



TOWN OF MUNSTER **2009 COMPREHENSIVE PLAN UPDATE**

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CONSULTANT TEAM:

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WITH
LINDEN GROUP, INC.,
AND
ROBINSON ENGINEERING**



G I N K G O

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MIXED USE DEVELOPMENT AT THE HEART OF TOWN

ROWHOUSES / TOWNHOMES/ BROWNSTONES ALONG THE STREET



TOWN OF MUNSTER 2009 COMPREHENSIVE PLAN UPDATE



THIS IS A LONG TERM PLAN TO GUIDE THE FUTURE GROWTH OF THE TOWN OF MUNSTER.

THE PLAN WILL ADDRESS:

1. A LONG TERM VISION FOR THE TOWN

2. FRAMEWORK PLANS

- ROADWAY FRAMEWORK
- TRANSIT AND TRAIN STATION LOCATIONS
- OPEN SPACE / NATURAL RESOURCES
- BIKE PATHS AND TRAILS
- LAND USE AND DENSITY

3. REVITALIZATION OPPORTUNITIES

- NORTHWEST DISTRICT
- LAKE BUSINESS CENTER
- RIDGE ROAD
- CALUMET AVE
- MAIN STREET PARCEL

4. IMPLEMENTATION

- PRIORITY PROJECTS
- LONG TERM PROJECTS



This is not just an update to the existing Comprehensive Plan.

This is an opportunity to strengthen Munster's position as a premier community in Northwest Indiana and the Chicagoland Region.

REGIONAL POPULATION SHIFTS

- 1. COMMUNITIES TO THE NORTH OF MUNSTER ARE LOSING POPULATION**
- 2. COMMUNITIES TO THE SOUTH ARE EXPERIENCING SIGNIFICANT POPULATION GAIN**
- 3. NO LOSS IN POPULATION IN MUNSTER AS OF 2007**

A GEOGRAPHIC SHIFT

After two decades of dramatic decline, predominantly in Lake County, the 1990s and 2000s saw Northwest Indiana's population increase. According to the latest U.S. Census Bureau estimates, the regional population hit an all time high of 762,469 in 2007. The overall growth figure, however, tells only one side of our story. The other side is the striking reality of the population shift: In the past 20 years, Lake County grew by about 16 thousand people, but the population is still 60 thousand less than its 1970 peak. During the same time period, Porter County grew steadily, nearly doubling its population. LaPorte County, on the other hand, has hit a plateau with population today only slightly higher than 1980. Additionally, the latest estimates show a slowdown in Porter County and a slight loss in LaPorte County. People are returning to Northwest Indiana, but not to the same places they left.

TEXT ABOVE AND MAPS BELOW FROM "WHERE WE STAND: A SNAPSHOT OF NORTHWEST INDIANA" PREPARED BY THE NORTHWESTERN INDIANA REGIONAL PLANNING COMMISSION, SEPTEMBER 2008

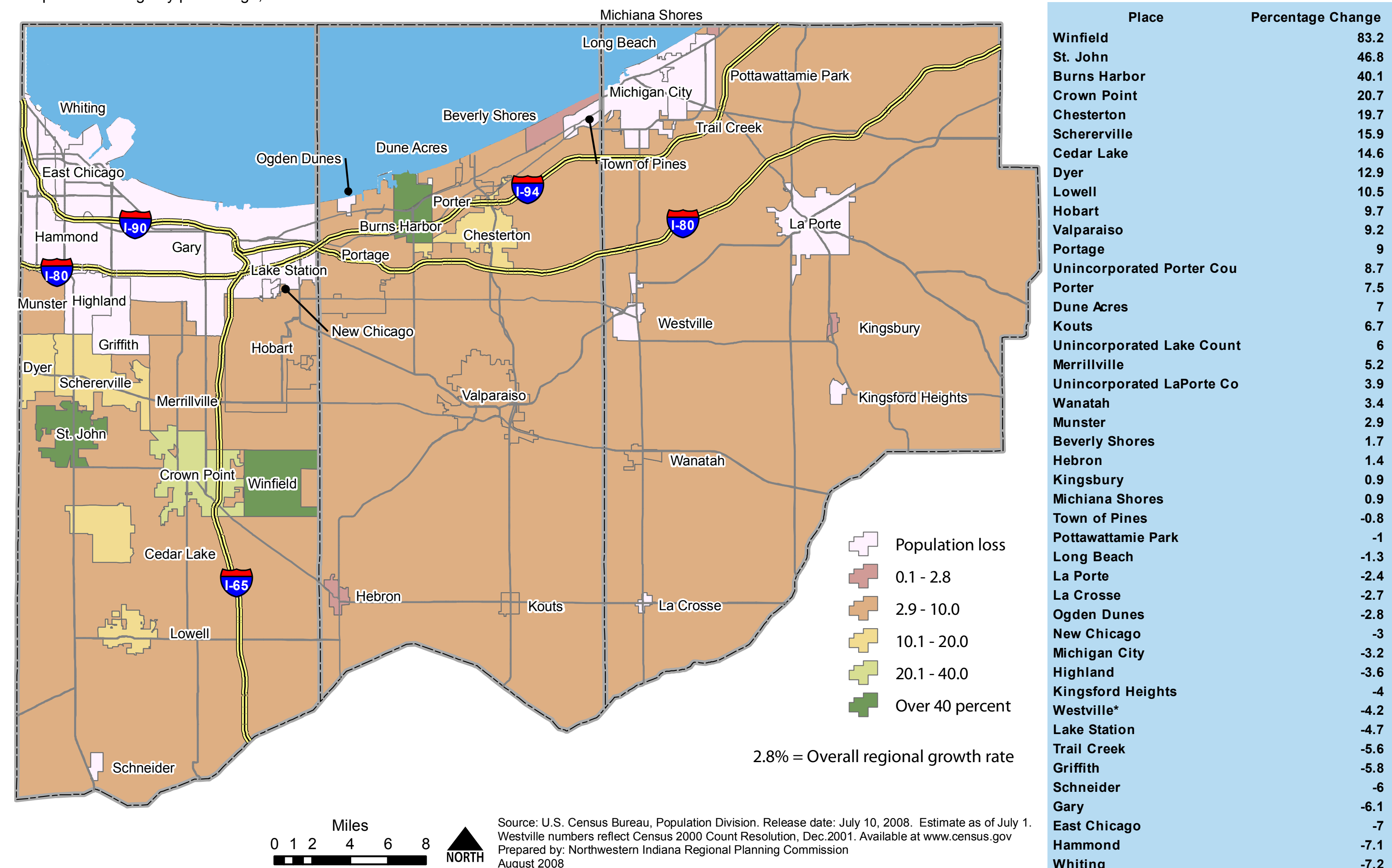
MUNSTER IS A MATURE COMMUNITY OF 7.6 SQ MILES AND OVER 24,000 PEOPLE. AS THE REGION CONTINUES TO GROW AT A RAPID PACE TO THE SOUTH, IT IS TIME FOR THE TOWN TO ASK:

HOW CAN MUNSTER REMAIN COMPETITIVE AS A PREMIER NORTHWEST COMMUNITY IN THE 21ST CENTURY?

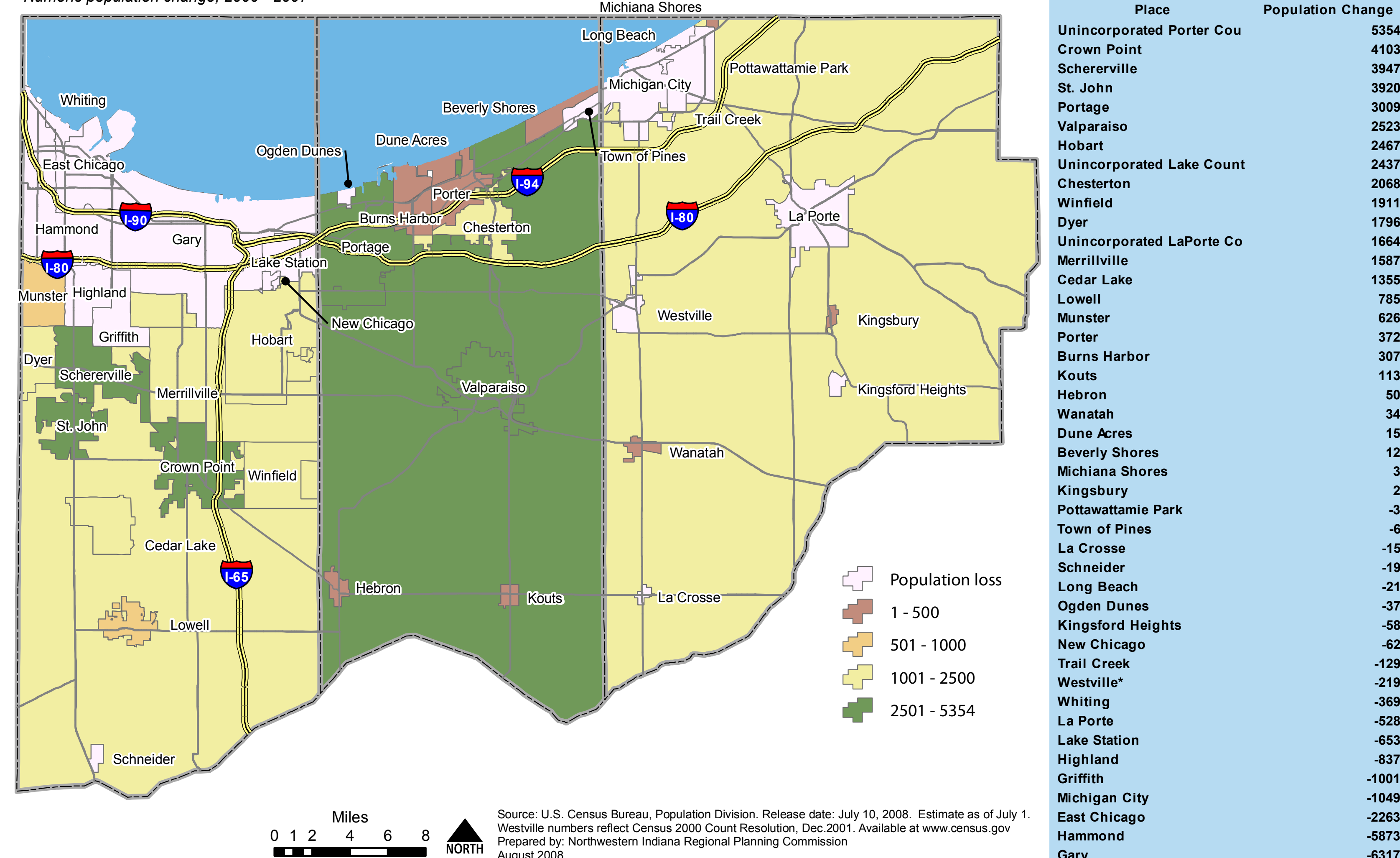
HOW MUCH POPULATION GROWTH IS APPROPRIATE FOR MUNSTER'S FUTURE?

WHERE CAN FUTURE GROWTH BE LOCATED WHEN THE TOWN IS MOSTLY BUILT UP?

Where are we growing?:
Population change by percentage, 2000 - 2007



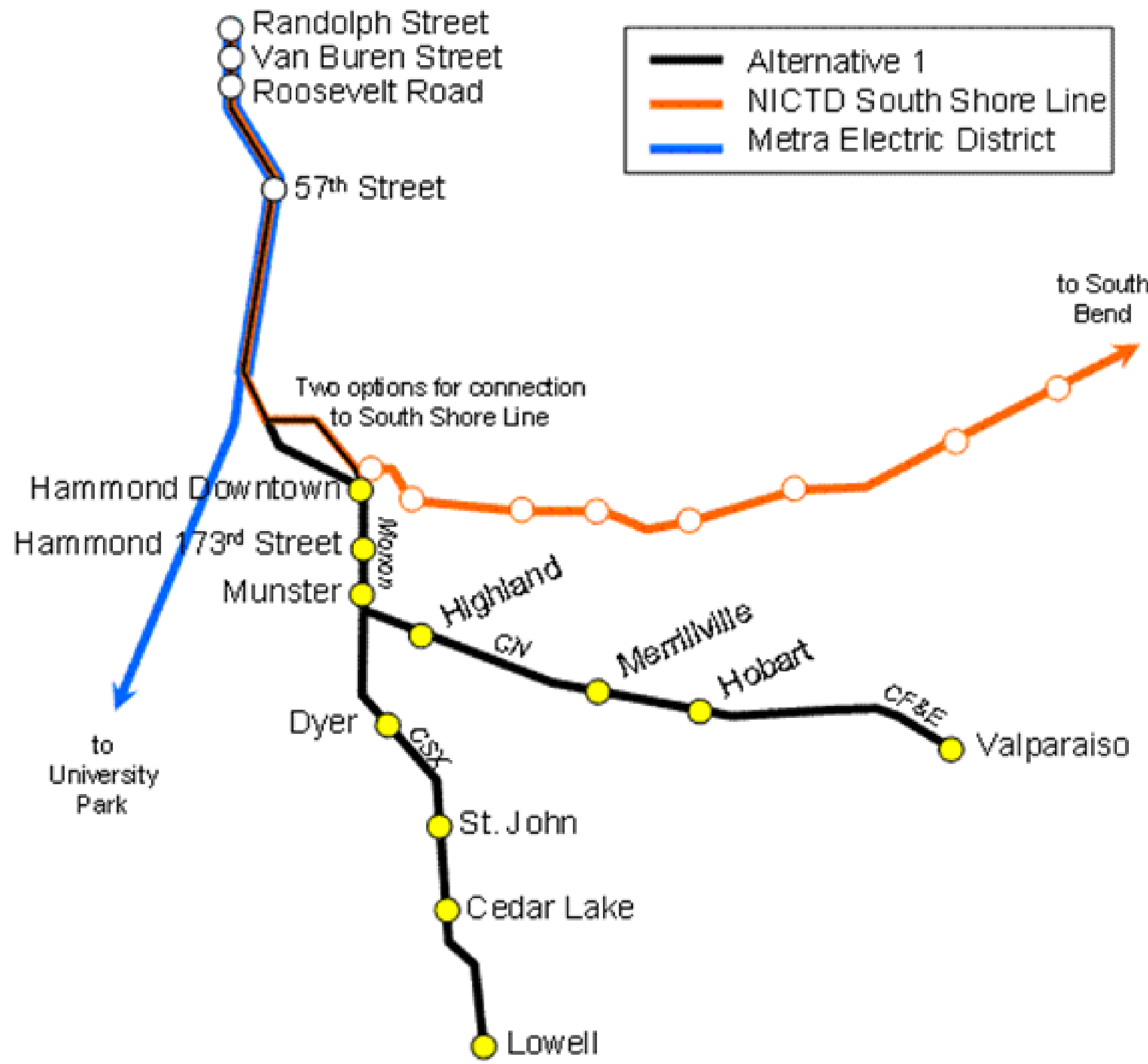
Where are we growing?:
Numeric population change, 2000 - 2007



REGIONAL COMMUTER RAIL OPPORTUNITIES

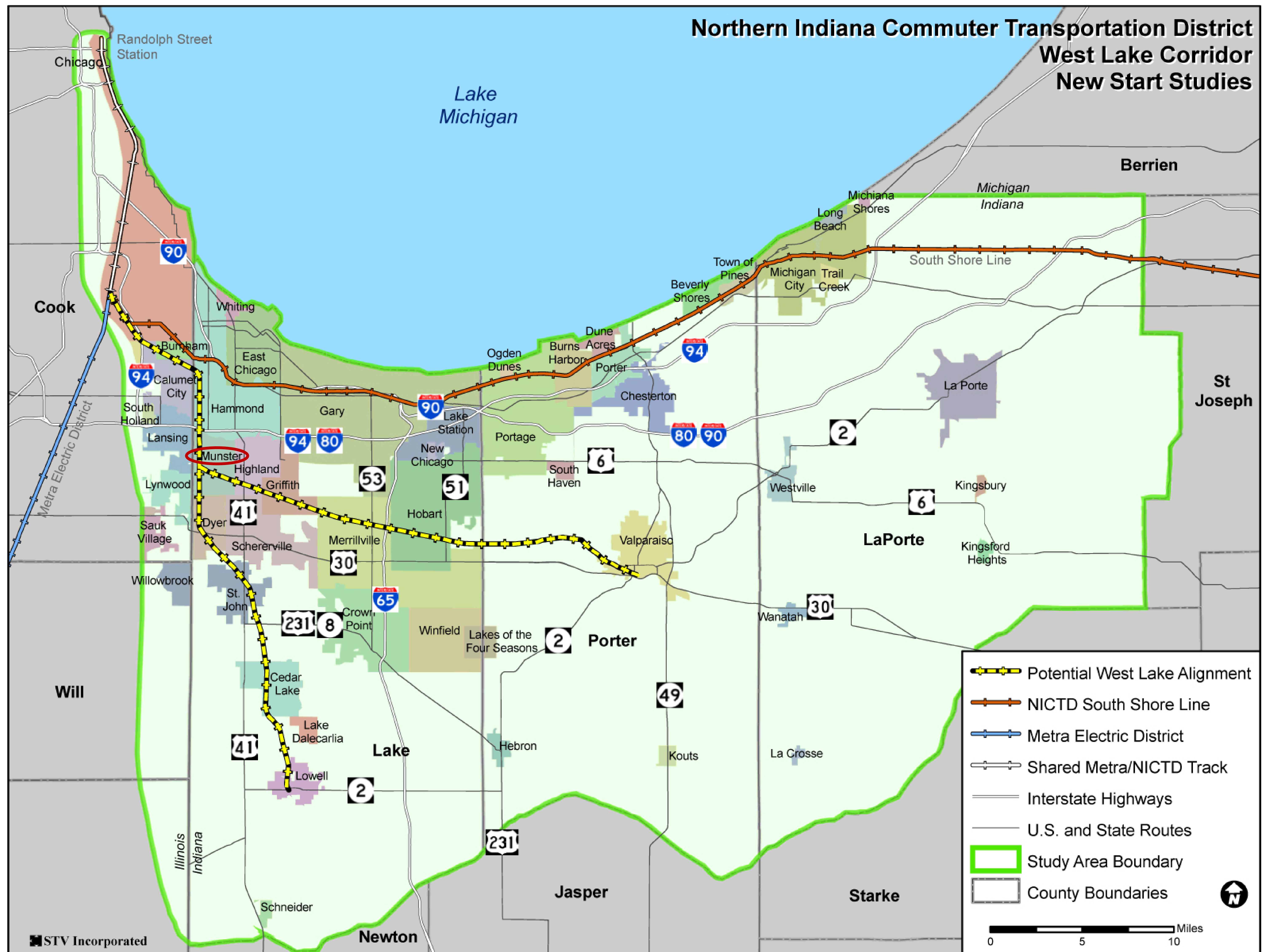
MUNSTER CAN BE A MAJOR TRAIN STOP IN THE POTENTIAL PREFERRED ALIGNMENT FROM LOWELL TO DOWNTOWN CHICAGO.

THIS COMPREHENSIVE PLAN EFFORT IS A GREAT OPPORTUNITY TO PLAN FOR THE FUTURE STATION LOCATION



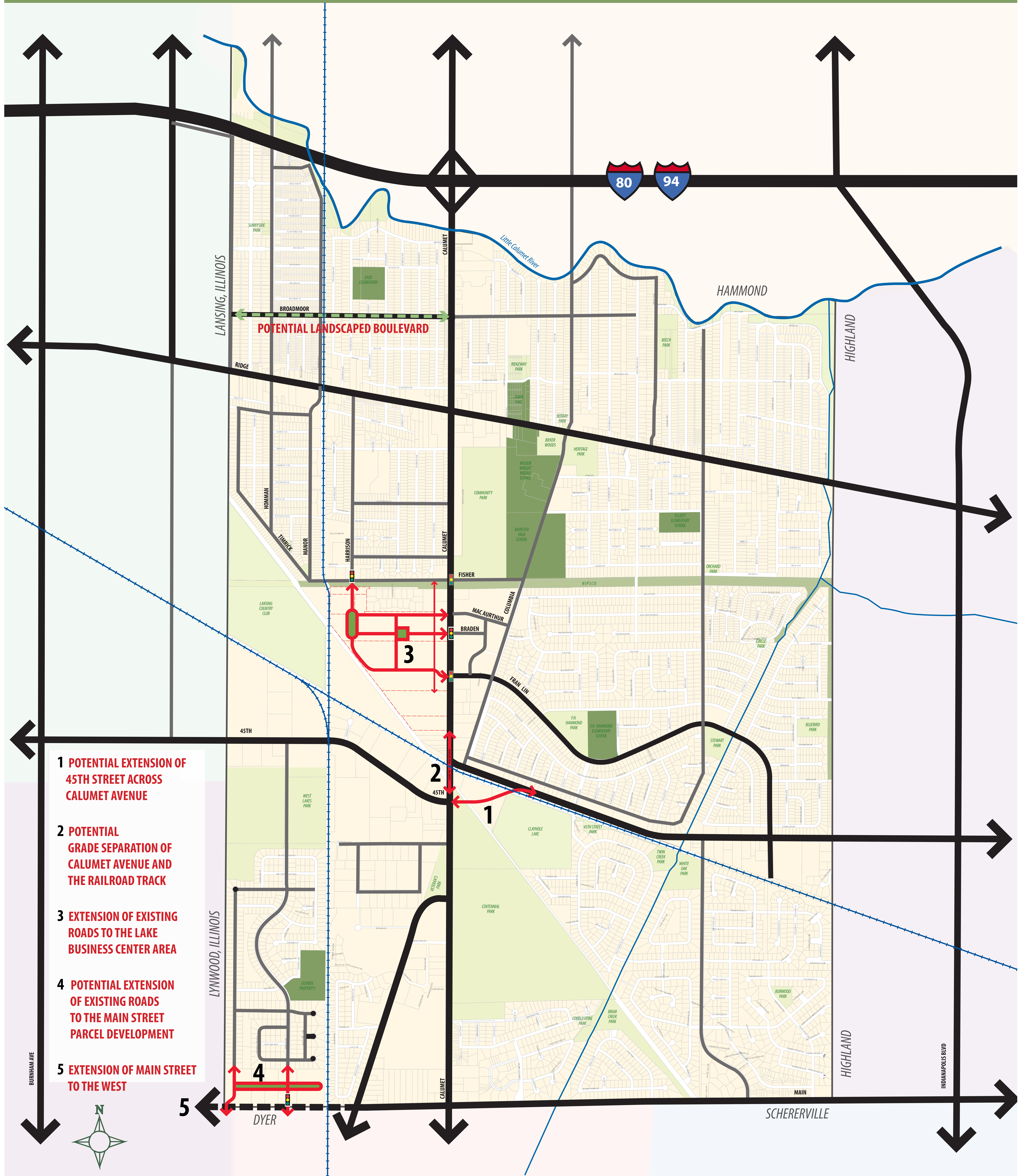
New potential stations along the 45.8 mile line to Lowell:

- Lowell
- Cedar Lake
- St. John
- Dyer
- Munster**
- Hammond



MAPS SOURCE: NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT (NICTD)

ROADWAY FRAMEWORK PLAN






OPEN SPACE FRAMEWORK PLAN

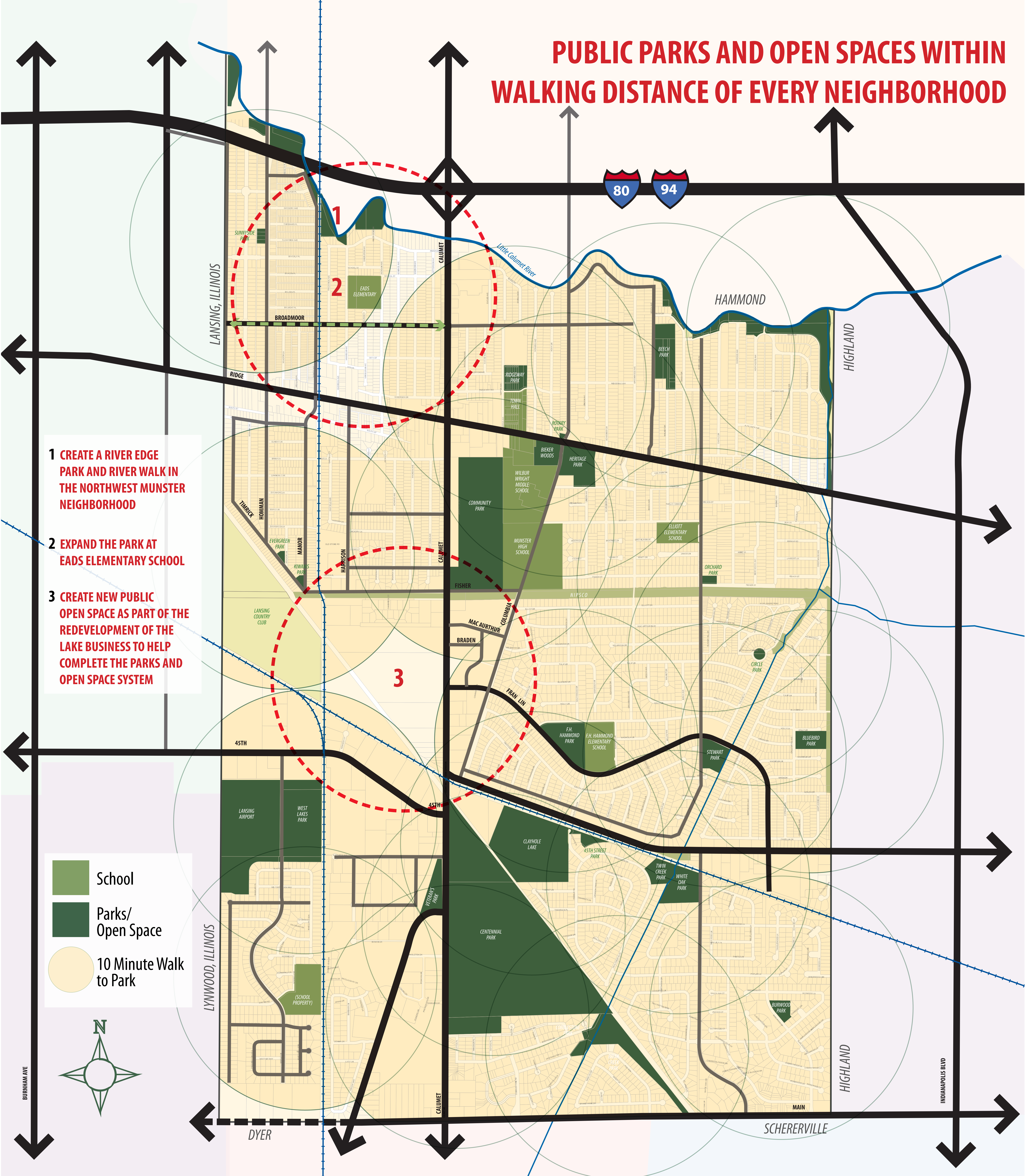
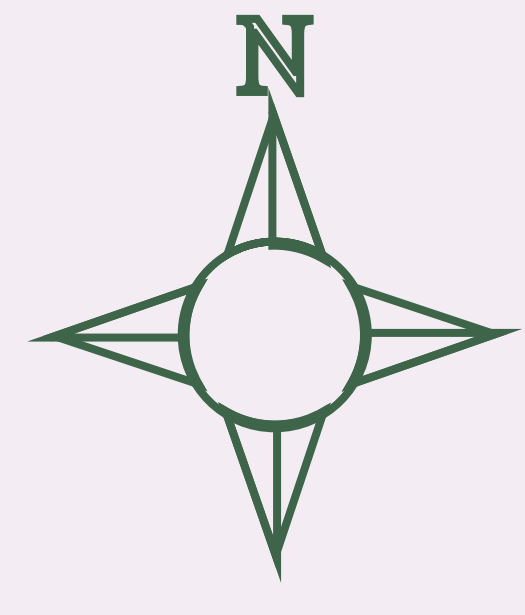
PUBLIC PARKS AND OPEN SPACES WITHIN WALKING DISTANCE OF EVERY NEIGHBORHOOD

1 CREATE A RIVER EDGE PARK AND RIVER WALK IN THE NORTHWEST MUNSTER NEIGHBORHOOD

2 EXPAND THE PARK AT EADS ELEMENTARY SCHOOL

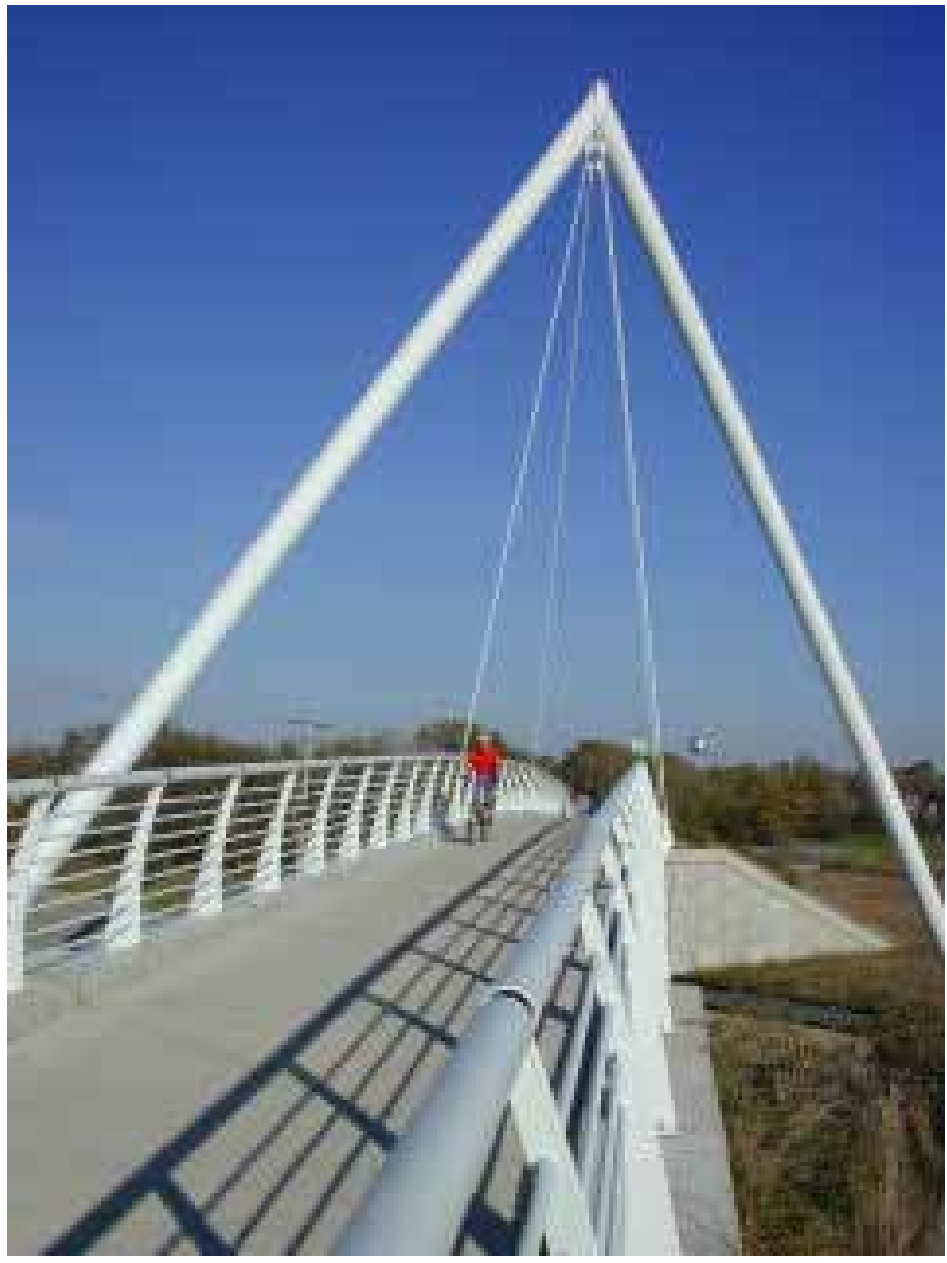
3 CREATE NEW PUBLIC OPEN SPACE AS PART OF THE REDEVELOPMENT OF THE LAKE BUSINESS TO HELP COMPLETE THE PARKS AND OPEN SPACE SYSTEM

-  School
-  Parks/ Open Space
-  10 Minute Walk to Park



TRAIL FRAMEWORK PLAN





BRIDGES AND UNDERPASSES CAN ELIMINATE BARRIERS SUCH AS MAJOR ROADS, CREEKS AND RAIL ROADS

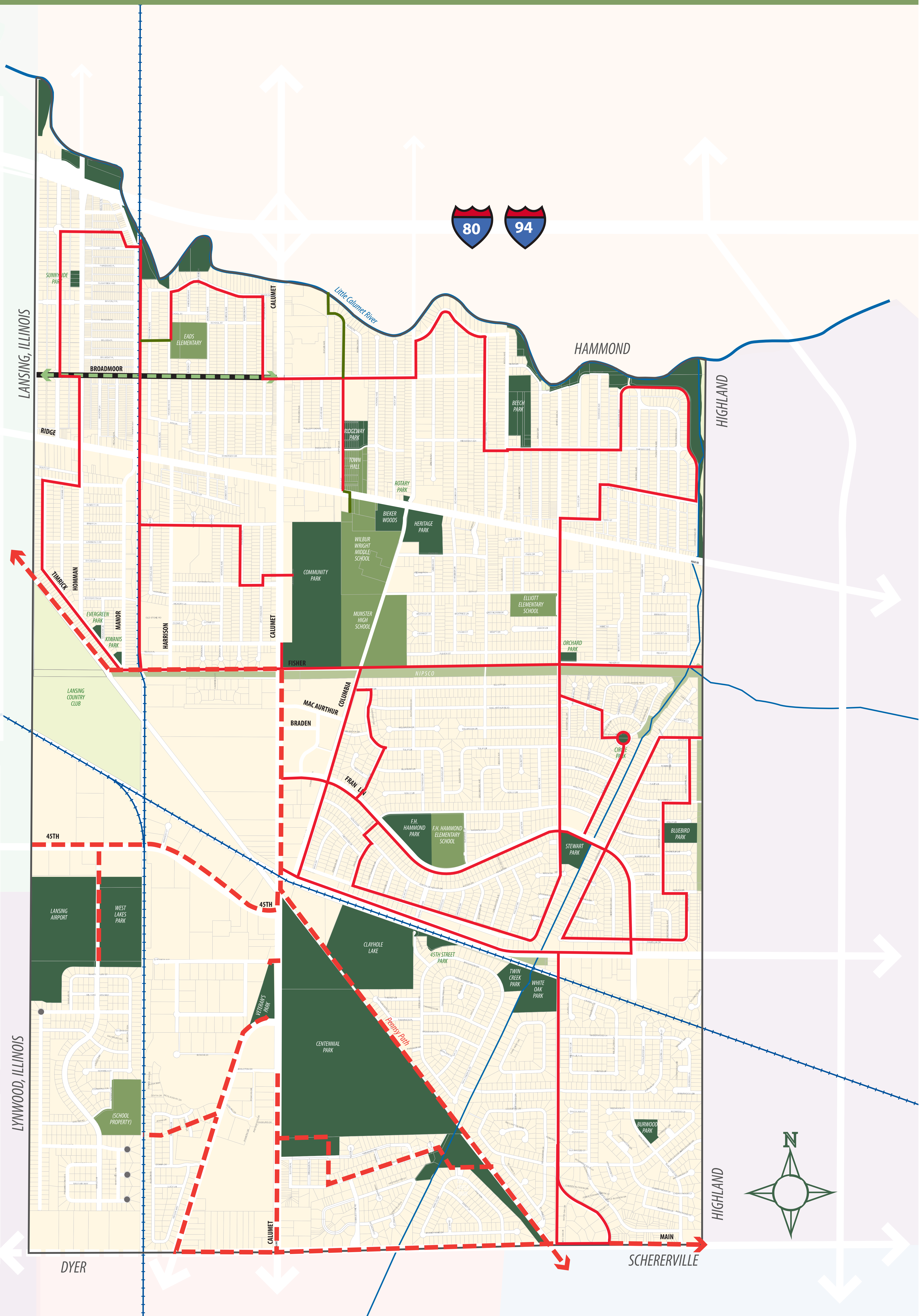


Penny Path

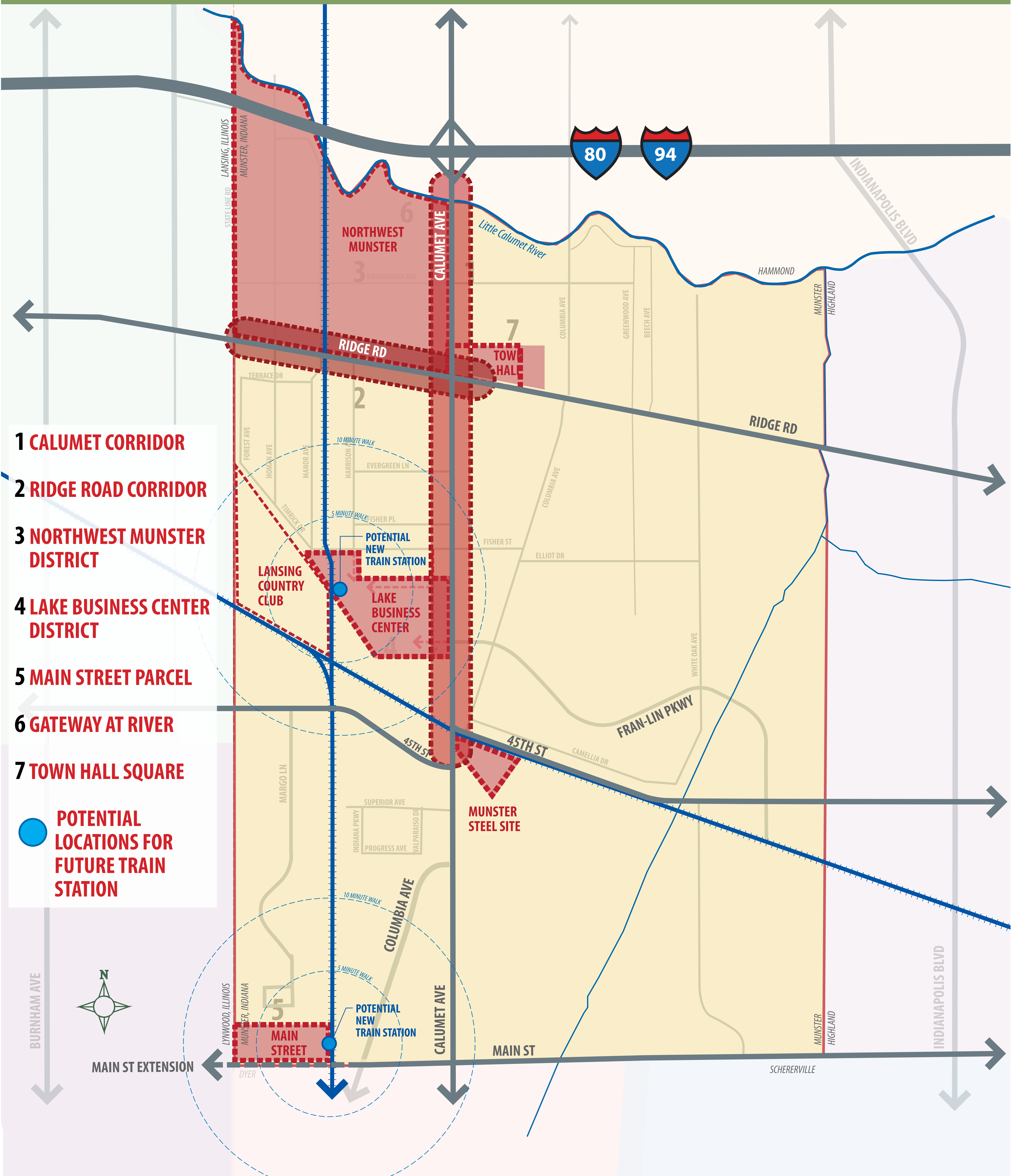
The long-awaited Penny Path construction has begun. The portion of this regional path currently underway runs from Main Street to Calumet Avenue along the old Penn-Central (Con-Rail) right of way. It is a 10-foot wide asphalt path and includes a new wooden bridge to cross the Hart Ditch. As it travel through Centennial Park the path will leave the old rail right of way and wind around the edge of the golf course providing bikers with an attractive view of the park. The extension of this path from Calumet Avenue to Stateline is planned for construction in 2010. Part of the path has already been installed in Lansing, and plans are now being developed in Schererville, St John, and Crown Point to continue it further south.

The project is being funded by a grant from the Indiana Department of Natural Resources

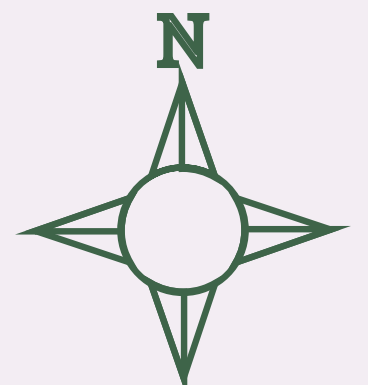
-  School
-  Parks/ Open Space
-  Existing Bike Trail
-  Future Bike Trail



REVITALIZATION OPPORTUNITIES



- 1 CALUMET CORRIDOR**
 - 2 RIDGE ROAD CORRIDOR**
 - 3 NORTHWEST MUNSTER DISTRICT**
 - 4 LAKE BUSINESS CENTER DISTRICT**
 - 5 MAIN STREET PARCEL**
 - 6 GATEWAY AT RIVER**
 - 7 TOWN HALL SQUARE**
- POTENTIAL LOCATIONS FOR FUTURE TRAIN STATION**



POTENTIAL TRAIN STATION LOCATIONS

POTENTIAL STATION LOCATIONS

1 LAKE BUSINESS CENTER PARCEL

2 MAIN STREET PARCEL

TRAIN STATION SELECTION CRITERIA

- AVAILABLE ACREAGE
- EXISTING USE
- OWNERSHIP
- EXPANSION OPPORTUNITIES
- SITE CONDITIONS
- ACCESS AND TRAFFIC
- POTENTIAL LAND USE AND DEVELOPMENT OPPORTUNITIES
- NICTD REQUIREMENTS
- ROLE OF A TRAIN STATION

ECONOMIC ENGINE FOR INVESTMENT & REDEVELOPMENT

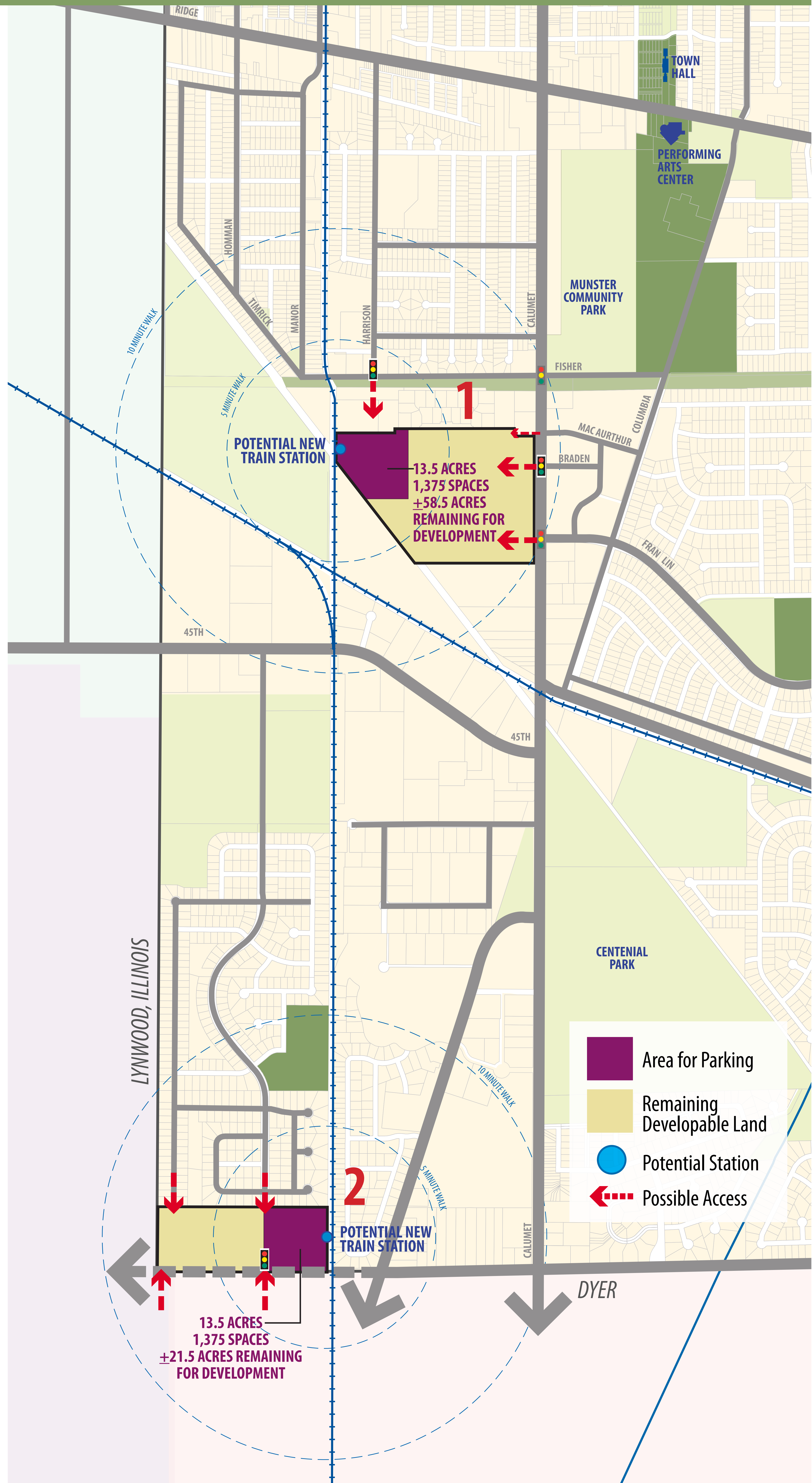
ANCHORS A CIVIC CORE, NEIGHBORHOOD OR SHOPPING AND COMMERCIAL DISTRICT

FOCAL POINT OF PUBLIC OPEN SPACE

ENTRY TO THE TOWN

IDENTITY

TRANSIT HUB



STATION LOCATION COMPARISON

	LAKE BUSINESS CENTER ± 72 ACRES	MAIN STREET PARCEL ± 35 ACRES
1. AVAILABLE ACREAGE	WAREHOUSE / DISTRIBUTION	GREEN FIELD
2. EXISTING USE	SINGLE OWNER	SINGLE OWNER
3. OWNERSHIP	POSSIBLE LANSING C.C.	AREA OF SUBDIVISION
4. EXPANSION OPPORTUNITIES		
5. SITE CONDITIONS		
• DEMOLITION	YES	NO
• REMEDIATION	NO	NO
• FLOOD PLAIN	TBD	NO
• WETLAND	ISOLATED, SMALL	NO
• EASEMENTS	NO	NO
6. ACCESS AND TRAFFIC	FROM CALUMET AND FISHER	FROM EXTENDED MAIN STREET
7. POTENTIAL LAND USE AND DEVELOPMENT OPPORTUNITIES	RETAIL, OFFICE, HOTEL, HIGHER DENSITY HOUSING	RETAIL, LOWER DENSITY RESIDENTIAL
8. NICTD REQUIREMENTS		
PARKING (13.5AC)	13.5AC / 58.5AC	13.5 AC / 21.5AC
PLATFORM	YES	YES
RAIL YARD (20.5AC)	YES	NO

TRAIN STATION AS A FOCAL POINT OF A MIXED USE DISTRICT

OPPORTUNITIES

A NEW TRAIN STATION AS A SYMBOL OF MUNSTER

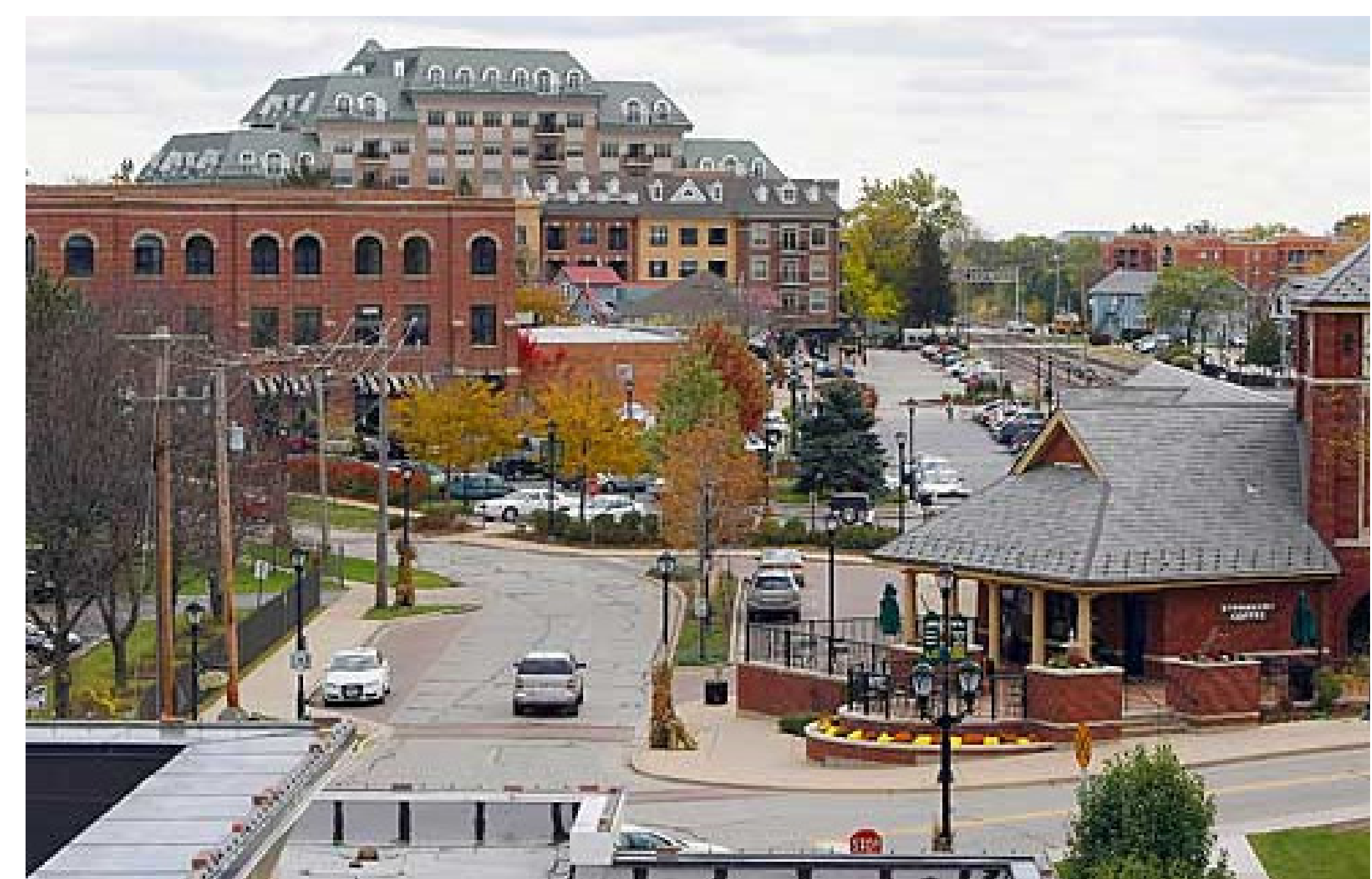
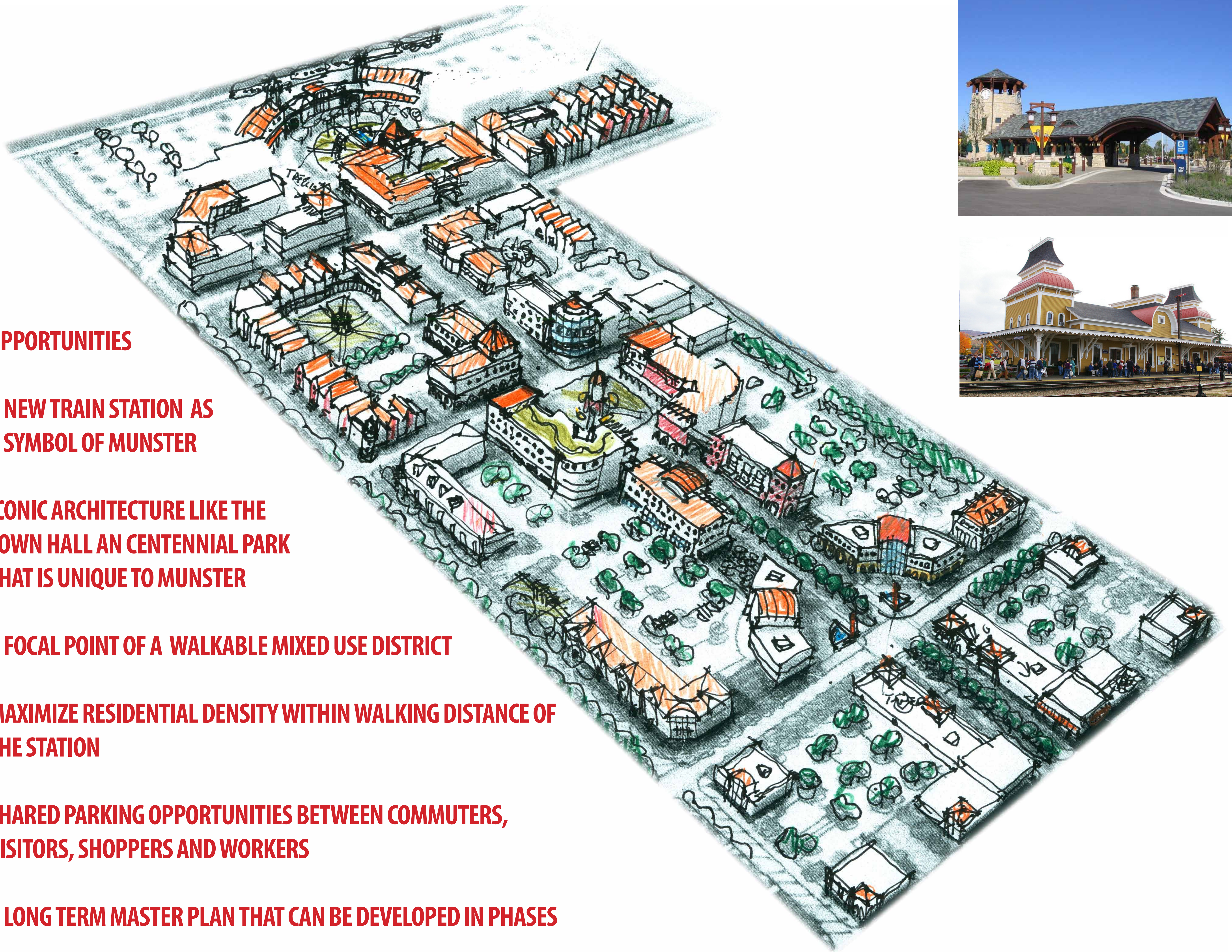
ICONIC ARCHITECTURE LIKE THE TOWN HALL AND CENTENNIAL PARK THAT IS UNIQUE TO MUNSTER

A FOCAL POINT OF A WALKABLE MIXED USE DISTRICT

MAXIMIZE RESIDENTIAL DENSITY WITHIN WALKING DISTANCE OF THE STATION

SHARED PARKING OPPORTUNITIES BETWEEN COMMUTERS, VISITORS, SHOPPERS AND WORKERS

A LONG TERM MASTER PLAN THAT CAN BE DEVELOPED IN PHASES



TOWN HALL AS A FOCAL POINT OF A REVITALIZED CIVIC CORE

LONG TERM OPPORTUNITIES TO REDEVELOP THE TOWN HALL AREA TO CREATE A WALKABLE DISTRICT WITH THE TOWN HALL AS A FOCAL POINT FROM CALUMET AVENUE

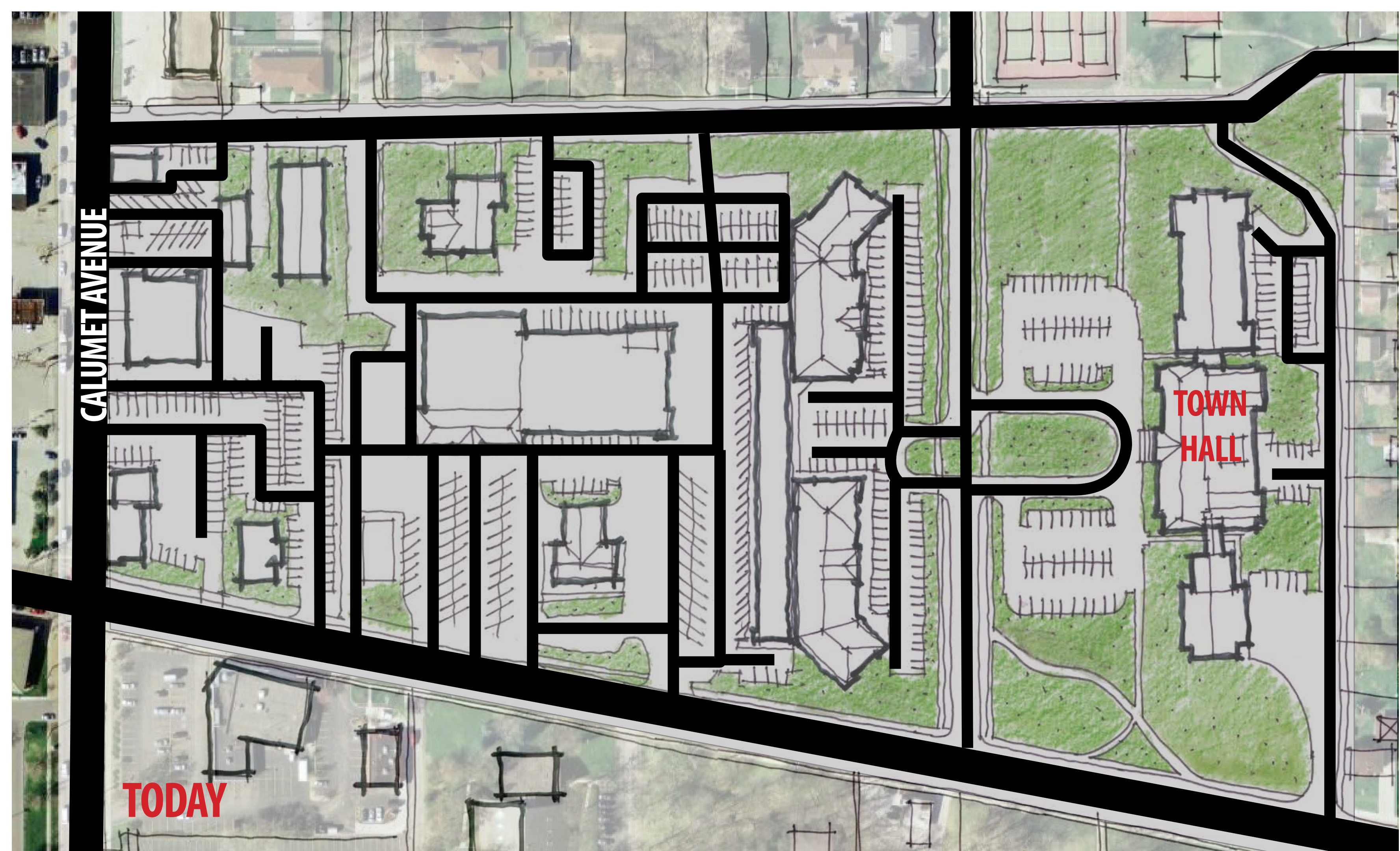


ISSUES

EXISTING CIRCULATION PATTERN IS CONFUSING AND INEFFICIENT

PARKING IS NOT WELL CONFIGURED

TOWN HALL HAS NO VISIBILITY FROM CALUMET AVENUE



OPPORTUNITIES

TOWN HALL AS A FOCAL POINT OF A VIEW CORRIDOR FROM CALUMET AVENUE

AN IMPROVED CIRCULATION AND SHARED PARKING SYSTEM TO SERVE ALL THE BUILDINGS

OPPORTUNITIES FOR NEW SMALL INFILL BUILDINGS THAT WORK WITH EXISTING STORES

A WALKABLE CORE CENTERED AROUND TOWN HALL



POTENTIAL LONG TERM OPPORTUNITIES

PUBLIC SQUARES AS FOCAL POINTS OF EACH DISTRICT

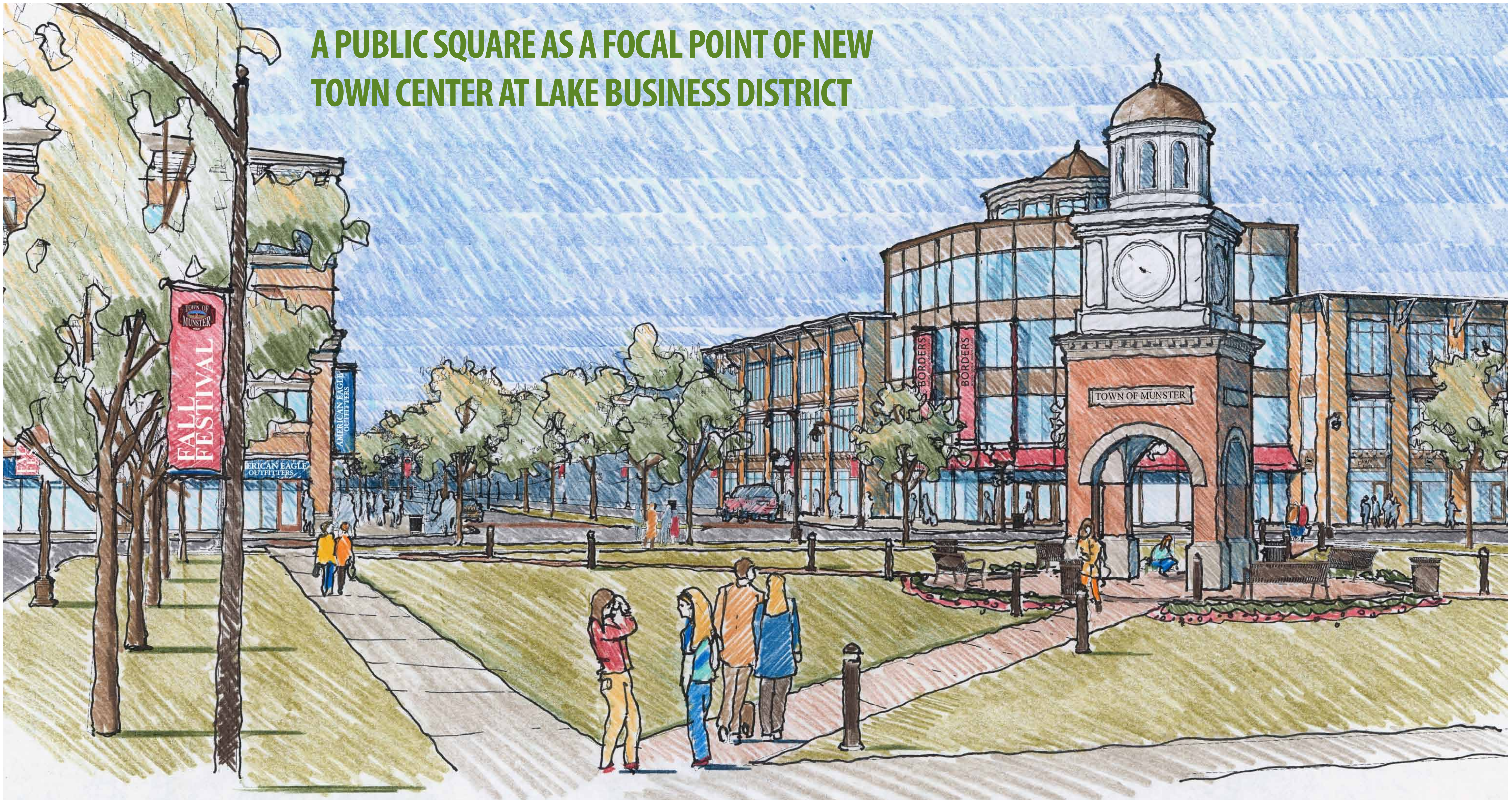
THE ORIGINAL PLAN FOR MUNSTER ENVISIONED A SERIES OF PUBLIC SQUARES AROUND WHICH THE TOWN COULD DEVELOP.

THIS COMPREHENSIVE PLAN EFFORT IS AN OPPORTUNITY TO BRING BACK THAT VISION.



PUBLIC SQUARES AS COMMUNITY GATHERING PLACES THAT CAN BE ACTIVE DURING THE DAYTIME AND THE EVENINGS

A PUBLIC SQUARE AS A FOCAL POINT OF NEW TOWN CENTER AT LAKE BUSINESS DISTRICT

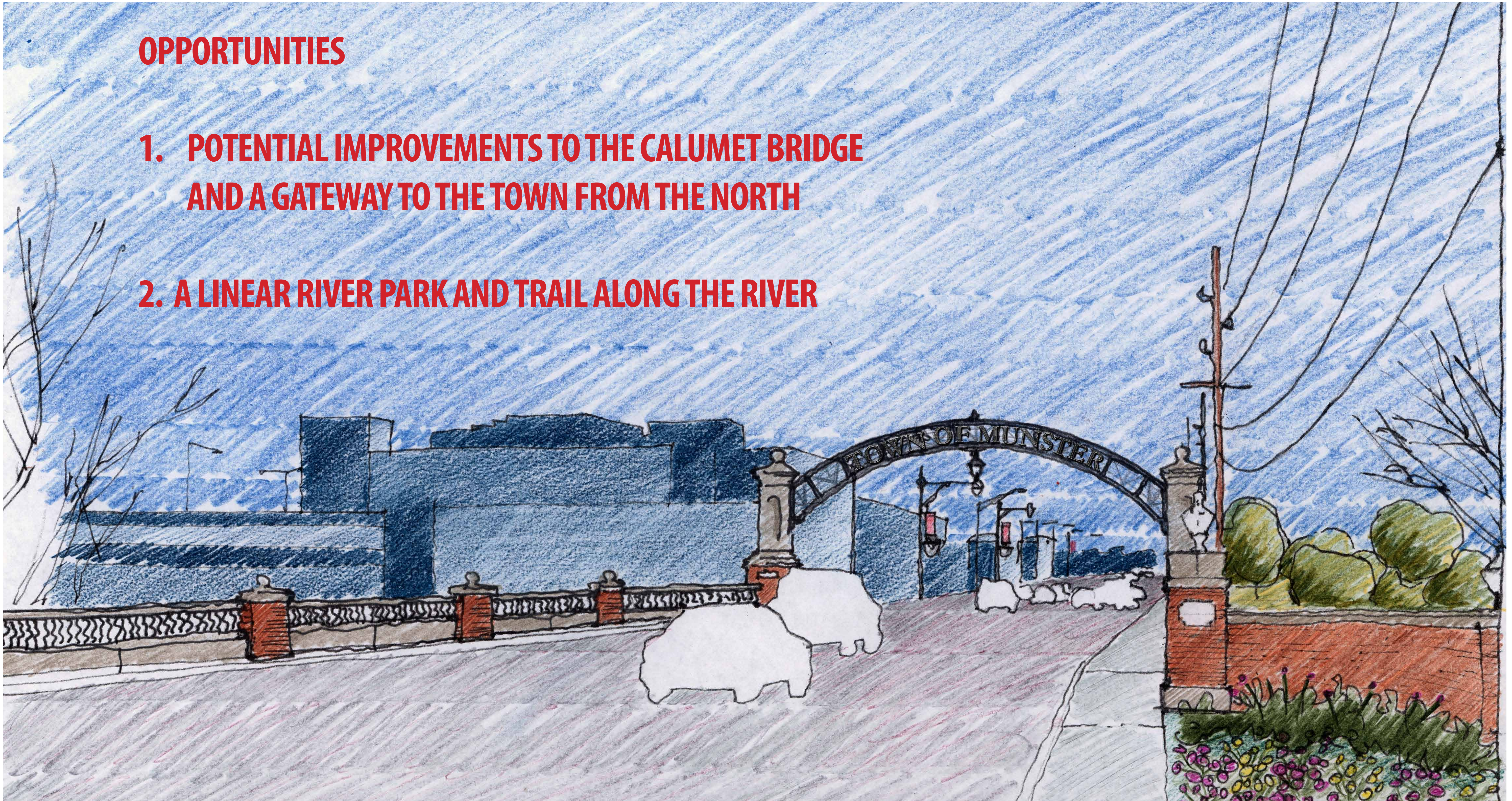


CREATE AN ATTRACTIVE NORTHERN GATEWAY TO THE TOWN

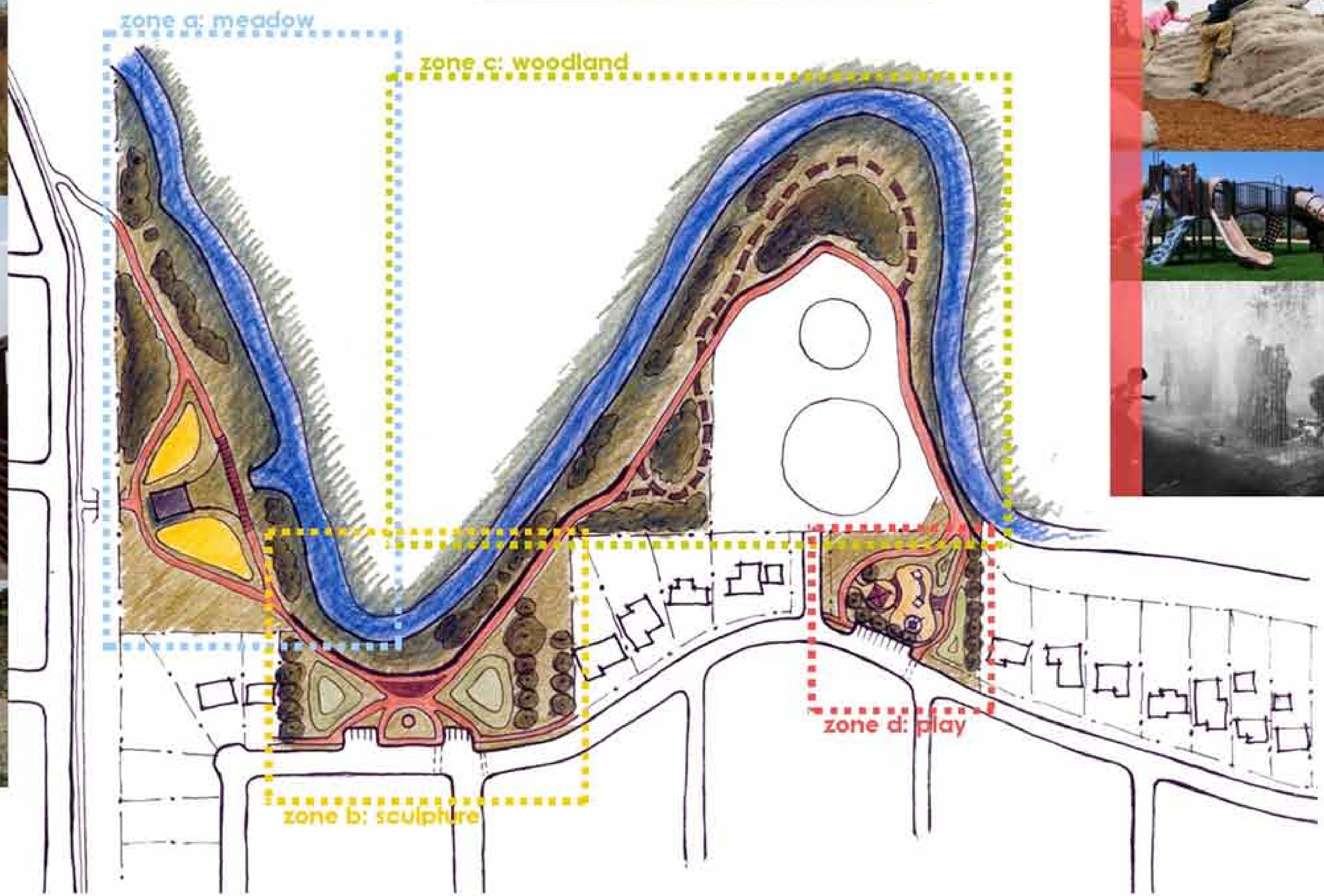


OPPORTUNITIES

- 1. POTENTIAL IMPROVEMENTS TO THE CALUMET BRIDGE AND A GATEWAY TO THE TOWN FROM THE NORTH**
- 2. A LINEAR RIVER PARK AND TRAIL ALONG THE RIVER**



A UNIQUE GATEWAY PARK ALONG THE LITTLE CALUMET RIVER



TRANSFORMING CALUMET AVENUE

CALUMET AVENUE TODAY: A TYPICAL AUTO ORIENTED ARTERIAL WITH LIMITED PEDESTRIAN APPEAL



LARGE EXPANSES OF PAVED AREAS



PARKING LOTS RIGHT ALONG THE SIDEWALK



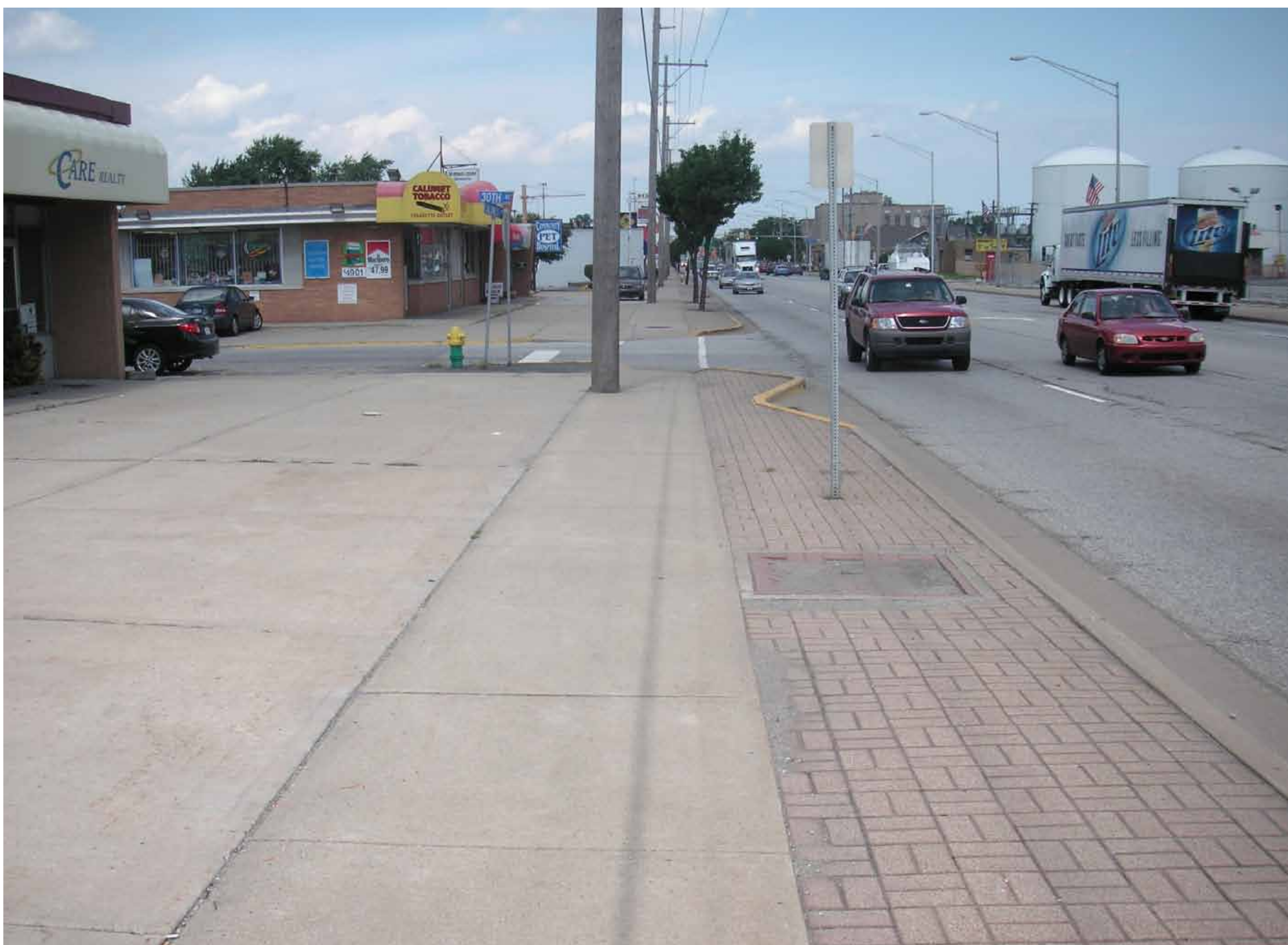
BLANK WALLS ALONG THE STREET



UNLIMITED CURBCUTS

POTENTIAL OPTIONS FOR LONG TERM TRANSFORMATION:

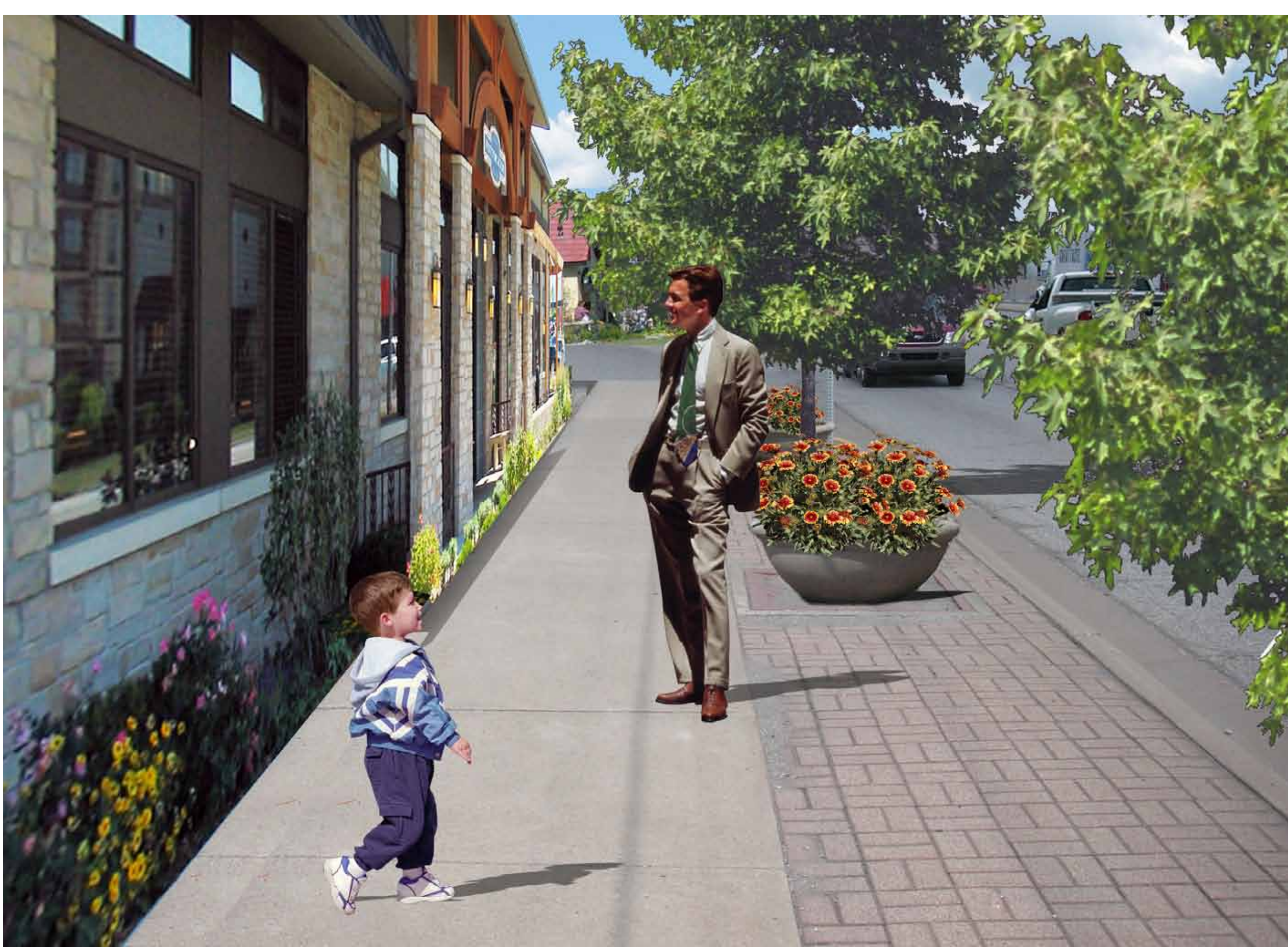
1. CONSOLIDATE CURBCUTS
2. PLACE BUILDINGS ALONG STREET, PARKING TO THE REAR
3. CREATE CONTINUOUS SIDEWALK AND LANDSCAPE ZONE



CALUMET AVENUE TODAY



CALUMET AND RIDGE INTERSECTION TODAY



POTENTIAL TRANSFORMATION



POTENTIAL TRANSFORMATION

BUILDINGS ALONG THE STREET WITH PARKING TO THE REAR

EXISTING CONDITIONS:
MANY BUILDINGS
BEHIND PARKING LOTS
ALONG THE STREET



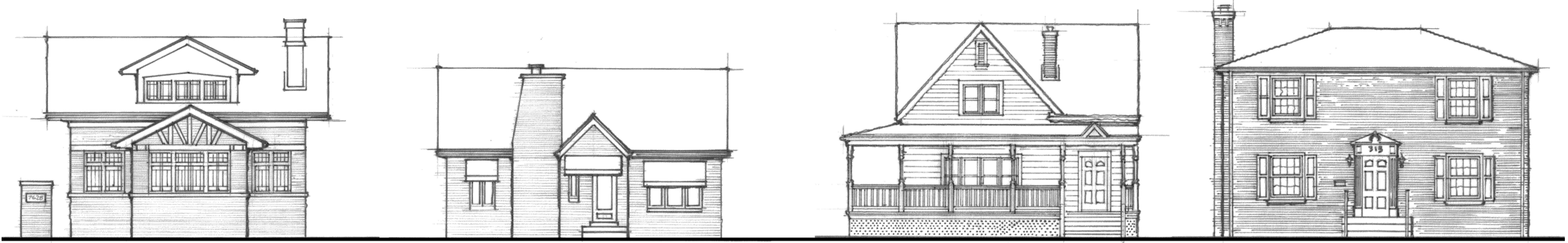
OPPORTUNITIES



BUILDINGS ALONG THE STREET ALLOW
ENTRANCES TO CONNECT DIRECTLY
TO THE SIDEWALK AND CREATE AN
ATTRACTIVE STREETWALL



NORTHWEST MUNSTER: A CLASSIC WALKABLE NEIGHBORHOOD

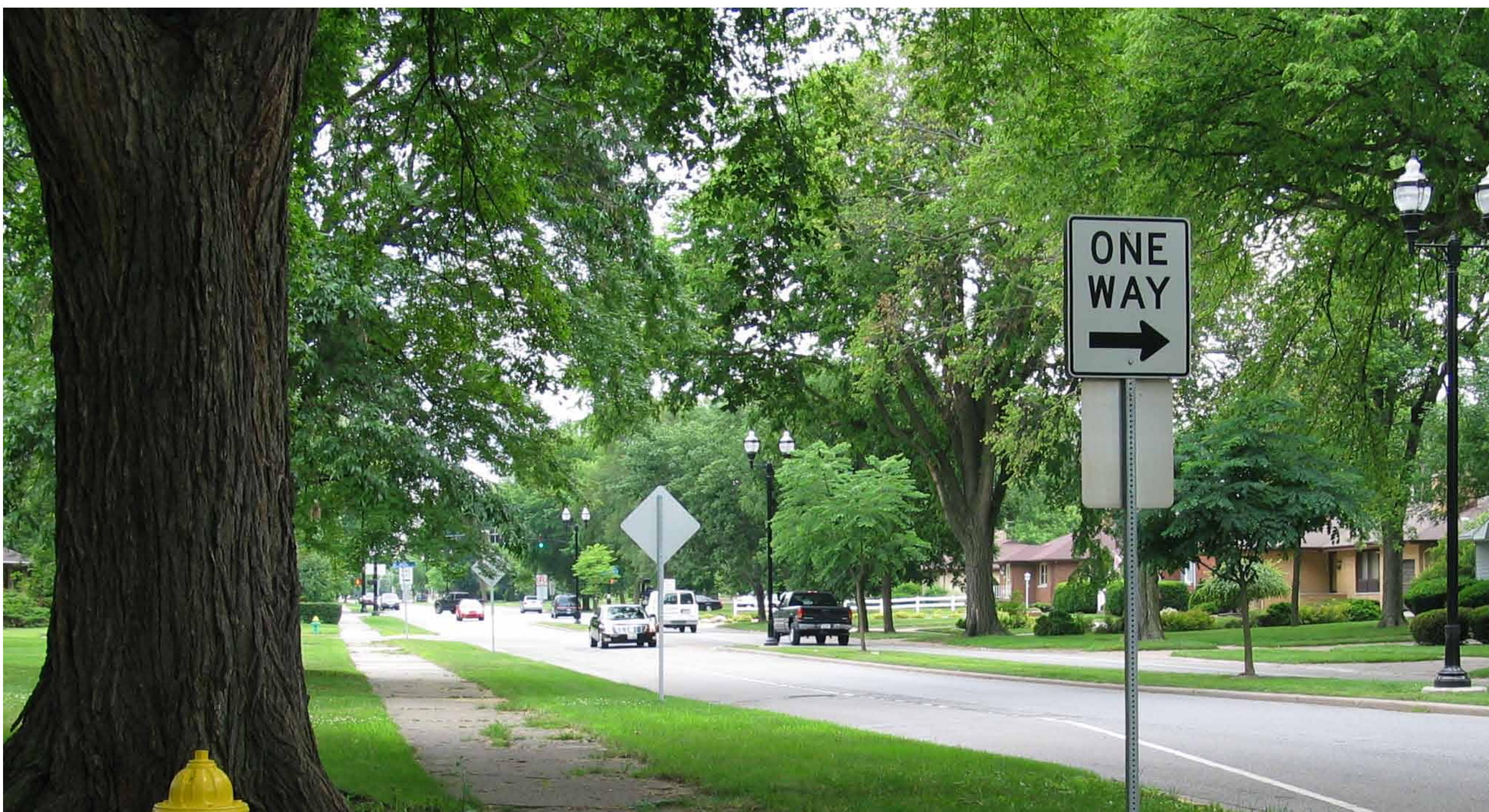


CLASSIC HOMES IN A VARIETY OF ARCHITECTURAL STYLES



OPPORTUNITIES

- NEW INFILL RESIDENTIAL DEVELOPMENT THAT RESPECTS THE SCALE AND CHARACTER OF THE EXISTING HOMES
- USE EXISTING ALLEYS TO ADD NEW REAR LOADED HOMES
- POTENTIAL TO ATTRACT ROW HOUSES OR BROWNSTONES ALONG THE MANOR STREET FACING THE TRAIL
- NEW TRAIL AND TUNNEL CONNECTION TO FUTURE RIVER PARK



PEDESTRIAN FRIENDLY STREETS AND BOULEVARDS WITH MATURE SHADE TREES

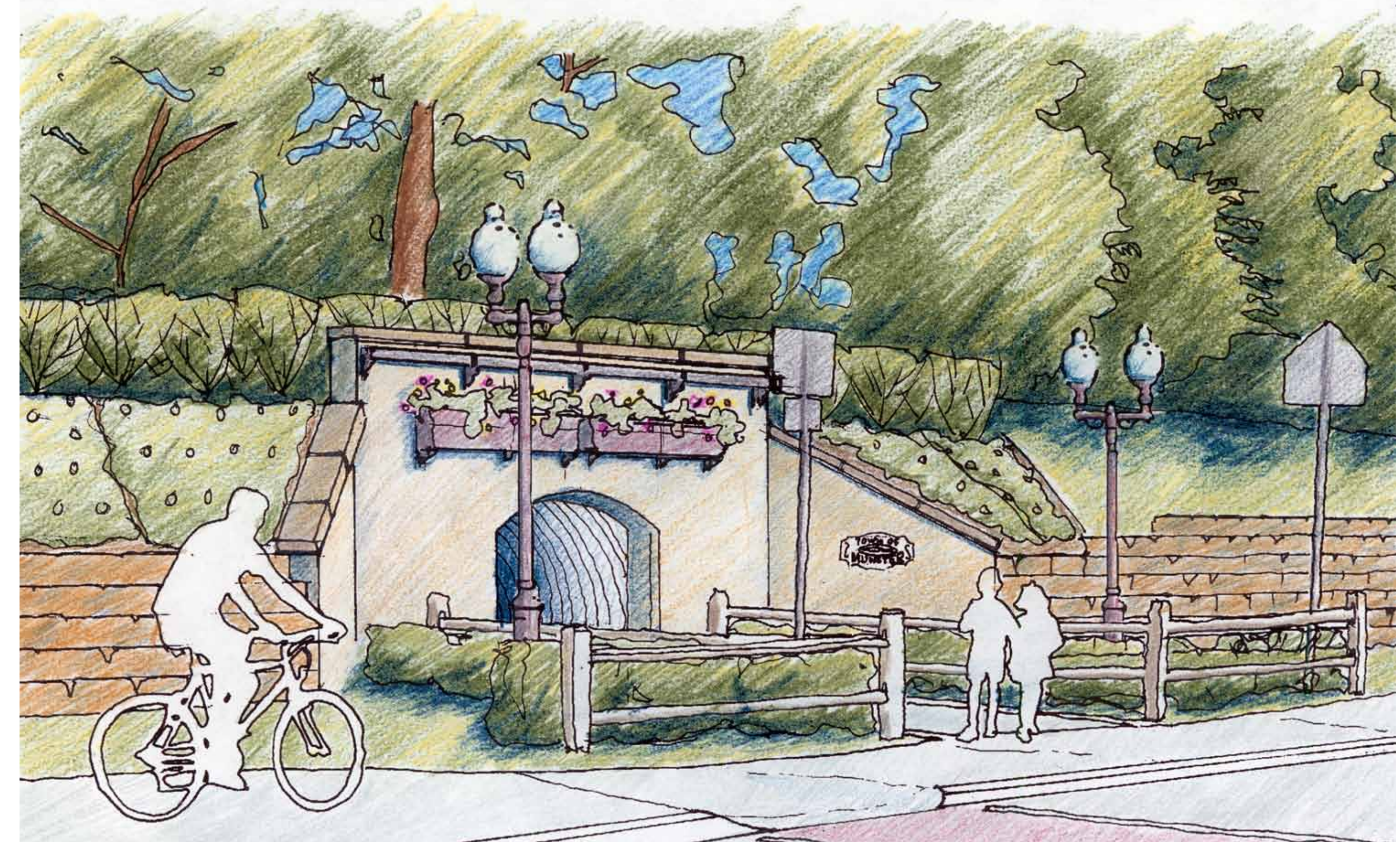
NORTHWEST MUNSTER DISTRICT

THE ORIGINAL MASTER PLAN FOR THE TOWN ENVISIONED ALL OF THE RIVER FRONTAGE AS CONTINUOUS PUBLIC PARK

THE RIVER IS AN UNRECOGNIZED AMENITY TODAY, PRIMARILY BEHIND PRIVATE HOMES WITH LIMITED PUBLIC ACCESS



OPPORTUNITIES TO IMPROVE THE RAIL BRIDGE AND PEDESTRIAN TUNNEL



A LONG TERM GREEN FRAMEWORK FOR NORTHWEST MUNSTER

LONG TERM OPPORTUNITIES

1. RIVERFRONT PARK AND TRAILS
2. OPPORTUNITY TO EXPAND SCHOOL & PARK
3. PEDESTRIAN TUNNEL CONNECTION
4. POTENTIAL NEW PARK (LOCATION TO BE DETERMINED)
5. POTENTIAL NEW PARK (LOCATION TO BE DETERMINED)
6. BROADMOOR AS A BOULEVARD

FIVE MINUTE WALK FROM PARK



MARKET SQUARE: A CLASSIC SQUARE ACROSS A TRAIN STATION

A CENTRAL GREEN AS THE MAIN TOWN SQUARE

A WALKABLE AND PEDESTRIAN FRIENDLY MIXED-USE PLACE

BUILDINGS FRAMING THE STREETS AND THE SQUARE WITH PARKING TO THE REAR

SHARED PARKING BETWEEN DIFFERENT USES

MIXED USE BUILDINGS WITH SHOPS BELOW AND OFFICE / HOMES ABOVE

ICONIC ARCHITECTURAL ELEMENTS AND CLASSIC STREETScape DETAILS



MIXED USE DEVELOPMENT AT THE HEART OF TOWN

A VARIETY OF
OPTIONS MIXED
USE DEVELOPMENT
OPTIONS

LOW RISE:
COMMERCIAL
AT GRADE WITH
OFFICES OR HOMES
ABOVE:
3 TO 4 STORIES

MID RISE:
COMMERCIAL
AT GRADE WITH
HOMES ABOVE:
5 TO 7 STORIES



ROWHOUSES / TOWNHOMES/ BROWNSTONES ALONG THE STREET

TYPICAL TOWNHOMES WITH GARAGES FACING THE STREET



SIDEWALKS ARE INTERRUPTED BY MANY CURBCUTS FOR DRIVEWAYS



OPPORTUNITIES



A VARIETY OF ROWHOUSES, BROWNSTONES AND TOWNHOMES FACING THE STREET WITH PARKING AND GARAGES TO THE REAR



THE 1909 BURNHAM PLAN OF CHICAGO

A LEGACY PLAN THAT CONTINUES TO SHAPE OUR REGION



“Make no little plans; they have no magic to stir men’s blood and probably will themselves not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will not die.”

Daniel Burnham

2009 IS THE CENTENNIAL OF THE 1909 BURNHAM PLAN OF CHICAGO