

A VISION FOR THE 21ST CENTURY

2010 Comprehensive Plan

TOWN OF MUNSTER INDIANA

CHICAGO

LAKE MICHIGAN

ILLINOIS

INDIANA

NORTHWEST
INDIANA

**TOWN OF
MUNSTER**

This is not just an update to the
1994 Comprehensive Plan.

This is an opportunity to
strengthen Munster's position
as a premier community in
Northwest Indiana and
the Chicagoland Region
in the 21st Century.



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A long term plan to guide the future growth of the Town of Munster.

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Prepared by: **GINKGO Planning & Design, Inc.**
with Linden Group, Inc. and Robinson Engineering, Ltd.

1

VISION

In the next 20 years, Munster will remain strong as one of the most livable, attractive and prosperous towns in Northwest Indiana and the larger Chicagoland region for residents, businesses and visitors.

ACKNOWLEDGEMENTS

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A Vision for the 21st Century

The 2010 Comprehensive Plan for the Town of Munster lays out a Vision and a framework for the sustainable growth of the Town into the 21st Century.

The Planning Law of the State of Indiana requires municipalities to develop and regularly update a “Comprehensive Plan,” a long term plan that serves as a framework for the zoning and planning decisions for years to come. The Town of Munster developed the first Comprehensive Plan in 1938, with later updates in 1989 and 1994.

Since its incorporation in 1907, the Town of Munster has evolved into an established, livable, and prosperous community, serving as a cultural and medical hub for greater Northwest Indiana. Today, the Town of Munster is almost completely developed, and exists as a stable, auto-oriented community of primarily mid to late 20th century neighborhoods.

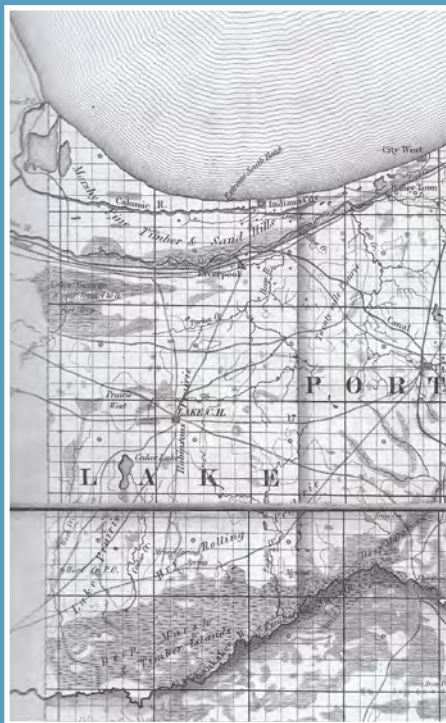
As the overall region continues to see significant population growth to the south, the Town today is poised to ask a critical question:

“How can Munster continue to be one of Northwest Indiana’s premier communities in the 21st Century?”

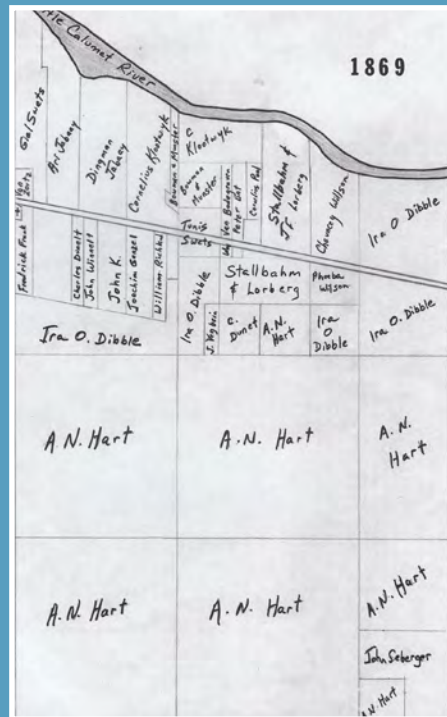
This 2010 Comprehensive Plan Update is a great opportunity to address this question, and strengthen the Town’s identity as a unique livable community in the region.



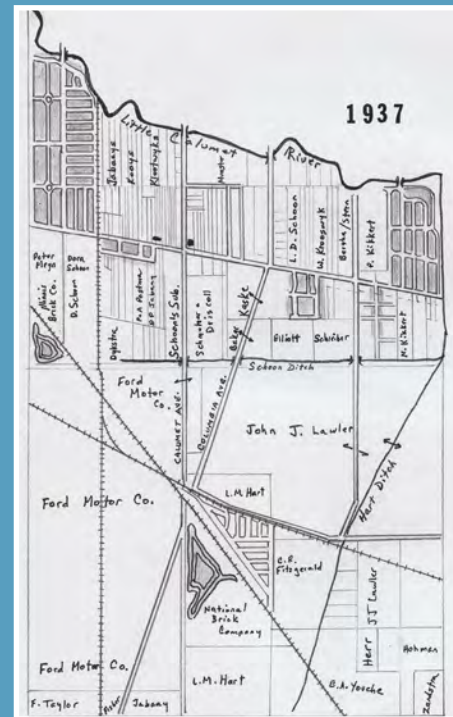
GROWTH OF A MATURE SUBURB



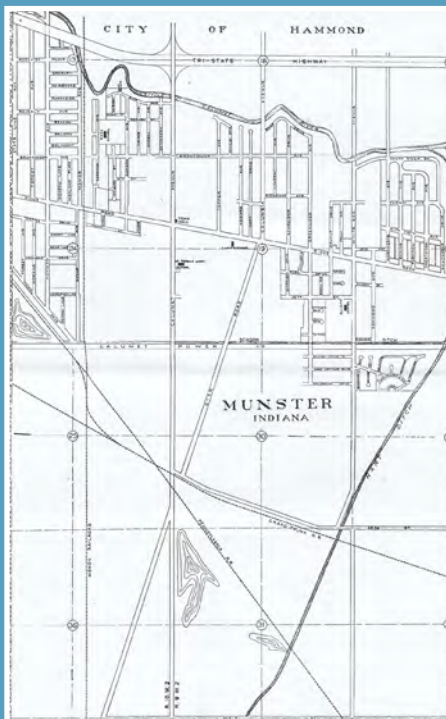
1838



1869



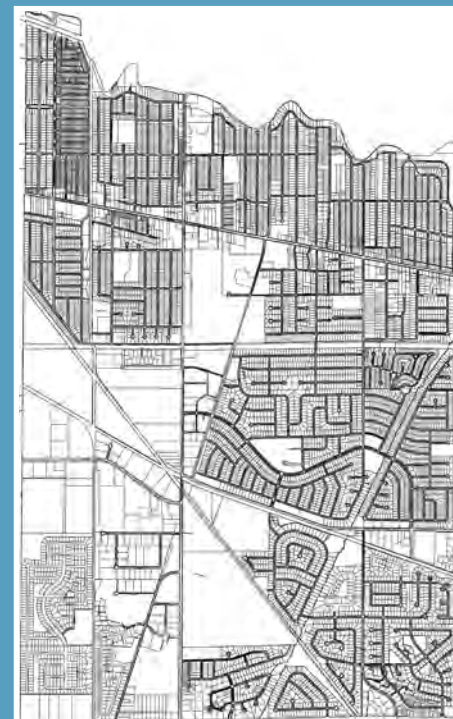
1937



1957



1994



2009

Growth of a Mature Suburb

The Town of Munster was first settled around a rail stop in the 1850s as a Calumet region agricultural center.

During this era, the City of Chicago was quickly growing as a hub of industry and the national center of commodity markets. As a result of its proximity to this growing metropolis, its rail infrastructure, and its abundance of prime agriculture land, industry and agriculture around modern-day Munster boomed, providing crops and dairy products to the Chicago markets.

By the early 20th century, area residents were ready to incorporate. On July 1, 1907 the town was formally incorporated as Munster, in honor of one of the area's first distinguished residents. At the time of incorporation, Munster was a 7.5 square mile community with approximately 500 residents.

The population of the Town of Munster remained stable through the first half of the 20th century. The community economic base remained in agriculture and small industry. It wasn't until after the first world war that the population of Munster started to increase dramatically. Independence Park was Munster's first typical suburban style development. Located east of White Oak, 4000 low cost residences were planned for the development. 200 families called Independence Park home by 1943.

It was at this time, perhaps alarmed by signs of significant future growth, that community leaders invested in the first official town master plan in 1938. The plan was conceived by landscape architect Lawrence Sheridan and adopted by the Town Board in 1941.

Development continued at a fast pace through the first half of the 20th century. By the end of the second world war, Munster was known as a popular, high-income Chicago suburb. The population of Munster grew by 171% between 1940 and 1950. In 1957 two-thirds of the population came from elsewhere in Indiana. One in five residents were from Illinois, and well over half the residents had lived in town for less than five years.

Small industry sprang up in Munster during the second half of the 20th century, providing local employment for residents. By the 1970s, Munster was on the rise as a regional medical center. The population of Munster has been stable since the 1980s. Today, Munster continues to hold a reputation as a conveniently located, well-educated community that serves as a medical and cultural center for Northwest Indiana.

Munster's historic identity as a high-quality suburb of Northwest Indiana and Chicago, as well as the legacy of the 1939 plan, have steered the forward thinking development strategies of this Plan.

Munster general store, established in 1870 by the Jacob Munster family
Maps and image source: Munster Indiana: A Centennial History by Lance Trsut, 2007



Objectives of the 1938 Master Plan

- To provide an attractive residential community close to the industrial areas of the Calumet district
- To insure the safety of adults and children and to avoid crowding of population
- To provide adequate and well located recreation areas
- To locate schools in attractive surroundings where they may be reached safely
- To promote safety and convenience of vehicular traffic and avoid hazards to pedestrians
- To concentrate business and apartments at convenient locations where traffic may be controlled and ample and safe parking space provided
- To provide adequate space for light industry and necessary services and utilities
- To use the land so as to insure the permanence of sound property values

A Visionary Plan from 1938

In 1938, renowned Indiana landscape architect Lawrence Sheridan drafted a visionary plan for the Town of Munster. His plan envisioned the transformation of a small farm community to a modern suburban community following the principles of the City Beautiful Movement.

Lawrence Sheridan was a popular Indiana landscape architect. Early in his career, he worked for the Indianapolis Parks Department, where he helped implement the city's famous park system. Later in his career, Sheridan practiced privately, preparing plans for many municipalities in Indiana. As a student of his predecessor at the Indianapolis Parks Department, George Kessler, who practiced under the principles of the City Beautiful Movement, Sheridan's designs reflected this school of thought.

The City Beautiful Movement was born at the 1893 Chicago World Fair and inspired many great plans, including Daniel Burnham's visionary plans for Chicago and Washington DC. In this style, Sheridan's plan for Munster encourages beautification through architecture and landscape, believing that thoughtful city planning could elevate the lives and health of citizens, as well as stimulate economic development and impress visitors.



While many of the innovative recommendations of the 1938 Plan were unfortunately not implemented, the principles and goals laid out in the plan are still valid today and have greatly influenced this 2010 Comprehensive Plan effort.

Create "Downtown" - for Munster becomes essential for business + residents
 The younger youth is leaving the area & not coming back due to there's nothing to do in Munster
 no movie house, no major shopping center, no activities

PUBLIC FEEDBACK

THANK YOU FOR INVITING THE COMMUNITY TO SEE THESE PROPOSALS!

I believe redevelopment is very important.
 New development is essential as long as adequate green space is a major part of the plan.
 Green spaces should be a top priority!

Great job at looking to make
 Munster a better place to live.

2009 COMPREHENSIVE PLAN UPDATE: COMMENTS
 PUBLIC OPEN HOUSE
 MONDAY, OCTOBER 26 - 6:00 PM - Centennial Park Club House

NAME: Bob Stephan
 ADDRESS: 10436 Spring Court
 CONTACT (OPTIONAL): rstephan

WE LOOK FORWARD TO YOUR COMMENTS ON SOME OF THE LONG TERM OPPORTUNITIES:

- LINEAR GATEWAY PARK ALONG THE CALUMET RIVER
- TRAIN STATION AT LAKE BUSINESS CENTER AT HEART OF TOWN
- TRAIN STATION AT MAIN STREET SITE CLOSER TO THE COMMUTERS TO THE SOUTH
- TOWN HALL AS FOCAL POINT FROM CALUMET AVENUE
- OTHER

Munster needs a town center and I think it will be very difficult to transform Ridge Road or Calumet into the kind of shopping plaza with movie (e.g. old Chicago business shopping plaza with parking in front, etc.). The most efficient method of creating a downtown in Munster would be to start from scratch and build around the train station. I agree the station at Main Street is a good location - there is enough land to realize a true downtown. Bob also will push station at Lake Business Ridge Road and Calumet business more people towards Ridge Road and Calumet business

CONSULTANT TEAM: URBAN PLANNING & DESIGN, INC. WITH LINCOLN GROUP, INC. AND WILSON ENGINEERING



A Community's Vision

The 2010 Comprehensive Plan was developed in a year long process of regular working meetings with the community leaders, and interactive sessions with business owners and local stakeholders.

Along with the great enthusiasm from community leaders and stakeholders, the residents of the Town of Munster provided invaluable feedback and support for the plan at various stages of the process.

Engaging the community was a critical part of the development of the plan. Along with public input throughout the process, a major forum for public involvement was at the Public Open House event held at the Centennial Park Club House on October 26, 2010. The bold ideas and concepts presented that evening received great community support. Feedback was collected through questionnaires, through emails and other correspondence from the community.

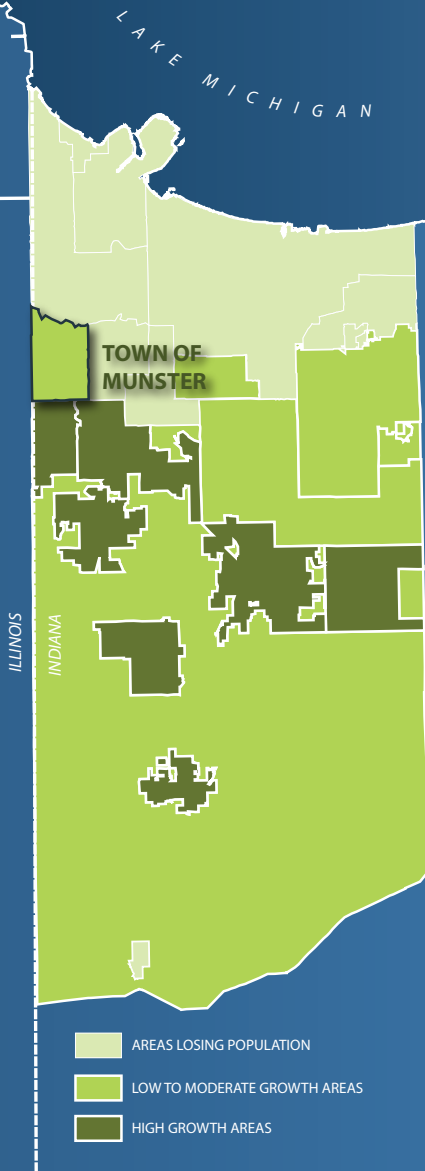
The support and participation of agencies like NICTD and NIRPC was also critical to the development of the Plan.

Drafts of the Plan were posted on the Town's website for further public feedback. The approval process, through Plan Commission and Town Council public hearings, allowed the community to continue to comment on the final versions of the plan.

These thoughtful comments have been integrated throughout the document and are a testament to the community's passion for the future of their town.



LEADERSHIP IN SUPPORTING SUSTAINABLE GROWTH



Munster is a mature community of 7.6 sq miles and over 24,000 people.

Regional growth trends since 2000 indicate that:

- Communities to the north of Munster are losing population.
- Communities to the south are experiencing significant population gain.
- No loss in population in Munster as of 2007.

Regional Population Shifts

As the Northwest Indiana region continues to grow southward at a rapid pace, this 2010 Comprehensive Plan is an opportunity to address the following:

“How much population growth is appropriate for Munster’s future?”

“Where can future growth be located when the Town is mostly built up?”

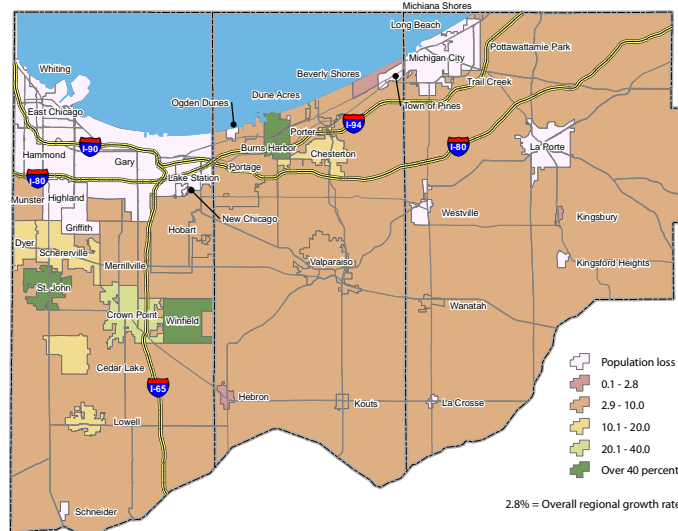
“How can we prevent decay and population loss and ensure that Munster continues to thrive as a mature suburb?”

The Sustainable Growth concepts of this plan are aimed towards meeting these challenges in regional population shifts.

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.

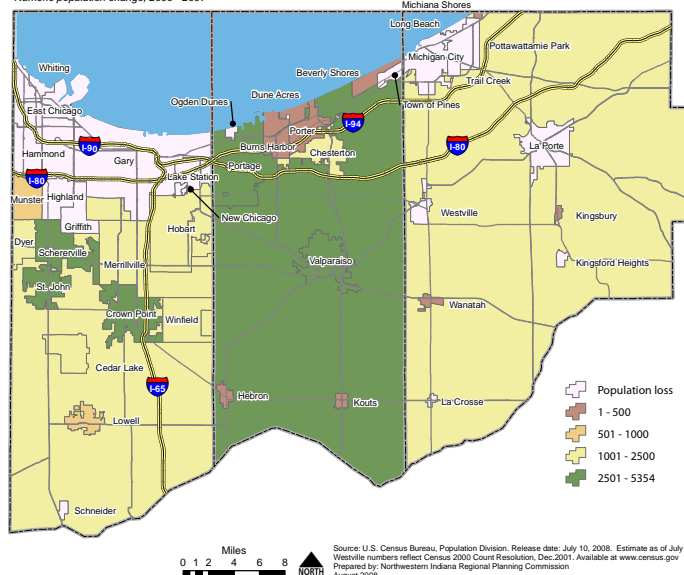
Text and data source:
“WHERE WE STAND: A SNAPSHOT OF NORTHWEST INDIANA” NIRPC, 2008

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



Place	Percentage Change
Winfield	83.2
St. John	46.8
Burns Harbor	40.1
Crown Point	20.7
Chesterton	19.7
Schererville	15.9
Cedar Lake	14.6
Dyer	12.9
Lowell	10.5
Hobart	9.7
Valparaiso	9.2
Portage	9
Unincorporated Porter Cou	8.7
Porter	7.5
Dune Acres	7
Kouts	6.7
Unincorporated Lake Count	6
Merrillville	5.2
Unincorporated LaPorte Co	3.9
Wanatah	3.4
Munster	2.9
Beverly Shores	1.7
Hebron	1.4
Kingsbury	0.9
Michiana Shores	0.9
Town of Pines	-0.8
Pottawattamie Park	-1
Long Beach	-1.3
La Porte	-2.4
La Crosse	-2.7
Ogden Dunes	-2.8
New Chicago	-3
Michigan City	-3.2
Highland	-3.6
Kingsford Heights	-4.2
Westville	-4.2
Lake Station	-4.7
Trail Creek	-5.6
Griffith	-5.8
Schneider	-6
Gary	-6.1
East Chicago	-7
Hammond	-7.1
Whiting	-7.2

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



Place	Population Change
Unincorporated Porter Cou	5354
Crown Point	4103
Schererville	3947
St. John	3920
Portage	3009
Valparaiso	2523
Hobart	2467
Unincorporated Lake Count	2437
Chesterton	2068
Winfield	1911
Dyer	1796
Unincorporated LaPorte Co	1664
Merrillville	1587
Cedar Lake	1355
Lowell	785
Munster	626
Porter	372
Burns Harbor	307
Kouts	113
Hebron	50
Wanatah	34
Dune Acres	15
Beverly Shores	12
Michiana Shores	3
Kingsbury	2
Pottawattamie Park	-3
Town of Pines	-6
La Crosse	-15
Schneider	-19
Long Beach	-21
Ogden Dunes	-37
Kingsford Heights	-58
New Chicago	-62
Trail Creek	-129
Westville	-219
Whiting	-369
La Porte	-528
Lake Station	-653
Highland	-837
Griffith	-1001
Michigan City	-1049
East Chicago	-2263
Hammond	-5873
Gary	-6317

Plan Principles

1

PROMOTE SUSTAINABLE GROWTH

With significant population growth projected for communities south of Munster in the coming decades, and little undeveloped land remaining in Town, Munster faces unique challenges in preserving its high quality of life while attracting new growth.

The principles and goals outlined in this plan address these challenges, with a focus on preserving the livability of the established areas and concentrating new “sustainable” growth at strategic redevelopment areas.

2

SUPPORT TRANSIT AS CRITICAL TO A PROSPEROUS TOWN

Traffic congestion, volatile nature of gasoline prices, time expended in trips, and lack of alternate modes of travel - these issues underscore the need to expand and extend public transit options for Munster as well as the northern Indiana region.

This plan builds on current regional transit efforts to create a new West Lake Line from Downtown Chicago to Lowell. The new train station in Munster is envisioned to be a major catalyst for economic development, increasing job opportunities, and creating more housing choices near transit at the heart of town.

3

CREATE A LEGACY OF UNIQUE PARKS AND OPEN SPACES

Like its trail system, Munster’s park system is a source of pride for the community. Centennial Park has already created a unique open space legacy and has become a popular destination for the Town and the larger region.

This plan proposes a continued commitment to providing the citizen’s of Munster with a variety of parks, open spaces and public squares within walking distance of existing neighborhoods and planned new mixed use districts.

IN THE 21ST CENTURY, MUNSTER WILL BE:

A Thriving Suburb that remains livable and prospers into the 21st century



A Transit Friendly Town with a new train station at the heart of town



A Green Community with a variety of parks and open spaces accessible to all



The 2010 Comprehensive Plan sets forth **six guiding principles** that support the vision and are the basis of the overall framework plans.

4

GROW AS HUB OF THE REGIONAL TRAIL SYSTEM

Munster's existing trail system is extensive and provides a valuable amenity to town residents. This plan focuses on connecting Munster's trail system to the regional trails planned in Indiana and Illinois, including the Pennsy Greenway, the Burnham Greenway and the Erie Lackawanna Trail.

The Plan also focuses on the Little Calumet River as a great opportunity for a linear park and riverfront trail. Bike and pedestrian bridges, underpasses and tunnels are recommended to ensure that all trails can be accessed safely.

5

STRENGTHEN INFRASTRUCTURE TO MEET FUTURE NEEDS

As a mature built up community, most of the Town is already well served by roadways and utilities. This plan focuses on significant improvements to existing major roadways, especially along Calumet Avenue and 45th Street. New roadways are proposed into redevelopment areas to create a connected infrastructure framework.

There are currently efforts underway to investigate options for alleviating traffic congestion on Calumet Ave at 45th Street and at the Canadian Nation Railroad tracks. The Plan highlights these efforts and potential opportunities.

6

REDEVELOP OLD AREAS AS WALKABLE, MIXED USE CENTERS

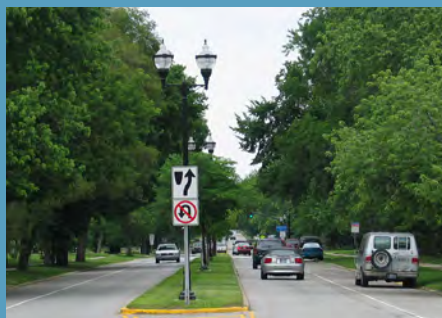
With little undeveloped land remaining within the town boundaries, the people of Munster recognize the need to reinvest in under-utilized land in the old parts of town. The Town created a Redevelopment Commission (RDC) to identify these redevelopment opportunity sites, such as old commercial and industrial areas, and evaluate their potential for infill development.

This Plan is one of the RDC's first steps in creating a long term unified vision for the Town that can be applied to all the redevelopment sites with consistent standards.

A Town of Many Trails that serve all neighborhoods and districts



A Leader in the Region in promoting innovative infrastructure



A Vibrant Town with old and new districts and neighborhoods

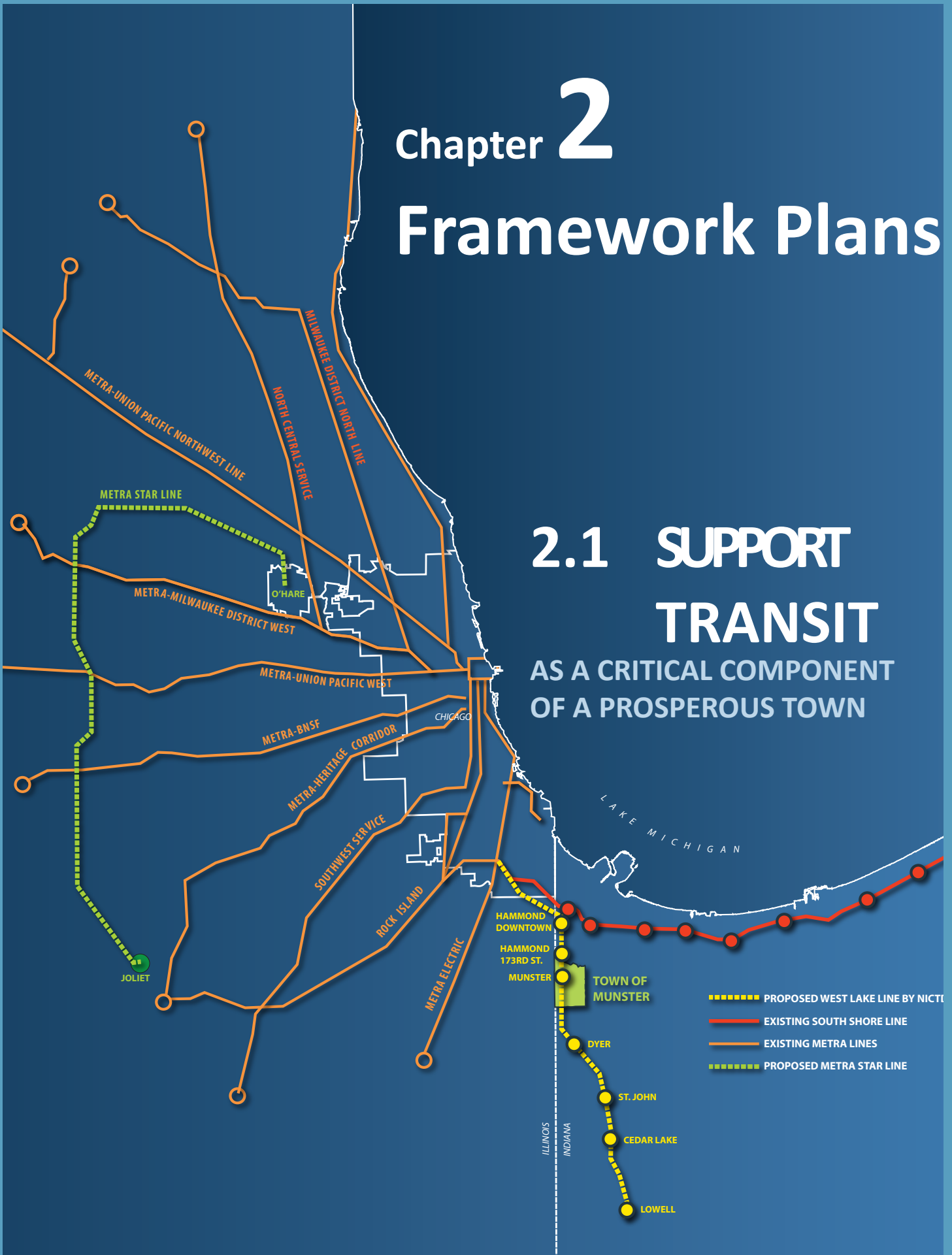


Chapter 2

Framework Plans

2.1 SUPPORT TRANSIT

AS A CRITICAL COMPONENT
OF A PROSPEROUS TOWN



The West Lake Transit Corridor

The West Lake Corridor is a proposal by the Northern Indiana Commuter Transportation District (NICTD) for a 45.8 mile commuter rail line to connect Downtown Chicago to towns in Northern Indiana from Hammond to Lowell.

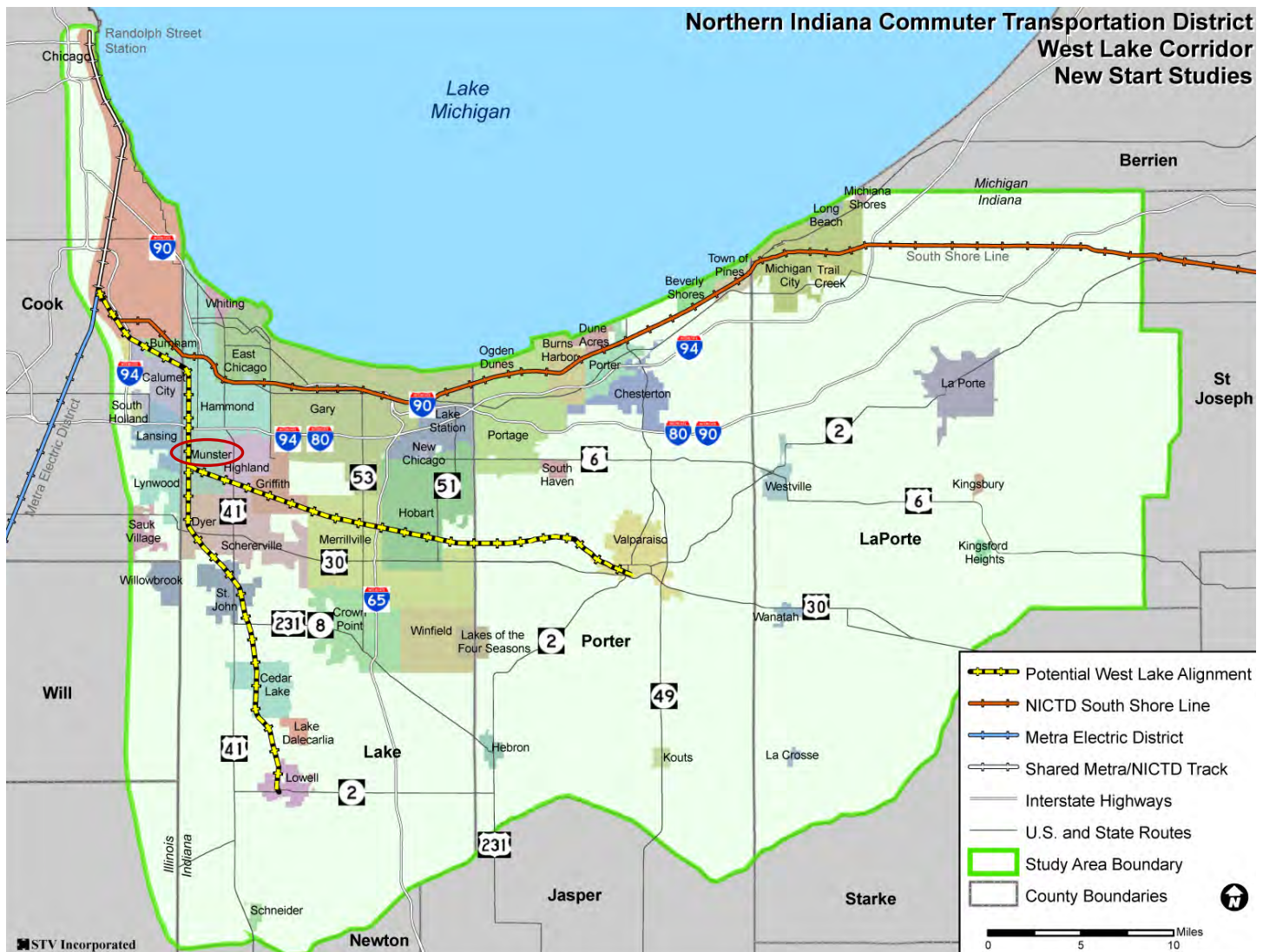
The proposed West Lake Corridor would extend service along the CSX Railroad, the Monon Corridor, the NICTD South Shore Line and the Metra Electric District. The total travel time from Lowell to Randolph Street Station in Downtown Chicago would be approximately 83 minutes.

From Munster, two options were studied by NICTD - one to Valparaiso

and the other to Lowell. NICTD studies show that the South Shore system with extensions to both Lowell and Valparaiso would attract 11,853 riders per day. A system with just a Lowell extension but no Valparaiso leg would attract 11,327 riders per day. The extension to Valparaiso did not appear to add significant ridership to the line, and is no longer being pursued.

Planned Stops on the West Lake Line:

Lowell
Cedar Lake
St. John
Dyer (U.S. Route 30)
Munster
Hammond (Downtown and 173rd Street)
Stations on the Metra Electric
57th Street
Roosevelt Road
Van Buren Street
Millennium Station



A New Transit Oriented District for Munster

With the planned new train station, Munster has the opportunity to create a successful **Transit Oriented District (TOD)** at the heart of town. This walkable, mixed use district around the station is a critical component to the continued health and prosperity of the town in the 21st Century.

What is a Transit Oriented District (TOD)?

Transit-oriented development (TOD) is defined as compact, mixed-use development near transit facilities and high-quality walking environments. Typical TOD leverages transit infrastructure to promote economic development and smart growth and to cater to shifting market demands and lifestyle preferences. TOD is about creating sustainable communities where people of all ages and incomes have transportation and housing choices, increasing location efficiency

where people can walk, bike and take transit. In addition, a TOD boosts transit ridership and reduces automobile congestion, and provides value for both the public and private sectors, while creating a sense of community and place.

Potential benefits of TODs are social, environmental, and fiscal. Focusing growth around transit stations capitalizes on expensive public investments in transit by producing local and regional benefits. The most direct benefit of TOD and joint development is increased ridership and the associated revenue gains.

Other primary benefits include the revitalization of neighborhoods, financial gains for joint development opportunities, increases in the supply of median priced housing, and profits to those who own land and businesses near transit stops.

Secondary benefits include congestion relief, land conservation, reduced outlays for roads, and improved safety for pedestrians and cyclists.

Source: Federal Transit Administration (FTA), United States Department of Transportation

New and Old Transit Oriented Districts

Mixed Use Development across the station

Flossmoor



Rowhouses along tree lined walkable streets

Willow Springs



Compact high density development near the station

Palatine

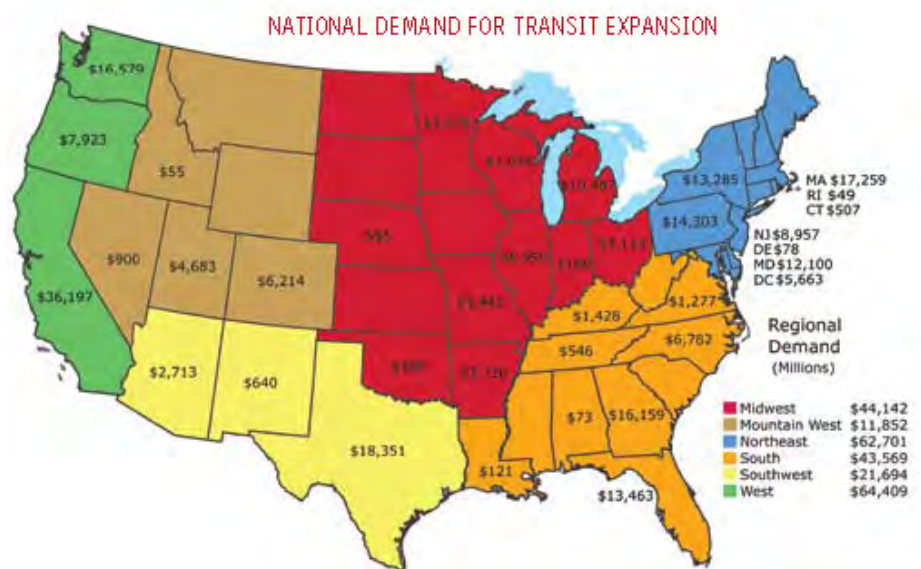


and the Northwest Indiana Region

Munster's TOD could be one of the first planned Transit Oriented District in the State in the 21st Century. While many towns in Indiana grew around rail, there are no precedents of contemporary TODs: dense, compact, and walkable mixed use districts anchored by a train station.

"Market research shows that demographic changes and frustration with traffic have created tremendous demand for housing in walkable, mixed-use neighborhoods near public transportation. Our research shows at least 25 percent of renters and buyers will be looking for housing near transit by 2030. Meantime, the demand for transit has never been greater: 78 regions in 37 states have proposed 400 new rail, streetcar and bus rapid transit projects. Both trends offer huge opportunity to reduce household transportation expenditures, dependence on foreign oil, and greenhouse gas emissions."

Diagram and text source: 5 Years of Progress by Center for Transit-Oriented Development (CTOD) 2009



Safe pedestrian connections to station

The Glen, Glenview



Train Station as iconic symbol of the Town

Tinley Park



Station as a focal point of a Village Square

Orland Park



Potential Station Locations

Two potential locations for the future train station were considered as part of the 2010 Comprehensive Plan effort: one, at the Lake Business Center Site on Calumet Avenue, and two, at a greenfield site north of the proposed Main Street extension.

Following technical criteria were considered to consider the two sites:

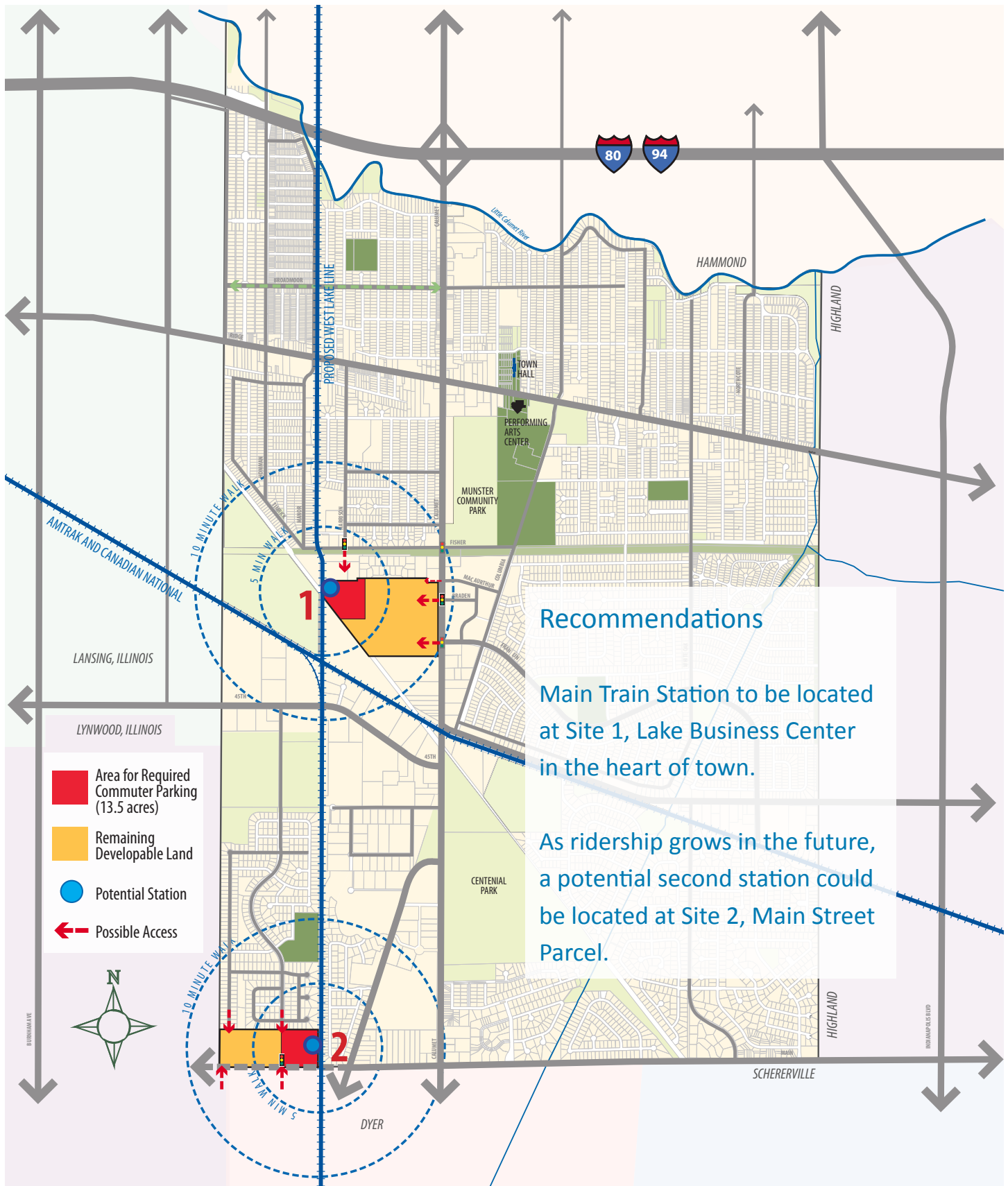
- Adjacency to the proposed West Lake Line (Existing CSX Line)
- Available acreage for station, parking, and transit oriented development
- Existing Site Conditions
- Surrounding Land Uses
- Expansion Opportunities
- Access and roadways
- Ownership
- Connections to Bike Trails
- NICTD Requirements
- Proximity to the Amtrak Line

The 2010 Comprehensive Plan also emphasizes the **Civic Role of the Train Station** as a significant factor in site selection, including opportunities for the station to be:

- A focal point for the Town
- An economic engine for investment & redevelopment
- An anchor of a mixed use district
- A memorable entrance / gateway to the town
- An architectural icon for Munster
- A multimodal hub for trains, buses, bikes, cars and pedestrians

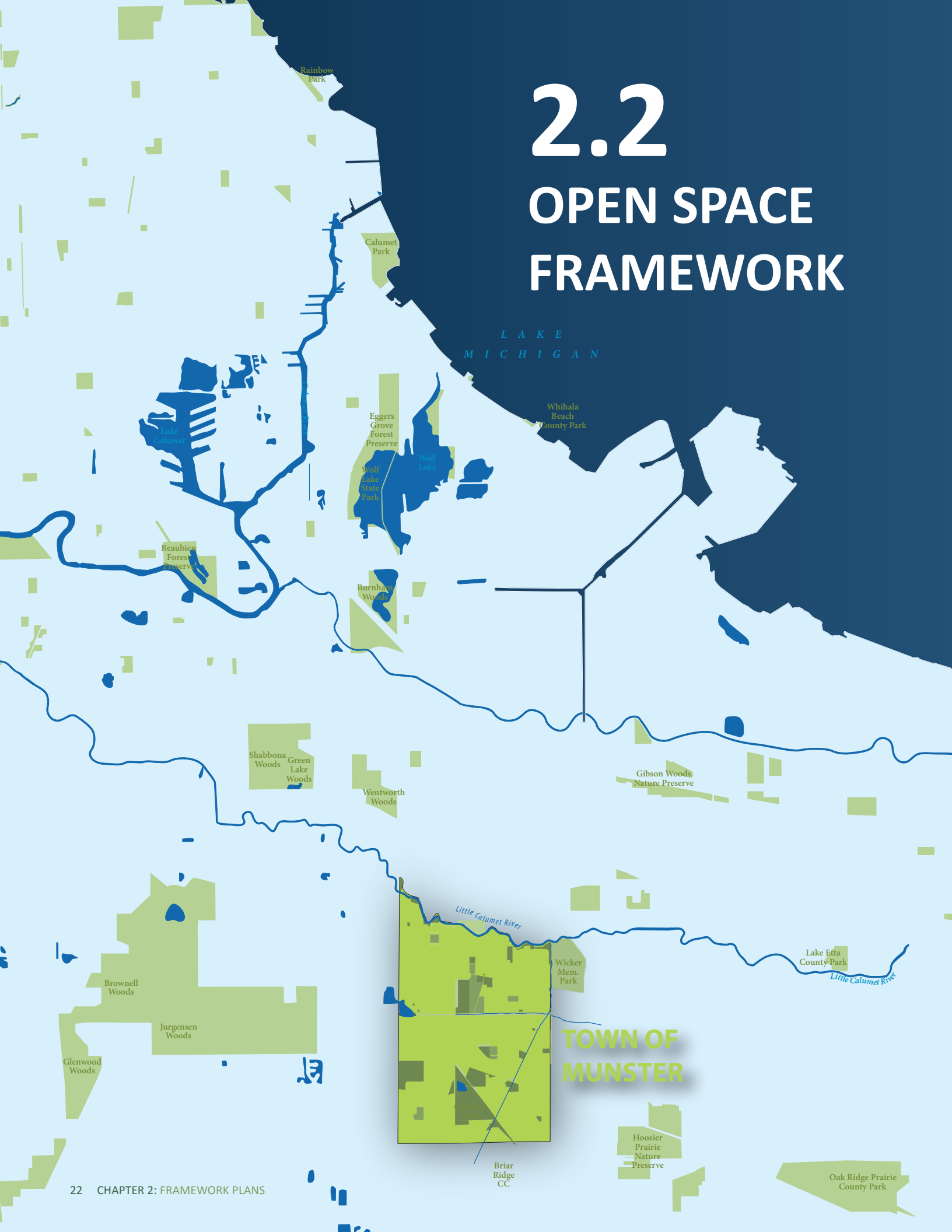
SITE SELECTION CRITERIA	SITE 1: LAKE BUSINESS CENTER SITE	SITE 2: MAIN STREET PARCEL SITE
1. AVAILABLE ACREAGE	+ 72 ACRES	+ 35 ACRES
2. EXISTING USE	WAREHOUSE / DISTRIBUTION	GREEN FIELD SITE (UNDEVELOPED)
3. OWNERSHIP	SINGLE OWNER	SINGLE OWNER
4. EXPANSION OPPORTUNITIES	POSSIBLE LANSING COUNTRY CLUB	AREA OF ADJACENT SUBDIVISIONS
5. SITE CONDITIONS		
• DEMOLITION	YES	NO
• REMEDIATION	NO	NO
• REMEDIATION	NO	NO
• FLOOD PLAIN	TBD	NO
• WETLAND	ISOLATED, SMALL	NO
• EASEMENTS	NO	NO
6. MAIN ACCESS	FROM CALUMET AND FISHER	FROM EXTENDED MAIN STREET
7. SURROUNDING LAND USES	RETAIL, OFFICE, HOTEL, MULTIFAMILY, HOSPITAL, INDUSTRIAL	SINGLE FAMILY RESIDENTIAL
8. POTENTIAL LAND USE AND DEVELOPMENT OPPORTUNITIES	RETAIL, OFFICE, HOTEL, MEDICAL, INDUSTRIAL AND HIGH DENSITY HOUSING	RETAIL, OFFICE, AND MODERATE DENSITY HOUSING
9. NICTD REQUIREMENTS		
• PARKING (13.5AC)	13.5AC / 58.5AC REMAINING	13.5 AC /21.5AC REMAINING
• PLATFORM	YES	YES
• RAIL YARD (20.5AC)	YES	NO
10. PROXIMITY TO AMTRAK LINE	NO	YES

Opportunities to create a Transit Oriented District



2.2

OPEN SPACE FRAMEWORK



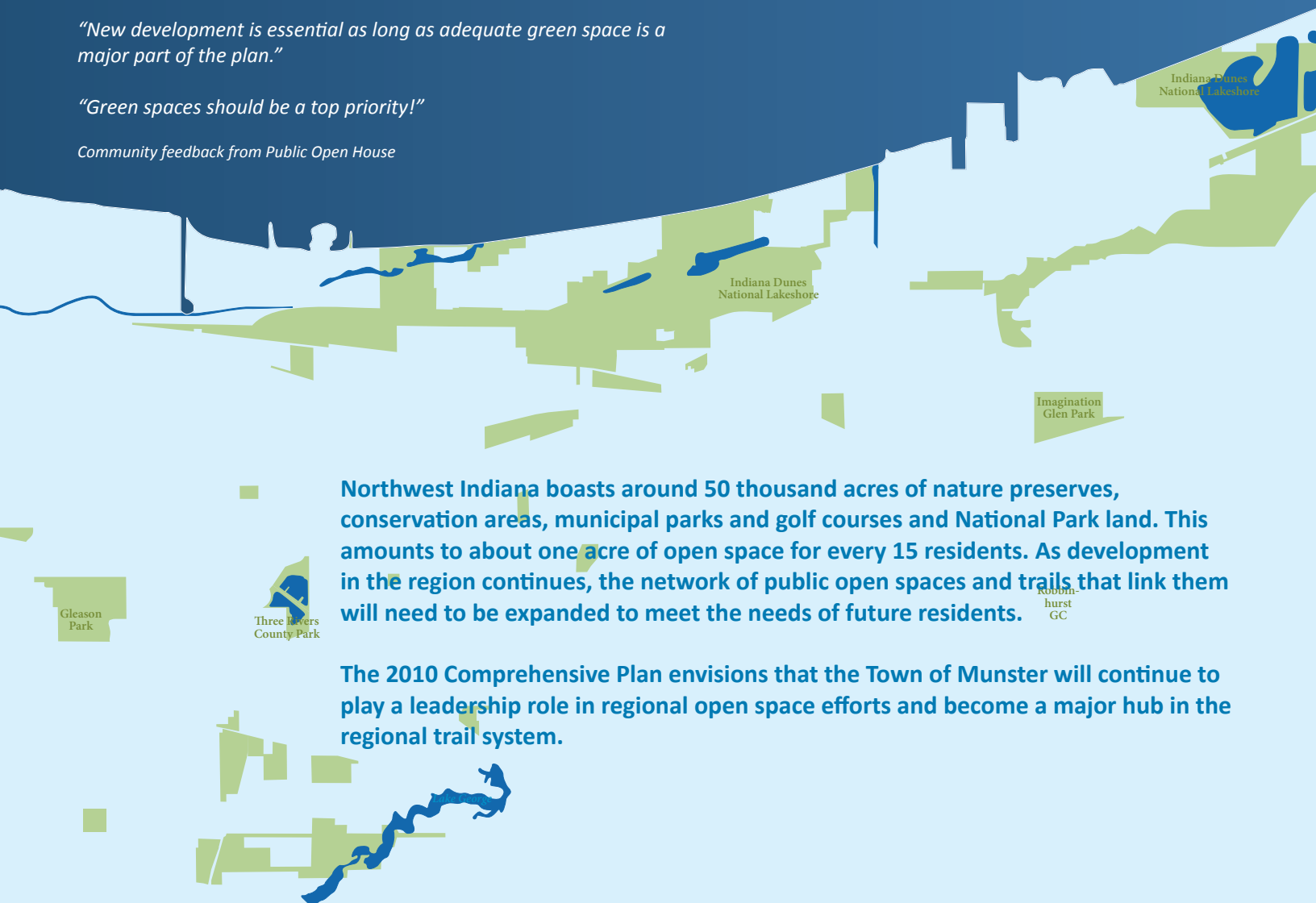


Centennial Park, Munster's premier new open space, is more than just a great asset for the Town. This unique park has become a regional destination for recreation and civic events, and has set a high standard for quality design and best environmental practices.

"New development is essential as long as adequate green space is a major part of the plan."

"Green spaces should be a top priority!"

Community feedback from Public Open House



Northwest Indiana boasts around 50 thousand acres of nature preserves, conservation areas, municipal parks and golf courses and National Park land. This amounts to about one acre of open space for every 15 residents. As development in the region continues, the network of public open spaces and trails that link them will need to be expanded to meet the needs of future residents.

The 2010 Comprehensive Plan envisions that the Town of Munster will continue to play a leadership role in regional open space efforts and become a major hub in the regional trail system.

A Green Community

Munster's park system is a point of civic pride, providing Town citizen's with ample recreational amenities and open space.

The Town of Munster currently manages approximately 389 acres of parkland, housing 21 developed parks. Of these 389 acres, only approximately 50 acres remain undeveloped. The recently completed 205 acre Centennial Park is a hallmark project constructed in honor of the Town's centennial celebration. Centennial Park features many public amenities including a nine-hole golf course, an amphitheater, a clubhouse, restaurant and botanic gardens.

In addition to its new regional park, Munster currently operates a variety of park types sized to serve various populations that accommodate many different programs and functions. Munster is home to mini-

parks, neighborhood parks, school parks, and community parks. The Munster Park District also manages 20 acres of natural resource areas, and approximately 7.5 acres of greenways. These park facilities are home to a variety of high quality recreational programming including programming in leisure education, wellness and fitness, computer education, sports, special events, trips / travel, summer camps, special needs, enrichment program, youth sports, tennis, and senior programming.

Munster's Park and Recreation Department also utilizes a number of Town of Munster school facilities for Recreation and Special Event Programs including Munster High School, Wilbur Wright Middle School, Frank Hammond, Elliott, and Eads Elementary Schools. Many of the schools in town serve a dual function with school playgrounds functioning as additional park space.

Even with the recent large additions of developed park land, the future

will call for additional parks. Since Munster is landlocked and a large proportion of parkland owned and managed by the Park District has already been developed, the Town must rely on redevelopment sites for future open spaces.

This plan proposes a continued commitment to create a legacy of unique parks and open spaces by increasing open space, providing a public open space within walking distance to all neighborhoods, removing barriers to existing open space, and establishing the Little Calumet River as an outdoor recreational resource.



EXISTING OPEN SPACE & UNDERSERVED AREAS

Legend:

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

Map Labels: LANSING, ILLINOIS; HAMMOND; HIGHLAND; I-80; I-94; 45TH; 46TH; 47TH; 48TH; 49TH; 50TH; 51ST; 52ND; 53RD; 54TH; 55TH; 56TH; 57TH; 58TH; 59TH; 60TH; 61ST; 62ND; 63RD; 64TH; 65TH; 66TH; 67TH; 68TH; 69TH; 70TH; 71ST; 72ND; 73RD; 74TH; 75TH; 76TH; 77TH; 78TH; 79TH; 80TH; 81ST; 82ND; 83RD; 84TH; 85TH; 86TH; 87TH; 88TH; 89TH; 90TH; 91ST; 92ND; 93RD; 94TH; 95TH; 96TH; 97TH; 98TH; 99TH; 100TH; 101ST; 102ND; 103RD; 104TH; 105TH; 106TH; 107TH; 108TH; 109TH; 110TH; 111ST; 112ND; 113RD; 114TH; 115TH; 116TH; 117TH; 118TH; 119TH; 120TH; 121ST; 122ND; 123RD; 124TH; 125TH; 126TH; 127TH; 128TH; 129TH; 130TH; 131ST; 132ND; 133RD; 134TH; 135TH; 136TH; 137TH; 138TH; 139TH; 140TH; 141ST; 142ND; 143RD; 144TH; 145TH; 146TH; 147TH; 148TH; 149TH; 150TH; 151ST; 152ND; 153RD; 154TH; 155TH; 156TH; 157TH; 158TH; 159TH; 160TH; 161ST; 162ND; 163RD; 164TH; 165TH; 166TH; 167TH; 168TH; 169TH; 170TH; 171ST; 172ND; 173RD; 174TH; 175TH; 176TH; 177TH; 178TH; 179TH; 180TH; 181ST; 182ND; 183RD; 184TH; 185TH; 186TH; 187TH; 188TH; 189TH; 190TH; 191ST; 192ND; 193RD; 194TH; 195TH; 196TH; 197TH; 198TH; 199TH; 200TH; 201ST; 202ND; 203RD; 204TH; 205TH; 206TH; 207TH; 208TH; 209TH; 210TH; 211ST; 212ND; 213RD; 214TH; 215TH; 216TH; 217TH; 218TH; 219TH; 220TH; 221ST; 222ND; 223RD; 224TH; 225TH; 226TH; 227TH; 228TH; 229TH; 230TH; 231ST; 232ND; 233RD; 234TH; 235TH; 236TH; 237TH; 238TH; 239TH; 240TH; 241ST; 242ND; 243RD; 244TH; 245TH; 246TH; 247TH; 248TH; 249TH; 250TH; 251ST; 252ND; 253RD; 254TH; 255TH; 256TH; 257TH; 258TH; 259TH; 260TH; 261ST; 262ND; 263RD; 264TH; 265TH; 266TH; 267TH; 268TH; 269TH; 270TH; 271ST; 272ND; 273RD; 274TH; 275TH; 276TH; 277TH; 278TH; 279TH; 280TH; 281ST; 282ND; 283RD; 284TH; 285TH; 286TH; 287TH; 288TH; 289TH; 290TH; 291ST; 292ND; 293RD; 294TH; 295TH; 296TH; 297TH; 298TH; 299TH; 300TH; 301ST; 302ND; 303RD; 304TH; 305TH; 306TH; 307TH; 308TH; 309TH; 310TH; 311ST; 312ND; 313RD; 314TH; 315TH; 316TH; 317TH; 318TH; 319TH; 320TH; 321ST; 322ND; 323RD; 324TH; 325TH; 326TH; 327TH; 328TH; 329TH; 330TH; 331ST; 332ND; 333RD; 334TH; 335TH; 336TH; 337TH; 338TH; 339TH; 340TH; 341ST; 342ND; 343RD; 344TH; 345TH; 346TH; 347TH; 348TH; 349TH; 350TH; 351ST; 352ND; 353RD; 354TH; 355TH; 356TH; 357TH; 358TH; 359TH; 360TH; 361ST; 362ND; 363RD; 364TH; 365TH; 366TH; 367TH; 368TH; 369TH; 370TH; 371ST; 372ND; 373RD; 374TH; 375TH; 376TH; 377TH; 378TH; 379TH; 380TH; 381ST; 382ND; 383RD; 384TH; 385TH; 386TH; 387TH; 388TH; 389TH; 390TH; 391ST; 392ND; 393RD; 394TH; 395TH; 396TH; 397TH; 398TH; 399TH; 400TH; 401ST; 402ND; 403RD; 404TH; 405TH; 406TH; 407TH; 408TH; 409TH; 410TH; 411ST; 412ND; 413RD; 414TH; 415TH; 416TH; 417TH; 418TH; 419TH; 420TH; 421ST; 422ND; 423RD; 424TH; 425TH; 426TH; 427TH; 428TH; 429TH; 430TH; 431ST; 432ND; 433RD; 434TH; 435TH; 436TH; 437TH; 438TH; 439TH; 440TH; 441ST; 442ND; 443RD; 444TH; 445TH; 446TH; 447TH; 448TH; 449TH; 450TH; 451ST; 452ND; 453RD; 454TH; 455TH; 456TH; 457TH; 458TH; 459TH; 460TH; 461ST; 462ND; 463RD; 464TH; 465TH; 466TH; 467TH; 468TH; 469TH; 470TH; 471ST; 472ND; 473RD; 474TH; 475TH; 476TH; 477TH; 478TH; 479TH; 480TH; 481ST; 482ND; 483RD; 484TH; 485TH; 486TH; 487TH; 488TH; 489TH; 490TH; 491ST; 492ND; 493RD; 494TH; 495TH; 496TH; 497TH; 498TH; 499TH; 500TH; 501ST; 502ND; 503RD; 504TH; 505TH; 506TH; 507TH; 508TH; 509TH; 510TH; 511ST; 512ND; 513RD; 514TH; 515TH; 516TH; 517TH; 518TH; 519TH; 520TH; 521ST; 522ND; 523RD; 524TH; 525TH; 526TH; 527TH; 528TH; 529TH; 530TH; 531ST; 532ND; 533RD; 534TH; 535TH; 536TH; 537TH; 538TH; 539TH; 540TH; 541ST; 542ND; 543RD; 544TH; 545TH; 546TH; 547TH; 548TH; 549TH; 550TH; 551ST; 552ND; 553RD; 554TH; 555TH; 556TH; 557TH; 558TH; 559TH; 560TH; 561ST; 562ND; 563RD; 564TH; 565TH; 566TH; 567TH; 568TH; 569TH; 570TH; 571ST; 572ND; 573RD; 574TH; 575TH; 576TH; 577TH; 578TH; 579TH; 580TH; 581ST; 582ND; 583RD; 584TH; 585TH; 586TH; 587TH; 588TH; 589TH; 590TH; 591ST; 592ND; 593RD; 594TH; 595TH; 596TH; 597TH; 598TH; 599TH; 600TH; 601ST; 602ND; 603RD; 604TH; 605TH; 606TH; 607TH; 608TH; 609TH; 610TH; 611ST; 612ND; 613RD; 614TH; 615TH; 616TH; 617TH; 618TH; 619TH; 620TH; 621ST; 622ND; 623RD; 624TH; 625TH; 626TH; 627TH; 628TH; 629TH; 630TH; 631ST; 632ND; 633RD; 634TH; 635TH; 636TH; 637TH; 638TH; 639TH; 640TH; 641ST; 642ND; 643RD; 644TH; 645TH; 646TH; 647TH; 648TH; 649TH; 650TH; 651ST; 652ND; 653RD; 654TH; 655TH; 656TH; 657TH; 658TH; 659TH; 660TH; 661ST; 662ND; 663RD; 664TH; 665TH; 666TH; 667TH; 668TH; 669TH; 670TH; 671ST; 672ND; 673RD; 674TH; 675TH; 676TH; 677TH; 678TH; 679TH; 680TH; 681ST; 682ND; 683RD; 684TH; 685TH; 686TH; 687TH; 688TH; 689TH; 690TH; 691ST; 692ND; 693RD; 694TH; 695TH; 696TH; 697TH; 698TH; 699TH; 700TH; 701ST; 702ND; 703RD; 704TH;

A continued commitment to a legacy of unique parks

The 2003 - 2008 Park and Recreation Master Plan update projected a shortage of parkland based on standards for municipal park requirements. These standards for park requirements within Munster, which are based on national standards then are related to local community situations, are a ratio of park acreage to populations being served. These numbers form a base line from which need-analysis can be performed. Since the Master Plan Update, 194 acres of parkland have been added to the system and have satisfied much of the projected need assessed by the plan.

Today, however, there is still a need for park land. Using the same

methodology for determination (and assuming a 2010 population of 24,000 people), there exists an assessed need of 3.5 acres of Neighborhood Park and 8.8 acres of Mini-Parks (see Existing Park Land to Resident Ratio table below). This plan addresses this need through the expansion of select existing parks, the creation of a new River Park as well as some neighborhood mini-parks and the creation of four new town squares.

Open space concepts presented in this plan seek to support Munster’s legacy of unique parks as well as carry on the spirit of the Town’s 1938 master plan.

Existing Park Type Summary

Park Type	Acres
Mini-Park	4.00
Neighborhood Park	66.47
School Park	12.00
Community Park	75.00
Regional Park	205.00
Natural Resource Area	20.00
Greenways	7.46
Total	389.93

From Munster Parks and Recreation Master Plan Update - 2003 to 2008. Includes undeveloped park land.



Existing Park Land to Resident Ratios

	Assessment Standard (acres / 1,000 residents)**	Developed Park Land 2009 (acres)*	Standards for 2009 Population (acres)	Park Land Deficit / Surplus (acres)
Large (Regional or community parks)	7	245	168	77
Medium (Neighborhood parks)	3	68.5	72	(3.5)
Small (Mini-parks)	0.5	3.2	12	(8.8)

*Numbers do not include undeveloped park land, Bieker Woods, or Heritage Park (Special Park Land)

**From Munster Parks and Recreation Master Plan Update - 2003 to 2008

OPEN SPACE FRAMEWORK PLAN



Rediscover the Little Calumet River as unique amenity

The Little Calumet River, defining the northern boundary of the Town, is an under utilized and forgotten asset today.

Much of the built-up northern portion of the town along the Little Calumet River is located in the floodplain along the river. The severity of recent floods in the area has highlighted the waterway's significant role in stormwater management for the region. Major efforts are underway by the Army Corps to improve the river's capacity to handle the stormwater impacts of the future.

Along with the engineering improvements planned along the waterway, the issue of significant number of homes that are still located in the floodplain needs to be addressed. This Plan calls for riverfront residential property between Calumet Avenue and Manor Street to long term transition to public open space.

This idea brings back one of the boldest concepts of the 1938 plan: the preservation of land along the Little Calumet as park land, turning what has historically been considered a functional amenity into a prime recreational amenity for Northwest Munster neighborhoods,

as well as a northern gateway feature for the Town.

This 2010 Plan aims to rediscover the river as more than an engineered solution to flooding.

As envisioned by the 1938 Plan, this is a unique open space amenity that can be transformed into a linear public open space that defines the northern gateway to the Town



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

A New River Park

1. Create a continuous linear public park and trail along the Little Calumet River that extends from Manor Street to Calumet Avenue.
2. Create an attractive gateway to River Park and Trails at Calumet Avenue.
3. Program River Park for recreational opportunities, seating, lighting, and public art.
4. Create a new pedestrian and bike tunnel under the CSX/Monon tracks at Sunnyside Avenue and Manor Avenue to connect directly to River Park.
5. Connect River Park to the north with a riverfront trail connection under Interstate 80/94. This trail should extend the existing trail at Manor Drive north to Hohman Avenue. This is a “man-developed trail” right now.
6. Plan for a pedestrian bridge to connect to Hammond parks north of the river.

The original 1938 master plan for the town envisioned all of the river frontage as continuous public park.



2.3

TRAIL FRAMEWORK PLAN

In the 21st Century, Munster will be a critical link and a major destination in the larger Regional Trail System.



An extensive Bike Path system to serve the Town and the Region

The Town of Munster has had a long commitment to creating safe bike connections for it's residents and visitors.

First developed in the late 1970's, the Munster Bike Network received some much needed improvements and connections in the late 1990's. Currently the Munster Bike Network is an 11-mile system that connects all parts of the Town. The network is equally divided among shared and non-shared paths, and takes advantage of abandoned rail corridors, NIPSCO utility easements, widened sidewalks, and special bike only (painted) lanes on roadways.

Throughout the bike network there are a number of parks and parking lots that serve as trailhead and rest areas. The largest trailhead and parking area can be found in Community Park on Calumet Avenue.

Plans are currently underway to connect this bike network to various regional and national trails via an 8.2 mile extension. A 3.0 mile stretch of this extension along the abandoned Conrail right of way has been partially funded and will be developed as part of the 205 acre Lakewood Park development plan progresses. Parts of this trail extension are anticipated to be completed as soon as 2010.

Northwest Indiana and parts of Eastern Illinois contain more than 70 miles of off-road trails. Many of the trail systems run along abandoned railroad tracks and highlight the rich ecological diversity that make up the South Shore region.

The Comprehensive Plan lays out an extensive network of trails that will connect the town to major regional trails, including the Pennsy Greenway, the Burnham Greenway and the Erie Lackawanna Trail.



Pennsy Greenway Bike Path

Pennsy Greenway is at the heart of Munster's existing and planned trail network.

When fully complete, this 15 mile trail (10 miles in Indiana, 5 in Illinois) will connect directly to the 450-mile Burnham Greenway/Grand Illinois trail system in Illinois, with the potential to serve a large regional population. This is envisioned to be the first off-road, bi-state link in the region, and would become part of the American Discovery Trail network. The trail is planned to go

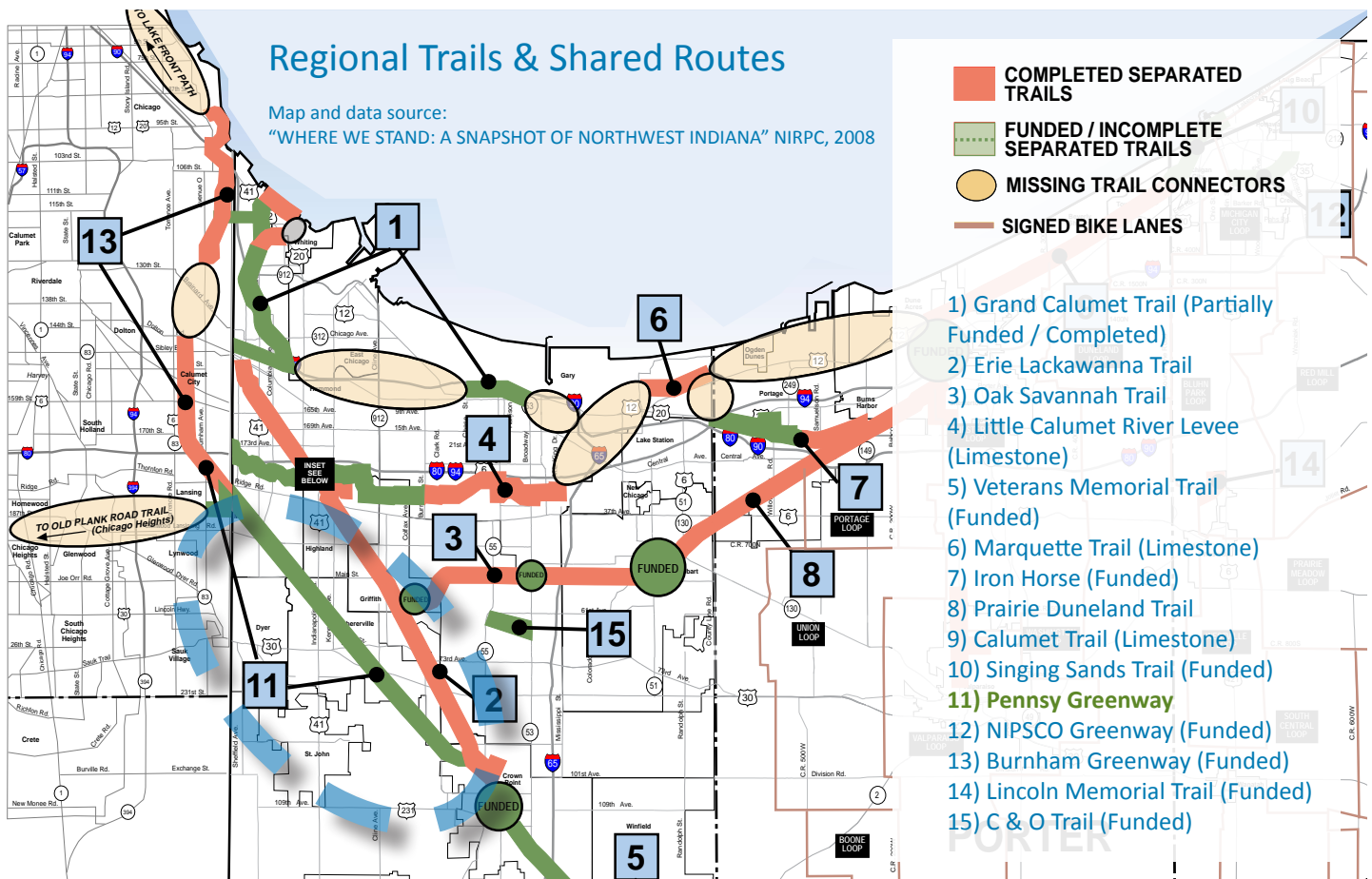
through Crown Point, Schererville, Munster, Dyer, Lansing, Calumet City and Burnham, and continue southeast of Crown Point to Hebron, where it is called the Veterans Memorial Trail.

The Plan aims for Munster to connect with Lansing's established bike path at the state line. That path will run to Manor Avenue and Fisher Street, cross onto the future Mixed Use District and potential train station at Lake Business Center and southward to Centennial Park. As it travels through Centennial Park, the path will leave the old rail right of way and wind around the edge of the

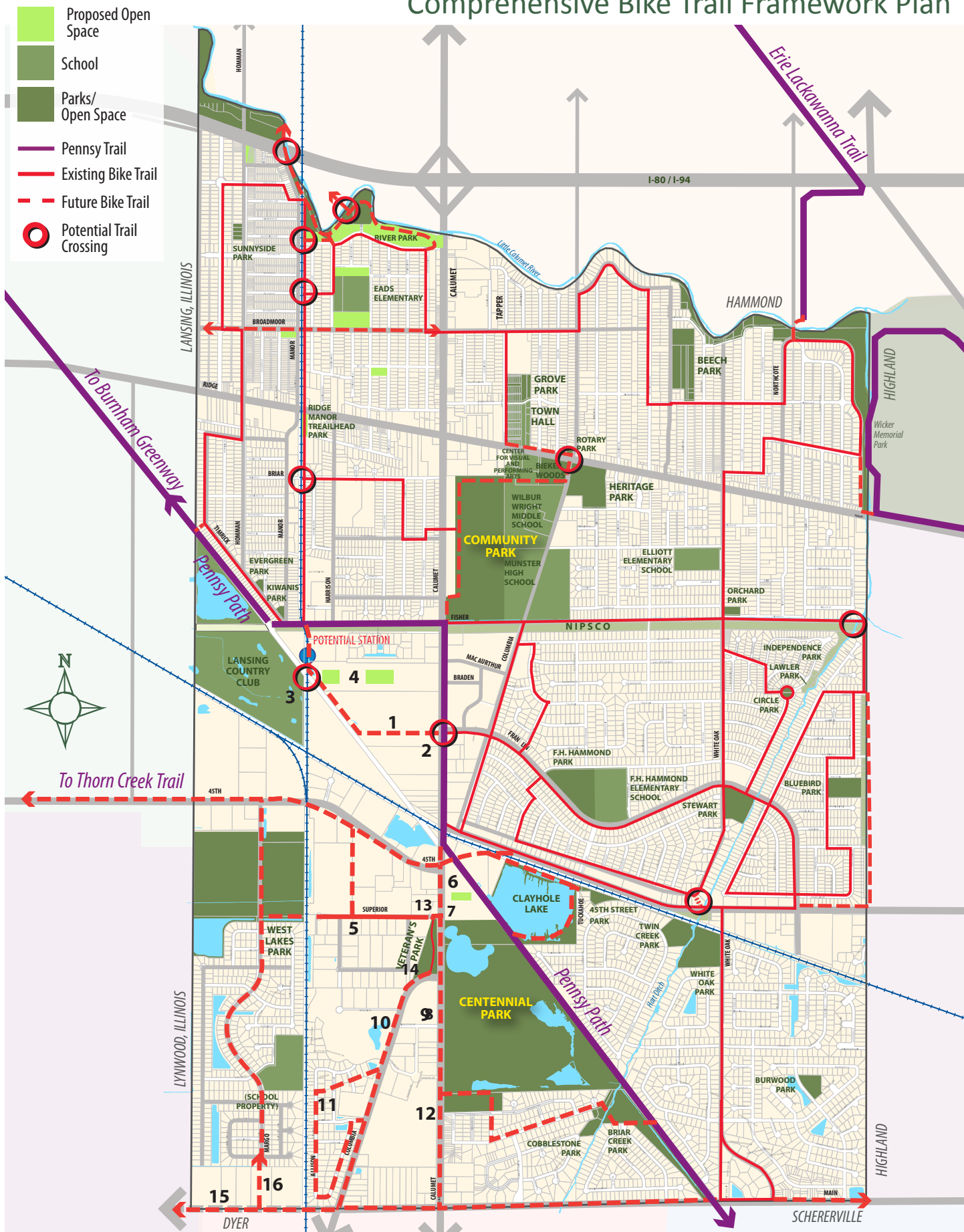


golf course providing bikers with an attractive view of the park.

Construction began in Fall 2009 on the old Penn-Central (Conrail) right of way at Main Street as a major link in the Pennsy-Greenway. The extension of this path from Calumet Avenue to the state line is planned for construction in 2010.



Comprehensive Bike Trail Framework Plan



Other Regional Trail Links



Residents of Munster already have easy access to over 8.7 miles of trails and paths.

With planned new trails and connections, the Town will have access to over 35 miles of adjacent regional trails in Indiana and Illinois.



Burnham Greenway

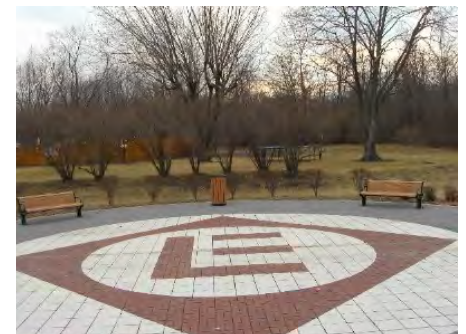
The Pennsy Greenway will connect the Town of Munster to the Burnham Greenway - a major 11 mile long trail serving the region. The trail is composed of two sections: Burnham Greenway North and Burnham Greenway South, that run along a former railroad corridor between Chicago and Lansing, Illinois. There are plans to extend and connect these short sections, which will create 11 miles of trails connecting to Wolf Lake which straddles the state line between Illinois and Indiana. Wolf Lake and other neighboring lakes are believed to be among the most biologically diverse places in the Midwest.



Erie Lackawanna Trail

Munster's planned bike trails will connect to the Wicker Memorial Park to the east, a major open space on the Erie Lackawanna Trail. The 9.5 mile long trail runs through Highland, Griffith, Schererville and Crown Point.

The southern portion of the trail, built along a wide grassy right-of-way, passes through tranquil fields, wetlands and neighborhoods. Trail designers took advantage of the extra width to create a wavy, pattern. Beautiful new trail heads adorned with gazebos, benches and painted brick surfacing invite unplanned stops.



Northwest Indiana Bike Map

Map and data source: NIRPC, 2008



Map and data source:
Northwest Indiana Bike Map,
NIRPC, 2008

Park & Trail Recommendations: Northwest Area

New River Park

1. Create a continuous linear public park and trail along the Little Calumet River that extends from Manor Street to Calumet Avenue.
2. Create an attractive gateway to River Park and Trails at Calumet Avenue.
3. Program River Park for recreational opportunities, seating, lighting, and public art.
4. Create a new pedestrian and bike tunnel under the CSX / Monon tracks at Sunnyside Avenue and Manor Drive to connect directly to River Park.
5. Connect River Park to the north with a riverfront trail connection under Interstate 80/94. This trail should extend the existing trail at Manor Drive north to Hohman Avenue. This is a "man-developed trail" right now.
6. Plan for a pedestrian bridge to connect to Hammond parks north of the river.
7. Acquire multi-family area north of Hollywood and east of Hohman for a neighborhood park.

Expanded Public Open Space at Eads Elementary School

8. Plan for long term northward and southward expansion of the Eads Elementary School / park property to create a contiguous public area bordered by public streets on all sides.
9. Make improvements to the existing tunnel at Belden Place to make it more attractive and safer as a direct connection to Eads Elementary School and to River Park to the north.

New Mini Parks for under served areas

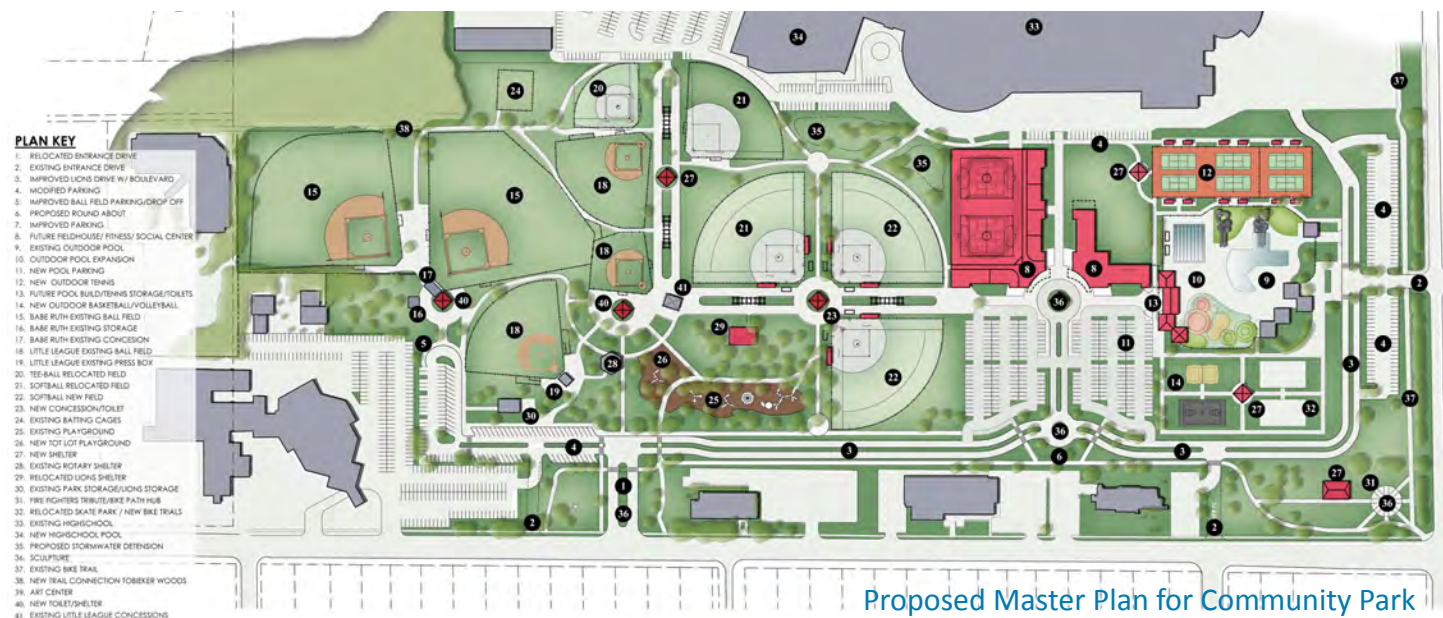
10. Create a small Ridge/Manor trail head potentially at the south west corner of Manor Drive and Broadmoor Avenue to serve the residential blocks within walking distance.
11. Create a small park potentially to the south of 30th Street between Monroe and Madison Streets to serve the residential blocks within walking distance.

Broadmoor Avenue as a new east west trail connection

12. Incorporate a trail on one side to create an east west trail from Hohman to Calumet Avenue.

Improved Connections to the Pennsy Greenway

13. Acquire a right-of-way and build a short trail to connect the Pennsy Greenway trail to the juncture of Forest Avenue at Timrick Avenue.
14. Conserve as much of the existing trees and vegetation as possible when the Pennsy Greenway is installed from the state line to the existing Fisher Street trail.
15. Connect the sidewalk along Timrick Avenue to the existing trail.
16. Create a new pedestrian and bike tunnel under the CSX / Monon tracks at Briar Lane to give access to residents living west of the tracks to the Pennsy Greenway, Community Park, stores and churches to the east of the tracks. This is a an old and heavily used, "man-developed trail" right now.



Park & Trail Recommendations: Northeast Area

Community Park as a hub in Munster's trail system

1. Create a paved trail along the west and north side of Community Park to connect with the north trail in Bieker Woods.
2. Develop a program in Bieker Woods for the removal of invasive plant species.

Connect to Wicker Park and the Erie-Lackawanna trail to the east

3. Continue Bike route south on Hawthorne Dr. to Ridge Rd. to connect Munster's trails to other adjacent trails in Wicker Park. This would also give Munster residents access to the to the Erie-Lackawanna regional trail and trails being developed in



- Hammond and Highland.
4. Connect Munster's riverfront trails to the Erie-Lackawanna regional trail to the north using Northcote Ave Bridge.

Incorporate Hart Ditch and the NIPSCO easement into the trail system

5. Acquire an easement at the north end of Independence Park, at the north side of the N. Delaware/E. Delaware loop, to connect Independence Park to the existing NIPSCO trail.
6. At the east end of the NIPSCO trail, plan for a bridge over Hart Ditch so that the Munster trail can connect to the planned Highland trail.
7. In Independence Park, at the east end of Washington Circle, where it intersects with E. Delaware, there is a tract of ground adjoining Hart Ditch platted as "Lawler Park". A footbridge connecting Lawler Park to the east side was envisioned for this area and provisions were made for this by requiring a right-of-way from Hart Ditch to Chestnut St. at about Martha St. This plan should be carried out and trails planned and installed accordingly.
8. Develop a trail along the NIPSCO easement that runs along the east Town boundary from 45th

St. the juncture of Hart Ditch/ Schoon Ditch. This could connect to the Bluebird Park paths and to the NIPSCO trail along Schoon Ditch. The gravel road link between Martha St. and the Hart Ditch juncture used by NIPSCO for maintenance service could be paved.

Town Hall Square as an improved public gathering place

9. Improve the open space in front of Town Hall as a public square with shade trees, seating, public art and safe links from the trails along Tapper Avenue.
10. Provide a safe crossing across Ridge Road between Town Hall Square and Bieker Woods to the south at Columbia.

Park & Trail Recommendations: Southeast Area

Redevelop the Munster Steel site with a small square surrounded by a mix of uses

1. Create a small square as a focal point of a new mixed use development.
2. Ensure that the development is a major stop and focal point in the Pennsy Greenway.

Improve Clayhole Lake as a major public open space

3. Improve Clayhole Lake as a safe and attractive open space amenity with shoreline stabilization and water quality improvements.
4. Develop safe fishing piers,

seating and other possible recreational opportunities.

5. Create a trail around Clayhole Lake that connects to the Pennsy and Centennial Park trails.

45th Street Improvements and pedestrian underpass

6. Provide a safe pedestrian and trail connection along 45th Street along the planned underpass below the Canadian National tracks.
7. Acquire a walking easement from the west side of Hart Ditch at 45th St. to connect with White Oak Ave. to the north.
8. Acquire the rights for a trail to go on the NIPSCO easement from

45th Ave. to Martha St.

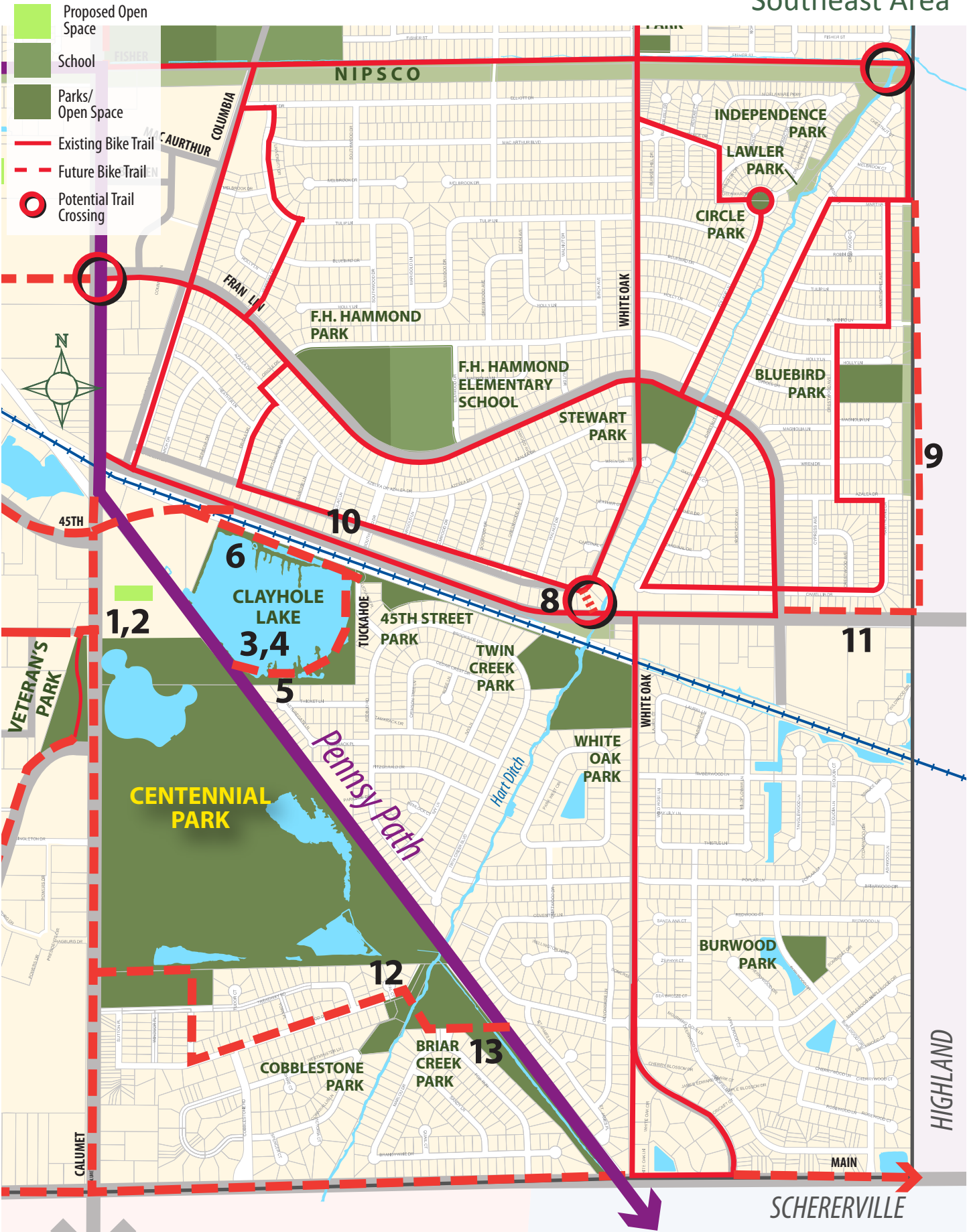
9. Develop the sidewalk into a full width trail along 45th Avenue and Calumet Avenue to Southwood.
10. Develop the sidewalk into a full width trail along 45th Avenue and Fran-Lin Parkway east to the Town line.

Improve Neighborhood Trail connections

11. Make a walking trail connection from the Cobblestones subdivision (Boxwood Dr.) to connect to the Pennsy trail.
12. Connect the Briar Creek Park trail to the Pennsy trail.



Southeast Area



Park & Trail Recommendations: Southwest Area

Make the New Train Station easily accessible from the trails

1. Incorporate a bike trail along the extended Fran Lin Parkway and the tracks to connect the station to the Pennsy Greenway along Calumet Avenue to the east and Fisher Street to the north.
2. Develop a pedestrian and bike bridge across Calumet Avenue to provide safe connections to the station for the neighborhoods to the east.
3. Install a pedestrian and bike tunnel across the tracks near the station to connect to the future redevelopment of the Lansing Country Club.
4. Create two public squares as major open spaces for the redeveloped Lake Business Center:
 - “Station Square” as a square anchored by the station, and to serve the high density residential around the station.
 - “Market Square” as a public open space to serve residents, shoppers, visitors and workers in the redeveloped mixed use district.

Improve trail connections to the neighborhoods around West Lakes Park

5. Create an underpass under the L & N railroad tracks. Connect the existing Westlakes Park trail to the underpass on the west side and on the east side connect to Superior Ave. This is an essential link to allow Westlakes residents a safe route to Community Park and Centennial Park.
6. On Superior Ave. install a sidewalk (trail) from the L & N tracks to Calumet Ave. There is too much truck and automotive traffic to allow safe passage using the street as a walkway.
7. Improve pedestrian safety conditions at Calumet Ave. and the north intersection of 45th Ave. Widen the sidewalk to “trail” specifications from this intersection south to as far as the present sidewalk goes and dead-ends.
8. Install a trail, starting with at the end of the above referenced sidewalk and going south to the Superior Ave. traffic light.
9. On Fitness Point property install a trail to connect from the south side of marked as a trail leading south from the Fitness Point trail to the intersection of Singleton Dr. and Columbia Ave.
10. Install a trail to connect from the west side of Columbia Ave. at

Singleton Drive to the Hartsfield trails.

11. From the planned Margo Ln. trail develop a trail eastward, with an underpass under the L & N Railroad, connecting to Allison Rd. on the east.
12. Assure that when the land on the west side of Calumet, from the Harley dealership north to Hagburg Dr., is developed that a sidewalk (or trail) is installed northward from the existing sidewalk.

War Memorial Park Improvements

13. Install a trail from the Calumet Ave./Superior Ave. intersection to connect with the War Memorial trail.
14. On the War Memorial property, install a trail from the present War Memorial trail to Columbia Ave., close to Calumet.

Main Street Extension

15. Assure that when Main St. is improved that a sidewalk is installed from Calumet to Columbia Ave.
16. Make provisions for a connection with the Margo trail from Main Street.

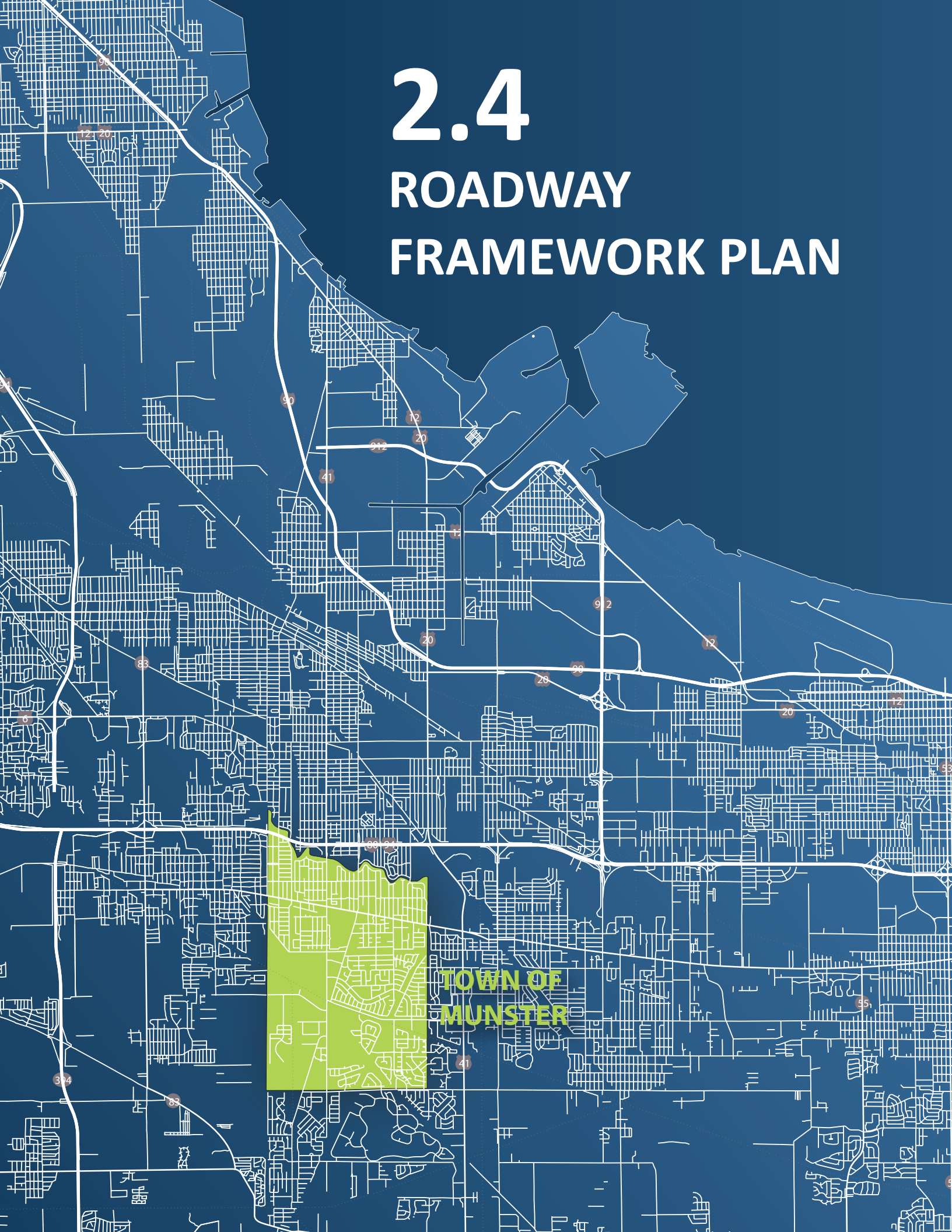
Southwest Area



2.4

ROADWAY

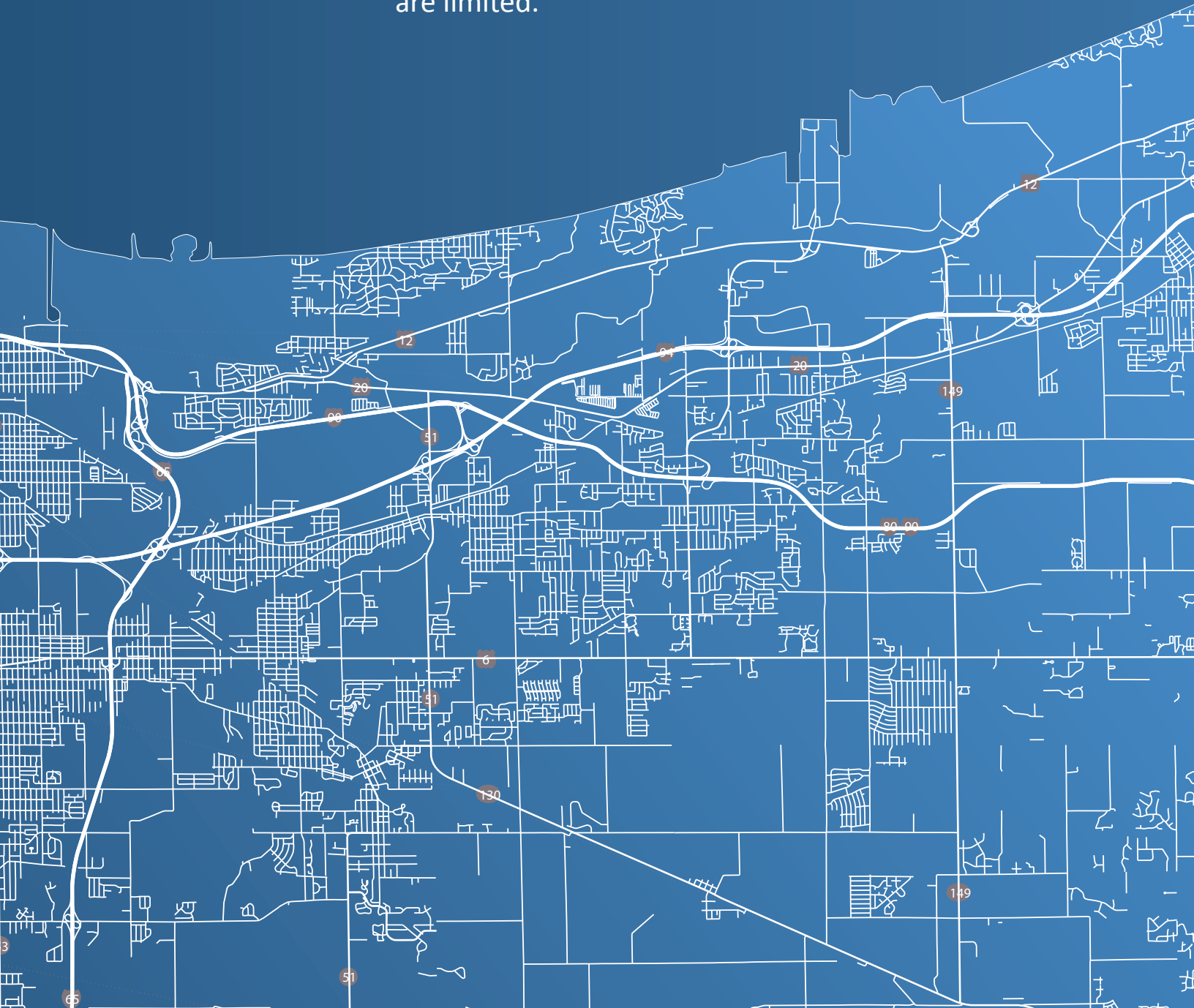
FRAMEWORK PLAN



TOWN OF
MUNSTER

The Region

The regional roadway framework shows that there are limited north-south and east-west arterials in this part of the region. Ridge Road is a primary east-west connector through Munster and Northwest Indiana. Calumet Avenue is one of the main routes connecting I-80/94 to the communities south of Munster. As a significantly built up suburb, opportunities for new regional connections are limited.



Better Regional and Local Connections

Opportunities to add new roadways are limited in a mature community such as Munster, where the majority of the Town has already been developed.

The 2010 Plan instead focuses on extending roadways into redevelopment areas, re-configuring existing roadways for improved circulation, and major infrastructure projects that address traffic at rail crossings.

Major Roadway Opportunities

1. Potential Extension of 45th Street Across Calumet Avenue
2. Potential Grade Separation of Calumet Avenue and the Railroad Track
3. Extension Of Existing Roads to the Lake Business Center Area with traffic signalization
4. Potential Extension of Existing Roads to The Main Street Parcel Development
5. Extension Of Main Street to the West
6. Transform Broadmoor into a Boulevard with a landscaped median
7. Reduce traffic conflicts by consolidating curb cuts along Ridge and Calumet
8. Create consolidated shared parking areas for the Ridge and Calumet corridors to eliminate the need for individual curb cuts.

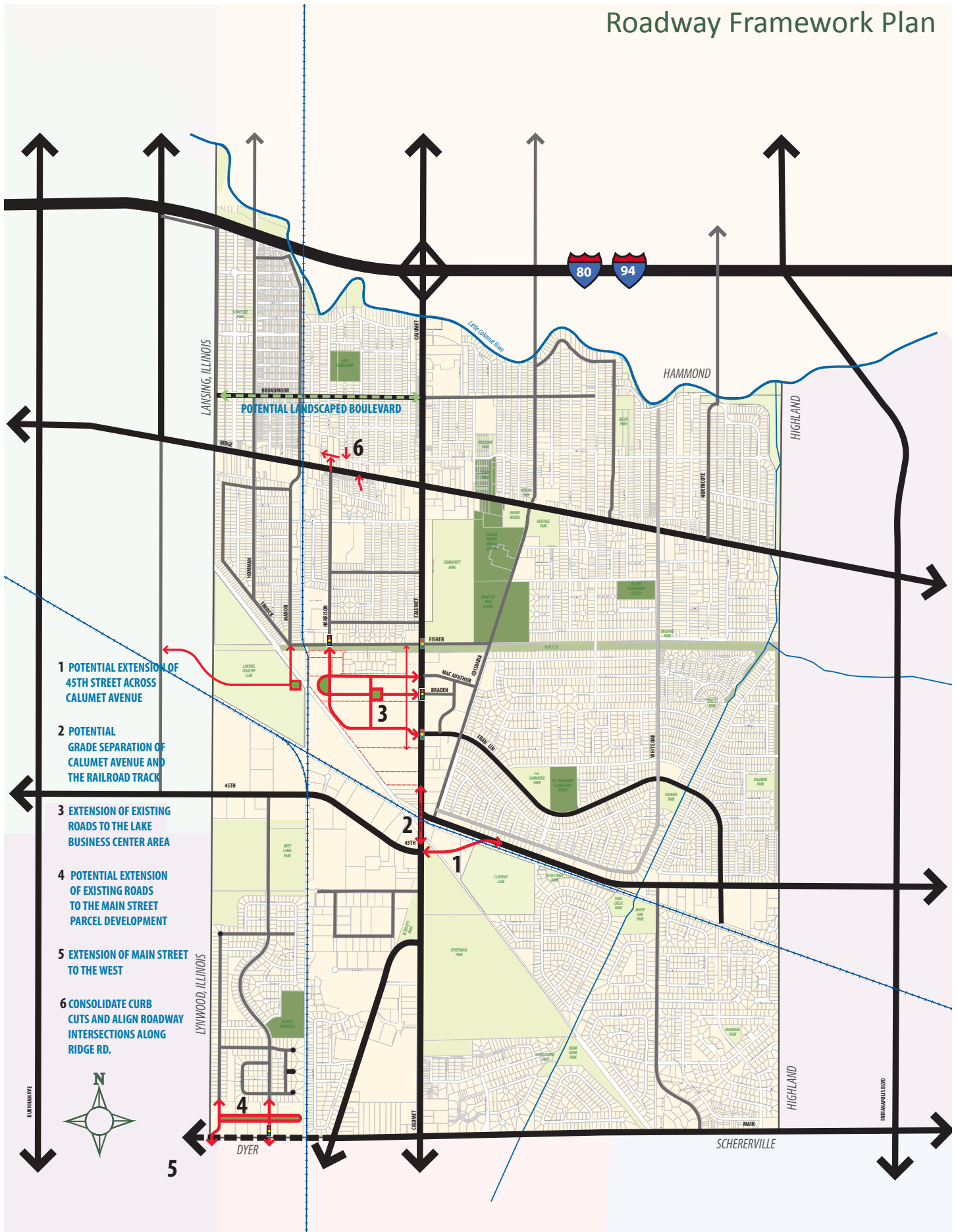
Congestion on Calumet Ave near the intersections of East 45th and West 45th Streets has been a problem for some time. Currently these roads are operating near capacity. Adding to the problem are the Canadian National tracks which cross Calumet between East and West 45th Streets. Trains passing through can slow traffic for up to 45 minutes after the train has cleared the crossing. This situation also creates a problem for emergency vehicles which must use Calumet Ave to access the hospitals in the area. Recently the following studies have been performed to determine potential resolutions:

- Traffic capacity analysis on Calumet Avenue, and on 45th Street east and west
- Synchro analysis on Calumet Avenue corridor to determine if signal timings can be adjusted
- Possible geometric improvements to the intersection of Calumet Avenue and East 45th Street

The results indicated two potential major improvements to alleviate congestion:

- Elimination of the intersection of East 45th Street and subsequent realignment and grade separation to meet existing West 45th Street at Calumet Ave.
- Construct a grade separation for Calumet Avenue and the Canadian National tracks.

Roadway Framework Plan



An aerial photograph of Munster, Indiana, showing a mix of residential, commercial, and undeveloped land. The image is overlaid with a semi-transparent dark blue layer where the text is located. The number '3' is prominently displayed in the upper left quadrant of the text area.

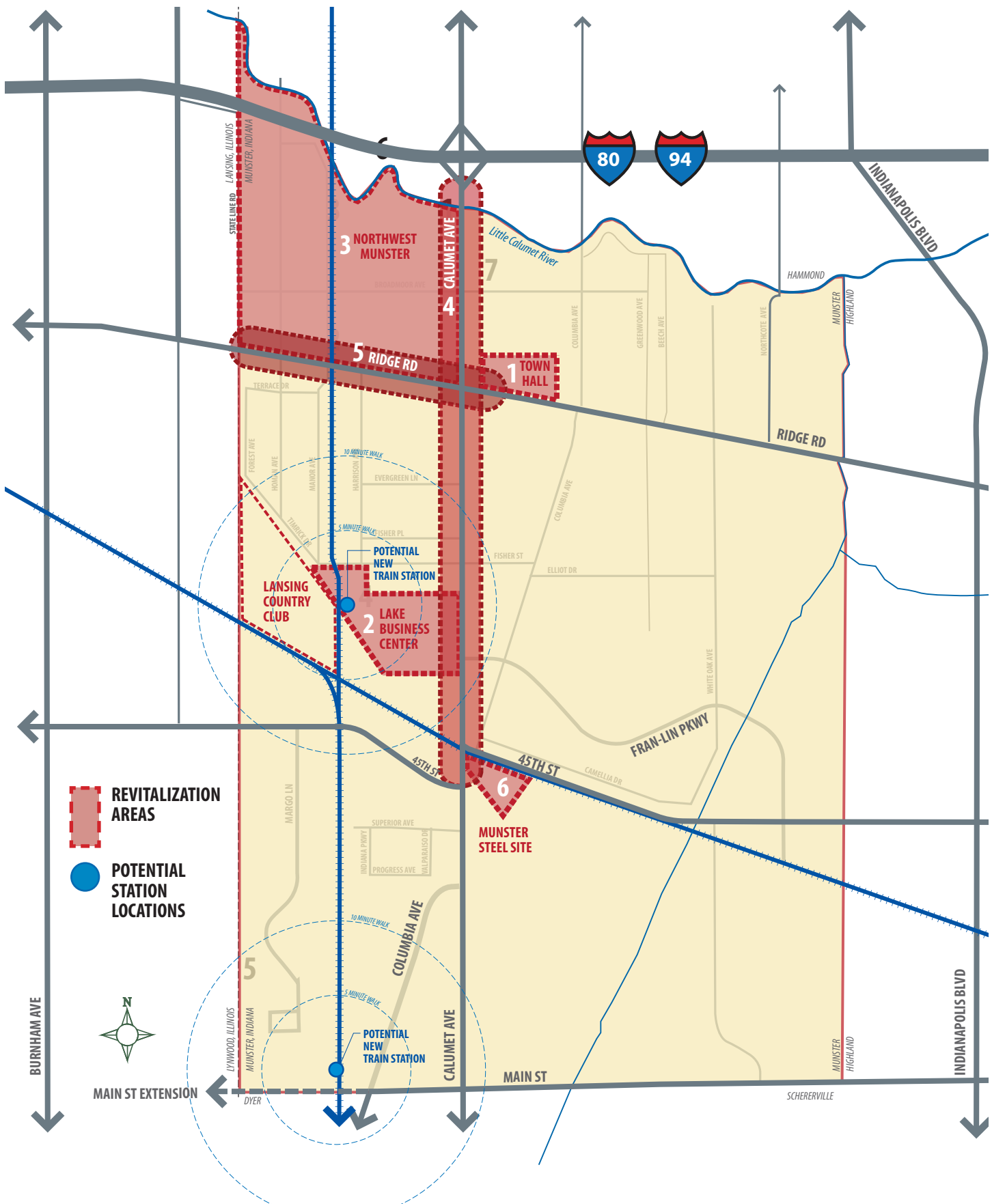
3

REVITALIZATION OPPORTUNITIES

With little undeveloped land remaining within the Town boundaries, the people of Munster recognize the need to reinvest in under utilized land in the old parts of town. The 2010 Plan focuses on the following six major redevelopment opportunity areas to transform these into vibrant and walkable centers.

1. TOWN HALL SQUARE
2. LAKE BUSINESS CENTER
3. NORTHWEST MUNSTER
4. CALUMET AVENUE
5. RIDGE ROAD CORRIDOR
6. MUNSTER STEEL SITE

Major Revitalization Opportunity Areas



Town Hall Area today

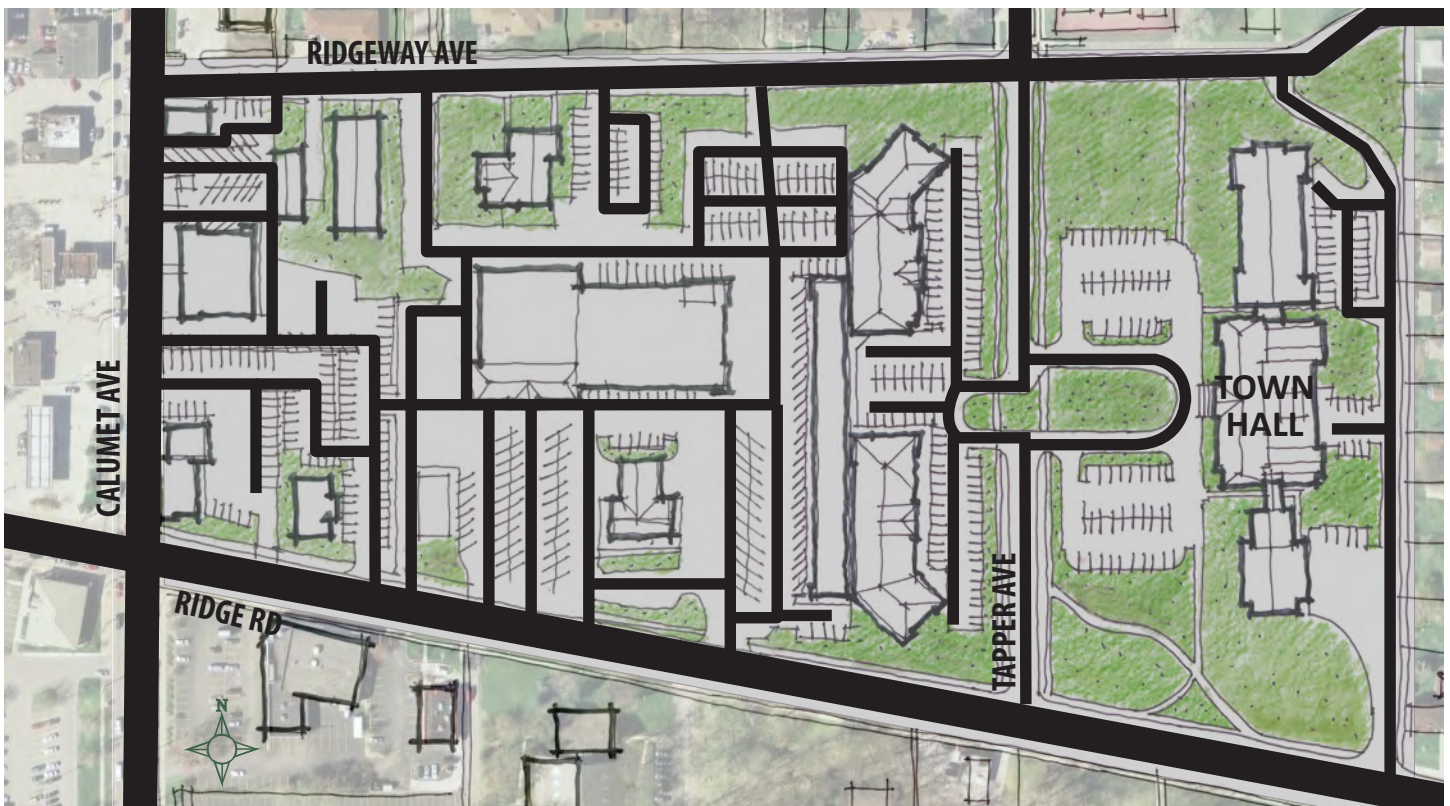
The Town Hall area is already a major civic space.

The 2010 Comprehensive Plan identifies opportunities for both short term and long term projects to redefine the area around the Town Hall. The plan addresses the following major issues:

- Town Hall does not have a visual connection to Calumet Avenue and is hidden behind the existing retail buildings.
- The Town Hall and the shopping area are not connected. People cannot walk between the two areas.

Opportunities

- As shown in the plan below, existing traffic circulation pattern in the area is confusing and inefficient. Parking is also segmented and inefficient, with minimal shared parking and cross access connections.
- There are too many curb cuts along Ridge Road and Calumet Avenue which cause traffic problems, unnecessary turn movements and discontinuous sidewalks.
- Redevelop the area to open up a view corridor so that Town Hall is visible from Calumet Avenue.
- Connect the Town Hall to the shopping area to allow pedestrian and car movement.
- Improve vehicular circulation and develop shared parking to serve all uses.
- Investigate opportunities for new infill buildings that complement existing stores.
- Improve the open space in front of Town Hall to create a civic square.



Town Hall Square



Recommendations

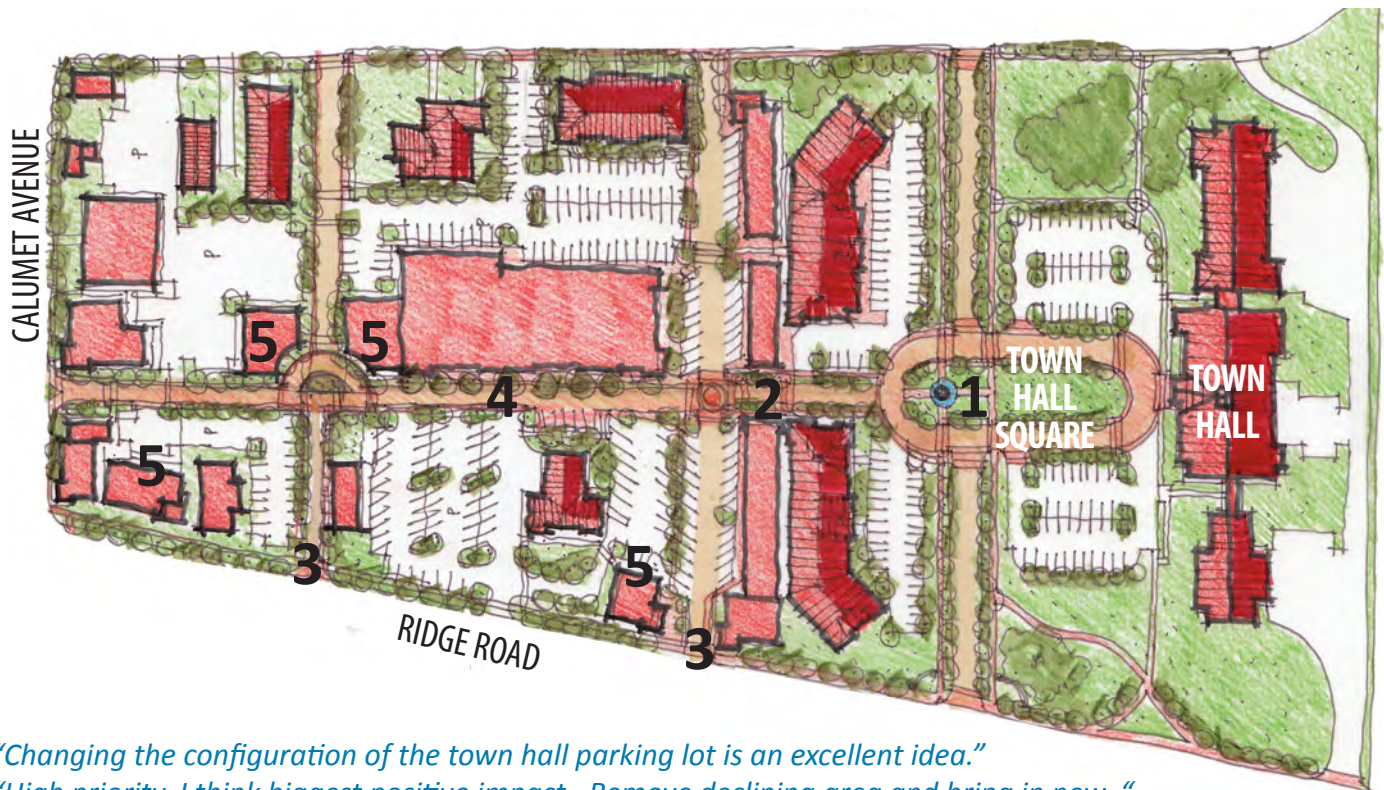
1. Re-configure Tapper Avenue and existing green space to create a contiguous Town Hall Square.
2. Re-configure the strip retail building to open a view corridor between Calumet and Town Hall.
3. Consolidate the curb cuts along Ridge to create better entrances to the center.
4. Improve circulation and develop shared parking areas in the shopping center to serve all users.
5. Develop new infill buildings that work with existing stores
6. Create a walkable core centered around Town Hall



Munster's Town Hall can be the focal point of a vibrant square for residents, shoppers, workers and visitors, like the area around the Town Hall in Muenster, Germany

Town Hall and Prinzipalmarkt, Muenster, Germany

Proposed Town Hall Square



"Changing the configuration of the town hall parking lot is an excellent idea."

"High priority, I think biggest positive impact. Remove declining area and bring in new. "

Community Feedback, Public Workshop

MARKET SQUARE: A CLASSIC TOWN SQUARE IN LAKE FOREST, IL

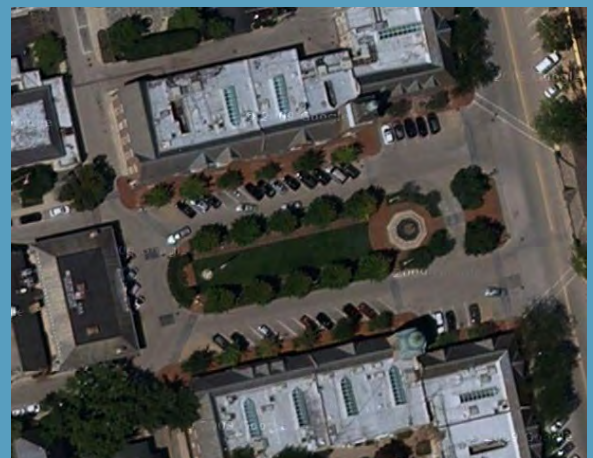
CENTRAL GREEN AS THE MAIN
TOWN SQUARE

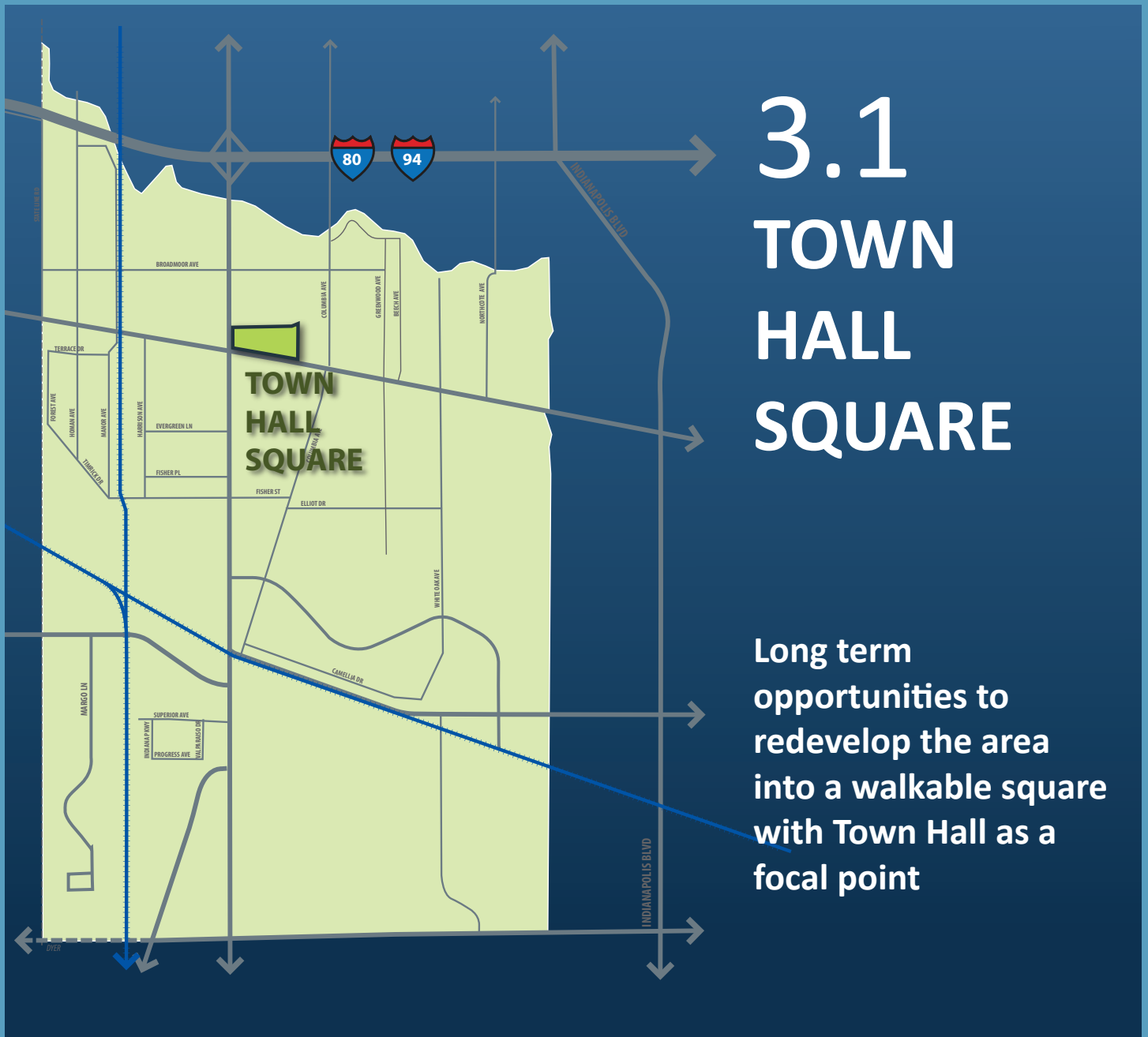
A WALKABLE AND PEDESTRIAN
FRIENDLY MIXED-USE PLACE

BUILDINGS FRAMING STREETS
AND THE SQUARE

SHARED PARKING

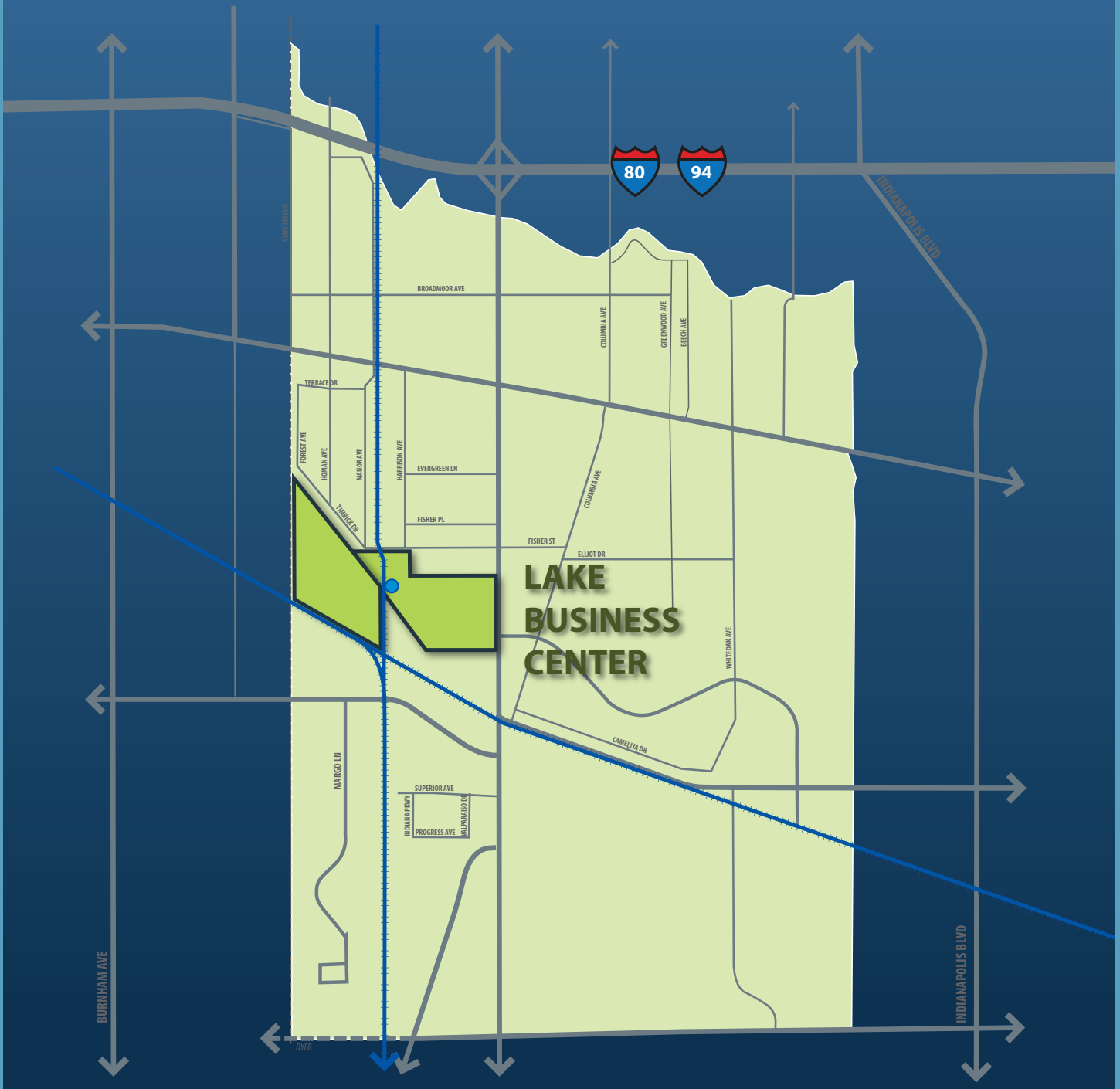
MIXED USE BUILDINGS WITH
SHOPS BELOW AND OFFICE /
HOMES ABOVE





3.2

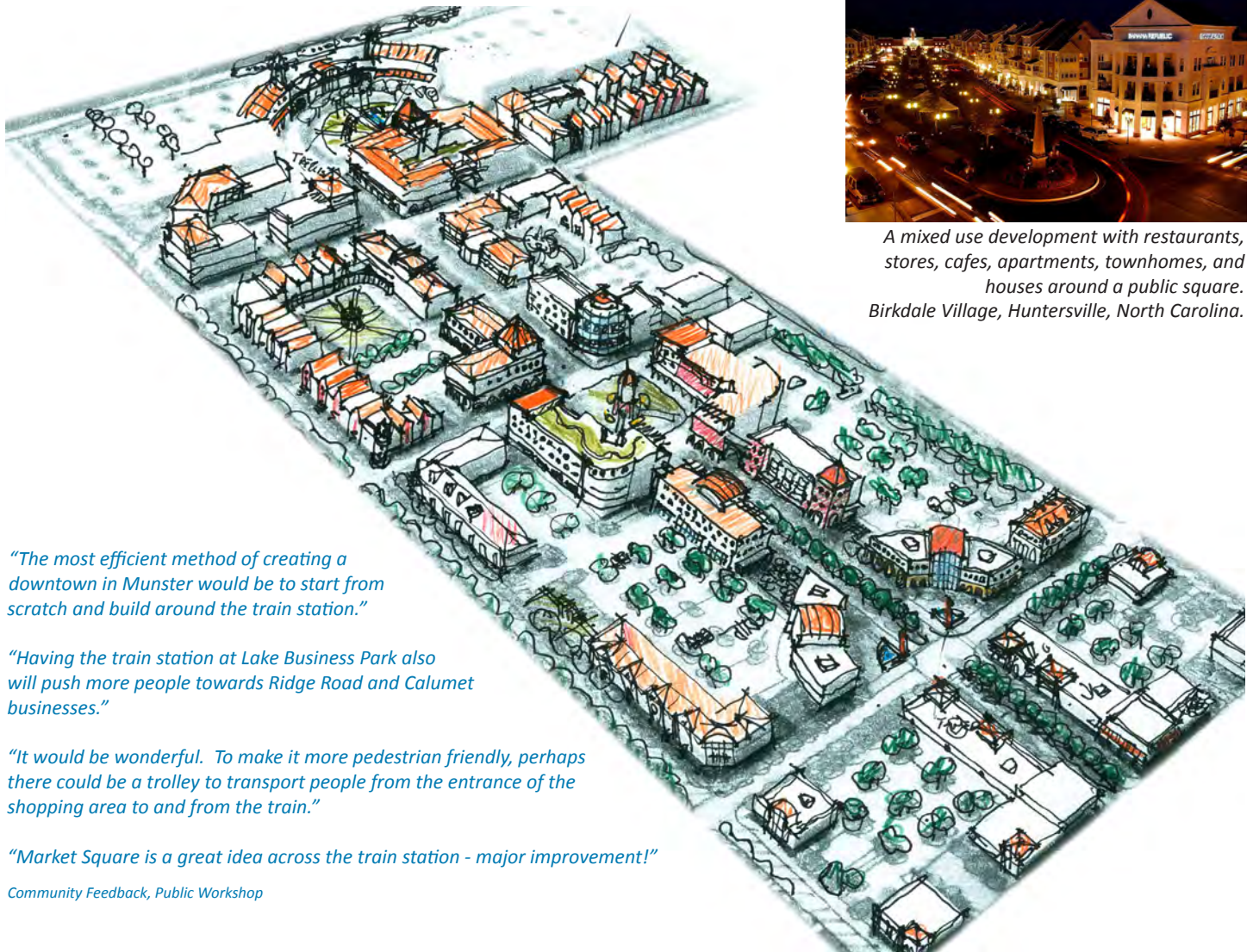
Lake Business Center



A New Transit Oriented District at the Heart Of Town

Vision

Lake Business Center will be transformed to a premiere Transit Oriented Development (TOD) in Indiana. As one of the first TODs in the state, this 72 acre site will be a vibrant and walkable Mixed-use District with high quality commercial, offices and residences, all within walking distance of a new train station. A variety of restaurants, shops and venues will attract people during the day, the evenings, and the weekends. Pedestrians will enjoy shaded sidewalks, safe crossings, and public squares for gathering. New bike trails will connect the district to regional trails and open spaces.



A mixed use development with restaurants, stores, cafes, apartments, townhomes, and houses around a public square. Birkdale Village, Huntersville, North Carolina.

"The most efficient method of creating a downtown in Munster would be to start from scratch and build around the train station."

"Having the train station at Lake Business Park also will push more people towards Ridge Road and Calumet businesses."

"It would be wonderful. To make it more pedestrian friendly, perhaps there could be a trolley to transport people from the entrance of the shopping area to and from the train."

"Market Square is a great idea across the train station - major improvement!"

Community Feedback, Public Workshop

Opportunities at Lake Business Center

Lake Business Center has over one million square feet of leasable space occupying approximately 72 acres of land at the center of Town. While some of the space is currently leased, a significant portion of this large footprint building is vacant. As discussed in Section 2.1: Transit and Station Locations, the planned West Lake Corridor New Start Studies by NICTD recommends a new commuter train service from

downtown Chicago to Lowell with a station in Munster. The new service would use the old CSX track alignment which runs along the western edge of the Lake Business Center, offering a great opportunity to locate a station on the site. Pepsi is a major anchor in the southern portion of the site. Plans for redevelopment should accommodate Pepsi's facilities and needs for access and service.

The area south of Pepsi, recently acquired by the Town, will have limited access once the planned grade separation of Calumet Avenue is constructed. Accessibility and potential appropriate land uses will need to be considered in the overall master plan.

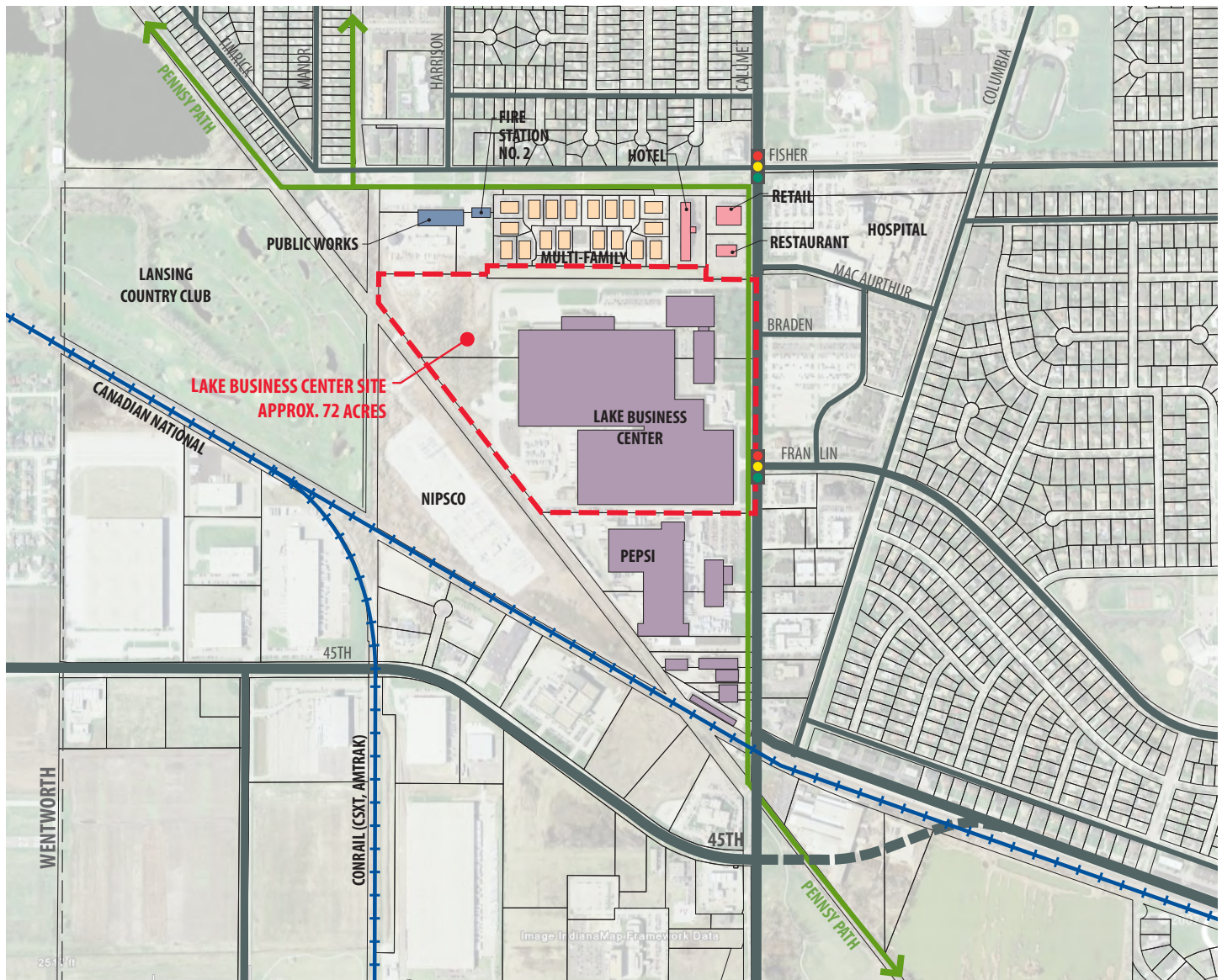
The NIPSCO site to the west across the tracks has significant amount of tall utility structures. These will



Lake Business Center today

pose challenges for views from new development.

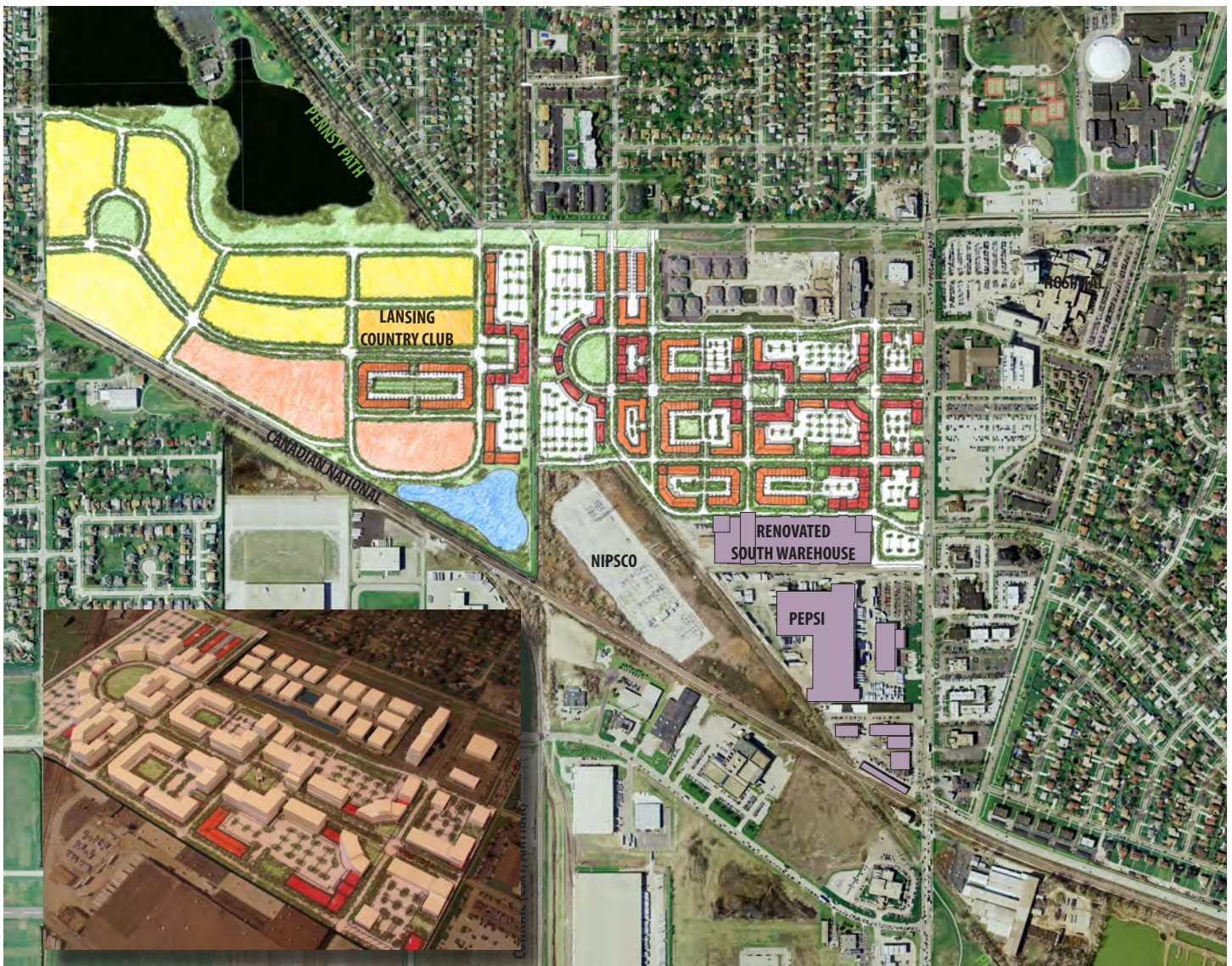
Across the tracks, there is long term potential for creating a transit oriented community on the current Lansing Country Club site. A pedestrian tunnel or bridge can connect across the tracks, allowing commuter parking and traffic to be dispersed on both sides of the tracks.



A Master Plan for a Vibrant New District

Design Principles For A Transit Oriented District (T.O.D.)

- Maximize the number of people living within walking distance of the train station
- Extend the existing street grid into the new district
- Create pedestrian friendly streets for safe and comfortable connections to the station
- Provide safe and convenient bicycle connections to the station and Downtown
- Create a diverse housing stock to make the district attractive to all age groups
- Place civic uses and public open spaces as focal points of the district
- Strengthen connections to existing neighborhoods and commercial corridors along Ridge and Calumet
- Place buildings along the streets with parking to the rear
- Build a shared parking strategy for the overall district between the different user groups, including commuters, shoppers, residents, visitors and employees
- Create a long term master plan that can be developed in phases

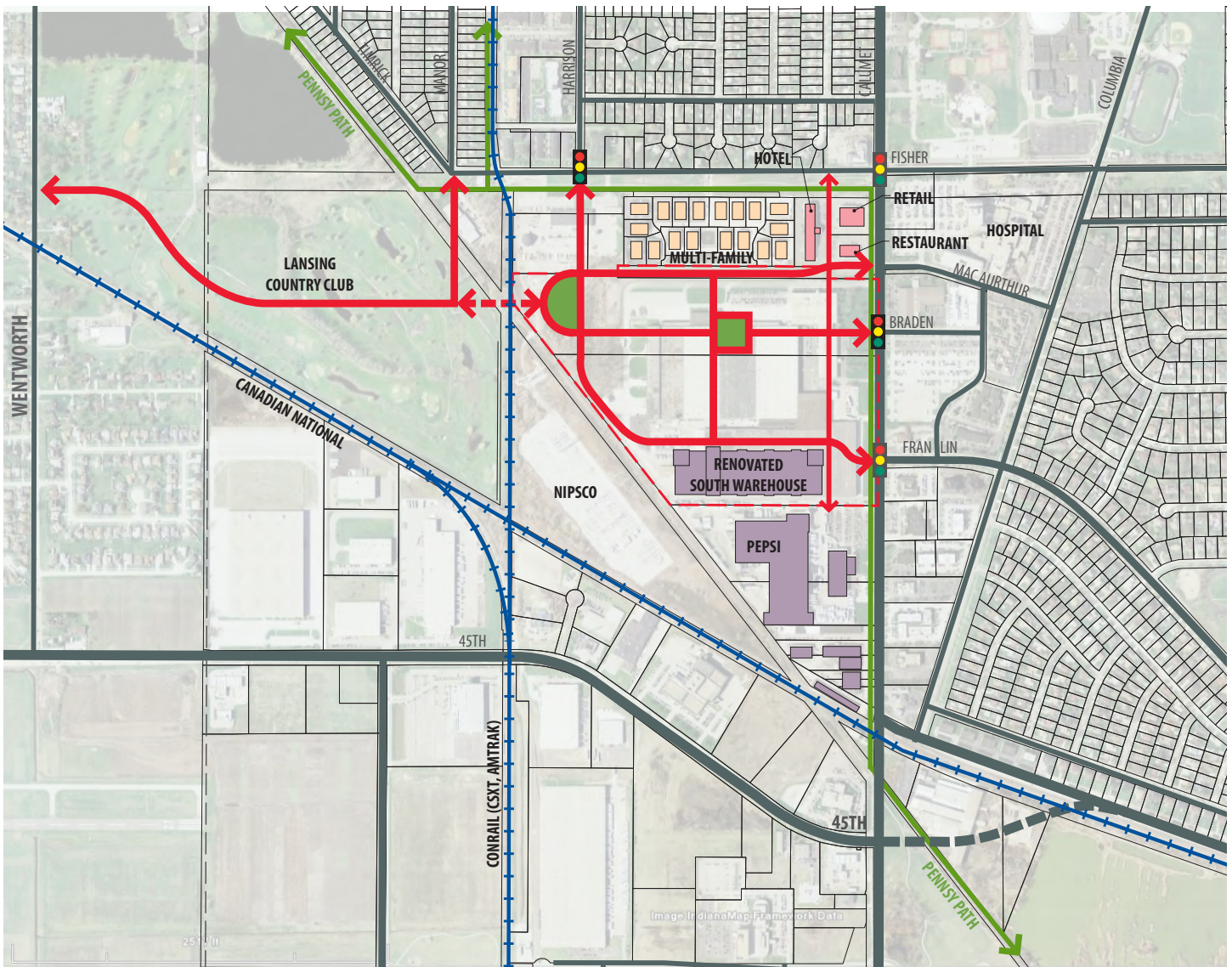


Creating a connected and walkable grid

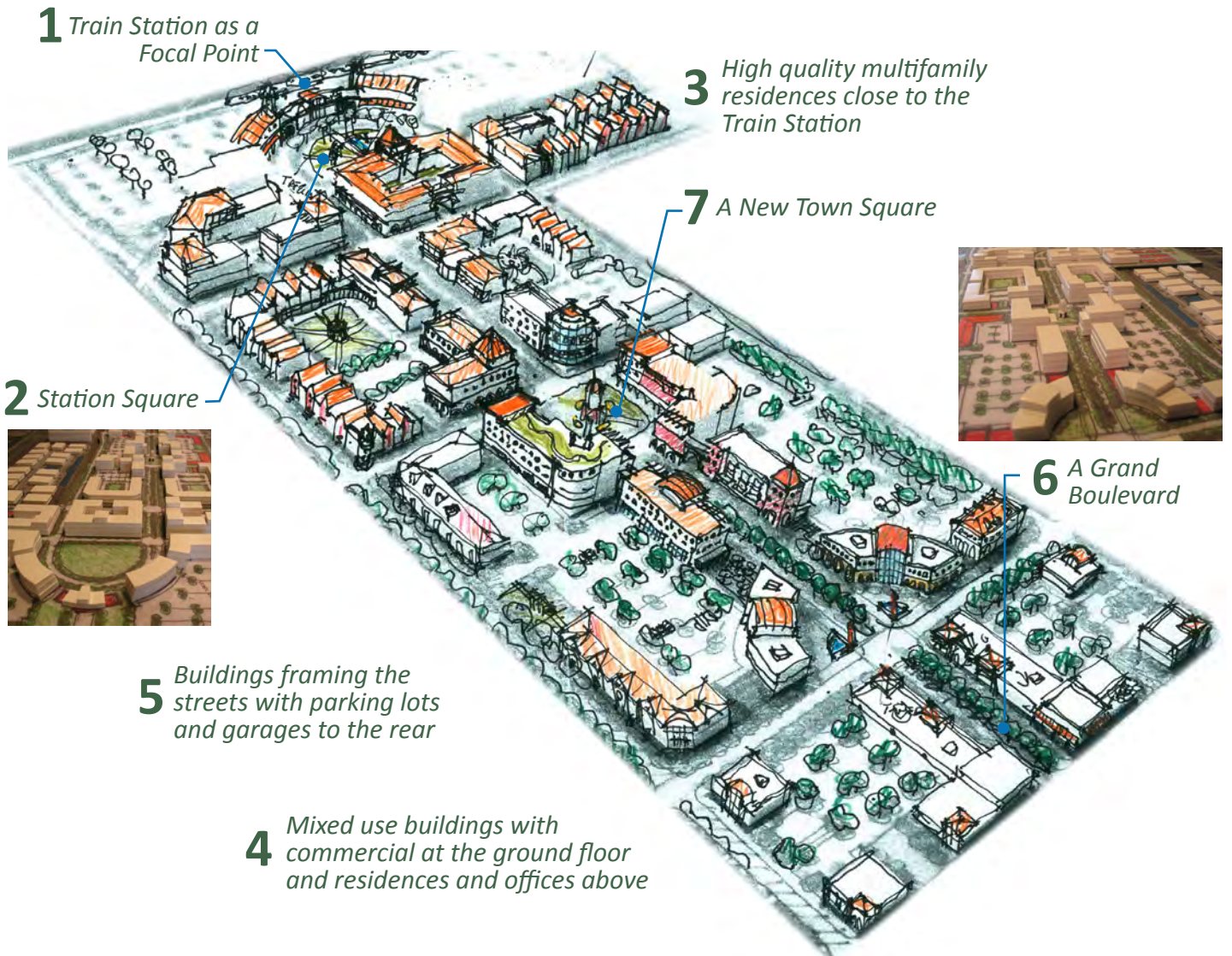


Recommendations

- Extend Harrison Street, MacArthur, Braden Street and Fran Lin Parkway into the new district
 - New signalized intersections at Harrison & Fisher and Calumet & Braden
 - Two public squares at the train station and along new Braden Boulevard at the center of the district
 - Renovation of south warehouse building to allow extension of
- Fran Lin Parkway and to maintain warehouse space for Pepsi
 - Create shared parking between commuters, visitors, shoppers and workers
 - Create a roadway framework of smaller blocks that can be developed in phases
 - Locate centralized detention areas to maximize developable area and serve as an open space amenity
 - New bike trails to connect the district to the regional bike trails and open spaces.



A Vibrant Mixed-Use District



A Public square as focal point of the district



7



Public Square, Birkdale Village



Public Square

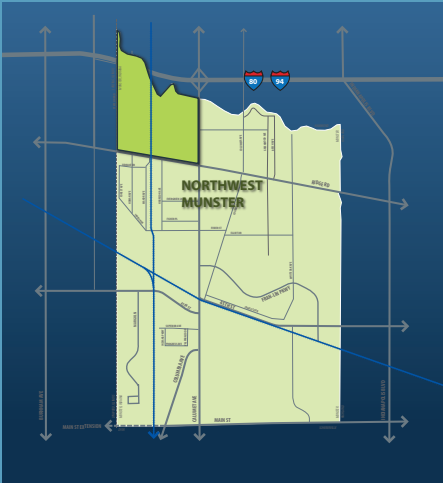


Market Square, Lake Forest

3.3

NORTHWEST MUNSTER

A reenergized classic neighborhood



Northwest Munster Today

Northwest Munster has the qualities of a classic neighborhood, as was envisioned by the 1938 Plan:

Small walkable blocks

Pedestrian friendly tree lined and shaded streets

Hohman Avenue: A landscaped boulevard with mature trees and charming homes

Pedestrian and bike friendly blocks

Access to regional trails

School as a neighborhood anchor

Charm and character of vintage homes

Diversity of architectural styles that include Classic, Victorian, Romantic and Arts & Crafts

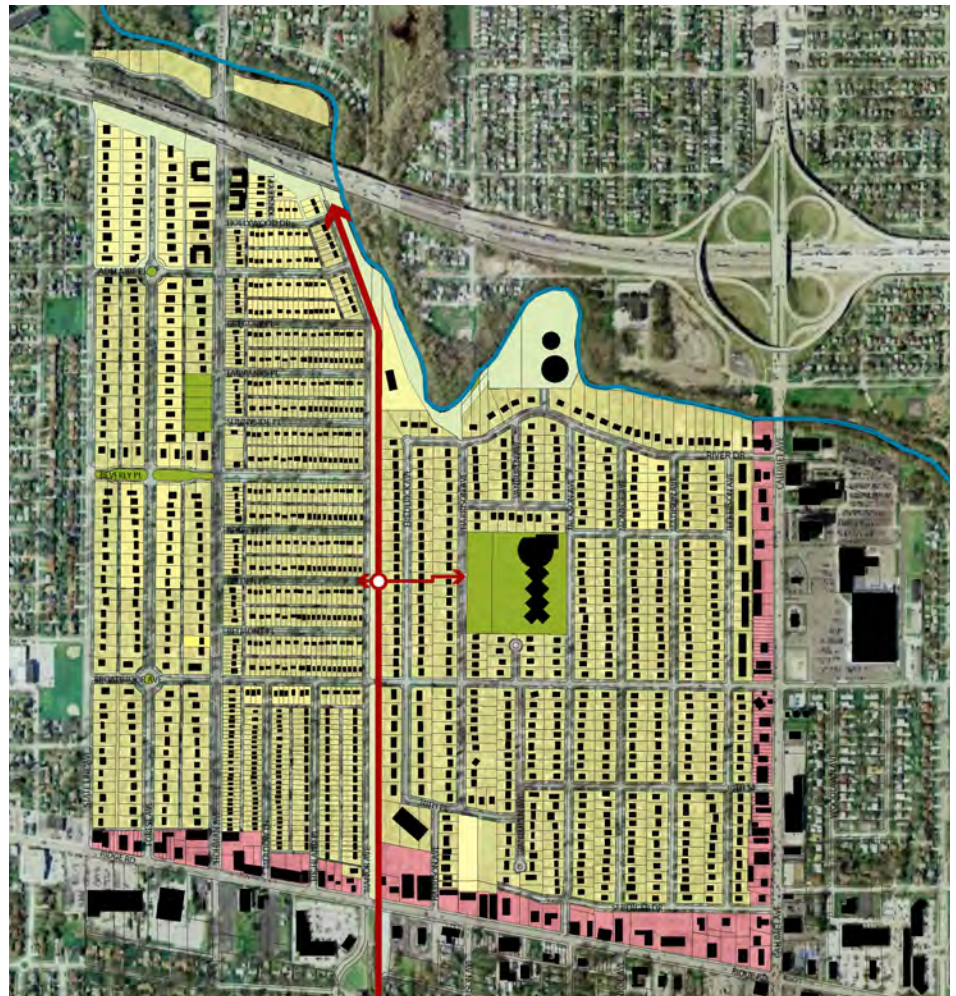
Local shops along Ridge Road within walking distance of the homes

OPPORTUNITIES

- Areas with older housing stock can be gradually replaced with new infill development that respects the existing scale and character of the area
- Redevelopment of older duplex blocks to new rear loaded rowhouses
- Reinvestment and enhancement to existing homes
- More park land can be added around the school as a focal point of the area

- A new River Park along the Little Calumet River (see section 2.3)
- New parks for under served areas
- Transformation of Broadmoor Ave. into a boulevard
- New trail connections from homes to river front parks, school, and neighborhood parks

Encourage infill development that respects the scale and character of the existing neighborhood



A Walkable Green Neighborhood

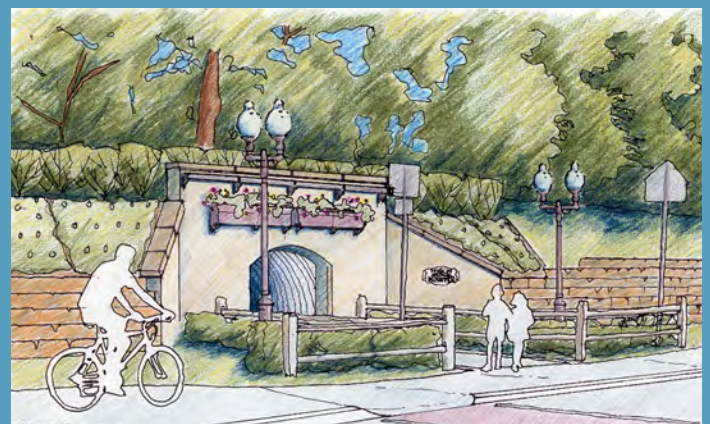
Recommendations

(see Section 2.3 for more detailed list of parks and trail recommendations)

- River Park and trails
- Opportunity to expand the park at Eads school to the north and south
- Additional Pedestrian and bike tunnel connection
- Potential new neighborhood parks (locations to be determined)
- Broadmoor as a boulevard
- New infill residential development that respects the scale and character of the existing homes
- Use existing alleys to add new rear loaded homes
- Potential new row houses or brownstones along the Manor Street facing the trail to replace duplexes
- Limit the number of lots that can be assembled for new single family homes to maintain the current scale of character of the district
- Require new townhomes/ rowhouses to be rear loaded
- Encourage new commercial development at Ridge Road and Manor Street with mixed-use building close to the street and parking to the back.
- Enhanced safe bike trail crossing at Manor and Ridge
- Potential new aligned intersection for north and south portions of Harrison street
- Extend School Street to Calumet Avenue
- New Gateway Park at Calumet and River Drive
- Relocate some streetlights from Ridge Rd. to Manor Ave. along the trail.

Every home in Northwest Munster will be within a five minute safe walking distance from a park or a trail.

Opportunities to Improve the Rail Bridge and Pedestrian Tunnel



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 PARKS
6. BROADMOOR AS A BOULEVARD

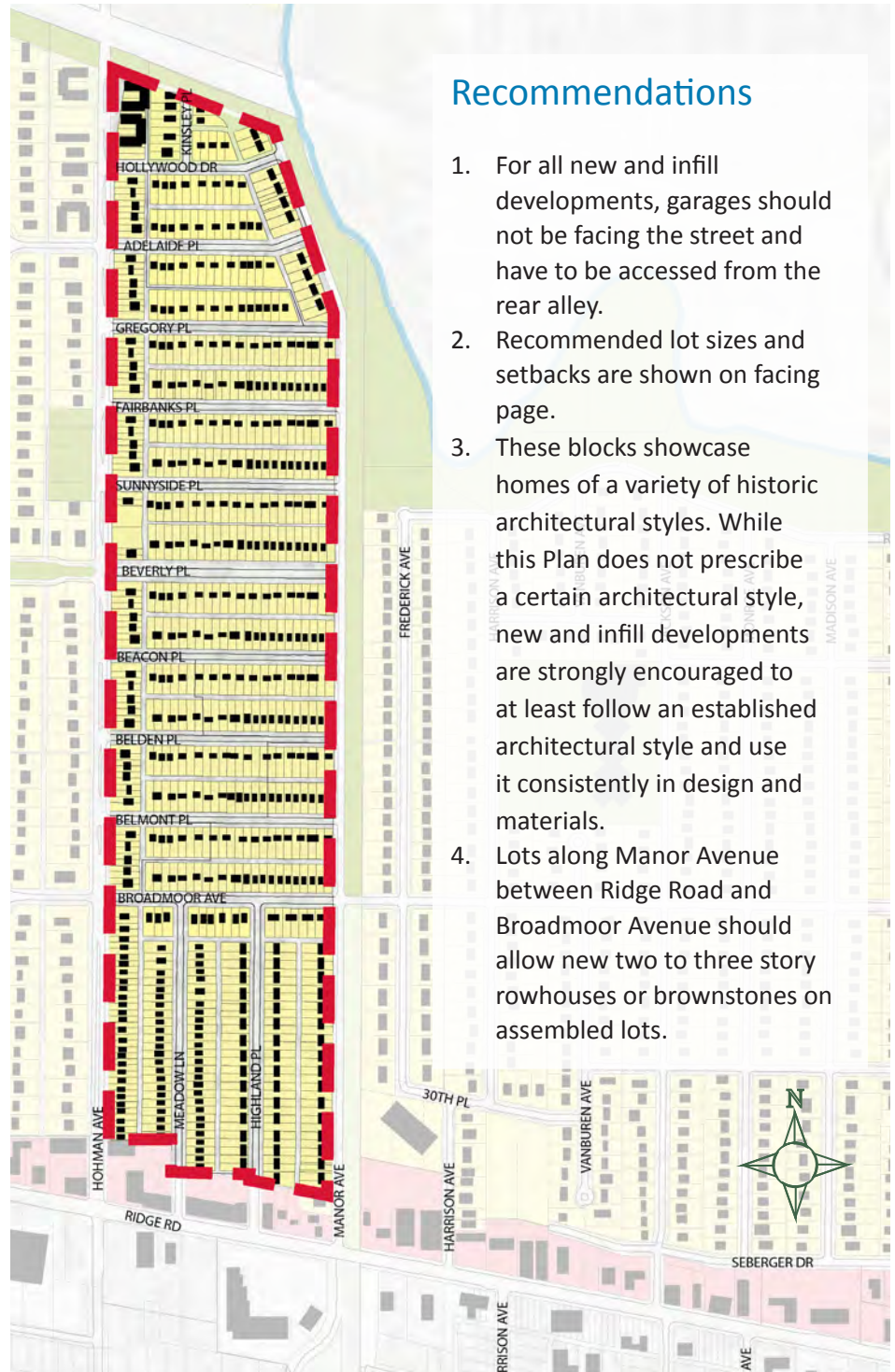
FIVE MINUTE WALK FROM PARK

Classic Neighborhood Blocks

This section of Northwest Munster is a classic neighborhood of pedestrian friendly, tree lined streets and small walkable blocks. Homes are on narrower lots with front doors that connect directly to the sidewalk. Garages are accessed from alleys, eliminating the need for many curb cuts along the street. New and infill development are encouraged in these blocks, and should respect the existing charming scale and character of this part of town.



Maintain pedestrian feel of the neighborhood



Recommendations

1. For all new and infill developments, garages should not be facing the street and have to be accessed from the rear alley.
2. Recommended lot sizes and setbacks are shown on facing page.
3. These blocks showcase homes of a variety of historic architectural styles. While this Plan does not prescribe a certain architectural style, new and infill developments are strongly encouraged to at least follow an established architectural style and use it consistently in design and materials.
4. Lots along Manor Avenue between Ridge Road and Broadmoor Avenue should allow new two to three story rowhouses or brownstones on assembled lots.

Lots Sizes, Building Placement & Setbacks

Single Family Lots

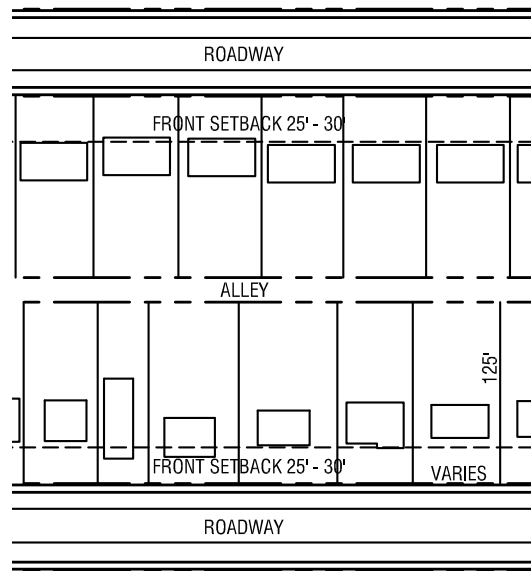
Lot width 40' - 60'

Lot depth 125' - 130'

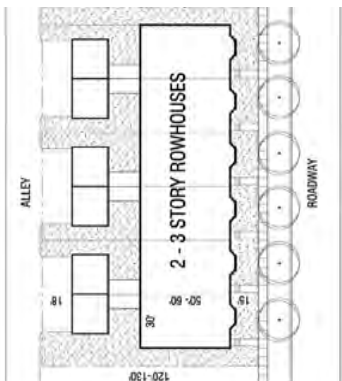
Front Setback 25' - 35'

Side Setback 10' min.

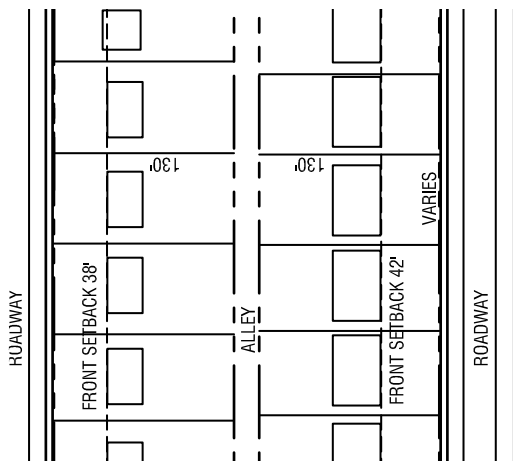
All garages should face the alley



Potential redevelopment of Rowhouses along Manor Avenue



2-3 story rear loaded rowhouses with attached or detached garages
Front Setback 15'



Rear Loaded rowhouses: Glenview, IL



Willow Springs, IL



Architectural Styles

Many historic styles have been used in residential architecture in America, including the Victorian, Classic, Georgian, Romantic and Arts and Crafts Style.

The appeal of a classic neighborhood is not in one predominant historic architectural style, but rather in the richness of diverse architectural vocabularies, with an emphasis on quality materials and careful attention to detail.

This Plan does not prescribe a certain architectural style. However,

architects and developers are encouraged to consider using one of the historical styles that exist in this part of town.

New homes should build on the styles found in this part of town, including the following:

Victorian

- Steeply pitched roofs.
- Cut wood ornament.
- Wood clapboard siding.
- Vertical proportions for windows and doors.



Classic/Georgian

- Simple, volumes with one-story side wings and porches.
- Symmetrical composition of doors and windows.
- Classical details and columns, with classical orders such as Ionic and Corinthian as accent element.
- Multi—pane windows



Art & Crafts

- Shallow pitched roofs with deep overhangs.
- Deep, broad porch elements with expressive structural components
- Asymmetrical, but balanced window and door compositions.
- Grouped windows.



Romantic

- Steep roofs with dormers
- Roof lines extending below windows at second floor, and to top of window at first floor
- Simple details, shallow overhangs
- Large chimneys and roof planes
- Porches typically notched out or extended roof

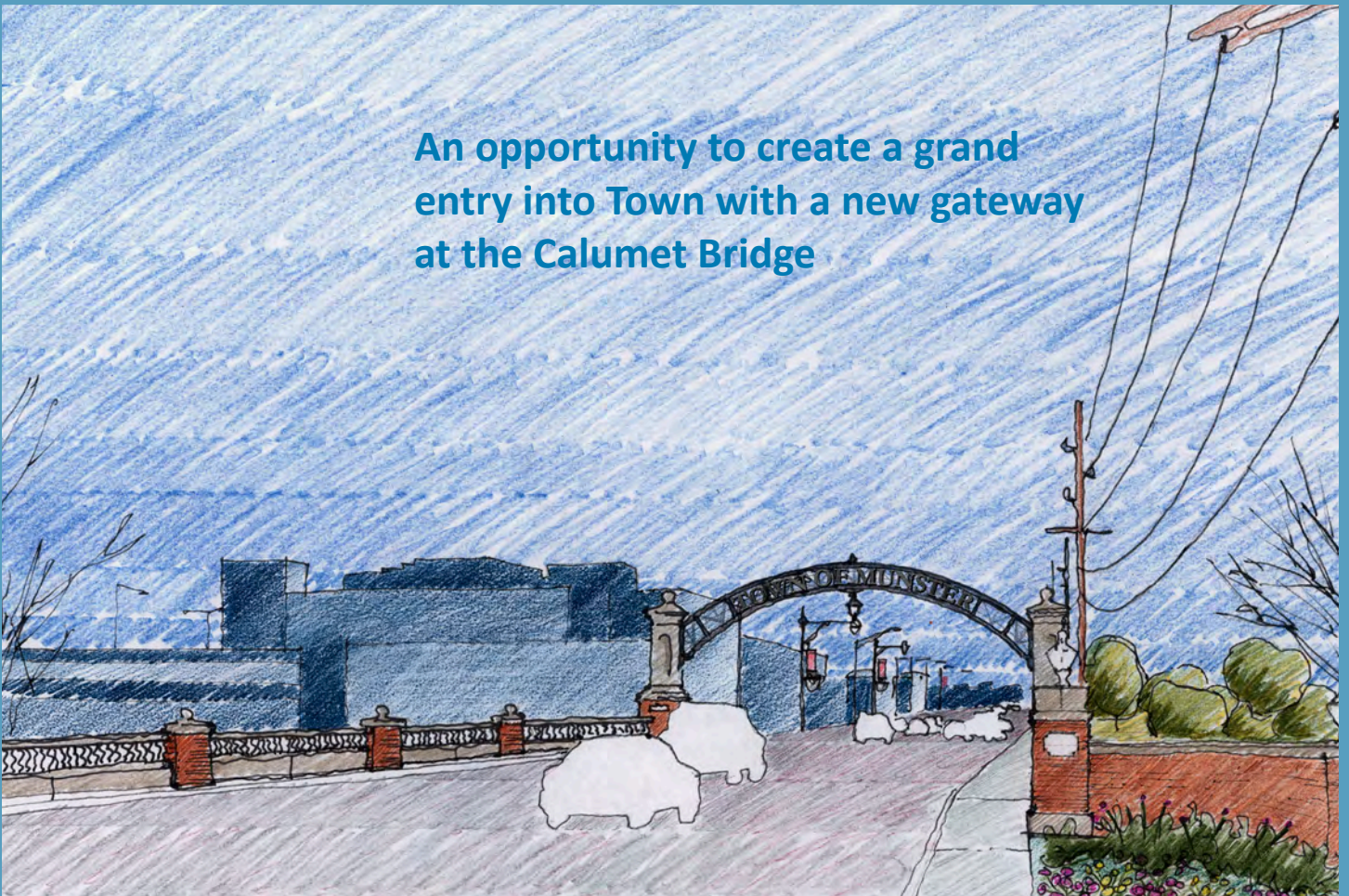


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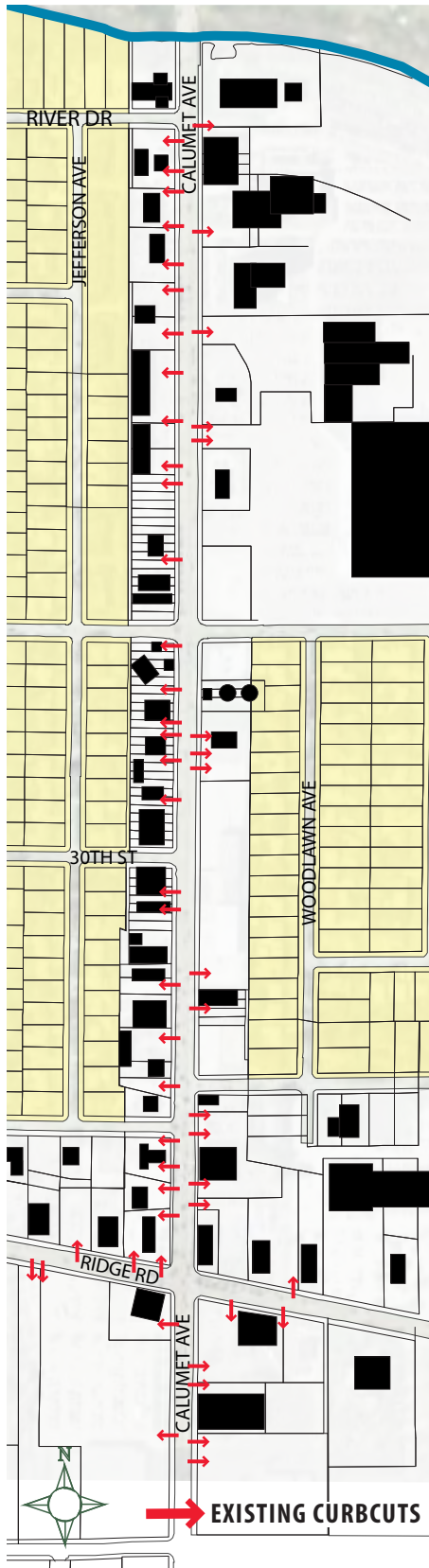
CALUMET & RIDGE

Main Street Crossroads

An opportunity to create a grand entry into Town with a new gateway at the Calumet Bridge



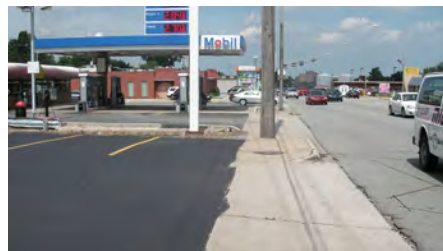
Calumet Avenue



Calumet Avenue carries a significant amount of traffic to and through the Town of Munster.

A critical factor contributing to congestion along Calumet Avenue is the high volume of midblock turn movements, with over 45 curbcuts along the road between the River and Briar Lane. Consolidating these curbcuts, creating fewer shared access drives and providing cross access between parking areas can provide a more efficient traffic flow. Connected sidewalks can also be provided for a safer pedestrian environment.

Calumet Avenue today: Parking along sidewalks, blank walls along street and many curbcuts



Recommendations

1. Transform existing center turn lane into a landscaped median. Consider relocating street lighting to the new center median.
2. Consider closing River Street to reduce turn movements close to bridge and reduce through traffic in the neighborhood
3. Consolidate curbcuts as much as possible for all sites along the road and provide shared access points for adjacent properties.
4. Encourage existing developments, and require new development proposals to provide cross access easements.

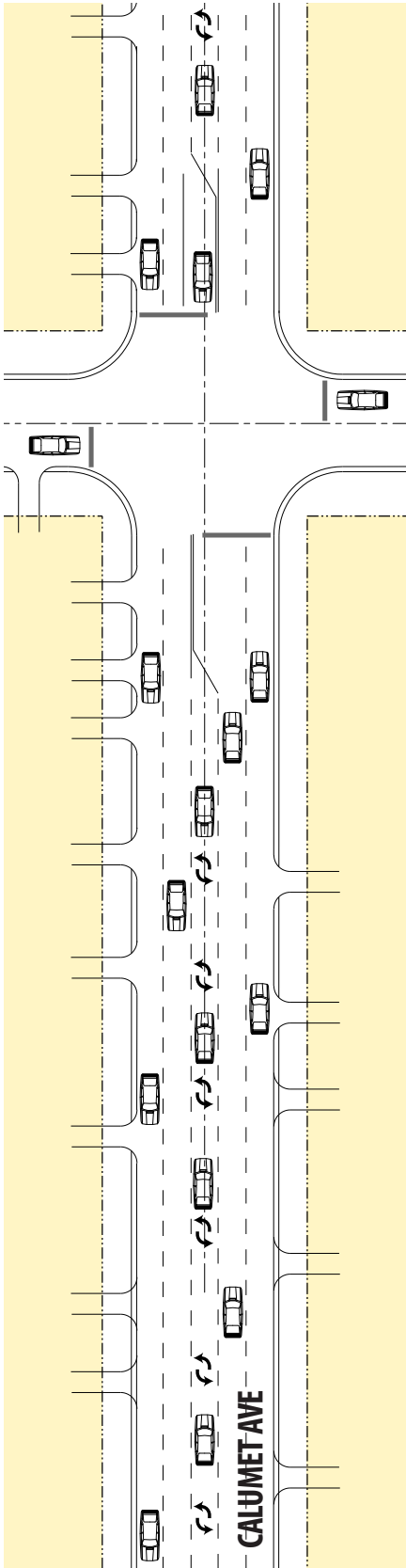
Building Placement:

There is no consistent placement for existing buildings along the road.

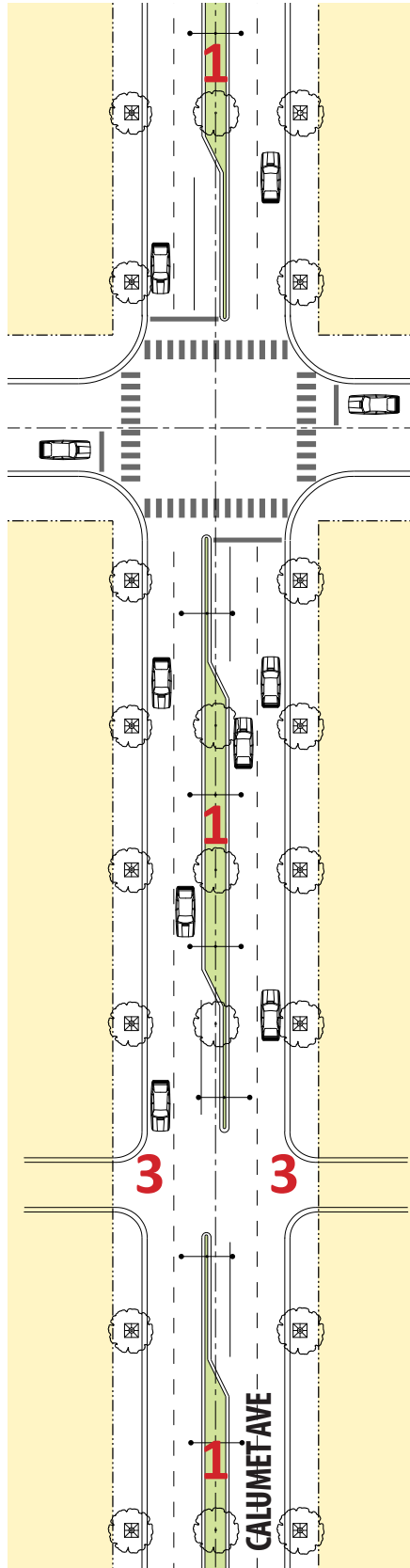
Two conditions are typical :

- Buildings along the street, parking to the rear
- Buildings with one bay of parking or an access drive to the front

1. Corner buildings at major intersections should not have parking between the building and the street. Parking areas should be provided to the side or rear of corner buildings.
2. Mid block buildings are encouraged to place parking to the rear or side where feasible.



EXISTING CONDITIONS: MANY CURBCUTS AND TURN MOVEMENTS ON CENTER TURN LANE



PROPOSED: LANDSCAPED MEDIAN, CONSOLIDATED CURBCUTS AND FEWER TURNS



POTENTIAL BUILDING PLACEMENT ALONG THE CALUMET CORRIDOR

Ridge Road

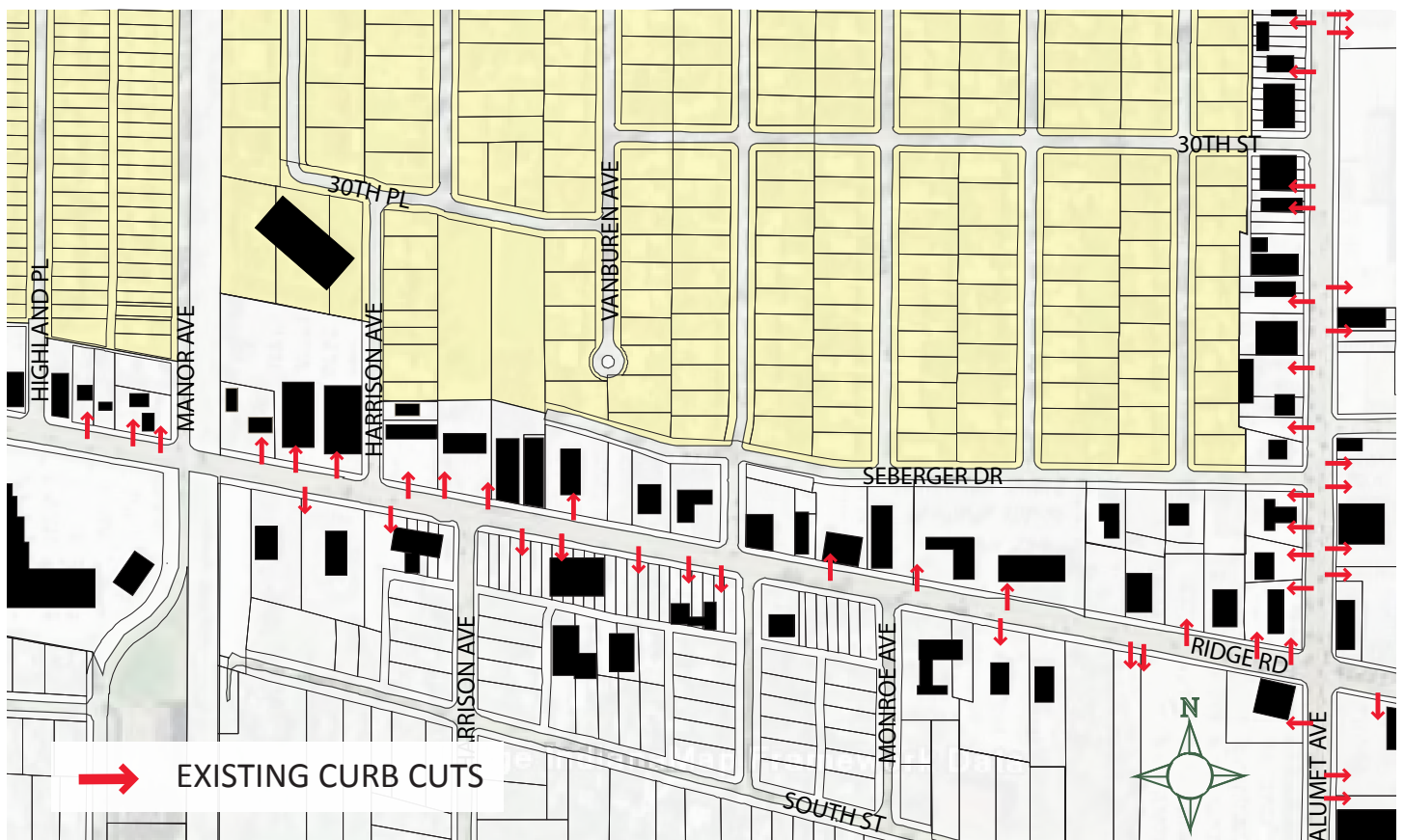
Ridge Road, Munster's historic Main Street, serves as the main point of entry into Munster from the west.

Ridge Road is a vibrant commercial street that has retained its pedestrian character while carrying a significant volume of car traffic.

Like most Main Streets, buildings along Ridge Road have historically been along the street with parking to the rear. New development should maintain this character with parking to the rear or the sides of buildings.



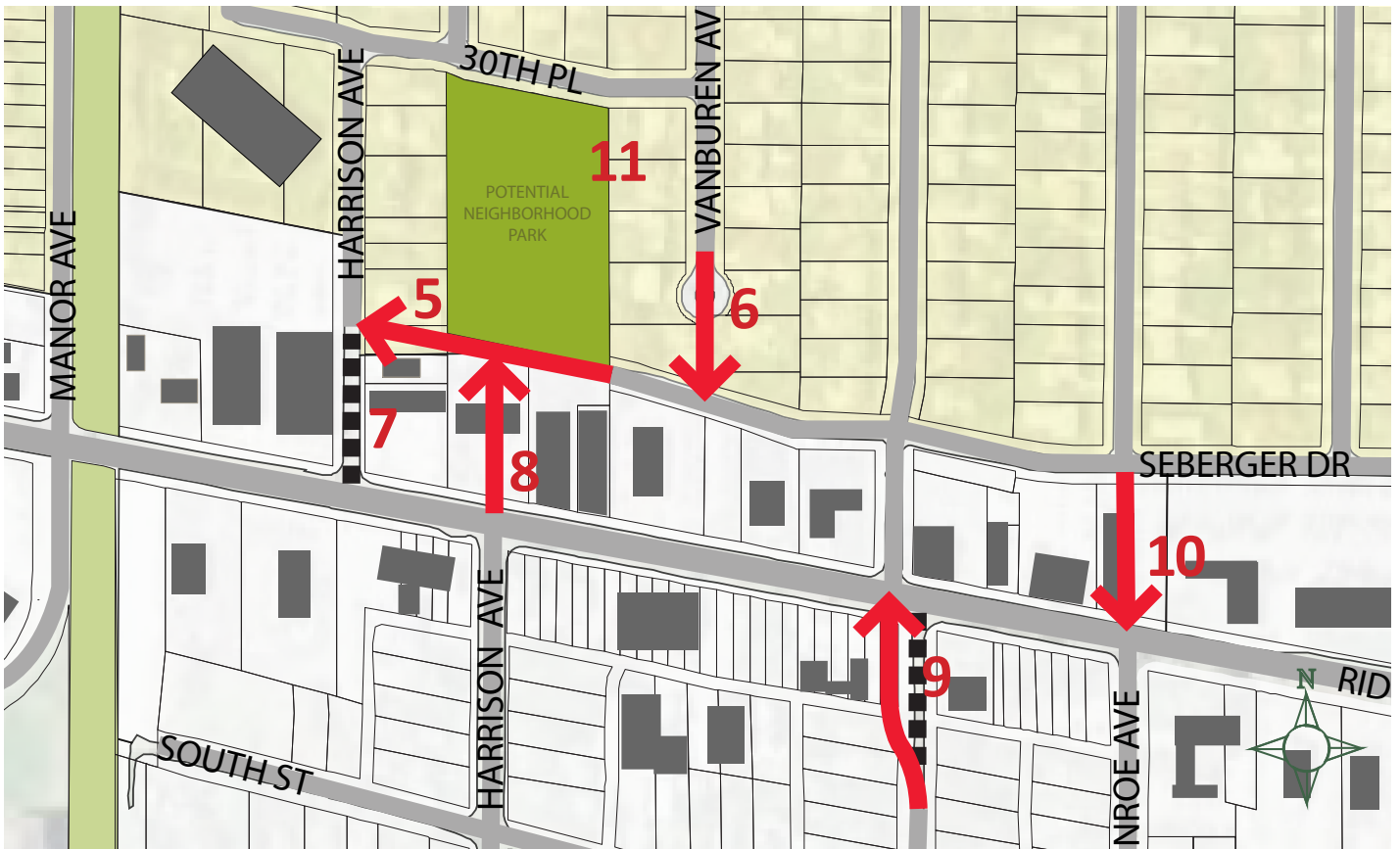
Ridge Road from State Line to Manor Ave. (above) and from Manor Ave. To Calumet Ave. (below)



Recommendations

1. Consolidate curb cuts as much as possible for all sites along the road and provide shared access points for adjacent properties.
2. Encourage existing developments, and require new development proposals to provide cross access easements.
3. New buildings should be placed along the street with parking to the rear or the side. Parking, access drives or drive-through areas should not be allowed
4. Create a safe bike crossing at Manor Ave. and Ridge Rd.
5. Extend Seberger Dr. west to Harrison Ave.
6. Remove cul-de-sac at end of Van Buren Ave. and extend Van Buren to Seberger Dr.
7. Close Harrison Ave. between extended Seberger Dr. and Ridge Road.
8. Extend Harrison Ave., south of Ridge Rd., northward to extended Seberger Dr.
9. Re-configure Jackson Ave., south of Ridge Rd., to align with Jackson Ave. north of Ridge Rd.
10. Extend Monroe Ave. south to Ridge Rd.
11. Create new neighborhood park on vacant land between 30th Place and extended Seberger Dr.

Roadway Recommendations: Ridge Road from Manor Ave To Monroe Ave



Opportunities



Calumet and Ridge intersection today

Corner buildings at major intersections should not have parking between the building and the street.

Parking areas should be provided to the side or rear of corner buildings.

Curbcuts should be consolidated to create continuous sidewalks.



Potential transformation for Calumet Ave and Ridge Road Intersection

Mid block buildings are encouraged to place parking to the rear or side where feasible.

Curbcuts should be consolidated to create continuous sidewalks.



Calumet Avenue today



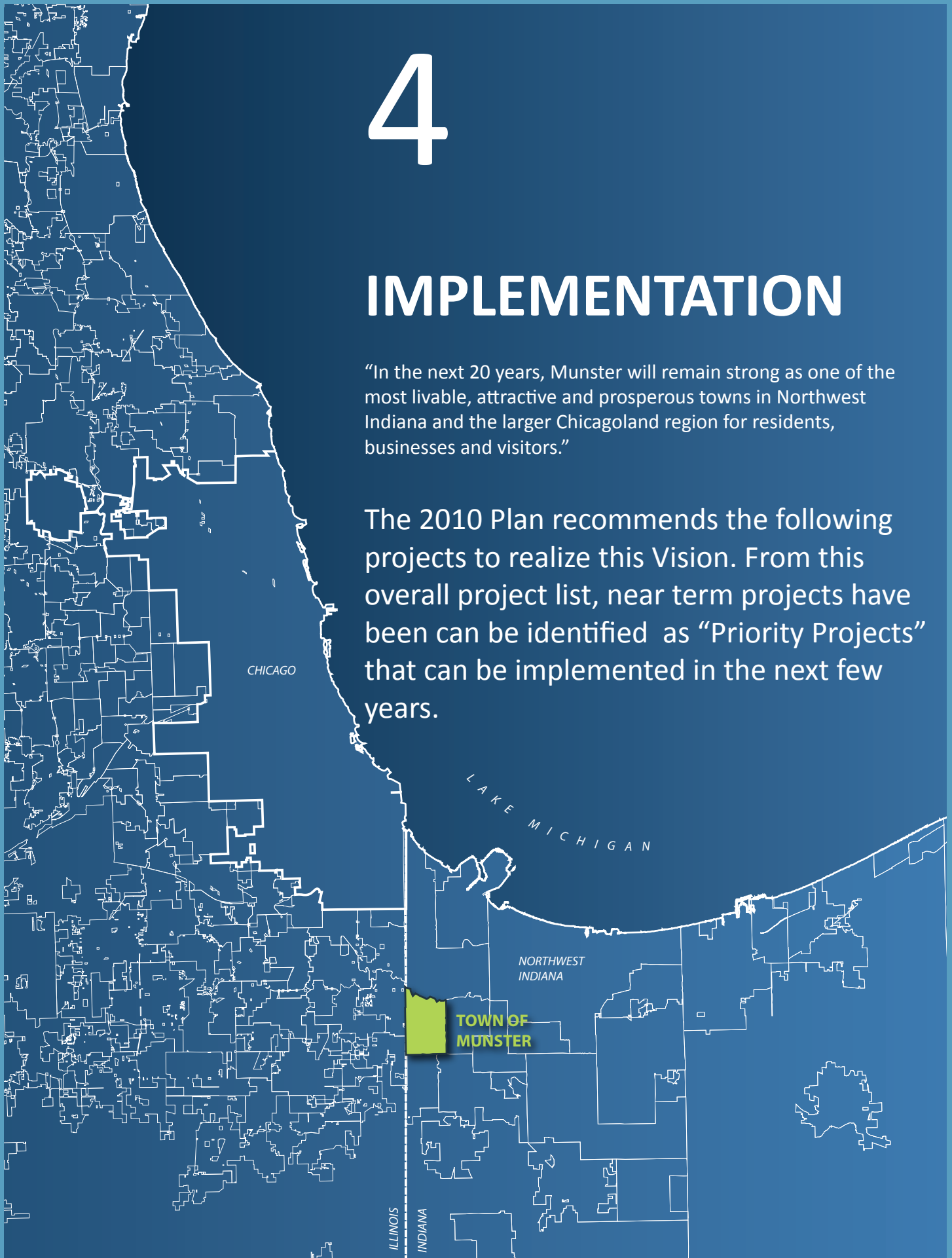
Potential transformation for Calumet Ave.

4

IMPLEMENTATION

“In the next 20 years, Munster will remain strong as one of the most livable, attractive and prosperous towns in Northwest Indiana and the larger Chicagoland region for residents, businesses and visitors.”

The 2010 Plan recommends the following projects to realize this Vision. From this overall project list, near term projects have been identified as “Priority Projects” that can be implemented in the next few years.



Overall Project List

TRANSIT

1. West Lake Corridor Train Service
2. Determine Train Station Location(s)
3. Preserve Land to accommodate train station and new transit oriented neighborhood
4. Town-wide Public Transit Plan with Train Station as Hub

PARKS AND OPEN SPACE

5. Create a river edge park and river walk in the northwest Munster neighborhood
6. Expand the park at Eads Elementary School
7. Create new public open space as part of the redevelopment of the Lake Business Center to help complete the parks and open space system
8. Gateway park at Calumet Ave and the river
9. Gateway park at Ridge and Manor as entry to Munster from west and entrance to bike trail
10. Acquire multi-family area north of Hollywood and east of Hohman for a neighborhood park.

TRAILS

New River Park

11. Create a continuous linear public park and trail along the Little Calumet River that extends from Manor Street to Calumet Avenue.
12. Create an attractive gateway to River Park and Trails at Calumet Avenue.
13. Program River Park for recreational opportunities, seating, lighting, and public art.
14. Create a new pedestrian and bike tunnel under the CSX / Monon tracks at Sunnyside Avenue and Manor Drive to connect directly to River Park.
15. Connect River Park to the north with a riverfront trail connection under Interstate 80/94. This trail should extend the existing trail at Manor Drive north to Hohman Avenue. This is a “man-developed trail” right now.
16. Plan for a pedestrian bridge to connect to Hammond parks north of the river.

Expanded Public Open Space at Eads Elementary School

17. Plan for long term northward and southward expansion of the Eads Elementary School / park property to create a contiguous public area bordered by public streets on all sides.
18. Make improvements to the existing tunnel at Belden Place to make it more attractive and safer as a direct connection to Eads Elementary School and to River Park to the north.

New Mini Parks for under served areas

19. Create a small park potentially at the south west corner of Manor Drive and Broadmoor Avenue to serve the residential blocks within walking distance.
20. Create a small park potentially to the south of 30th Street between Monroe and Madison Streets to serve the residential blocks within walking distance.

Broadmoor Avenue as a new east west trail connection

21. Incorporate a trail on one side to create an east west trail from Hohman Avenue to Calumet Avenue.

Improved Connections to the Pennsy Greenway

22. Acquire a right-of-way and build a short trail to connect the Pennsy Greenway trail to the juncture of Forest Avenue at Timrick Avenue.
23. Conserve as much of the existing trees and vegetation as possible when the Pennsy Greenway is installed from the state line to the existing Fisher Street trail.
24. Connect the end of the sidewalk along Timrick Avenue to the existing trail.
25. Create a new pedestrian and bike tunnel under the CSX / Monon tracks at Briar Lane to give access to residents living west of the tracks to the Pennsy Greenway, Community Park, stores and churches to the east of the tracks. This is an old and heavily used, “man-developed trail” right now.

Project List, (contd.)

River Trail to serve the neighborhoods east of Calumet Avenue

26. Investigate the potential to create a riverfront trail on the top of the dikes and along river to extend from Calumet Avenue east to Tapper Avenue.
27. Consider a safe crossing to connect the east and west parts of the riverfront trail across Calumet Avenue.

Community Park as a hub in Munster's trail system

28. Create a paved trail along the west and north side of Community Park to connect with the north trail in Bieker Woods.
29. Consider a program in Bieker Woods for volunteers to clean up and maintain the trails.

Connect to Wicker Park and the Erie-Lackawanna trail to the east

30. Plan for a footbridge over Hart Ditch to connect Munster's trails to other adjacent trails in Wicker Park. This would also give Munster residents access to the to the Erie-Lackawanna regional trail and trails being developed in Hammond and Highland.
31. Plan for a footbridge across the Little Calumet River to connect Munster's riverfront trails to the Erie-Lackawanna regional trail to the north.

Incorporate Hart Ditch and the NIPSCO easement into the trail system

32. Acquire an easement at the north end of Independence Park, at the north side of the N. Delaware/E. Delaware loop, to connect Independence Park to the existing NIPSCO trail.
33. At the east end of the NIPSCO trail plan for a bridge over Hart Ditch so that the Munster trail can connect to the planned Highland trail.
34. In Independence Park, at the east end of Washington Circle, where it intersects with E. Delaware, there is a tract of ground adjoining Hart Ditch platted as "Lawler Park". A footbridge connecting Lawler Park

to the east side was envisioned for this area and provisions were made for this by requiring a right-of-way from Hart Ditch to Chestnut St. at about Martha St. This plan should be carried out and trails planned and installed accordingly.

35. Develop a trail along the NIPSCO easement that runs along the east Town boundary from 45th St. to the juncture of Hart Ditch/Schoon Ditch. This could connect to the Bluebird Park paths and to the NIPSCO trail along Schoon Ditch. The gravel road link between Martha St. and the Hart Ditch juncture used by NIPSCO for maintenance service could be paved.

Town Hall Square as an improved public gathering place

36. Improve the open space in front of Town Hall as a public square with shade trees, seating, public art and safe links from the trails along Tapper Avenue.
37. Provide a safe crossing across Ridge Road between Town Hall Square and Bieker Woods to the south.

Redevelop the Munster Steel site with a small square surrounded by a mix of uses

38. Create a small square as a focal point of a new mixed use development.
39. Ensure that the development is a major stop and focal point in the Pennsy Greenway.

Improve Clayhole Lake as a major public open space

40. Improve Clayhole Lake as a safe and attractive open space amenity with shoreline stabilization and water quality improvements.
41. Develop safe fishing piers, seating and other possible recreational opportunities.
42. Create a trail around Clayhole Lake that connects to the Pennsy and Centennial Park trails.

45th Street improvements and pedestrian underpass

43. Provide a safe pedestrian and trail connection along

45th Street along the planned underpass below the Canadian National tracks.

44. Connect the underpass trail to Tuckahoe Place.
45. Acquire a walking easement from the west side of Hart Ditch at 45th St. to connect with White Oak Ave. to the north.
46. Acquire the rights for a trail to go on the NIPSCO easement from 45th Ave. to Martha St.
47. Develop the sidewalk into a full width trail along 45th Avenue and Calumet Avenue to Southwood.
48. Develop the sidewalk into a full width trail along 45th Avenue and Fran Lin Parkway east to the Town line.

Improve Neighborhood Trail connections

49. Make a walking trail connection from the Cobblestones subdivision (Boxwood Dr.) to connect to the Pennsy trail.
50. Trail connection along east side of Hawthorne Ave. to Northcote Bridge to connect to Hammond bike paths. Include lighting along the path.
51. Connect the Briar Creek Park trail to the Pennsy trail.

Make the New Train Station easily accessible from the trails

52. Incorporate a bike trail along the extended Fran Lin Parkway and the tracks to connect the station to the Pennsy Greenway along Calumet Avenue to the east and Fisher Street to the north.
53. Develop a pedestrian and bike bridge across Calumet Avenue to provide safe connections to the station for the neighborhoods to the east.
54. Install a pedestrian and bike tunnel across the tracks near the station to connect to the future redevelopment of the Lansing Country Club.
55. Create two public squares as major open spaces for the redeveloped Lake Business Center:
56. "Station Square" as a square anchored by the station, and to serve the high density residential around the station.
57. "Town Square" as a public open space to serve residents, shoppers, visitors and workers in the redeveloped mixed use district.

Improve trails connections to the neighborhoods around West Lakes Park

58. Create an underpass under the L & N railroad tracks. Connect the existing Westlakes Park trail to the underpass on the west side, and on the east side connect to Superior Ave. This is an essential link to allow Westlakes residents a safe route to Community Park and Centennial Park.
59. On Superior Ave. install a sidewalk (trail) from the L & N tracks to Calumet Ave. There is too much truck and automotive traffic to allow safe passage using the street as a walkway.
60. Improve pedestrian safety conditions at Calumet Ave. and the north intersection of 45th Ave. Widen the sidewalk to "trail" specifications from this intersection south to as far as the present sidewalk goes and dead-ends.
61. Install a trail, starting with at the end of the above referenced sidewalk and going south to the Superior Ave. traffic light.
62. On Fitness Point property install a trail to connect from the south side of marked as a trail leading south from the Fitness Point trail to the intersection of Singleton Dr. and Columbia Ave.
63. Install a trail to connect from the west side of Columbia Ave. at Singleton Drive to the Hartsfield trails.
64. From the planned Margo Ln. trail develop a trail eastward, with an underpass under the L & N Railroad, connecting to Allison Rd. on the east.
65. Assure that when the land on the west side of Calumet, from the Harley dealership north to Hagburg Dr., is developed that a sidewalk (or trail) is installed northward from the existing sidewalk.

War Memorial Park Improvements

66. Install a trail from the Calumet Ave./Superior Ave. intersection to connect with the War Memorial trail.
67. On the War Memorial property, install a trail from the present War Memorial trail to Columbia Ave., close to Calumet.

Project List, (cont.)

Main Street Extension

- 68. Assure that when Main St. is improved that a sidewalk is installed from Calumet to Columbia Ave.
- 69. Make provisions for a connection with the Margo trail from Main Street.

ROADWAYS

- 70. Potential grade separation and extension of 45th Street across Calumet Avenue
- 71. Potential grade separation of Calumet Avenue and the railroad track
- 72. Extension of existing roads to the Lake Business Center area from the east and west
- 73. Potential extension of existing roads to the Main Street parcel development
- 74. Extension of Main Street to the west and expansion of Main Street to Indianapolis Blvd.
- 75. Transform Broadmoor into a Boulevard with landscaped median
- 76. Reduce traffic conflicts by consolidating curb cuts along Ridge and Calumet
- 77. Create consolidated shared parking areas for the Ridge and Calumet corridors to eliminate the need for curb cuts to each business and provide access to these parking areas from cross streets rather than directly from Ridge Road and Calumet Ave. Require cross access easement for all new development

STORMWATER MANAGEMENT

- 78. Stormwater Management capacity at new river edge park along the Little Calumet in Northwest Munster
- 79. Consolidate stormwater detention for redevelopment of the Lake Business Center site to maximize land available for development as well as create an open space amenity.
- 80. Wicker Park Sewer Separation. The objective of this project is to provide a separated sewer system in the northeast area of town bounded by Ridge Road to the south, Northcote to the west, Hart Ditch to the east, and the Little Calumet River to the north. Those projects shall consist of installing a new storm sewer designed to adequately convey the 10 year storm

under normal gravity flow conditions and to convey the 50 year storm under pressure flow situations. All storm water connections to the existing sanitary sewer will be eliminated and the storm water flow will be diverted to the new storm sewer. The separation of the sewers will eliminate basement backups that are caused by excessive storm flow in the sanitary sewer.

- 81. Combined Sewer Overflow for Schoon Ditch. The objective of this project is to eliminate Combined Sewer Overflow (CSO) to Schoon Ditch. This area is currently serviced by some combined sewer and some separated sewer that is designed to overflow into Schoon Ditch when the pipes or the pump station reach capacity. This project will eliminate release of sanitary sewage into Schoon Ditch and will instead provide a conveyance method to send all of the combined sewer to the pump station to be treated by the Sanitary District, or will provide a new storm water system that will contain no sewage and will flow into Schoon Ditch. This area is bounded by Schoon Ditch to the south, Hart Ditch to the east, Ridge Road to the north, and Schreiber to the west.

REDEVELOPMENT OPPORTUNITIES

Town Hall Square

- 82. Re-configure Tapper Avenue and existing green space to create a contiguous Town Hall Square.
- 83. Re-configure the strip retail building to open a view corridor between Calumet and Town Hall.
- 84. Consolidate the curb cuts along Ridge to create better entrances to the center.
- 85. Improve circulation and develop shared parking areas in the shopping center to serve all users.
- 86. Develop new infill buildings that work with existing stores
- 87. Create a walkable core centered around Town Hall

Lake Business Center

- 88. Extend Harrison Street, MacArthur, Braden Street and Fran Lin Parkway into the new district
- 89. New signalized intersections at Harrison & Fisher and

Calumet & Braden

90. Two public squares at the train station and along new Braden Boulevard at the center of the district
91. Renovation of south warehouse building to allow extension of Fran Lin and to maintain warehouse space for Pepsi
92. Create shared parking between commuters, visitors, shoppers and workers
93. Create a roadway framework of smaller blocks that can be developed in phases
94. Locate centralized detention areas to maximize developable area and serve as an open space amenity
95. New bike trails to connect the district to the regional bike trails and open spaces.

Munster Steel

96. Extend 45th Street
97. Create connected roadway framework of smaller blocks to develop a mixed-use district which can be built in phases
98. Clean up water edge of clay hole lake to create a desirable residential address
99. Create a scenic overlook for Clay Hole Lake
100. Extend Scenic Drive from Centennial Park to scenic overlook
101. Consider a new name for Clay Hole Lake

Ridge Road Corridor

102. Consolidate curbcuts
103. Place buildings along street, parking to the rear
104. Gateway Park at Ridge and Manor

Northwest Munster

105. River Park and trails
106. Opportunity to expand the park at Eads school to the north and south
107. Additional pedestrian and bike tunnel connection
108. Potential new neighborhood parks (locations to be determined)
109. Broadmoor as a boulevard
110. New infill residential development that respects the scale and character of the existing homes

111. Use existing alleys to add new rear loaded homes
112. Lots along Manor Avenue between Ridge Road and Broadmoor Avenue should allow new two to three story rowhouses or brownstones on assembled lots.
113. Limit the number of lots that can be assembled for new single family homes to maintain the current scale of character of the district
114. Require new townhomes/rowhouses to be rear loaded
115. Enhanced safe bike crossing at Manor and Ridge
116. New Gateway Park at Calumet and River Drive
117. Extend Seberger Dr. west to Harrison Ave.
118. Remove cul-de-sac at end of Van Buren Ave. and extend Van Buren to Seberger Dr.
119. Close Harrison Ave. between extended Seberger Dr. and Ridge Road.
120. Extend Harrison Ave, south of Ridge Rd., northward to extended Seberger Dr.
121. Re-configure Jackson Ave., south of Ridge Rd., to align with Jackson Ave. north of Ridge Rd.
122. Extend Monroe Ave. south to Ridge Rd.
123. Create new neighborhood park on vacant land between 30th Place and extended Seberger Dr.
124. Potential new neighborhood park along Hohman Ave. north of Hollywood.

Calumet Corridor

125. Consolidate curbcuts
126. Place buildings along street, parking to the rear
127. Create continuous sidewalk and landscape zone
128. Potential improvements to the Calumet Bridge as a gateway to the town from the north
129. Transform existing center turn lane into a landscaped median.
130. Consider closing River Street to reduce turn movements close to bridge, and reduce through traffic in the neighborhood