesterton

Introduction

The Downtown Plan establishes a design and implementation framework for development of a vibrant, mixed use, pedestrian-friendly district. The Plan recommendations are intended to create an attractive destination that caters to the needs of residents and visitors, alike. The downtown district will grow with a balance mix of jobs, housing, retail, and entertainment venues.

With shifts in our economy and technology, residents and visitors are drawn to quality over quantity, neighbor-friendly versus homebound privacy, and urban compact form over auto-oriented sprawl. Recognizing this, the Plan strongly encourages quality of community amenities, design standards and pedestrian-focused streetscapes. Successful implementation of the Plan will re-affirm downtown Chesterton as the community center and symbolize the values of the community.

The Downtown Plan has been developed in response to the community's vision and plan themes, guiding principles and policies outlined in the previous section. The Plan recommendations also come as a result of other considerations including: existing land uses, existing building massing, parking and the existing thoroughfare system.



The Downtown District Map

The Downtown District extends west from the intersection of Broadway and Calumet at Thomas Centennial Park to 15th Street and extends along Calumet to Indian Boundary Road to the north and Porter Avenue to the south. The district also includes near downtown neighborhoods and Coffee Creek Park.

The Downtown District can be further divided into three sub-districts including:

- Central Business District (Grant Avenue to the north, Porter Avenue to the south, Coffee Creek Park to the east and 4th Street to the west)
- North Calumet Road (Indian Boundary Road to Grant Avenue)
- West Broadway Corridor (5th Street to 15th Street)

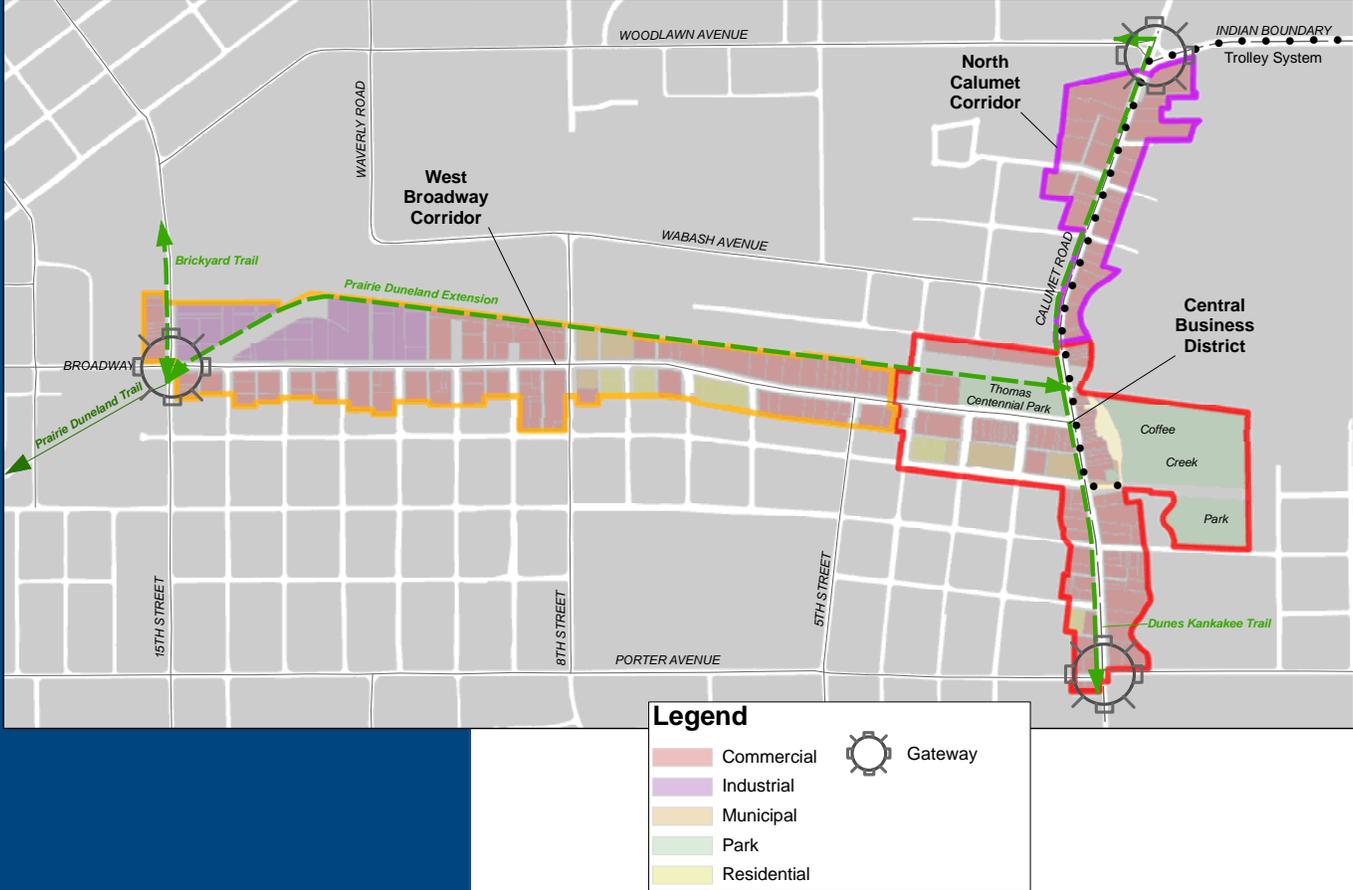


Appendix D

Appendix D: Downtown Chesterton Master Plan

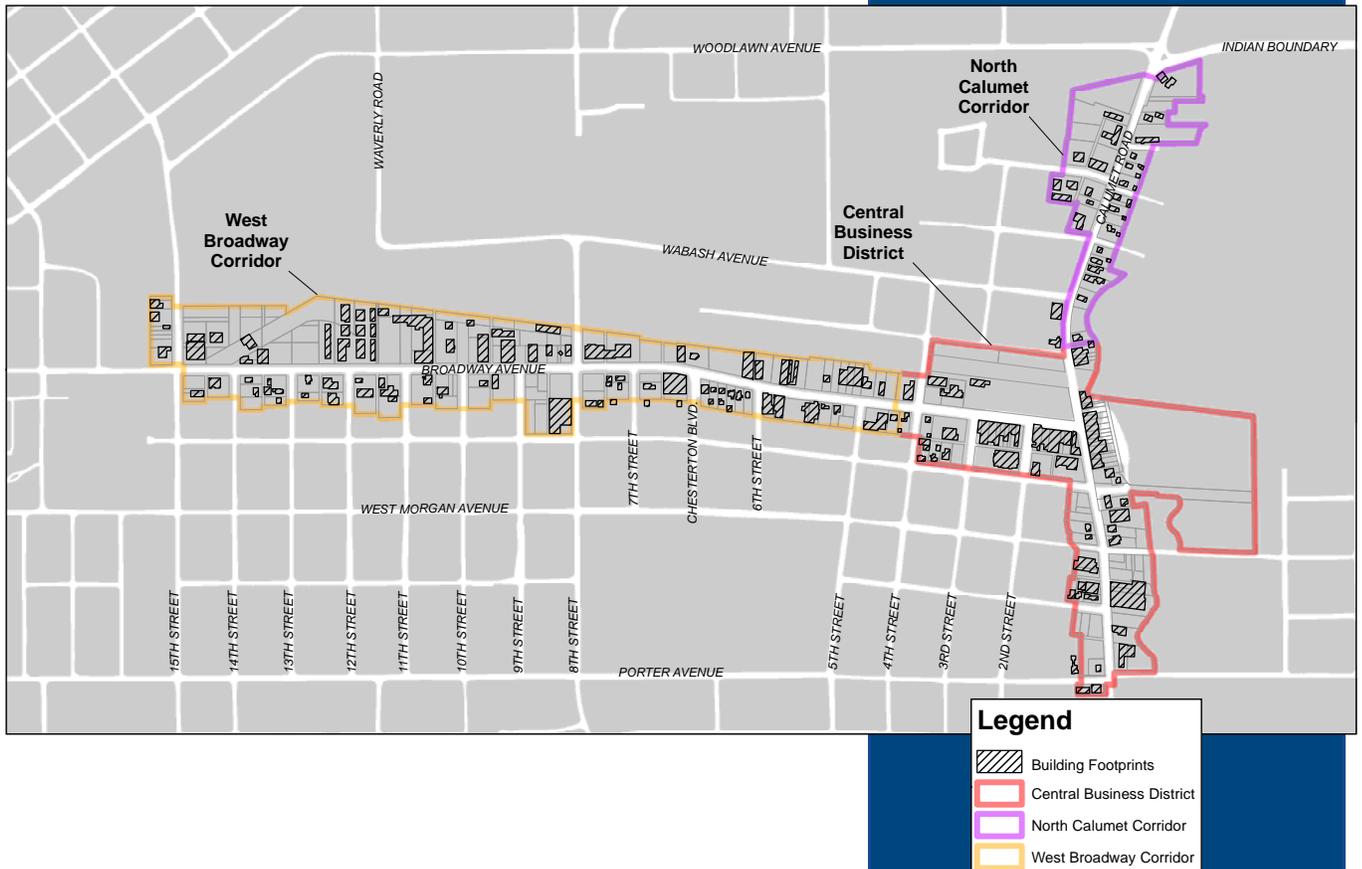
Existing Land Use Map

The Land Use Map illustrates existing residential, commercial, industrial, civic and open spaces within downtown Chesterton.



Existing Building Massing Map

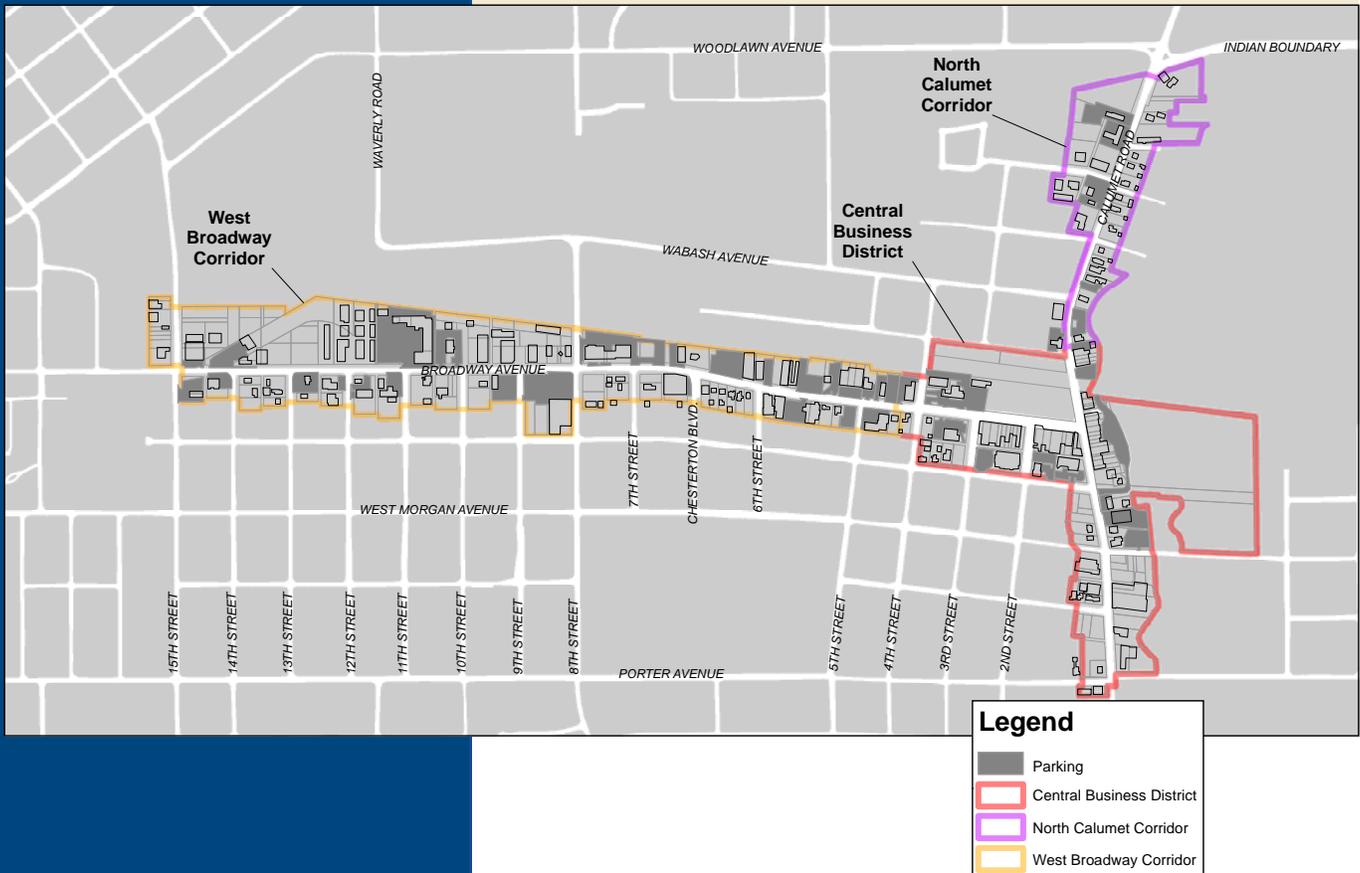
The Building Massing Map identifies the current build form of the downtown Chesterton district. The Map also serves to support plan recommendations related to redevelopment and infill development that may occur in downtown Chesterton and supports the creation of three sub-districts.



Appendix D: Downtown Chesterton Master Plan

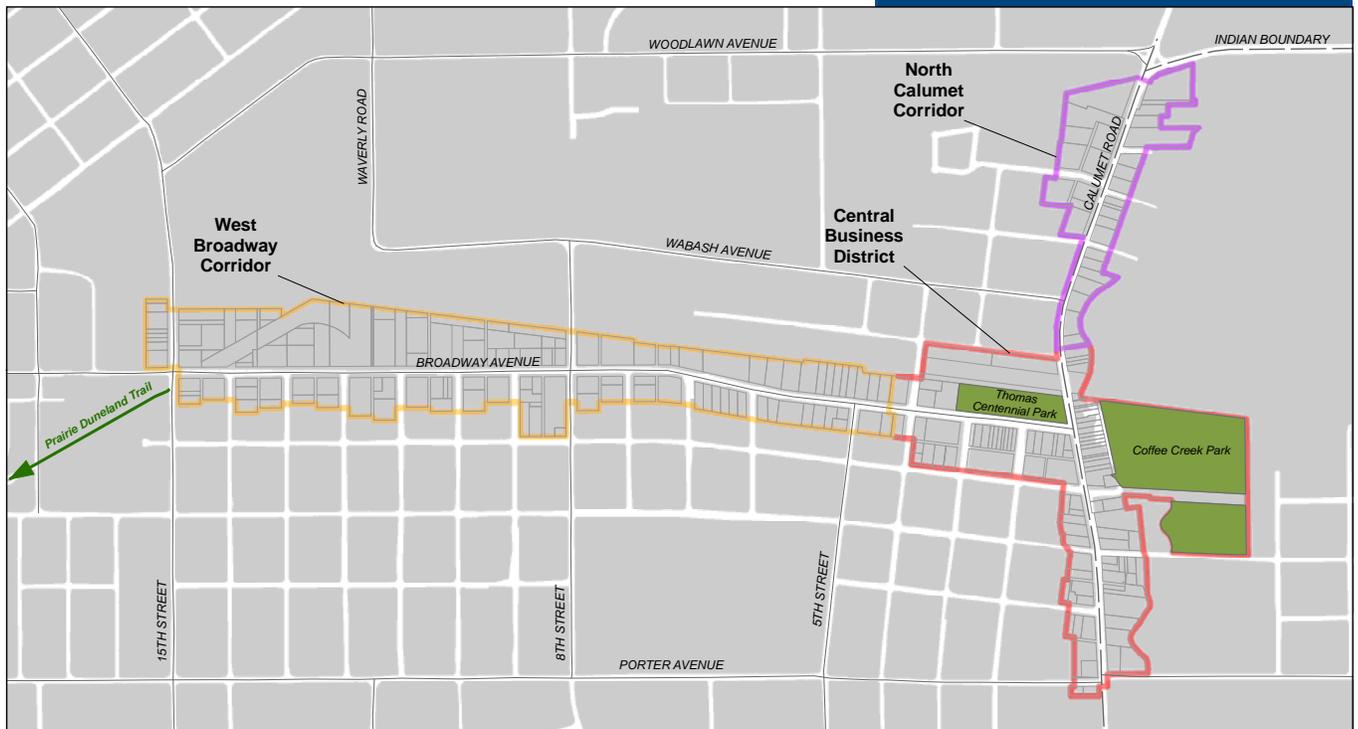
Existing Parking Map

The Parking Map identifies dedicated off-street parking areas in the district. The Map illustrates that off-street parking is available throughout the district. Looking forward, reconfigured parking areas complimented by wayfinding signage should be designed to meet the future needs of downtown Chesterton businesses and civic uses.



Existing Thoroughfares

The Thoroughfares Map illustrates the roadway system and alternative transportation system that supports downtown Chesterton.



Legend

- Minor Arterial Roadway
- Collector
- Parks

Future Downtown Chesterton Plan

The Downtown Chesterton District includes three sub-districts including: the Central Business District, the North Calumet Corridor, and the West Broadway Corridor.

Central Business District

The Central Business District will continue to be the community center—the area that symbolizes Chesterton. The Plan enhances the traditional grid roadway system characterized by urban block lengths, ample on-street parking, off-street parking areas located behind buildings, other off-street parking areas designed to strengthen the street, alleys that provide for delivery access and civic spaces that provide venues for community festivals and events.

North Calumet Corridor

The North Calumet Corridor serves as a gateway to the Central Business District. The corridor is envisioned to be a refined, urban corridor, with curbs, sidewalks, decorative streetlamps, street trees and manicured parkways. The Plan encourages the continued use of the intersection of Indian Boundary and Calumet Road as a gateway. Wayfinding signage and complimentary landscaping should be maintained and enhanced. Business owners along the corridor should continue to maintain properties. When improvement plans are presented to the community, improvements should be consistent with the design guidelines presented in this section. The corridor will soon be home to the Dunes Kankakee Trail. During the planning of the trail, it is important to consider adjacent businesses, potential impacts and work closely together to find a mutually-beneficial solution.

West Broadway Corridor

The West Broadway Corridor serves a secondary gateway to the Central Business District. Like the Calumet Road Corridor, the corridor is envisioned to be a refined, urban corridor, with curbs, sidewalks, decorative streetlamps, street trees and manicured parkways.

The intersection of Broadway and 15th Street will transform from an auto-oriented intersection to an intersection that must account for the recreational trail user. The intersection will soon



be the junction of the Prairie Duneland Trail and the Brickyard Trail. The construction of a new municipal complex at the northeast corner of Broadway and 15th Street will provide an opportunity to frame the intersection and welcome trail users to the community. The Plan recommends an extension of the Prairie Duneland Trail east to Thomas Centennial Park to link to the soon to be constructed Dunes Kankakee Trail. While the Plan shows the use of abandoned railroad right-of-way for the trail extension the town is encouraged to explore integrating the trail into the Broadway right-of-way.

Downtown Plan Recommendations

- Downtown Chesterton Redevelopment Plan – Inventory of Vacant Buildings and Infill Sites
- Intersection Improvement – Broadway and Calumet
- Coffee Creek Park Master Plan
- Conduct parking study and develop parking plan
- Construct municipal boulevard at 15th and Broadway



Central Business District Sub-Area Plan



Narratives for Downtown

Urban Design Elements

The following are design elements that will be used to guide downtown Chesterton's growth and redevelopment. These guidelines should be used to make sure that any new development in Chesterton's downtown will be of high quality architectural style as well as fit into the downtown context.

Building Massing and Height

Building massing and height guidelines establish a pattern of building types and sizes that together form a unifying aesthetic and pedestrian-friendly environment. All new buildings should be appropriately scaled in relation to this built and natural context and follow this same pattern.

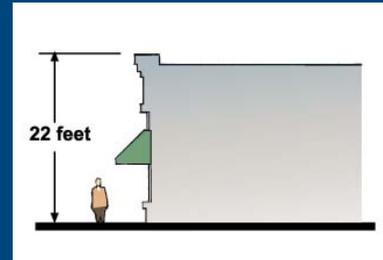
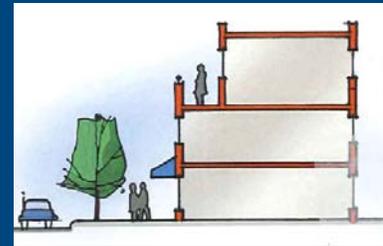


Illustration of single story building height proportion.

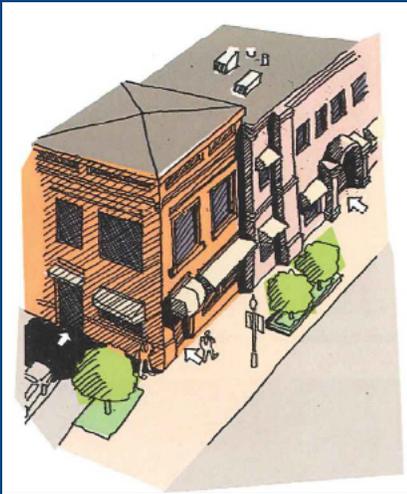


Multiple story buildings downtown can have second story setbacks to create balcony opportunities for mixed use residential.

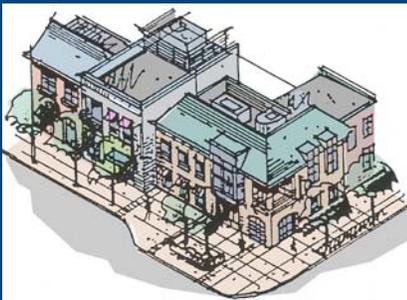


Example of massing in mixed use development with residential on top. Tower, MN.

Building Facades



Main building entries should always face the street.



Example of how facade architecture can be used to screen unsightly roof-top equipment.

Facade elements should be consistent with the design story of downtown Chesterton. Architectural elements such as awnings, balconies, entries, and signage should work together to create an architecturally welcoming environment that tells the story of downtown Chesterton.

Facades are comprised of the businesses which make up Chesterton's downtown. Because of this, buildings' main entries should face the street and secondary entrances can lead to rear parking.

Fenestration of the street facing side of buildings is highly encouraged. Enhancing the visibility of business interiors from the street will create window shopping opportunities and help draw customers inside.

Building materials should include high quality durable materials such as brick and stone.

Colors of building facades do not need to match each other but should compliment and not contrast the surrounding buildings.

Roofs should be designed to screen visually distracting roof top elements from pedestrians below

Awnings

Awnings should be encouraged as a contributing element to tell the downtown Chesterton story as well as reduce glare and conserve energy. They also allow for an opportunity to add accent colors to building facades.

Instead of vinyl or metal awnings, canvas or fabric awnings should be used. This will create a warmer more organic feel to the business entrances. Awnings should be consistent with the existing architectural style of the buildings.

In order to provide glare reducing benefits without obstructing pedestrian views or paths, all awnings shall not extend beyond three feet of the facade and should measure at least seven feet from the awning bottom to the sidewalk.

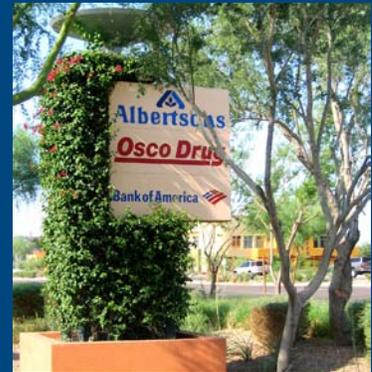
Signage

High quality signage should be used to reinforce Chesterton's unique downtown theme.

Signage should be part of the architectural design, not a distraction to it.

They should be comprised of like or complimenting materials that tie them into the building style as an architectural design element.

Signs should also be somewhat consistent with one another. Signs do not necessarily have to match but downtown districts can use consistent sign styles to define their unique architectural style. Similarly, signs within the same building or in close proximity should not contrast each other.



A tasteful example of combined signage for downtown squares.



Consistent awnings and street lights work together to create a distinctive architectural style.
Aspen, CO



Signage should take advantage of quality building materials that match the architectural style such as this wrought iron sign.

Appendix D



Business owners can help maintain downtown planters that help the aesthetic of their businesses.



Outdoor planters add color and character to downtown streets.



Street lighting and hanging flower baskets can contribute to Chesterton's downtown aesthetic.

Appendix D

Street Plantings

To ensure an attractive and high-quality year round environment for residents and visitors street plantings should be incorporated and maintained in Chesterton's downtown. These plantings will help to mitigate negative impacts of development while providing a chance to add color to Chesterton's downtown.

Hanging perennial flower baskets, raised planter beds, sidewalk landscaping, and stormwater management planting areas are all types of street plantings that can be incorporated into the urban landscape.

Street Lighting

Street lighting should be considered as a way to not only illuminate pedestrian ways, but as a chance to unify downtown districts through similar urban design elements.

Light distribution shall be proficient enough to allow for pedestrian safety but not create light pollution. Glare reduction and light overspill should be mitigated through screening, light placement, and foot candle choices.

Light fixtures should compliment Chesterton's small town feel and architectural style.

Street furniture/Seating

Semi-public or private areas for people to sit outdoors and be served food and beverages.

Seasonal, moveable barriers such as lightweight decorative metal fence or railing systems or permanently defined with low planters or screen walls.

Seating should be aesthetically pleasing and of high quality. These elements should function as an integral part of downtown Chesterton's urban design theme.



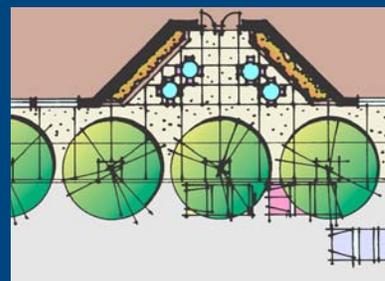
Example of tasteful newspaper boxes that blend with urban design style. Chicago, IL



Example of cluttered newspaper boxes. Seattle, WA

Newspaper dispensers located on sidewalks help to keep downtown streets active. To make sure that they do not compromise the visual quality of Chesterton's downtown vision, design guidelines need to be followed when allowing such furnishings. An assortment of various shaped and colored newspaper boxes can create a hodgepodge and cluttered look. To avoid this, standard, stationary newspaper dispenser receptacles should be designed by the town and rented to the individual newspaper distributors.

As illustrated in the above photo to the left, a single newspaper dispenser, designed to match the architectural style of its surroundings, is used to dispense a variety of different newspapers, each commissioning its own drawer from the entire unit. This provides a much cleaner, more consistent streetscape element.



Sample plan view of how infill areas can be used to create space for outdoor dining furniture and additional street seating.



Wide sidewalks with street seating encourage walking alongside store fronts and can create shopping opportunities.

Appendix D



Arcades and awnings make downtown sidewalks an inviting break from the sun or rain.



Infill areas can be used as shaded pathways to rear parking.

Sidewalks

Wherever possible, sidewalks should be wide enough to allow for outdoor dining.

Contain decorative paving such as brick pavers or decorative concrete.

Should function as the arteries for downtown street life. Accordingly they should be designed and furnished in a way that encourages walking and leads pedestrians through the destinations of downtown.

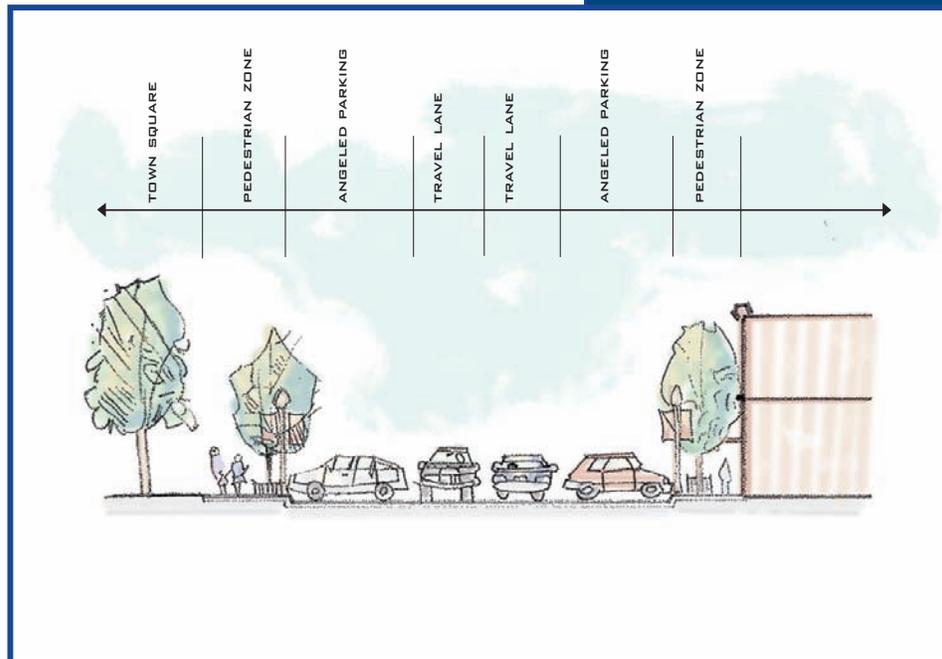
Private Pathways and Streetscape

Alternative transportation such as walking, biking, and public transit use, will be encouraged through facilitating these modes of transportation through urban design elements and concepts.

The street grid should be extended and maintained wherever possible. All street frontages should provide continuous sidewalks. Sidewalks that are lighted should extend between building entrances and rear or side parking lots.

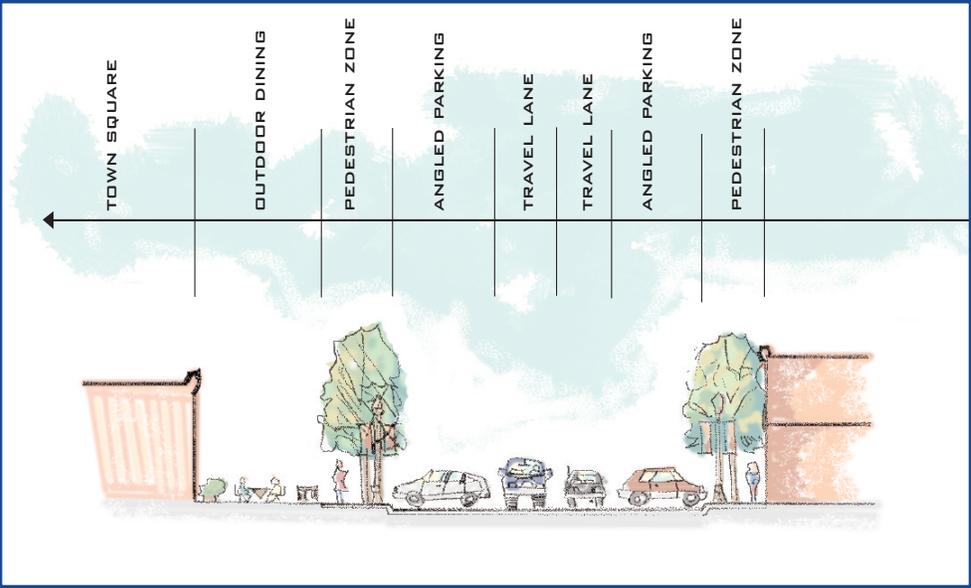
Commercial developments should provide bicycle stands in a convenient, visible, and preferably sheltered location.

Proposed Downtown Streetscape Sections

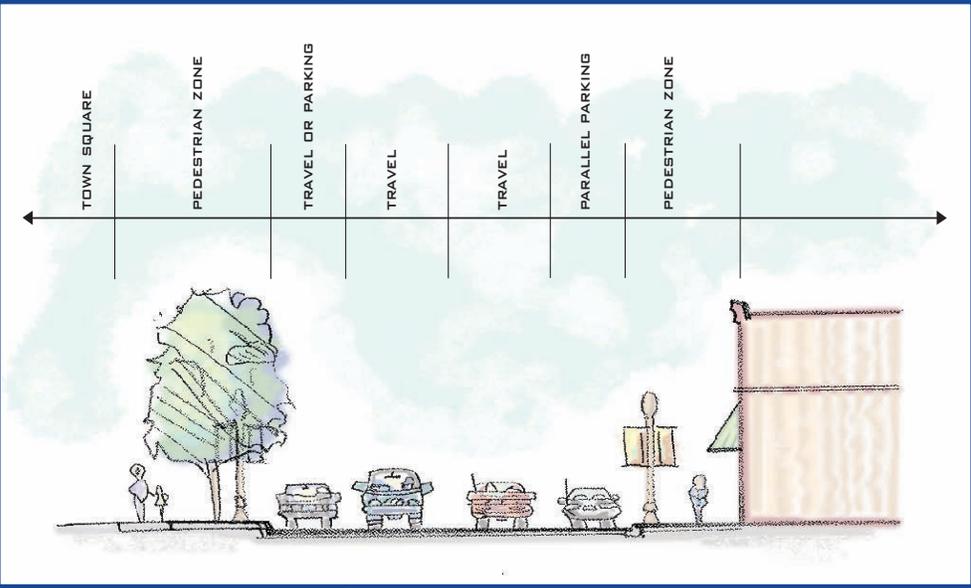


Broadway (looking east)

Appendix D: Downtown Chesterton Master Plan



2nd Street (looking north)

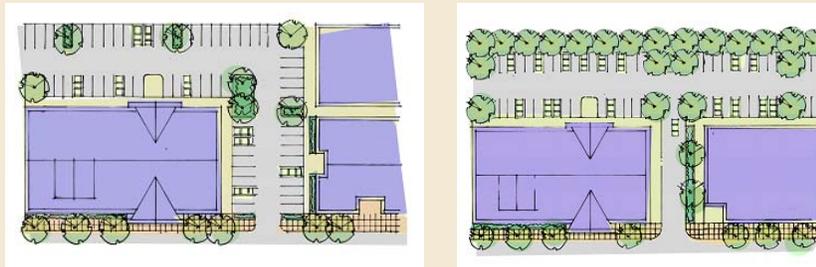


Calumet Road (looking north)

Parking

Adding parking does not necessarily mean adding multi-story structures or vast asphalt lots. Additional parking can be created through planning innovative parking scenarios that take advantage of already available space. Available parking can also be improved through better signage and linked destinations. By improving the walkways that link available parking to desired sites, pedestrians are more willing to walk farther from parking spaces because the distance appears shorter and more convenient.

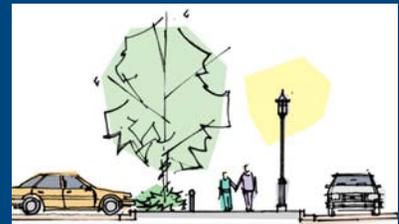
Parking lots can be screened using landscaping to minimize their negative visual impacts. Landscaping can also be used to mitigate negative environmental impacts of parking lots. Bioswales and other such stormwater management elements should be incorporated into the landscape design of all parking lots. Similarly, paving materials used for these lots should be permeable to reduce stormwater pollution and maximize water absorption and filtration.



Above are two typical parking scenarios for rear parking in a downtown area. Lots can take advantage of infill areas to create pedestrian access ways. Landscaping should be used for screening and also to provide shade for cars.



Example of bioswale landscaping in parking lot. Bozeman, MT

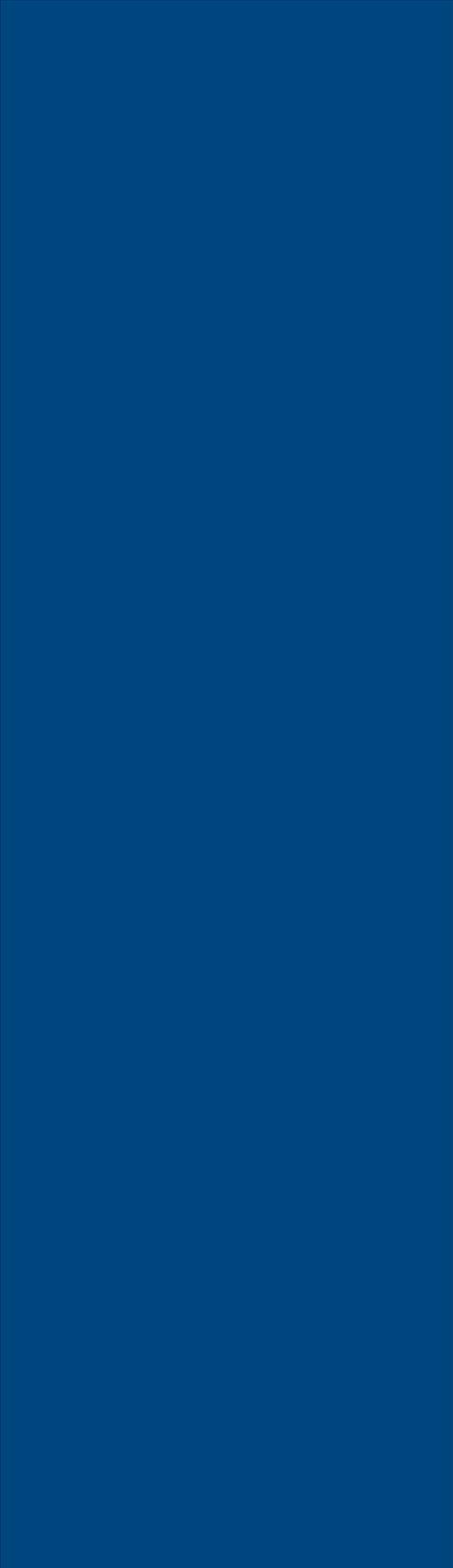


Streetside parking can create a buffer between pedestrians and vehicular traffic.



Landscaping should be used to help screen parking lots in urban areas.

Appendix E: Maps





Appendix E

