East Chicago, Indiana
Comprehensive Plan



THE LAKOTA GROUP
S.B. Friedman & Company
BauerLatoza Studio
RQAW
Huff & Huff

FINAL DRAFT FOR CITY COUNCIL/
PLAN COMMISSION REVIEW

November 2008

MAYOR

George Pabey

CITY COUNCIL

Richard Medina, President
Adrian Santos
Lenny Franciski
Jim Ventura
Christine Vasquez
Robert Garcia
Gilda Orange
Myrna Maldonado
Juda Parks

PLANNING COMMISSION

Ernest Jones, President
Charles Pacurar, Vice President
Monique Kurmis, Secretary
Patricia Naumoff
Vukasin Tomic
Raul Sanchez
Joanne Moricz
MaryAnn Klocek
Richard Medina

CITY STAFF

City Clerk – Mary Morris Leonard
City Planner – Richard Morrisroe
City Planner – Dwayne Williams
Director, Engineering Services - City Engineer – Ernest Jones
Director, Economic & Business Development – Terra Samuel
Director, Building – Ernest Hagler
Director, Housing & Redevelopment – John Artis
Director, Central Services – Ronald Edmonds
Director, Parks & Recreation – Kenneth Monroe
Police Chief – Angelo Machuco, Jr.
Fire Chief – Valeriano Gomez

The City of East Chicago wishes to thank those who contributed to the content and review of this Comprehensive Plan, especially our residents, property owners, businesses, and institutions.

Contents

SECTION 1: INTRODUCTION

PLANNING MISSION....1.1
PLANNING PROCESS....1.2
PLAN ORGANIZATION....1.4
PLAN PURPOSE....1.5

SECTION 2: THE COMMUNITY

COMMUNITY CONTEXT....2.1
GOVERNANCE STRUCTURE....2.7
COMMUNITY HISTORY....2.8
DEMOGRAPHIC PROFILE....2.9
LAND USE....2.13
PHYSICAL CONDITIONS....2.45
ZONING....2.48

SECTION 3: THE NEIGHBORHOODS

OVERVIEW....3.1
ROXANA....3.2
SOUTHSIDE....3.4
NORTHSIDE....3.7
MARKTOWN....3.9
NEW ADDITION....3.11
INDIANA HARBOR....3.13
WASHINGTON PARK....3.17
PRAIRIE PARK....3.19
SUNNYSIDE....3.21
CALUMET....3.23
EAST CALUMET....3.27

SECTION 4: OPEN SPACE

OVERVIEW....4.1
CITY PARKS....4.1
NATURAL RESOURCES....4.19

SECTION 5: HISTORIC PRESERVATION

OVERVIEW....5.1
NEIGHBORHOODS + BUILDINGS....5.7
ISSUES + OPPORTUNITIES....5.16

SECTION 6: COMMUNITY FACILITIES

OVERVIEW....6.1
CITY....6.1
COUNTY....6.2
LIBRARY....6.2
POST OFFICE....6.2
COMMUNTY CENTERS....6.3
SCHOOLS....6.4
COLLEGES/UNIVERSITIES....6.5
UTILITIES....6.5

SECTION 7: TRANSPORTATION

OVERVIEW....7.1
ROADWAY NETWORK....7.2
BUS SERVICE....7.11
RAIL....7.12
WATER....7.13
AIR....7.13

SECTION 8: MARKET ANALYSIS

OVERVIEW....8.1
DEMOGRAPHIC TRENDS....8.2
COMMUNITY INSTITUTIONS....8.10
OTHER QUALITY OF LIFE FACTORS....8.12
INDUSTRIAL + BUSINESS DEVELOPMENT....8.14
RESIDENTIAL MARKET ANALYSIS....8.19
RETAIL MARKET ANALYSIS....8.37

SECTION 9: CONSTRAINTS + OPPORTUNITIES

CONSTRAINTS/ISSUES/NEGATIVES....9.1
OPPORTUNITIES/STRENGTHS/POSITIVES....9.6
ACTIVITY GENERATORS....9.13
DEVELOPMENT OPPORTUNITIES....9.14
DEVELOPMENT IDEAS/SUGGESTIONS....9.16

SECTION 10: THE FUTURE EAST CHICAGO

COMMUNITY VISION 10.1
GOALS + OBJECTIVES 10.5
FUTURE LAND USE PLAN 10.12
FUTURE TRANSPORTATION NETWORK 10.15

SECTION 11: PLANNING SUBAREAS

PLANNING SUB-AREAS 11.1
DICKEY ROAD 11.1
LAKEFRONT/INDIANA HARBOR 11.8
NORTHSIDE/DOWNTOWN 11.11
WASHINGTON PARK/PRAIRIE PARK 11.14
SOUTHSIDE/ROXANA 11.16
CALUMET/CHICAGO AVENUE 11.20
GARY ROAD 11.22

SECTION 12: IMPLEMENTATION

PLAN IMPLEMENTATION 12.1
ACTION STEPS 12.2
PRIORITY PROJECTS 12.4
FUNDING 12.7
SUSTAINABLE DEVELOPMENT 12.10



Section 1: Introduction

Planning Mission

To facilitate the creation of a Comprehensive Plan and its citywide improvement and development strategies, the City of East Chicago engaged a multi-disciplinary professional team that included the following firms:

- **The Lakota Group** (Planners and Urban Designers, Team Leader)
- **S.B. Friedman & Company** (Real Estate Analysts)
- **BauerLatoza Studio** (Architects and Urban Designers)
- **RQAW** (Transportation Planners and Engineers)
- **Huff & Huff** (Environmental Planners and Engineers)

This comprehensive planning assignment represents an important opportunity for the City to:

- Create a clear, documented vision for the community's future.
- Establish a short- and long-range development framework.
- Create development concepts for key sub-areas.
- Attract land uses and development more compatible with community goals and needs, infrastructure, environmental conditions, and character.
- Improve the City's land use, physical conditions, and overall quality of life.
- Integrate neighborhood plans into a larger community-wide vision.
- Preserve and enhance the community's historic character and structures.
- Maintain an efficient transportation system.

Planning Process

The East Chicago planning process included the following phases:

Phase 1: State of the City

The State of the City assessed land use, physical conditions, zoning, open space, transportation, environmental context, and real estate market conditions. It included the following:

Project Start Meeting + Community Tour

A meeting with City staff was held to initiate the process, define constraints and opportunities discuss initial planning goals, and tour the community.

Team Fieldwork

The consultant team conducted several tours of the City during Phase 1 to review and assess the community.

Interviews

The team conducted interviews with the Indiana Harbor development team (Hispanic Housing Development Corporation and The Community Builders); members of the City Council, Plan Commission, and Park Board; City staff and department heads; and representatives from BP and ArcelorMittal, two of the City's largest employers.

Focus Group

A focus group meeting was held with community residents, leaders, and business owners to discuss City issues, opportunities and ideas.

Existing Plans/Studies

Phase 1 also involved a review of existing reports and studies addressing planning and development in the City. These are summarized in the Appendix.

State of the City Analysis

The first phase of the process concluded with a comprehensive assessment of the community that is summarized in the report.

Community Workshop

A community workshop was conducted to review the State of the City analysis and gather input from residents to be used in Phase 2: Community Visioning.

Phase 2: Community Visioning

The second phase generated a range of strategies and concepts for improving and developing East Chicago and enhancing its land-use mix and physical conditions. This phase included site planning studies for locations identified as critical development opportunities within the City.

A second community workshop was held to review the State of the City analysis along with the development and design concepts for the key redevelopment sub-areas.

Phase 3: Comprehensive Plan

This phase involved crafting the Preliminary Plan presented in this report, which will be reviewed by the Planning Commission and City Council.

Plan Organization

A comprehensive land-use plan must reflect the local conditions, concerns, and goals of a community. Elements that need to be addressed include:

- Land Use
- Transportation
- Community Facilities
- Housing
- Economic Development
- Planning Issues
- Development Opportunities
- Public Participation

These elements are addressed and incorporated where appropriate within this Comprehensive Plan document. Sections 2 through 9 describe and analyze the City's current land use, transportation, environmental, and real estate market setting. An overall vision for the City, along with the future development framework and recommended land-use changes, is set forth in Section 10, "The Future East Chicago." This vision will describe the end state the community intends to achieve in the next 10 to 20 years.

Section 10 also outlines the goals, objectives, and strategies necessary to achieve the vision and framework delineated in the Plan. Recommendations for the key sub-areas, including preferred development direction, are provided in Section 11. The next steps in the planning process to begin implementing the Plan are outlined in Section 12. A summary of existing plans, reports, and documents is provided in the Appendix.

Plan Purpose

The East Chicago Comprehensive Plan is a long-term document that will be used by elected and appointed officials, community leaders, property and business owners, and developers as a guide for planning and development decisions over the next 10 to 20 years. The Plan should be revisited and updated every five years to ensure that goals are being met and that objectives and strategies continue to be realistic.

The Plan serves several purposes depending on the needs of the user:

- **Existing Conditions:** City officials and community members can use the document to review where East Chicago is today in terms of existing population, land use, transportation, and physical conditions.

- **Development Framework:** The Plan provides a foundation for development and redevelopment activities within the City. It sets forth broad development parameters that can be used to review and adjust community improvement and development projects. City staff and Planning Commissioners will review development projects for conformance with the appropriate goals, objectives, and policies set forth by the Plan.

- **Public Investment Guide:** The City Council will use the Plan in its decision-making process regarding community development initiatives. The City will also use the Plan for programming capital improvement projects. The community-wide information on existing conditions and future land-use and transportation needs will also be used to seek grants at the regional, state, and federal levels.

- **Private Investment Guide:** People interested in investing and developing in East Chicago can use the Plan to gain insight into the City's development context and direction. The sections regarding future land use and goals, objectives, and strategies will be beneficial for making private development decisions.

- **Future Vision:** The Plan will act as a tool to inform current and future residents about the City's vision for the future.

- **Public Participation Tool:** The Plan provides an opportunity for community leaders and residents to evaluate community strengths and weaknesses, and craft a new development direction. Through future improvement and development projects, more detailed sub-area planning, and five-year updates, the community can continue to guide and shape its future in an efficient and coordinated manner.



Section 2: The Community

Community Context

East Chicago is located in northwestern Indiana. The City, which is approximately 15 square miles, is bordered by Lake Michigan to the north, Whiting to the northwest, Hammond to the west and south, and Gary to the east. It is approximately 18 miles southeast of downtown Chicago, 7 miles west of downtown Gary, and 150 miles northwest of Indianapolis. (See Figures 2.1 and 2.2)



City Hall

East Chicago is an established community of 32,414 (US Census Bureau, 2000) with extensive development mostly serving the large steel industries traditionally located along Lake Michigan. It also is known as the "Twin City" because of its dual commercial centers: Downtown East Chicago ("Downtown") and Indiana Harbor. The two commercial centers and adjacent neighborhoods developed somewhat separately because railroads, the Indiana Harbor Ship Canal, and steel mills divided the area.



ArcelorMittal headquarters

Similar to other large industrial centers, East Chicago has experienced a decline in jobs and population as manufacturing has declined nationwide, while suburban Northwest Indiana has experienced growth. Despite the decline in jobs, heavy industry remains the largest employer in East Chicago. ArcelorMittal is the City's largest employer with 6,400 employees and was recently formed through the merger of Mittal Steel, Ispat Inland, and International Steel Group.

Other major employers are Ameristar Casino (1,900 employees), St. Catherine's Hospital (900 employees) and American Steel Foundries (300 employees).

East Chicago has excellent access to a variety of transportation routes, including I-90, I-80/I-94, and Cline Avenue (SR 912), numerous freight lines, a commuter rail line, the nearby Gary/Chicago International Airport, and Lake Michigan. It is also part of the Chicago metropolitan region, which has major transportation connections, including several interstate highways and two major airports.



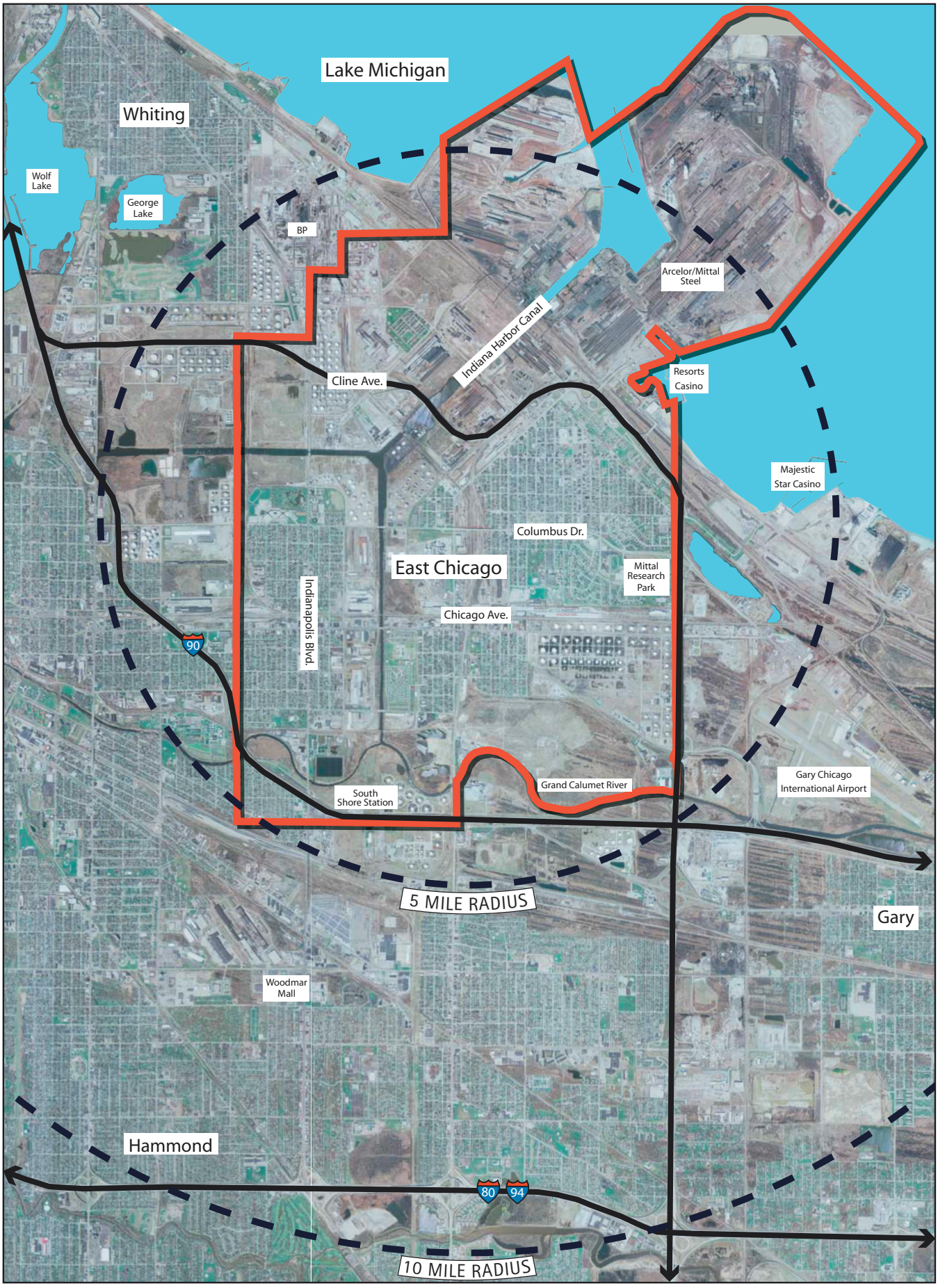
City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 2.1: Regional Context

NTS

November 2008



City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 2.2: Area Context

NTS

November 2008

Governance Structure

East Chicago has a mayor-council form of local government. The City Council is comprised of nine councilmen, six of whom represent geographic districts and three of whom are at-large.

The City is comprised of the following departments and offices: Animal Control, Building, Bus Transit, Business Development, Central Services, City Clerk, Community Services, Community Affairs, Controller, City Court, Economic Development, Emergency Management Services, Engineering, Water Filtration Plant, Fire, Fleet Maintenance, Health, Housing, Human Resources, Human Rights, Law Department, Marina, Occupational Safety, Parks & Recreation, Planning, Police, Solid Waste, Treasurer, Traffic, Utility Operations, Water, Waterway Management, and Weights & Measures.

City boards and commissions include the following: Common Council, Human Rights, Board of Works, Safety, Sanitary, Planning, Board of Zoning Appeals, Waterway Management, Port Authority, and Park.



The South Shore Line Station platform

Community History

According to "Twin City, A Pictorial History of East Chicago, Indiana," the area that is now East Chicago was originally comprised of low-lying wetland and dunes between the Grand Calumet River and Lake Michigan. Although a natural transportation corridor between Chicago and Detroit, development in the area was slow until the mid-1800s.

Land speculation during the 1880s led to the platting and settlement of East Chicago and was prompted by the routing of rail through the region and its proximity to Lake Michigan. Industrial development led the way, and much of the initial residential development was undertaken to provide worker housing for newly created industries. This period also witnessed the dredging of the canal between the Grand Calumet River and Lake Michigan.

Once established, East Chicago grew rapidly. The initial plat was south and west of the canal, and East Chicago became a Town in the late 1880s and a City in 1893. It was during this time that East Chicago's long association with Inland Steel began with the purchase of a rolling mill.

The first-half of the Twentieth century was East Chicago's industrial pinnacle. The Indiana Harbor plat (in addition to other smaller neighborhood plats) north and east of the canal allowed the City to grow dramatically in population, fueled by in-migration from the rural United States and eastern and central Europe. The City had become a major transportation hub with five trunk railroads, a passenger ferry to Chicago, passenger rail connections to the east and west, and a local streetcar system. In 1909, there were 125 scheduled train stops in East Chicago.

East Chicago developed a strong and diverse industrial economy, resulting in such metropolitan nicknames as "Workshop of the World" and "Arsenal of America." Other notable accomplishments included the development in 1917 of the Marktown neighborhood by urban planner/architect Howard Van Doren Shaw.

Industrial employment also attracted racial and ethnic diversity. African-Americans and Hispanics, particularly those of Mexican and Puerto Rican backgrounds, migrated to East Chicago in large numbers.

East Chicago experienced a decrease in jobs and population in the latter half of the 20th century. Although there was significant industrial and residential decline, many industries and jobs remain. The steel industry is still the City's largest single employer.

East Chicago has also had a revitalization of its infrastructure in recent decades. The Indiana Toll Road (Interstate 90) was constructed in the 1950s through the southern part of the City. At the same time, the Chicago South Shore & South Bend commuter rail was relocated from Chicago Avenue to a right-of-way along the Calumet River and I-90. The Cline Avenue Expressway (US 912) was built as a major by-pass connecting lakeshore industrial sites with I-90 on both the west and southeast sides of the City.

Recent economic development efforts included developing the lakefront into a marina, park/beach, and casino site. The City continues to push for further environmental clean-up, brownfield remediation, and redevelopment.

Demographic Profile

A review of demographic characteristics reveals information about the community's current composition, as well as trends for the future. The information presented in this section was compiled from 2000 census data.

Population

The population of East Chicago, as determined by the census in 2000, was 32,414. The Northwestern Indiana Regional Planning Commission (NIRPC), the regional planning agency for the three urbanized counties in northwestern Indiana, estimated a 2005 population for the City of 30,946. This represents a 4.5% decline in population over the five-year period.

For the 2000 Census, East Chicago was included within the Chicago-Gary-Kenosha Consolidated Metropolitan Statistical Area (CMSA). In 2000, the population of the CMSA was 9,157,540, an 11.1% increase from the 1990 population. In addition, East Chicago was included within the Gary Primary Metropolitan Statistical Area (PMSA), which incorporates Lake and Porter counties. The population of the Gary PMSA in 2000 was 631,362, a 4.4% increase from 1990.

Population by Race/Ethnicity/Ancestry

Table 2.1 presents data regarding the racial composition of East Chicago. There is no racial category that comprises a majority of the population. Caucasians represented 37% of the population, African-Americans represented 36%, and 24% of the population identified themselves as belonging to some other race.

Table 2.1: Population by Race

Race	Number	Percent
Caucasian	11,843	36.5%
Black or African-American	11,695	36.1%
Some other race	7,774	24.0%
Two or more races	844	2.6%
American Indian/Alaskan	166	0.5%
Asian	66	0.2%
Hawaiian/Pacific Islander	26	0.1%
Total	**32,414**	**100%**

Source: U.S. Census Bureau, 2000. A person may report that they belong to one or multiple races, therefore the total number is higher than the actual population.

The U.S. Census Bureau considers race and Hispanic/Latino origin to be two separate data sets. Hispanics and Latinos can be of any race. For example, a Caucasian or African-American person may also be of Hispanic origin.

Table 2.2 shows the portion of East Chicago's population that is of Hispanic/Latino origin is approximately half (52%).

Table 2.3 shows another measure of East Chicago's diversity, its percentage of foreign-born residents. About 15% were born outside the United States, with most of those residents coming from Latin America.

Table 2.2: Population by Ethnicity

Ethnicity	Number	Percent
Hispanic/Latino Origin	16,728	51.6%
Non-Hispanic or Latino	15,686	48.4%
Total	**32,414**	**100%**

Source: U.S. Census Bureau, 2000

Table 2.3: Foreign-Born Population

Region of Origin	Number	Percentage of Total City Population
Europe	386	1.2%
Asia	35	0.1%
Africa	27	0.1%
Latin America	4,324	13.3%
North America (not U.S.)	9	0.02%
Foreign Born Total	**4,781**	**14.7%**

Source: U.S. Census Bureau, 2000

Population by Sex

Table 2.4 presents data regarding the number of males and females in the City. As shown, there is generally an equal distribution, with females having a slightly higher total.

Table 2.4: Population by Sex

Sex	Number	Percent
Male	15,509	47.8%
Female	16,905	52.2%
Total	**32,414**	**100%**

Source: U.S. Census Bureau, 2000

Population by Age Group

According to the 2000 Census, the median age of the City's population is 30.8 years, slightly lower than the Chicago metropolitan region's 33.9 median age.

Table 2.5: Population by Age Group

Age Group	Number	Percent
Under 5 years	2,944	9.1%
5 to 9 years	2,986	9.2%
10 to 14 years	2,425	7.5%
15 to 19 years	2,549	7.9%
20 to 24 years	2,582	8.0%
25 to 34 years	**4,349**	**13.4%**
35 to 44 years	**4,334**	**13.4%**
45 to 54 years	3,508	10.8%
55 to 59 years	1,245	3.8%
60 to 64 years	1,177	3.6%
65 to 74 years	2,408	7.4%
75 to 84 years	1,486	4.6%
85 years and over	421	1.3%
Total	**32,414**	**100%**

Source: U.S. Census Bureau, 2000

Table 2.5 presents the breakdown of population by age group. The two largest age groups are 25- to 34-year-olds and 35- to 44-year-olds. The next largest group is 45- to 54-year-olds.

These data indicate that, in the near term, the City will continue to be a community with many families with children because a large percentage of the population is of childbearing age. This will continue to place demands on services required by families, especially parks and schools. Although not currently a large percentage, the number of residents reaching retirement age is expected to increase over the next 10 to 20 years, indicating a potential need for increased senior services, including housing.

Household + Family Data

The following tables show information about households and families in East Chicago. The average household size in East Chicago was 2.75 in 2000, slightly higher than the 2.63 average in the Chicago Metropolitan Area. The average family size (a family is two or more people residing together and related by birth, marriage, or adoption) was 3.41.

Table 2.7 shows median household income for East Chicago and its neighbors. East Chicago has a lower median household income than its neighbors.

Table 2.6: Households & Family Data

Total households	11,707
Average household size	2.75
Family households (families)	7,941
Average family size	3.41

Source: U.S. Census Bureau, 2000

Table 2.7: Median Household Income

Community	**Median Household Income (1999)**
Chicago-Gary-Kenosha CMSA	$51,046
Hammond	$42,221
Whiting	$34,972
Gary	$32,205
East Chicago	**$26,538**

Source: U.S. Census Bureau, 2000

Land Use

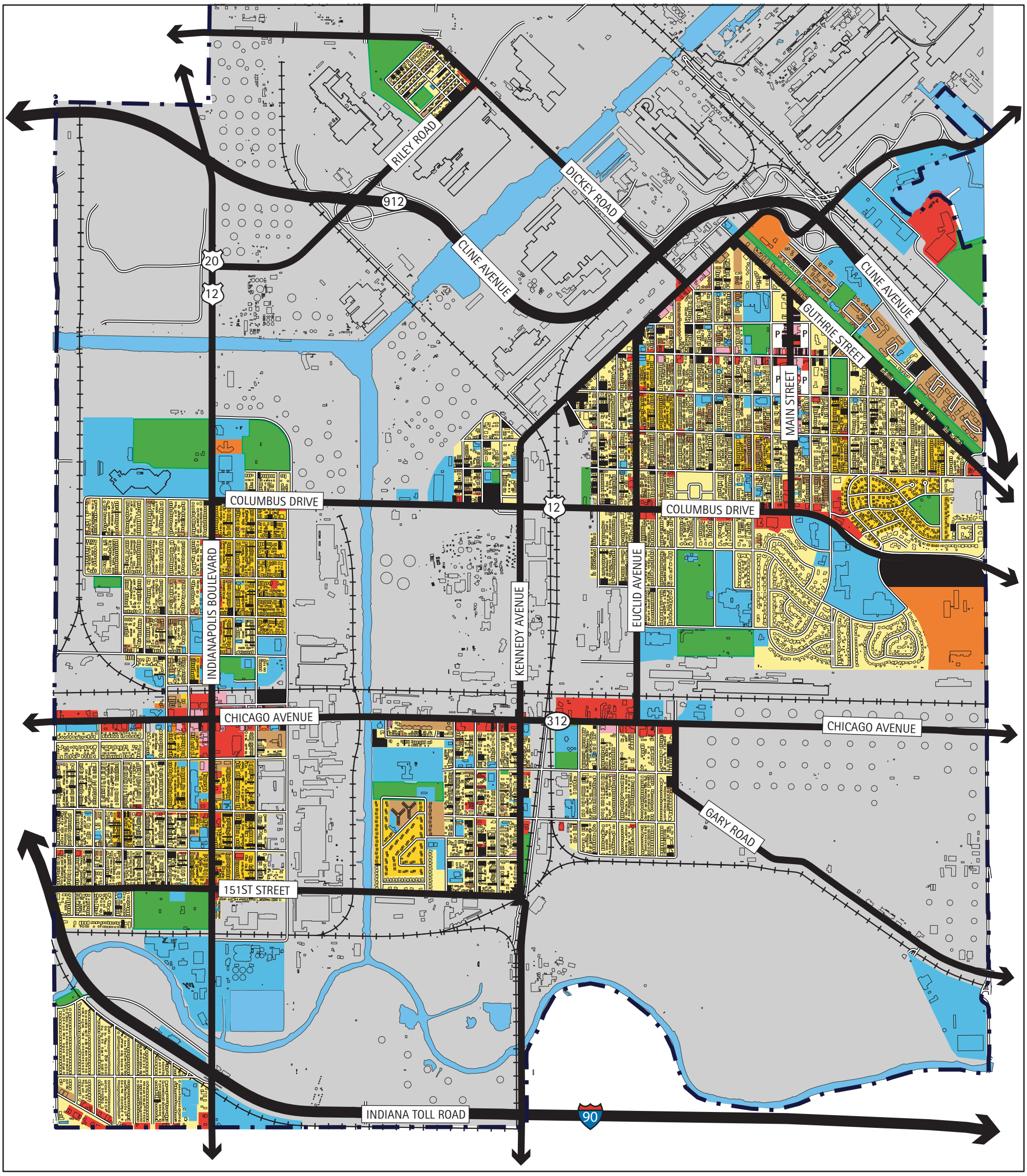
The following land uses exist within East Chicago:

- **Residential:** Single-Family; Single-Family Attached (Duplexes); Two-Family (Two-flats), Multi-Family (Apartments/condominiums, senior housing); Accessory Units
- **Commercial:** Retail Shops, Restaurants, Services, Professional Offices, Office/Research
- **Mixed Use:** First floor retail shops with residential or office uses above
- **Industrial:** Distribution, Warehousing, Manufacturing, Light-Industrial, Petroleum Storage, Steel
- **Institutional:** Churches, Schools, Municipal Facilities, Post Office, Township Offices/ Library/Community Centers, Transit Facility
- **Other:** Open space (parks and wetlands), Right-of-Way, Vacant, Water

Figure 2.3 and Table 2.8 show the City's current land-use mix. Industrial is the largest land use in East Chicago by far, with approximately 66% of the City's total area.

Table 2.8: Existing Land Use

Land-Use Category	Acreage	Percent
Residential, 1- or 2-family		
1- or 2-family	1,265 acres	13.2%
Multi-Family	125 acres	1.3%
Commercial		
Retail/Restaurant/Services	118 acres	1.2%
Office & Research	46 acres	0.5%
Mixed Use	24 acres	0.2%
Institutional	331 acres	3.4%
Industrial	6,352 acres	66.2%
Other		
Open Space	161 acres	1.7%
Right-of-way	437 acres	4.6%
Vacant	98 acres	1.0%
Water (canal and river)	641 acres	6.7%
Total	**9,598 acres**	**100%**



Legend

- City Boundary
- Interstate (XX)
- U.S. Highway (XX)
- State Highway (XX)
- Railroad
- Expressway
- Major Road

Land Use

- Single-Family Residential
- 1 + 2-Family Residential
- Multi-Family Residential
- Commercial
- Mixed-Use
- Office/ Research
- Institutional
- Industrial
- Vacant
- Open Space
- Water

City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 2.3: Existing Land Use

Huff & Huff International · RQAW · LAKOTA THE LAKOTA GROUP INC · S. B. Friedman & Company · BauerLatoza STUDIO

NTS

November 2008

Residential

East Chicago has 11 residential neighborhoods (see Figure 2.4). These neighborhoods, which will be described in greater detail in Chapter 3: Neighborhoods, are:

- Roxana
- Southside
- Northside
- Marktown
- New Addition
- Indiana Harbor
- Washington Park
- Sunnyside
- Prairie Park
- Calumet
- East Calumet

Many of East Chicago's older neighborhoods developed with a mix of single-family, two-family, and multi-family housing types. These neighborhoods, Northside, Southside, and Indiana Harbor comprise the original platted section of the community.

Washington Park, Roxana, Calumet, East Calumet, and New Addition, as well as sections of Northside and Southside, are predominantly comprised of single-family homes. Marktown and Sunnyside are largely dominated by single-family attached and two-family dwellings. The more recently developed Prairie Park neighborhood is also predominantly single-family.

The Indiana Harbor and West Calumet neighborhoods contain large multi-family concentrations, many of which are subsidized, and senior citizen housing.

Accessory units are found in many of the older neighborhoods. City staff report that many of these accessory units were built without permits, including some that encroach into the rear-yard setback.

There are also examples of new infill development, such as the block along Columbus Drive between Grand and Parrish, formally the site of Washington High School, that is being developed for new single-family homes and townhomes.



Examples of single-family and two-family housing in East Chicago.







Examples of multi-family housing in East Chicago.

Existing Housing Stock

According to the 2000 Census, 11.7% of housing units in East Chicago are vacant and approximately 88% occupied, as shown in Table 2.9. This represents a 14.1% increase in vacant housing units from 1990 when there were 1,362 vacant housing units.

Table 2.9: Housing – Occupied vs. Vacant

Housing Units	Units	Percent
Occupied	11,707	88.3%
Vacant	1,554	11.7%
Total	**13,261**	**100%**

Source: U.S. Census Bureau, 2000

This percentage has likely changed since the 2000 Census because the City has a program to demolish unsafe, deteriorating buildings. Approximately 370 structures were demolished between 1995 and 2004, which includes both homes and businesses. The demolition reduced the overall number of housing units and the number of vacant units.

As shown in Table 2.10, approximately 45% of the occupied housing units are owner-occupied and the remaining 55% are renter-occupied.

Table 2.10: Housing – Owner vs. Renter-Occupied Units

Occupied Housing	Units	Percent
Owner-occupied	5,218	44.6%
Renter-occupied	6,489	55.4%
Total Occupied Units	**11,707**	**100%**

Source: U.S. Census Bureau, 2000

Approximately 36% of East Chicago's 13,261 housing units are single-family detached housing, as shown in Table 2.11. About 7% is attached single-family structures (townhouses), and the remaining 58% is comprised of two or more units in duplexes, apartments, and condominiums. This is larger than neighboring communities, as well as the CMSA (Table 2.12).

Table 2.11: Housing – Units per Structure

Units in Structure	Units	Percent
1-Unit, Detached	4,796	36.2%
1-Unit, Attached	886	6.7%
2 Units	2,403	18.1%
3 or 4 Units	2,480	18.7%
5 to 9 Units	1,594	12.0%
10 to 19 Units	391	2.9%
20 or More Units	700	5.3%
Mobile home	11	0.1%
Total	**13,261**	**100%**

Source: U.S. Census Bureau, 2000

Table 2.12: Housing – Multi-Family (2 Unit+)

Community	Units	Percent
East Chicago	**7,568**	**57.1%**
Whiting	1,173	50.7%
Chicago-Gary-Kenosha CMSA	1,443,335	41.4%
Hammond	9,834	28.8%
Gary	11,262	25.8%

Source: U.S. Census Bureau, 2000

East Chicago has an aging housing stock, as approximately 73% of housing units were built by 1959. About 1.8% of the housing stock, or 239 units, has been built since 1990. Code enforcement remains important to ensure the older housing stock is maintained. Many homes are in fair or poor condition, and the City has been using Community Development Block Grant funds to support the rehabilitation of homes.

The City is supporting new development. A development team made up of The Community Buildings and Hispanic Housing Development Corporation is working to add housing to the Indiana Harbor area.

Approximately one-quarter of East Chicago households do not have access to an automobile and 43.3% of East Chicago households only have access to one vehicle, as shown in Table 2.14. The lack of access to an automobile can make it difficult for residents to get to jobs, schools, and shopping. The City provides a free bus system for residents.

Table 2.13: Housing – Year Structure Built

Year Structure Built	Number	Percent
1999 to March 2000	33	0.2%
1995 to 1998	77	0.6%
1990 to 1994	129	1.0%
1980 to 1989	260	2.0%
1970 to 1979	1,292	9.7%
1960 to 1969	1,785	13.5%
1940 to 1959	4,899	36.9%
1939 or earlier	4,786	36.1%
Total	**13,261**	**100%**

Source: U.S. Census Bureau, 2000

Table 2.14: Vehicles Available per Household

Vehicles Available	Units	Percent
None	2,942	25.1%
1	5,073	43.3%
2	2,624	22.4%
3 or more	1,068	9.1%
Total	**11,707**	**100%**

Source: U.S. Census Bureau, 2000

Table 2.15 shows the median housing value for East Chicago and its neighboring communities. Although the housing value is much lower than the median for the overall Chicago region, it is comparable to the median housing values found among older industrial cities in Northwest Indiana.

Table 2.15: Housing – Median Housing Value

Community	Median Housing Value
Chicago-Gary-Kenosha CMSA	$159,000
Whiting	$91,200
Hammond	$78,400
East Chicago	**$69,900**
Gary	$53,400

Source: U.S. Census Bureau, 2000

Commercial

The City has three major commercial districts: the traditional "downtown" of East Chicago, the commercial center along Main Street in Indiana Harbor, and a commercial strip along East Columbus Drive. In addition, there are a number of neighborhood-oriented retail strips and clusters throughout the community.

East Chicago "Downtown"

The traditional downtown of East Chicago extends for several blocks along both Chicago Avenue and Indianapolis Boulevard in the Southside and Northside neighborhoods. The district has a new Walgreens and a new bank, two grocery stores (Sterk's and East Chicago Market), and several shops and restaurants. It also features City Hall, an East Chicago Library branch, a storefront post office, and other civic/institutional uses, including the Salvation Army and an American Legion Post. Chicago Avenue is undergoing a streetscape improvement program including new lighting, pavement, decorative pavers, landscaping, and gateway signage. The combination of retail and civic/institutional uses makes the downtown the social and commercial center for the western half of the City.

Downtown has several vacant buildings and vacant lots; buildings with boarded-up windows, unattractive facades, and cluttered or oversized signage/awnings. Some empty or oversized parking lots provide development opportunities, particularly on the west end near the Hammond border. Some auto-oriented uses on the west side also have numerous or extremely wide curb cuts.

Vacant or underutilized industrial buildings along the railroad tracks east of Indianapolis Boulevard also may provide opportunities for redevelopment near this commercial/civic center.

The district lacks a consistent shopping "streetwall," as commercial uses stretch west and east on Chicago and north and south on Indianapolis for some distance with missing "teeth," curb cuts, vacant lots, and isolated retail establishments.



A vacant storefront in Downtown East Chicago.

Indiana Harbor – Main Street

The traditional commercial center of Indiana Harbor centers on the intersection of Main and Broadway, with commercial uses extending several blocks in all directions.

The area offers a post office, neighborhood-level shopping, the Lake County Superior Court Room Two, and two nearby parks, Callahan and Nunez. Shops include a furniture store, card shop, restaurants, a bank, and clothing/shoe stores.

Although this was once was a bustling commercial area due to of its proximity to the City's steel plants and steel workers, the commercial district is now struggling. As commuting habits have changed and many workers drive to the steel plants from outside East Chicago, the district has struggled with its new role in the community.

Both Main Street and Broadway have numerous vacant lots and vacant/boarded-up stores. Several very large parking lots on Main Street or behind Main Street shops between 135th and 138th provide development opportunities in the area. Many storefronts in the area have deteriorating or dated facades.

To help reverse these trends, the City has begun a project to reconstruct Main Street and Broadway and add new streetscape elements, including:

- Converting Main Street north of 138th into a two-way street, rather than its current one-way configuration.
- Adding street trees, streetlights, wider sidewalks, clearly marked crosswalks, and other streetscape elements to Main Street commercial blocks as well as a four-block stretch of Broadway between Fir and Pulaski. The streetscape will be similar to what is being installed along Chicago Avenue in the western half of the City.



Broadway west of Main

In addition, the City has hired a development team of Hispanic Housing Development Corporation and The Community Builders, Inc. to develop additional housing and retail shops in the Harbor area. Multi-family housing, two-flats, and single-family homes are planned, with most of the initial units concentrated on the blocks adjacent to the Main-Broadway intersection.

Indiana Harbor – Columbus Drive

The Columbus Drive commercial district is along Columbus between Euclid and Alder and includes Sterk's grocery store and adjacent inline shops, gas stations, fast-food restaurants with drive-through components, medical office uses, the City's Public Safety building, and the main library.

Columbus Drive is easily accessible from its exit off of Cline Avenue and has received recent development interest. A new Walgreens drug store is under construction adjacent to Sterk's.

The corridor has several vacant or underutilized lots that offer additional development/ redevelopment opportunities. It also has several large parking lots and blocks with numerous curb cuts.

Other

Other commercial nodes and isolated commercial buildings are found throughout East Chicago, including:

- **Lakefront:** A lakefront casino/hotel/restaurant, marina, and beach provide a large entertainment draw along Cline Avenue on the City's north side.

- **Euclid Avenue:** Neighborhood-oriented retail, including bars and restaurants, particularly at the intersection with 139th.

- **Alexander Avenue:** Neighborhood-oriented retail between 148th and 149th. This retail area includes barber shops, liquor stores, a convenience grocery store, a restaurant as well as several vacant lots and vacant storefronts. Some storefronts have boarded-up or bricked-in windows.

- **Michigan Street/Carroll Street:** At the south end of the Roxana neighborhood, a small commercial corridor with neighborhood retail/service uses and restaurants.

- **Various sites:** Numerous small retail or mixed-use buildings are scattered throughout East Chicago, particularly in the Northside, Southside, and Harbor neighborhoods. While some successfully provide shopping and services within close proximity to neighborhood residents, many businesses have failed. This has left vacant or underutilized buildings and storefronts scattered throughout neighborhoods. Many also have become bars, and some have expressed concern that the City has an excess of taverns in some locations. Some former commercial locations have also been converted into residential units.

Overall, the City has extensive commercial zoning that may be more than is supportable by City residents, local workers, and visitors. Residents, City staff, and civic leaders indicated a concern for the viability of existing retail areas, a need for more shopping opportunities, and that a new strategy for commercial development in the City is desired.



The former Riley Bank building at the corner of Chicago and Kennedy Avenues.



Alexander Avenue in Calumet

Institutional

East Chicago has a variety of institutional uses, including government offices, a courthouse, schools, community centers, churches, social service organizations, civic groups, and a large hospital. The following is a summary of this information. Also see Section 6: Community Facilities for more information.


U.S. Post Office

Government

East Chicago's municipal offices and facilities are located throughout the community. The City Hall and several City departments are located in the Northside neighborhood. The Police Department is located at 2301 E. Columbus Drive in the Public Safety building, which also contains the City Court. Lake County Superior Court Room Two is located in the East Harbor neighborhood. The City also has eight community centers distributed throughout its residential neighborhoods.


South Shore Line Station

Educational

School City of East Chicago

The school district, known as the School City of East Chicago, is comprised of one high school, two junior high schools, and six elementary schools. The schools are generally located throughout the community. However, there is a large campus in the Northside neighborhood that contains the high school on the west side of Indianapolis Boulevard and a junior high school on the east side.

Private/Charter Schools

A number of private, parochial, and charter schools are located in and serve East Chicago. These include St. Stanislaus, Chicago Urban Enterprise Academy, and East Chicago Lighthouse Charter School (located in Gary).

Ivy Tech Community College

Ivy Tech Community College is Indiana's second-largest public post-secondary institution serving over 106,000 students a year. It has 23 campuses throughout Indiana, including East Chicago at 410 East Columbus Drive. The campus provides professional, technical, transfer, and lifelong education with a focus on applied sciences, technology, and computer skills. It also works with the School City of East Chicago on the Tech Prep program, which allows high school students to take college courses and earn dual high school/college credit.

Religious

East Chicago has numerous religious institutions of various denominations that range from large congregations to small churches in storefronts or converted homes. Many serve as an anchor for their residential neighborhoods and provide meeting/gathering spaces and social services in addition to their religious activities.

Social Service/Civic

The Salvation Army, American Legion, Foundation of East Chicago, Knights of Columbus, and others provide the area with social and civic services. Although they are also found throughout the community, several are located on Chicago Avenue west of Railroad Avenue.

Hospital

St. Catherine Hospital, which is located on Fir Street between 142nd and 144th, is part of the three-hospital Community Healthcare System, which also has facilities in Munster and Hobart. The hospital provides primary care practices and specialties, family-oriented childbirth services, and industry-specific occupational health programs.



St. Catherine Hospital

Office

Most office uses generally consist of either small medical or professional offices located within retail districts or office components of industrial facilities. In addition, ArcelorMittal's national research facility is located along Cline Avenue at the eastern edge of the Prairie Park neighborhood.

Industrial

As a legacy of the City's long industrial history, approximately two-thirds of East Chicago's land area is devoted to industrial uses. Intensive industrial facilities dominate the Lake Michigan shoreline, the banks of the Indiana Harbor Ship Canal, and other areas of the City. Petroleum storage areas also are common in East Chicago, particularly in the northern, eastern and southern sections.

Major industrial facilities in East Chicago include a large steel complex, a refinery/petroleum operation, an oil recovery facility, and an industrial gas supplier. Major industrial corporations include ArcelorMittal, BP, Safety-Kleen, and Praxair. Along with many smaller industrial facilities, these large plants provide jobs and tax base for the City and are part of East Chicago's history. (See Figure 2.5 for the locations of major industrial uses.)

Vacant/Underutilized Properties

While the City has very active, large industrial properties, there are a number of vacant, underutilized, and/or contaminated properties. Many of these are small, not contiguous with larger industrial properties, and/or close to residential areas. Although vacant or underutilized parcels are present throughout the City, concentrations of such parcels exist at:

- Indianapolis and 152nd
- Along Chicago Avenue and the CSX main freight line
- Homerlee and 145th
- Gary Road
- Along the Indiana Harbor Ship Canal
- Between Cline and Michigan Avenues from Canal to Guthrie (MLK)

Although these vacant or underutilized properties provide redevelopment opportunities, with some near expressway or rail access, many require environmental evaluation and cleanup because of their previous industrial uses.

Industrial Physical Conditions

In addition to environmental issues, the close proximity of industrial, commercial and residential uses in some locations creates land-use conflicts. Some industrial uses lack adequate setbacks, screening and/or landscaping. Others share access points with residential districts, creating truck traffic and noise near homes. Locations with inadequate separation or buffering of industrial uses from residential areas include:

- **Northside:** Along Railroad, Walsh, and Homerlee - Industrial and rail uses are directly across the street from homes.
- **Southside:** Along Railroad, Tod, and 151st - Industrial uses encroach into residential blocks between Railroad and Tod south of 148th and north of 151st and south of homes along 151st.
- **Indiana Harbor (North):** Along Michigan Avenue - Commercial and residential uses face mostly vacant industrial lots.
- **Indiana Harbor (West):** Along Carey Street - Industrial uses and a large rail yard are adjacent to homes.
- **Washington Park:** Along Carey Street, 143rd Street, Euclid Avenue, and 144th Street - Industrial uses and a large rail yard are adjacent to homes.
- **Prairie Park:** South of the neighborhood - Active and underutilized industrial uses border the neighborhood.
- **Calumet:** Along 151st Street - Industrial uses are across the street south of 151st and north of Chicago.
- **East Calumet:** At 149th and Huish and south of 149th Place - Industrial/warehouse uses.



U.S. Gypsum, view from Canal Street



Industrial uses along Indianapolis Boulevard

Brownfield Analysis

Brownfield sites are abandoned, vacant, or under-used industrial and/or commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination. Potential brownfield sites and areas of potential contamination in East Chicago were evaluated using information collected from local, state and federal databases and records (see Table 2.16). This information was used to screen areas for potential environmental impacts and to determine how these impacts may affect redevelopment opportunities within East Chicago.

Figure 2.6 provides the overall inventory of current state- or federally-regulated sites within East Chicago, including six areas that were investigated in more detail for this analysis because of their potential for redevelopment. Table 2.17 summarizes the potential for environmental impacts to be present at those five sites.

Records for several sites either identified in a database or determined to be of interest based on field reconnaissance were requested and reviewed from the United States Environmental Protection Agency (USEPA), Indiana Department of Environmental Management (IDEM), and City of East Chicago.



Vacant industrial buildings in the Southside neighborhood.

Table 2.16: Environmental Databases Reviewed

Database	Description
Undergound Storage Tank (UST) Sites	Regulated USTs are those with 10 percent or more of the tank and piping buried beneath the ground and containing regulated substance.
Leaking Underground Storage Tank (LUST) Sites	A site with a suspected or confirmed release from a UST system.
Resource Conservation and Recovery Act Corrective Action (RCRA CORRACTS) Sites	Regulated hazardous waste facilities that are investigating and/or cleaning up hazardous waste releases. These sites typically are operating and have viable owners.
Brownfields	A property that is abandoned or inactive, or may not be operated at its appropriate use, and on which expansion, redevelopment, or reuse is complicated because of the presence or potential presence of a hazardous substance, a contaminant, petroleum, or a petroleum product that poses a risk to human health and the environment. This information is based on an IDEM inventory of sites in its Brownfields Program and is not a complete list of all brownfields that may exist in the City.
Voluntary Remediation Program (VRP) Sites	Sites enrolled in IDEM's voluntary cleanup program. These sites may or may not have completed the remediation.
Waste Treatment, Storage and Disposal (Waste TSD) Sites	Facilities that may treat, store, and/or dispose hazardous waste. These facilities are usually also generators of hazardous waste.
Industrial Waste Sites	Facilities that generate and/or manage hazardous waste, non-hazardous industrial waste, and solid waste.
Solid Waste Sites	Active, permitted solid waste sites.
Waste Transfer Stations	Facilities where municipal solid waste is unloaded from collection vehicles and briefly held while it is reloaded onto larger long-distance transport vehicles for shipment to landfills or other treatment or disposal facilities.
Superfund Sites	Sites that have been identified by the United States Environmental Protection Agency (USEPA) as uncontrolled hazardous waste sites which pose a threat to human health and/or the environment. Superfund sites may or may not be on the National Priorities List (NPL), a listing of the worst Superfund sites based on a ranking system.

Source: USEPA and IDEM.

Table 2.17: Summary of Identified Sites with Key Areas

	Site within Area		Address	Type
1	Ispat Inland/ ArcelorMittal	High	3210 Watling	RCRA Corrective Action
	ISG (now ArcelorMittal)	High	3001 Dickey	RCRA Corrective Action
	Modern Hard Chrome of IN	Moderate to High	3550 Canal	Industrial Waste Site
	American Steel Foundry	Low to Moderate	3761 Canal	Brownfields/LUST/VRP/ RCRA
2	Safety Kleen	Low to Moderate	601 Riley	RCRA Corrective Action
3	United Tranz Cor	High	4400 Homerlee	Not in database, industrial use
	TransFlo Terminal	High	1401 W. 141st	Industrial Waste Site
4	Steel Co. (now Trai-Cor Processing)	High	4809 Tod	Industrial Waste Site
	Sigma Steel Sales and Metal Cleaning	High	4800 Railroad	Not in database, industrial use
	Budget Maintenance	Moderate to High	4900 Railroad	Not in database, industrial use
5	Former Onyx, Tri-State Industries, CWS Shop, and Champion Rivet	Low to Moderate	5137 Indianapolis	Industrial/Commercial Site, former UST
	Metal Management	Low to Moderate	East of 5137 Indianapolis	Not in database, industrial use
	Vacant	Low to Moderate	East of 5137 Indianapolis	Not in database, industrial use
6	DuPont		5215 Kennedy	RCRA Corrective Action
	Natural Area	Low to Moderate		
	Active Manufacturing Area	Moderate to High		
	Previously Active Manufacturing Area	Moderate to High		
	Waste Management Area	High		

DICKEY ROAD
RILEY ROAD
DICKEY ROAD
Area 1
912
CLINE AVENUE
CLINE AVENUE
GUTHRIE STREET
MAIN STREET
20
12
Area 2
COLUMBUS DRIVE
12
COLUMBUS DRIVE
INDIANAPOLIS BOULEVARD
KENNEDY AVENUE
EUCLID AVENUE
Area 3
CHICAGO AVENUE
312
CHICAGO AVENUE
Area 4
GARY ROAD
151ST STREET
Area 5
Area 6
INDIANA TOLL ROAD
90

Legend

- City Boundary
- City Hall
- Interstate
- U.S. Highway
- State Highway
- Railroad
- Expressway
- Major Road

Study Areas

- Superfund National Priority LIst (NPL) Program (VRP) Sites
- Resource Conservation + Recovery Act Corrective Actions Sites (RRCA)
- Brownfields
- Underground Storage Tank (UST)
- Leaking Underground Storage Tank (LUST) Program (VRP) Sites
- Voluntary Remediation Program (VRP)
- Waste Treatment, Storage + Disposal
- Industrial Waste
- Solid Waste
- Waste Transfer Stations
- High Potential for Environmental Impacts
- Moderate to High Potential for Environmental Impacts
- Low to Moderate Potential for Environmental Impacts
- Wetland

City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 2.4: Environmental Inventory

Hoff&Huff Incorporated · RQAW · LAKOTA THE LAKOTA GROUP INC · S. B. Friedman & Company · BauerLatoza STUDIO

NTS

November 2008

Area 1

Area 1 is located in mostly industrial northern East Chicago adjacent to the Indiana Harbor Ship Canal. The primary focus of Area 1 for potential redevelopment is the vacant/underutilized land directly adjacent to the Canal and south of the railroad tracks that run through ArcelorMittal.

The majority of the land in Area 1 north of Cline Avenue is owned by ArcelorMittal. Previous owners include Ispat Inland, LTV Steel, and ISG Indiana Harbor. This area has a high potential for environmental impacts due to the number and types of regulated facilities located within the area, including the following:

- There are two RCRA Corrective Action facilities located on the ArcelorMittal site at 3210 Watling Street (formerly Ispat Inland and comprised of the land on the east side of the Indiana Harbor Ship Canal) and at 3001 Dickey Road (formerly ISG Indiana Harbor and comprised of the land on the west side of the Indiana Harbor Ship Canal). Although both sites are currently owned by ArcelorMittal, each facility is being investigated separately.

The remaining portion of Area 1 is south of Cline Avenue and has a lower potential for environmental impacts than the area north of Cline. This portion of Area 1 includes the following:

- There is a Brownfield/VRP/LUST/Industrial Waste site located at 3761 Canal Street (American Steel Foundry).
- There is a Industrial Waste site located at 3550 Canal Street (Modern Hard Chrome of Indiana).

<u>ArcelorMittal</u>

The ArcelorMittal site has been divided into 14 solid waste management areas (SWMAs) as almost two-thirds of the site is made up of fill materials including slag, sand, construction debris, plant refuse and process-related wastes. SWMAs are discernible areas at which solid wastes have been placed at any time, regardless of the purpose of the placement.

Impacts to groundwater, surface soil (less than 2 feet deep), subsurface soil (more than 2 feet deep), surface water and sediment have been identified at or near this site. The primary contaminants of concern include naphthalene and volatile organic compounds, such as benzene, toluene, ethyl benzene, and xylenes. The majority of formerly open areas comprised of fill material have been paved with clean slag or asphalt.

Corrective action efforts have been ongoing at this site and a perimeter-inward approach has been implemented, in which the perimeter of the entire site is being assessed first, followed by the interior areas. These perimeter areas include the land directly adjacent to the Indiana Harbor Ship Canal. The perimeter areas generally have groundwater impacts as opposed to soil impacts, with several areas determined to have no groundwater impacts at all. In addition, the areas of highest contamination are generally located near the centers of the SWMAs and away from the perimeters.

Therefore, although the site as a whole has a high potential for encountering contamination, the perimeter areas may have a lower risk according to reports prepared by Earth Tech, a private engineering firm in 2003 and 2004.

Currently, a worker permit program has been put in place to protect construction workers from soil and groundwater contamination. Engineered barriers covering contaminated soil left in place and institutional controls limiting the land use to industrial will be necessary to receive corrective action closure. These restrictions are compatible with industrial use, and based on the 100-year operating history and largely industrial setting of adjacent properties. The industrial land use of this property is therefore expected to remain unchanged for the foreseeable future.

ISG Indiana Harbor

This site, now owned by ArcelorMittal, is at 3001 Dickey Road, on the west side of the Indiana Harbor Ship Canal and the west side of Area 1. As discussed above, although owned by ArcelorMittal, it operates as a separate RCRA Corrective Action facility. Soil and groundwater sampling of the site is still being conducted and the extent of contamination has not yet been characterized. Until the site is fully characterized, it has a high potential for encountering contamination.

American Steel Foundry

This site, 3671 Canal Street, is located at the southeast corner of Area 1. IDEM prepared a Brownfield Environmental Assessment of this approximately 47-acre site in 1995 as part of a pilot brownfields program. The goal of the assessment was to determine if the site was a suitable candidate for redevelopment. The study mainly focused on the open grassland area west of the main plant, which included the facility's Manufacturing Research and Engineering Center. Soil sampling results were compared to the Voluntary Remediation Program Tier II cleanup criteria and all samples were below these standards. Based on this information, IDEM concluded that remediation would not be necessary and recommended that this site be considered for redevelopment.

The American Steel Foundry building was investigated separately as part of the Voluntary Remediation Program (VRP). Soils contaminated with lead and polychlorinated byphenols (PCBs) were excavated and closure was received in 2003 with a stipulation that the property cannot be used as residential. Currently, Kamira, a water and wastewater chemical treatment company, operates a production/terminal facility at this location. The grassy open area investigated by IDEM still appears to be unused and may still be a viable development opportunity with a low to moderate potential for encountering environmental impacts.

Modern Hard Chrome of Indiana

This site, a fabricated metal products facility, is located at 3550 Canal Street, near the southwest corner of Area 1. It has been identified as a large quantity generator of hazardous waste. A

large portion of the site appears underused and therefore may have potential for redevelopment. However, due to the nature of the facility (metal fabricating) there is a moderate to high potential for encountering environmental impacts.

Area 2

Area 2 consists of the 13-acre Safety-Kleen Used Oil Refinery (Safety-Kleen) at 601 Riley Road and the former NIPSCO property, now owned by Safety Kleen, located adjacent to Safety-Kleen on the west. Both sites are adjacent to the Indiana Harbor Ship Canal.

Safety-Kleen

Safety-Kleen is a RCRA Corrective Action site with soil (both surficial and subsurface) and groundwater that has been impacted with petroleum-related constituents including semi-volatile organic compounds (SVOCs) and volatile organic compounds (VOCs) including benzene, ethylbenzene, toluene and xylenes (BETX). In addition, cyanide and arsenic soil impacts are present from the historical placement of steel slag and gas purification waste as fill material on the site. Both soil and groundwater impacts were limited to the central portion of the site in the process area.

As part of its site investigation, Safety-Kleen also sampled the Indiana Harbor Ship Canal sediment adjacent to its facility to determine if there had been a release to the canal. Although the canal has been significantly impacted with petroleum releases on a regional scale, results indicated no evidence of the refinery impacting sediments.

Closure was received from the USEPA in 2003. However, it did include an industrial property use and groundwater use restriction as contamination has been left in place. This land use restriction prohibits the use of the property for residential or recreational use. This area will likely remain industrial/commercial and as most of the site is covered with buildings or pavement, USEPA determined that there was little risk to everyday workers. Construction workers would need to be protected in the event the soils are disturbed. Based on this information, this site has a low to moderate risk for encountering contamination.

NIPSCO

The NIPSCO site entered the VRP program in 1996 to address soil contamination associated with the by-products from a gas purification plant that operated at the site from the early 1900s to 1973. Soil was impacted with BTEX, polynuclear aromatic hydrocarbons (PAHs), cyanide, and sulfur. Approximately 23,220 tons of waste were removed from this site and backfilled with clean fill. Closure was received in 2001 with an industrial/commercial land restriction.

Safety-Kleen has since acquired this site with plans for redevelopment. Potential future uses include a tank farm for Safety-Kleen and the operation of a cogeneration plant.

Area 3

Area 3 is located at the west edge of East Chicago and is comprised mostly of open land and railroad on the west and south ends, with an industrial property comprising the eastern half of the area. Only one regulated site, TransFlo Terminal (1401 W. 141st Street) near the southern end of Area 3 was identified. This facility currently operates a product terminal for rail to truck/cargo transfers.

The western 26 acres of open land were investigated in a Phase I and Phase II study by American Structure Point in 2005 and 2006. Several pipelines are located on the west side of the parcel and CSX railroad track, and there are two additional pipelines in the north portion of the site. This parcel was investigated for historical conditions. Previous uses included a railroad spur line, small structures, possible lagoons, and storage piles. Soil and groundwater sampling was conducted in areas where these historical uses were identified.

Sampling confirmed that these historical uses affected the condition of the parcel. Metals (arsenic, lead, thallium, mercury, and chromium) were detected in soils samples at concentrations above either residential or industrial IDEM Risk Integrated System of Closure (RISC) Default Closure Levels (DCLs). These samples were all associated with the upper six feet of soils. Of the 10 sub-areas sampled, seven areas met the industrial RISC objectives for metals. Only two areas achieved residential standards.

The cyanide concentrations in all soil samples met industrial RISC objectives. However, six were above residential DCLs. The other types of pollutants detected on the site were PAHs or SVOCs. These constituent areas are typically associated with hydrocarbon fuels. Sample results from two sub-areas did not meet the industrial DCLs, while results from seven sub-areas exceeded residential DCLs.

Although not identified in any database, the majority of the eastern half of Area 3 is comprised of an industrial property, currently occupied by United Tranz Cor (4400 Homerlee Avenue). This area has been occupied by industrial facilities since 1938. The company does not appear to be utilizing the entire space and therefore land may be available for redevelopment. Additional research on historical uses would be beneficial to assess potential issues.

Area 3 has a history of industrial use and although no releases have been reported, based on its historic industrial use and the results of the Phase I and II studies reviewed, there would be a high potential for environmental impacts in this area.

Area 4

Area 4 is located in the southwest portion of East Chicago. It is surrounded by residential property on the north, west and southwest and industrial property on the east and south. Sigma Steel Sales and Metal Cleaning (Sigma Steel) at 4800 Railroad Avenue, which occupies the northern portion of Area 4, was not identified in any database. Trai-Cor Processing at 4809 Tod Avenue is adjoining to Sigma Steel.

In 1980, the Trai-Cor facility, then operating as The Steel Company, was identified as a facility that generated hazardous waste. A large portion of these properties appear to be underused and therefore may be available for redevelopment.

On the south side of 149th Street located directly south of Trai-Cor and Sigma Steel is Budget Maintenance and Construction Co. This site is currently operating and is using the entire property.

Although the northern portion of Area 4 appears to be underused, this area has a history of industrial use and although no releases have been reported, based on its historic use as part of the steel industry, there would be a high potential for environmental impacts in this area.

Area 5

Area 5, comprised of three industrial properties, is located in the southwest portion of East Chicago adjacent to residential properties to the north and west. The largest of the three properties is at 5137 Indianapolis Blvd. This site is currently vacant; however, it has recently been sold and may become occupied again. The other two properties in Area 5 are directly adjacent to the 5137 Indianapolis Blvd property to the east. One of these properties appears to be vacant and/or underutilized while the other is used by Metal Management for storage.

A Phase I Environmental Site Assessment completed in 2004 by Mostardi Platt Environmental of the 5137 Indianapolis Blvd property identified potential environmental concerns related to chemical storage, staining and suspect vent pipes. Previous owners/occupants included Champion Rivet between 1938 and 1968 and an individual after 1968, Tri-State Industries, CWS Shop and most recently Onyx (a hazardous waste cleanup, removal and disposal firm). One underground storage tank (UST) was abandoned in place in 1991 and Champion was listed as generating a small quantity of hazardous waste.

Soil and groundwater sampling was performed at the site in 2004. Concentrations of PAHs, VOCs and SVOCs were detected above IDEM's cleanup objectives; however, it was determined through further sampling that the contamination was likely not widespread and there was determined to be a low to moderate soil and groundwater impact to the property.

Current tenants were surveyed and records indicated that tenants had been small quantity generators of hazardous waste. The area directly across from Area 5 is the East Chicago Wastewater Treatment Plant (listed as a CERCLIS-NFRAP site, i.e. No Further Remediation Action Planned).

Given the industrial use of this area and results of the Phase I study, Area 5 has a low to moderate potential for encountering contamination.

Area 6

Area 6 is comprised of the 440-acre DuPont Dedenemours & Co. (DuPont) East Chicago Facility, a RCRA CORRACTS site located at 5215 Kennedy Avenue. Chemical manufacturing activities began in 1893 at this site, which was owned and operated at the time by the Grasselli Corporation. The Grasselli Corporation formally deeded the property to DuPont in 1936, although DuPont had been operating the facility since 1927. According to the DuPont Remediation Group, over 100 products have been produced at this facility with the primary products being inorganic acids and chemicals. Other products include chloride, ammonia and zinc products and inorganic agricultural chemicals.

In 2000, the facility was purchased by W.R. Grace & Co.; however, DuPont retained both the land and the environmental liability. Soil and groundwater sampling has occurred since 2002 in order to characterize the environmental condition of the soil and groundwater at the site. Due to the large size of the site, it has been divided into four areas:

- **Natural Area:** eastern half of property, never developed by DuPont
- **Redevelopment/Previously Active Manufacturing Area:** southeast quadrant of developed portion
- **Active Manufacturing Area:** southwest quadrant of developed portion
- **Waste Management Area:** northern half of developed portion

Sampling results have indicated that groundwater at the site is impacted with arsenic, nickel, zinc, chromium, lead and vanadium. A permeable reactive barrier (PRB) has been placed below ground near the northern property line to prevent groundwater contamination from migrating off-site and the plume is considered stabilized and under control; however, groundwater contamination still exists on the western portion of the site. Future land-use plans include obtaining a deed restriction prohibiting the use of shallow groundwater, due to the shallow depth of the groundwater (i.e. less than 10 ft below the ground). There is still the potential for exposure during construction/ excavation activities or from intermittent seeps near the on-site landfill.

Based on the results of the Phase I and Phase II investigations, DuPont has determined that 90+ acres may be available for redevelopment. The majority of this land is located at the central and southern portions of the site consisting primarily of the Previously Active Manufacturing Area. DuPont anticipates that they will retain ownership of the redevelopment area and lease the property out to commercial/industrial companies so that the property use will remain nonresidential. This area will be upgraded (with roads, parking, and buildings etc.) as it is leased out; however, portions of this area still need to be cleaned up before redevelopment can occur and it has a moderate to high risk for encountering contamination. DuPont is currently working on a Corrective Measures Study to address this area and the Waste Management Area, which has a high risk for encountering contamination. It is expected that the Natural Area and Active Manufacturing Area will continue

their current uses and are not available for redevelopment. These areas have a low to moderate and moderate to high risk for encountering contamination, respectively.

In addition to the six study areas, the USS Lead site on Kennedy Avenue south of 151st has closed and been capped because of lead contamination, including some contamination of adjacent industrial and residential locations. The neighborhoods to the north of the site were impacted by the contamination, and the USEPA has declared the area a Superfund site. Testing continues, and cleanup plans are being developed.

Cleanup Programs Available

Although all six areas have been identified as having at least a low to high potential for encountering environmental impacts, several of the sites have responsible parties (e.g. DuPont and ArcelorMittal) and are currently being cleaned up or have been cleaned up to some extent. Many parcels with high potential for environmental impacts, depending on the nature and extent of contamination still remaining and the intended use of the land after redevelopment, could still be viable redevelopment opportunities.

Although the known or potential existence of contamination at a site may hinder or slow down its redevelopment, there are programs available for current and future property owners that can assist with the cleanup of a site, both for abandoned/vacant and currently operating sites. These programs can also limit the liability associated with any future cleanup costs thereby making a site more attractive for redevelopment in the future. For those sites not regulated by a federal program such as RCRA Corrective Action Sites or Superfund sites, the state of Indiana has two main programs available for addressing contaminated property including the Voluntary Remediation Program (VRP), administered by IDEM, and the Brownfields Program, administered by the Indiana Finance Authority (IFA).

Voluntary Remediation Program

The VRP, established in 1993, allows IDEM to review and provide oversight of contaminated sites entered into the program voluntarily by property owners. Any site with known or potential contamination is eligible for the program unless a state or federal enforcement action is pending or if the site conditions are considered to be imminent and there is substantial threat to human health or the environment. The subsurface investigation is paid for by the applicant and can receive a Certificate of Completion and Covenant Not to Sue from IDEM, which provides assurance to the applicant and any future owners that the cleanup has been performed sufficiently.

Examples of successful VRP projects completed in East Chicago include American Steel Foundry located in Area 1 and the Northern Indiana Public Service Company (NIPSCO) located in Area 2. The NIPSCO project, which took approximately five years to complete, has been acquired by Safety-Kleen and is in the process of being redeveloped.

Brownfields Program

Brownfields are typically underutilized, vacant or completely abandoned sites for which there are often no active owner. Liability of cleanup costs associated with these sites is of major concern to potential buyers/developers and many times this concern causes these sites to sit idle while other 'green' areas are developed instead.

Several federal laws, including the Small Business Liability Relief and Brownfields Revitalization Act (aka the Brownfields Law), help to limit the liability of a future property owner and create mechanisms for providing financial assistance in the form of grants, low interest loans and tax credits. In Indiana, these mechanisms are available through the Indiana Finance Authority (IFA), which administers Indiana's Brownfields Program. IFA provides the educational, technical, financial and legal assistance to those involved in brownfields redevelopment.

One Brownfields Program site, American Steel Foundry, is located in Area 1 and was discussed in Section 1.1.1. Another example of a successful Brownfields Program site is the Industrial Scrap Corp, located adjacent to Area 4. This site is currently operating as Metal Management Inc.; however, in 1997, the Industrial Scrap Corporation was interested in expanding their metal recycling company onto an adjacent 10-acre parcel at 425 W. 152nd Street. This parcel had been used as a municipal waste site dating back over 50 years and had been classified as a Brownfields site as it had been vacant for several years. A subsurface investigation was conducted in 1997 as part of the VRP and Northwest Indiana Brownfield Redevelopment Project, Inc. Several thousand cubic yards of waste were subsequently removed from the site as part of the remediation and on March 16, 1998, IDEM issued a letter stating that this property presented no threat to human health and encouraged the redevelopment of the property.

Physical Conditions

The physical appearance of a community is important in maintaining property values, attracting new businesses and residents, and providing a high quality of life. While there is significant need to "clean-up" and "green-up" parts of the City, especially its gateways and highly visible edges along the expressway, it has several attractive amenities or "building blocks:"

- **Parks:** The City's 18 parks are generally in excellent condition with well-maintained playing fields, courts, and facilities. They provide open space, recreation, and entertainment facilities and portray a green, healthy image for the community.
- **Beach:** Lake Michigan and its beach and marina are attractive lakefront amenities.
- **Schools:** Although school facilities in the City vary in age and condition, the School City has invested in new school facilities that provide anchors for neighborhoods.
- **New and existing retail:** The Walgreens, located at the northeast corner of Chicago and Indianapolis, and some older commercial uses feature higher-quality building materials, attractive landscaping and signage, and ample sidewalks.
- **Residential areas:** Well-maintained and attractive housing is located in Washington Park, Southside, Roxana, Prairie Park, East Calumet and other neighborhoods.
- **Streetscape improvements:** The City is implementing streetscape improvements on Chicago, Indianapolis, Main and Broadway that will provide a more attractive and pedestrian-friendly shopping environment with new lighting, pavers, and street trees.
- **Lighting:** New pedestrian lighting has been installed in several neighborhoods throughout the City, which improves the look of the street as well as providing additional light to increase safety.
- **Signage:** The City has installed new gateway signage.

Physical conditions are fair to poor in many areas of East Chicago. The following issues were identified:

- **Roadways, "Front Doors" and "Gateways:"** Views from I-90, Cline Avenue, and other main transportation routes through the City often provide views of vacant industrial or commercial sites; large billboards; large asphalt areas, including parking lots and loading/service areas; minimal landscaping; and trash. These highly visible routes and crossing also include railroad rights-of-ways.
- **Industrial:** Many industrial properties have exposed storage/loading/service areas and equipment, and lack landscaping and screening.
- **Commercial districts:** Many commercial districts in East Chicago have vacant storefronts; dated, unattractive or cluttered signage; exposed loading/service areas; dated or deteriorating facades; and a lack of large, clear "shopping" windows. Empty lots, vacant stores, and a lack of windows affect the look and vitality of shopping districts and create breaks in the "streetwall" that discourage shoppers from walking from one store to another.
- **Residential:** Deferred maintenance is a problem in some parts of the City. Vacant or deteriorating homes are found on some blocks, particularly in the Northside, Southside, West Calumet, Calumet, New Addition, North Harbor, West Harbor, and East Harbor neighborhoods. In recent years, the City has demolished many vacant homes that were in poor condition to prevent them from being dangerous eyesores in the community.
- **Streetscape:** Many commercial blocks have excessive pavement; a lack of landscaping, street trees, and street furniture (benches, trash cans); narrow sidewalks; and a lack of landscaped edges between parking lots, driveways and sidewalks.





Illegal dumping along roadway (above left). Vacant storefront along Main Street in Indiana Harbor neighborhood (right).

The deteriorated physical conditions in many locations, along with a lack of landscaping maintenance and recognizable, distinct gateways, contributes to a negative perception of the City and affect crime, image, and quality of life.



The City's new gateway signage

Zoning

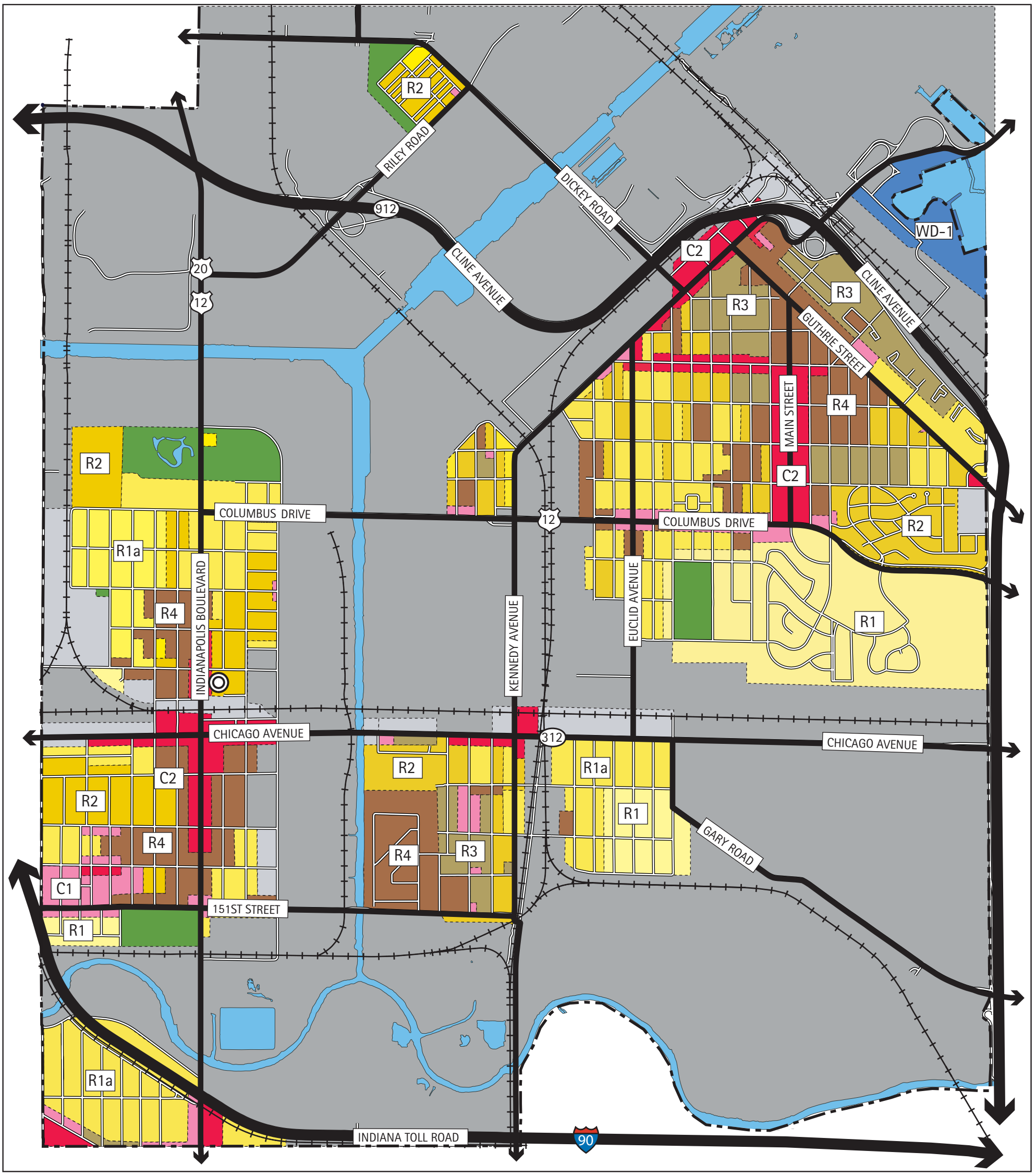
The City has 12 districts that regulate land use (see Figure 2.7 for locations of these districts).

Table 2.18: Zoning Districts

Zone	Description
R-1	Single-Family Dwelling District
R-1a	Single-Family or Semi-Detached Dwelling District
R-2	Two-Family Dwelling District
R-3	Multiple Dwelling and/or Two Story Row House District
R-4	Multiple Dwelling, Three Story or Less District
R-5	Multiple Dwelling Four Story or More District
C-1	Neighborhood Retail District
C-2	General Commercial District
M-1	Light Industrial District
M-2	Heavy Industrial District
P-1	Park District
WD-1	Waterfront Development District

Most of these districts provide basic requirements for development density and permitted and special uses. Modifications will likely be required to implement the Comprehensive Plan. Potential changes could include consolidating or eliminating districts, or creating additional districts to allow a range of densities and uses in appropriate locations. Redrawing districts or changing designations in some areas also could help reduce land-use conflicts. Increasing design requirements regarding building design and massing, landscape and streetscape, and signage will also be important considerations.

An analysis of each zone follows:



Legend

- City Boundary
- City Hall
- Interstate
- U.S. Highway
- State Highway
- Railroad
- Expressway
- Major Road

Zoning Districts

- R1: Single Family
- R1a: Single Family or Semi-Detached
- R2: Two Family
- R3: Multiple Dwelling and/or Two Story Row House
- R4: Multiple Dwelling and/or Three Story or Less
- C1: Neighborhood Retail
- C2: General Commercial
- M1: Light Industrial
- M2: Heavy Industrial
- P1: Parks
- WD-1: Waterfront Development

City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 2.5: Existing Zoning

Huff & Huff · RQAW · LAKOTA THE LAKOTA GROUP INC · S. B. Friedman & Company · BauerLatoza STUDIO

NTS

November 2008

Residential

Single-Family District (R-1): East Chicago's least dense residential districts are scattered throughout the City. Although several of the districts are fairly small, large R1 districts encompass much of the Washington Park and Prairie Park neighborhoods, as well as a large portion of East Calumet. R-1 districts may include one-family dwellings; cultural, institutional and public facilities; parks/open space; and accessory buildings. The maximum height is 2.5 stories or 35 feet.

The minimum lot size in an R1 lot is 6,000 square feet.

Single-Family or Semi-Detached Dwelling District (R-1a): Large portions of the Roxana, East Calumet, Southside, Northside and West Harbor neighborhoods are comprised of R-1a districts. The district is also found to a lesser degree in the Washington Park, East Harbor, Calumet, New Addition and Marktown neighborhoods. R-1a districts may include one-family dwellings; two-family semi-detached dwellings (two homes built side-by-side that share a common wall); parks/open space; and accessory buildings. The maximum height is 2.5 stories or 35 feet.

The minimum lot size for an R-1a lot is 4,500 square feet.

Two-Family Dwelling District (R-2): R-2 districts comprise large portions of the Marktown, Sunnyside, West Harbor, East Harbor, Calumet, West Calumet, Northside and Southside neighborhoods. R-2 districts may include one-family dwellings; two-family dwellings (two-family dwellings that do not fit the "semi-detached" definition, such as a two-flat with the units stacked on top of one another); and boardinghouses and lodging houses. The maximum height is 2.5 stories or 35 feet.

The minimum lot size for an R-2 single-family home lot is 4,500 square feet and for an R-2 two-family dwelling lot is 2,250 square feet per unit.

Single-Family/Two-Family Residential Analysis

Issues affecting low-density residential districts include:

- The parking space requirement (one space per dwelling) is lower than typical standards. Two spaces per building may be more appropriate to provide enough off-street parking for one or two units without overloading curb-side spaces.
- Although the purpose is appropriate, the language of the setback regulations is overly complicated.
- Accessory units with residential components, known as "granny flats," are common features in some neighborhoods but are not permitted by the Zoning Ordinance. Allowing accessory dwelling units should be considered near commercial areas and transportation to provide additional housing opportunities and/or allow for additional rental income.

Overall, the minimum lot sizes appear to be appropriate for single-family and two-family residential neighborhoods in a developed, urban community.

Multiple Dwelling and/or Two-Story Row House District (R-3): Large R-3 districts are found in the North Harbor and Calumet neighborhoods. There is also one smaller district in New Addition. R-3 districts may include one-family dwellings; two-family dwellings; two-story rowhouses (three or more dwelling units with common walls between adjacent units); two-story multi-family dwellings; group dwellings; and boardinghouses and lodging houses. The maximum height is 2.5 stories or 35 feet.

Minimum lot sizes for the R-3 district include:

- 4,000 square feet for a single-family home.
- 2,000 square feet for a two-family or semi-detached dwelling unit.
- 1,500 square feet per two-story rowhouse or two-story group dwelling unit.

Multiple Dwelling, Three Story or Less District (R-4): Large R-4 districts are located in the North Harbor, East Harbor, Northside, Southside, and West Calumet neighborhoods. There are also smaller R-4 districts in West Harbor, East Calumet, Calumet, New Addition and Washington Park. R-4 districts may include one-family dwellings; two-family dwellings; two-story rowhouses; two-story multi-family dwellings; group dwellings; multiple family dwellings; multiple family group dwellings; hospitals and clinics; dormitories; clubs and lodges; apartment hotels; hotel restaurants/ drugstores; boardinghouses and lodging houses; and accessory buildings. The maximum height is 2.5 stories or 35 feet.

Minimum lot sizes for the R-4 district include:

- 4,000 square feet for a single-family home.
- 2,000 square feet per two-family or semi-detached dwelling unit.
- 1,500 square feet per two-story rowhouse or two-story group dwelling unit.
- 750 square feet per three-story multiple dwelling or three-story multiple family group dwelling unit.

Multiple Dwelling, Four Story or More District (R-5): There are no R-5 districts in East Chicago. Minimum lot sizes for the R-5 district are 400 square feet per dwelling unit. Maximum height allowed in the district is 12 stories.

Multi-Family Residential Analysis

Issues affecting multi-family districts include:

- Although a number of multi-family buildings are higher than three stories, there are no R-5 districts.

- The minimum parking requirement of less than 1 space per unit is low compared to typical standards. Parking ratios of at least 1.5 spaces per unit for multi-family housing should be considered to provide for adequate parking for residents and visitors.
- Additional multi-family zones should be considered that allow buildings higher than four stories but less than the 12-story maximum of R-5. These zones would replace the existing R-5 designation.
- Boardinghouses, hotels, and other commercial uses, as well as hospitals and clinics, are allowed in R-2, R-4 and R-5 districts. These uses may be more appropriately handled in commercial zones rather than in residential areas.

Commercial

East Chicago has two types of commercial districts: Neighborhood Retail and General Commercial.

Neighborhood Retail District (C-1): The purpose of the district is to provide convenience retail and services to adjacent residential neighborhoods. Located sporadically throughout most of East Chicago's neighborhoods, the C-1 district is usually a small, one-half or one-block segment. The most significant C-1 district fronts Columbus Drive over an 11-block stretch between Drummond and Alder Streets.

Types of uses found in C-1 districts include upper story dwelling units and lodging rooms; retail and service establishments; drive-in facilities; offices; photographic studios; bank branches; restaurants and cafes; personal service shops; filling stations; advertising signs and structures; and accessory buildings.

The C-1 district allows for maximum floor areas of 12,500 square feet, and no yard setbacks are required unless the district abuts or is adjacent to a residential district. The maximum height is 2.5 stories and 35 feet.

General Commercial District (C-2): The purpose of the C-2 district is to provide for a greater intensity and wider range of commercial uses than those found in C-1, and may be associated with a "Central Business District." Extensive C-2 districts are located at the intersection of Indianapolis and Chicago, at the intersection of Kennedy and Chicago, along Main and Broadway, and along Michigan at Guthrie.

Commercial establishments allowed in the C-2 district, include any use allowed in C-1 district, banks, hotels, theatres, pool parlors, bowling alleys, skating rinks, private schools, caterers, undertakers, telegraph and telephone offices; bakeries, laundries, and confectioneries with on-site retail; parking lots/garages; used car lots; automobile showroom; wholesale storage/warehouse facilities; and accessory buildings.

The C-2 district does not specify a maximum floor area, and no yard setbacks are required unless the district abuts or is adjacent to a residential district. The maximum height is 6 stories or 75 feet.

Commercial Districts Analysis

Issues affecting the Retail Districts include:

- Between C-1 and C-2, East Chicago has more than 1.2 million square feet of retail space. The City may have more land zoned C-1 and C-2 than is supportable by the market, even if residential growth occurs in the future. These parcels may remain undeveloped, or retail development may continue to occur in isolated locations. Sporadic development does not support the establishment of viable commercial nodes. As the Comprehensive Plan process identifies areas to concentrate retail activity, the C-1 zones should be re-evaluated.
- Due to the intensity of automobile traffic along Columbus Drive, a neighborhood-oriented C-1 designation may not be appropriate.
- Drive-through facilities in a C-1 district may encourage numerous curb cuts that weaken a pedestrian-oriented environment.
- Parking space requirements for retail uses (1 space per 200 square feet) are higher than typical standards for urban sites and may result in large, unused parking lots and inefficient use of land. A parking ratio of 1 space per 250 square feet is adequate for general retail uses.
- Gas stations may not be appropriate in small-scale, neighborhood-oriented shopping locations.
- Allowed uses in C-2 districts such as wholesale storage and warehouse facilities and used car lots may not be appropriate for the retail and office focus of the district.
- The maximum heights allowed in the C-1 and C-2 districts of 35 and 75 feet, respectively, do not encourage a variety of building heights that relate to and reflect the surrounding built environment.
- Auto-oriented uses in the C-2 district, including garages, showrooms, used car lots and gas stations, may be out of character with a "central business district."
- A wider variety of commercial districts may be necessary to regulate the location of uses. For example, auto-oriented uses are generally not compatible with walkable, "Main Street" style commercial districts.

Industrial

Light Industrial District (M-1): The purpose of the district is to provide locations for light manufacturing and industrial uses. M-1 districts are located along railroad tracks west and south of the Northside neighborhood, along Railroad Avenue in the Southside neighborhood, north of Chicago Avenue in the Calumet neighborhood, and in the northeast corner of the Sunnyside neighborhood.

Uses permitted in the M-1 district include: food product processing and packaging; automobile storage, assembly and repair; blacksmith shops; machinery manufacturers; nonferrous, non-noxious foundries; animal hospitals and kennels; production and processing of cosmetics, pharmaceuticals and toiletries; musical instrument manufacturers; electrical appliance manufacturers; wholesale warehouses; storage yards; and more noxious, contained manufacturers such as bleaching, distilleries, and stone cutting.

Height and area regulations are minimal, except where M-1 district abut or are adjacent to residential districts.

Heavy Industrial District (M-2): The purpose of this district is to provide a location for heavy manufacturing and industry. This is the largest zoning district within East Chicago and comprises much of the land along Lake Michigan, the Indiana Harbor Ship Canal, the Grand Calumet River, and major rail lines. M-2 districts abut or are immediately adjacent to residential districts in several locations.

Height and area regulations are minimal, except for districts abutting or adjacent to residential districts.

Industrial District Analysis

- Because light-industrial uses/zones are often adjacent to residential areas, the uses allowed should be reviewed to reduce land-use conflicts involving noise, vibration, noxious emissions, and potential environmental impacts.
- Office and distribution facilities should be considered as permitted uses in M-1 to encourage the creation of modern, high-quality business parks. Distribution facilities, however, should be limited to locations that have good highway access and that will not encourage truck traffic in or adjacent to residential neighborhoods.
- Several M-2 districts are adjacent to or abut residential districts. Heavy industry in these locations may have negative impacts on residential neighborhoods.
- In some locations, M-2 districts adjacent to residential areas should be re-evaluated because of the potential for intense manufacturing near homes and because the market for heavy manufacturing has decreased nationwide. Some sites may be better suited for light industrial activities.

- Increased setbacks adjacent to residential and commercial areas would reduce land-use conflicts and allow additional area for landscaping and screening.
- Landscaping and screening requirements for both districts should be considered to "green up" the edges of industrial areas and provide better transitions between uses, especially in areas where industrial uses are adjacent to other uses.

Other

Park District (P-1): The Park District is designed to protect established park and recreational lands. The location of P-1 districts correspond to existing municipal parks.

Waterfront Development District (WD-1): The Waterfront Development District is designed to allow development flexibility that fosters economic growth and public benefit. There is one WD-1 district located along the Lake Michigan frontage northeast of the North Harbor neighborhood.

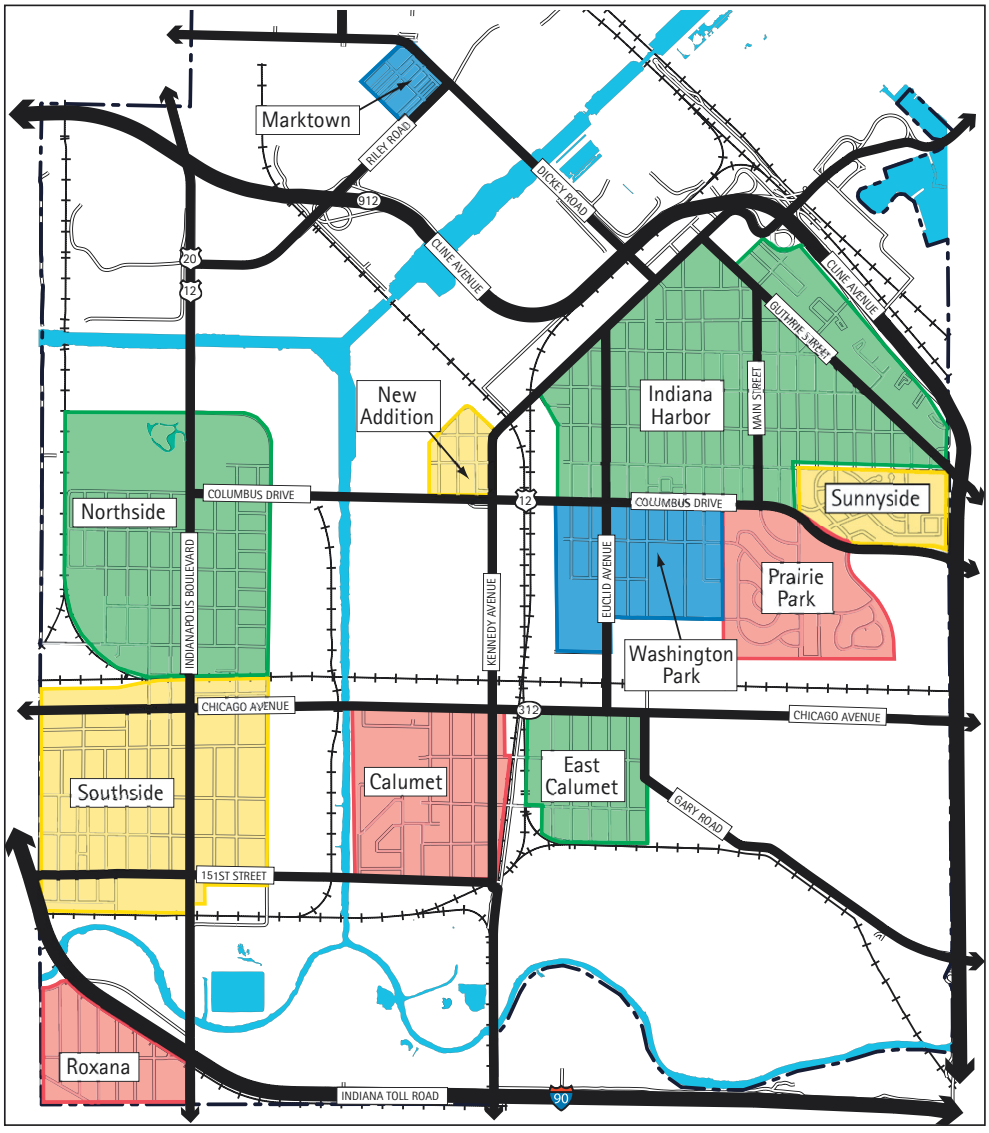


Section 3: The Neighborhoods

Overview

This section provides additional information about each of East Chicago's neighborhoods, including more specific discussion of land use issues and opportunities.

The 1996 East Chicago Comprehensive Plan identifies 14 neighborhoods: Roxana, Southside, Northside, Marktown, New Addition, West Harbor, North Harbor, East Harbor, Prairie Park, Washington Park, Sunnyside, West Calumet, Calumet, and East Calumet. These defined areas continue to function as logical zones within the community, although some consolidation could be considered for simplicity and to create larger communities to work together for neighborhood improvement. For the Purposes of this Report, North Harbor, West Harbor, and East Harbor are collectively referred to as Indiana Harbor and West Calumet is included within Calumet. The following map shows neighborhood locations.



Please use the key below when referring to the existing land use maps in this section.

Land Use

- Single-Family Residential
- 1 + 2-Family Residential
- Multi-Family Residential
- Commercial
- Mixed-Use
- Office/ Research
- Institutional
- Industrial
- Vacant
- Open Space
- Water

Roxana

The Roxana neighborhood is located in the southwest corner of the City and is bordered by White Oak Avenue, Roxana Drive, Knights of Columbus Drive, Indianapolis Boulevard, and U.S. Highway 20 (Michigan and Carroll Streets). Roxana abuts other neighborhoods located with the City of Hammond.

Demographics (2000):

Population
Population: 962

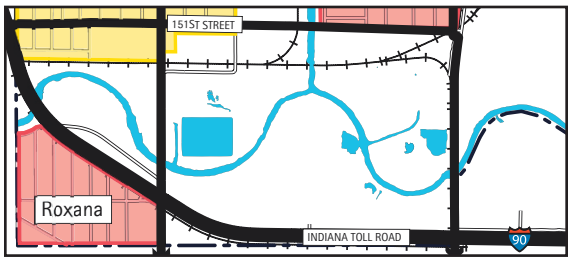
Race
White: 78.5%
African-American/Black: 5.5%
Other: 16.0%

Ethnicity
Hispanic: 39.1%

Age
Under 18: 22.0%
Over 65: 25.5%

Households
Total: 412
Average Household Size: 2.34

Housing
Housing Units: 431
Owner-occupied: 83.19%
Vacant: 4.4%





Existing Land Use

Land Use:

Residential:

Much of Roxana's residential housing is comprised of single-family, mostly owner-occupied homes. The houses are mostly in good condition, and only one vacant property was discernible. A few multi-family buildings are located on Carroll Street.

Commercial:

Carroll Street/Michigan Street and Indianapolis Boulevard provide neighborhood-oriented or convenience commercial uses with restaurants, a tavern, gas stations and other auto-oriented businesses.

Institutional:

Roxana Addition School/Head Start Program Center
Roxana Community Center

Open Space:

Roxana Park and playing fields adjacent to the school.

Other:

The South Shore Line station is located at Indianapolis Boulevard.



Residential streets in Roxana

Issues/Constraints/Negatives:

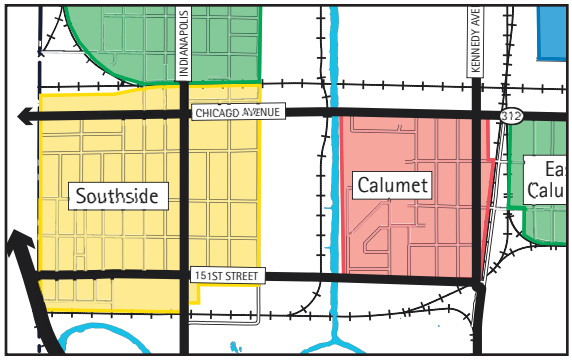
- The South Shore Line, Indiana Toll Road, and Grand Calumet River physically separate the neighborhood from the rest of East Chicago.
- Commercial areas have large parking lots and wide or numerous curb cuts.

Opportunities/Strengths/Positives:

- Residential dwellings are mostly occupied and well maintained.
- South Shore station provides excellent access to nearby communities and Downtown Chicago.
- The blocks around the station provide opportunities for transit-oriented development, including the station parking lot, adjacent vacant lot on the northeast corner of Indianapolis/Michigan, and underutilized properties on the west side of Michigan Street.
- Access and visibility from the East-West Tollway provide opportunities for recognizing gateways and/or positive "outside" perception of East Chicago.

Southside

The Southside neighborhood is located in southwest East Chicago and is bordered by White Oak Avenue, Chicago Avenue, Railroad Avenue, and the IHB and EJ&E Railroads. East Chicago's "Downtown" is along Chicago Avenue (the northern edge of Southside) and Indianapolis Boulevard.



Demographics (2000):

Population
Population: 6,561

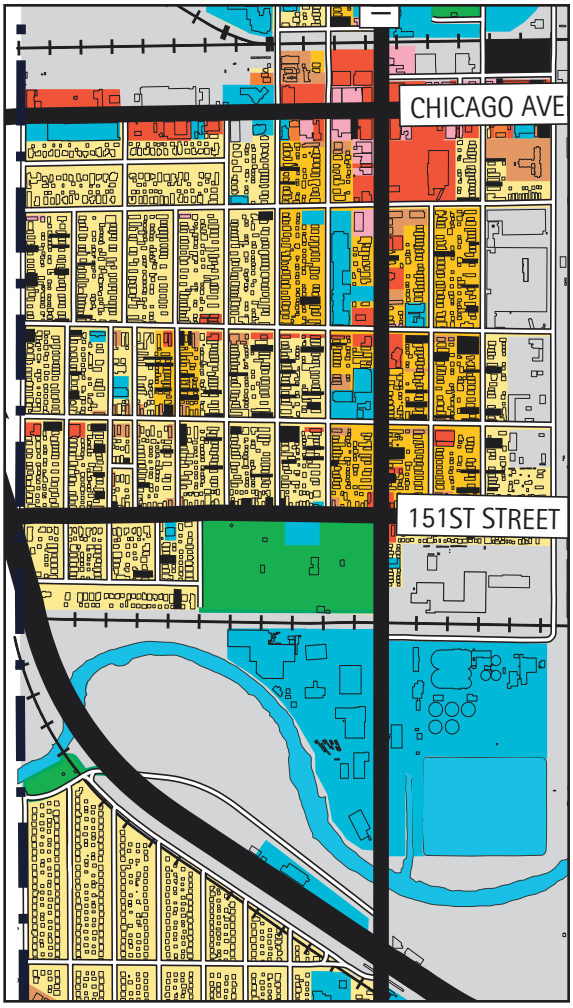
Race
White: 50.5%
African-American/Black: 14.0%
Other: 35.5%

Ethnicity
Hispanic: 65.6%

Age
Under 18: 30.1%
Over 65: 12.3%

Households
Total: 2,465
Average Household Size: 2.45

Housing
Housing Units: 2,802
Owner-occupied: 31.4%
Vacant: 12%



Existing Land Use

Land Use:

Residential:

Southside contains a variety of housing, including single-family homes, two-flats, and multi-family buildings. Some lots have backyard housing units (stand-alone residences or units above a garage) that are not allowed in the City's current zoning code. The housing stock is generally in good condition, with some blocks in fair to poor condition. These blocks are concentrated in the two to three blocks east and west of Indianapolis Boulevard.

Commercial:

East Chicago's "Downtown" is located along Chicago Avenue and Indianapolis Boulevard and includes a grocery store, drug store, banks, restaurants, and other convenience retail.

In addition to "Downtown," Southside also includes small commercial sites located on predominantly residential blocks, mostly along 149th and 150th between Indianapolis and White Oak. These include liquor stores, convenience grocery stores, and an auto repair shop. Some retail buildings on predominantly residential blocks are vacant or have been converted into multi-family residential buildings.

Industrial:

Southside is bordered by industrial uses east of Railroad Avenue. A few industrial properties are located west of Railroad Avenue adjacent to residential blocks, including businesses between 148th and 151st.

Institutional:

McKinley Elementary School
St. Stanislaus School
Greater First Christian Academy
Branch Library
Fire Department
Post Office
Salvation Army
Community Reinvestment Project
Foundation of East Chicago

Open Space:

Kosciuszko Park
Grand Calumet River and adjacent wetlands



Mixed-use buildings along Chicago Avenue

Issues/Constraints/Negatives:

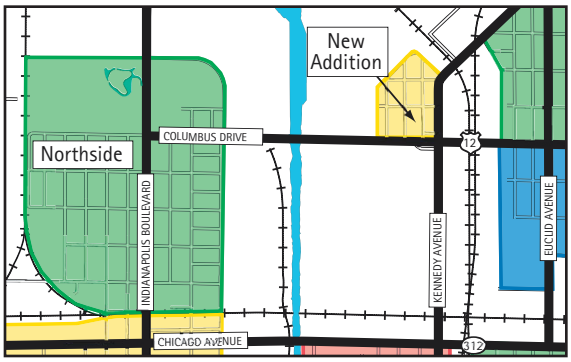
- The neighborhood has numerous vacant lots and some vacant residential units.
- Some residential and commercial buildings are in fair or poor condition.
- Some commercial buildings within predominantly residential areas are vacant, in poor condition, or have been converted into multi-family buildings.
- Industrial uses have encroached across Railroad Avenue and share blocks with residential uses or are directly across a narrow side street.
- Although a major community intersection, the commercial area around Indianapolis Boulevard and Chicago Avenue has some unattractive storefronts, cluttered signage, and vacant storefronts.
- Although there is a large park in the southern part of the neighborhood, the north portion lacks open space and parkland near Chicago Avenue.
- There is significant truck traffic along Chicago Avenue, which contributes to congestion, noise and air pollution in the neighborhood.

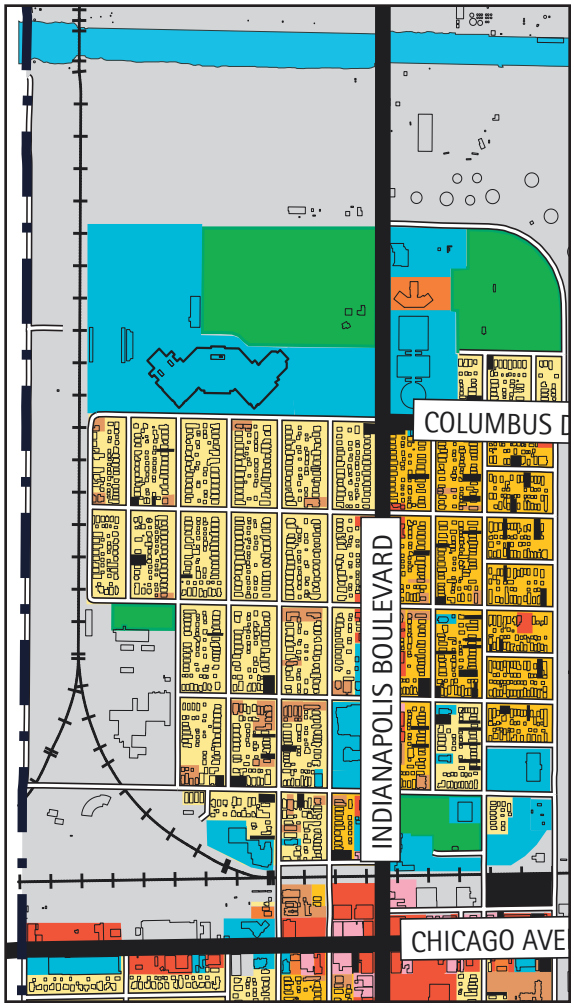
Opportunities/Strengths/Positives:

- Southside is in close proximity to "Downtown," East Chicago's main commercial district, which has two grocery stores and other shopping opportunities.
- Southside has good transportation access to adjacent communities via Railroad Avenue and Chicago Avenue and is close to the South Shore Line station.
- Kosciuszko Park provides an open space amenity on the north. Veterans' Park also is accessible just north of the tracks at City Hall.
- Vacant lots, large parking lots, and underutilized lots provide development or redevelopment opportunities that could provide more housing or commercial opportunities.
- The neighborhood includes both public and private schools.

Northside

The Northside neighborhood is in west-central East Chicago and is bordered by White Oak Avenue, McShane Drive, Railroad Avenue, and Chicago Avenue. East Chicago's "Downtown" is along Chicago Avenue and Indianapolis Boulevard. Northside also includes City Hall.





Existing Land Use

Demographics (2000):

Population

Population: 4,817

Race

White: 48.7%
African-American/Black: 16.3%
Other: 35.0%

Ethnicity

Hispanic: 68.2%

Age

Under 18: 30.7%
Over 65: 10.7%

Households

Total: 1,603
Average Household Size: 2.44

Housing

Housing Units: 1,808
Owner-occupied: 45.9%
Vacant: 11.3%

Land Use:

Residential:

Northside contains a variety of housing, including single-family two-flats, and multi-family buildings. Most residential blocks are in fair to good condition, although some blocks along Railroad Avenue are in poor condition.

New single-family homes are being developed south of the intersection of 145th and Homerlee.

Commercial:
East Chicago's "Downtown" is located along Chicago Avenue and Indianapolis Boulevard.

Northside also has some auto-oriented retail (gas stations, auto repair, auto sales), restaurants, and office uses along Indianapolis Boulevard north of the tracks and Columbus Drive between Indianapolis and Railroad.

Industrial:
Northside is bordered on the west, north, and east by industrial uses. Uses include petroleum storage tanks, rail lines, a waste transfer facility, and larger industrial uses along Railroad Avenue.

Some properties are underutilized and may be redevelopment opportunities.

Institutional:
City Hall
City Department Offices
East Chicago Central High School
Westside Junior High School
Harrison Elementary School
St. Mary's School
Central Fire Department
MacArthur Golf Course

Open Space:
Tod Park
Edward Valve Park
MacArthur Golf Course
Veterans' Park/City Hall

Issues/Constraints/Negatives:

- The neighborhood has some deteriorating properties and some vacant lots, mostly east of Indianapolis Boulevard.
- Some commercial properties are vacant and are in fair to poor condition.
- Vacant or underutilized industrial land/buildings near "Downtown" and City Hall do not fit in with the commercial character of the area.
- Some adjacent industrial properties lack landscaping and screening of loading/service/storage areas.

Opportunities/Strengths/Positives:

- Northside is in close proximity to "Downtown" shopping opportunities.
- A bridge is planned along Railroad Avenue over the railroad tracks, which should improve north-south access and reduce truck traffic on Indianapolis Boulevard.
- Northside has seen some new residential construction.
- Vacant land and large parking lots in and near Downtown provide opportunities for development or redevelopment.
- Northside has several schools, including facilities at the elementary, middle, and high school levels.
- The neighborhood has four parks.

Marktown

Marktown is in north-central East Chicago, near BP and ArcelorMittal Steel, and is bordered by Pine Avenue, 129th Street, Dickey Road and Riley Road. This historic neighborhood, which is on the National Register of Historic Places, was designed by architect Howard Van Doren Shaw in 1917 as a "model city" to house workers of the Mark Manufacturing Company.

Most houses in Marktown were built on 38-foot by 40-foot lots and set on the lot line. Each house had a covered and open front porch and a stucco exterior. Most streets are narrow, and the neighborhood is known for cars parking on the sidewalk and pedestrians walking in the street.

Marktown is surrounded by active industrial uses or land zoned for industrial uses.

Demographics (2000):

Population
Population: 540

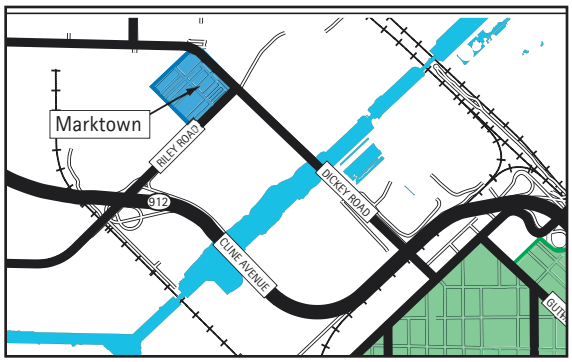
Race
White: 43.9%
African-American/Black: 4.4%
Other: 51.7%

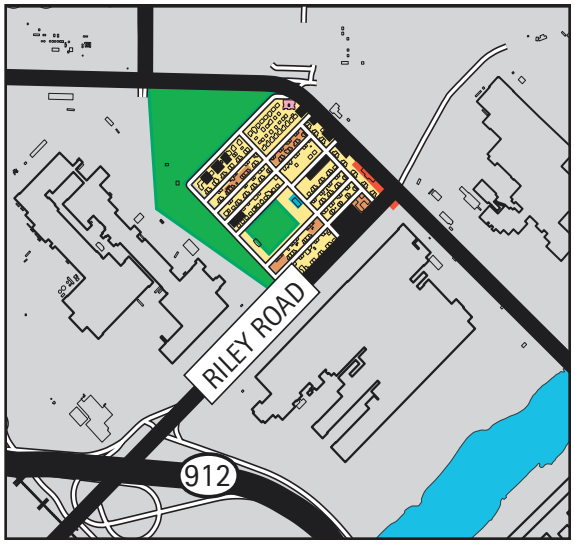
Ethnicity
Hispanic: 71.7%

Age
Under 18: 34.3%
Over 65: 7.2%

Households
Total: 168
Average Household Size: 2.87

Housing
Housing Units: 214
Owner-occupied: 46.7%
Vacant: 21.5%





Existing Land Use

Land Use:

Residential:

Marktown contains a mix of single-family, two-family, and multi-family homes. Many are in poor condition. Others have been remodeled in ways that do not conform to the original architecture of the homes. The Marktown Preservation Society is leading efforts to preserve, restore, and rehabilitate the historic neighborhood.

Commercial:

A few vacant commercial properties are located on Dickey Road on the east side of the neighborhood.

Industrial:

Marktown is surrounded by several industrial uses, including ArcelorMittal Steel facilities to the north and east and BP facilities to the northwest.

Institutional:

Marktown Community Center

Open Space:

Marktown Park, designed by noted landscape architect Jens Jensen.



Marktown

Issues/Constraints/Negatives:

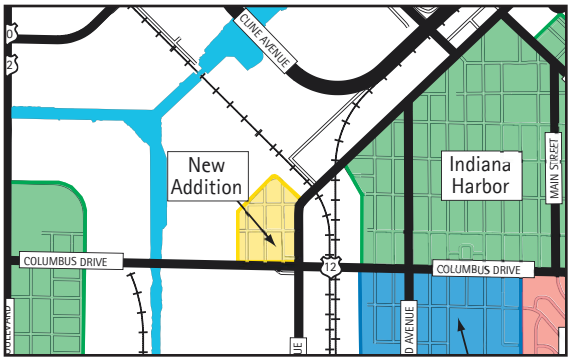
- Because of the neighborhood's small size and isolated location, residents have to leave the neighborhood to access employment, shopping and services. The location also makes it difficult to find for those unfamiliar with the area.
- Much of the housing stock is deteriorated.
- The small size of some homes may affect resale as larger homes are popular among homebuyers.

Opportunities/Strengths/Positives:

- Marktown has a well-established, historic community identity, and there is a sense of pride among many of its residents.
- The Marktown Preservation Society is working to preserve and rehabilitate the neighborhood.
- Several recent infrastructure projects have been completed, including reconstructed streets and sidewalks, an upgraded sewer pump house, and park improvements.
- The neighborhood's originally intended layout and appearance is well-documented, which can guide revitalization efforts.
- Some vacant lots, especially along Riley and Dickey Roads, provide development opportunities.

New Addition

New Addition is in central East Chicago and is bordered by Canal Port Avenue, Garfield Place, Kennedy Avenue and Columbus Drive. It is isolated from other residential neighborhoods by industrial uses, including rail yards, petroleum storage tanks, and a small cement plant. The neighborhood does have good automobile access to both the East Chicago and Indiana Harbor sides of the City because of its location at the foot of the Columbus Drive "flyover" bridge over the railroad tracks.





Existing Land Use

Demographics (2000):

Population

Population: 328

Race

White: 4.0%
African-American/Black: 93.3%
Other: 2.7%

Ethnicity

Hispanic: 5.6%

Age

Under 18: 21.3%
Over 65: 18.9%

Households

Total: 148
Average Household Size: 1.76

Housing

Housing Units: 175
Owner-occupied: 33.7%
Vacant: 15.4%

Land Use:

Residential:
New Addition, which has mostly single-family homes with a few multi-family buildings, has numerous vacant lots and homes in poor condition.

Commercial:
The neighborhood has few commercial uses, and some retail buildings are vacant. A day care center is located near Columbus Drive.

Industrial:
Industrial uses ring the neighborhood, including a small cement plant, petroleum storage tanks, and a rail repair facility.

Institutional:
Ivy Tech State College
Bessie Owens Community Center
Several Churches

Open Space:
Park space is located adjacent to the community center.



New Addition

Issues/Constraints/Negatives:

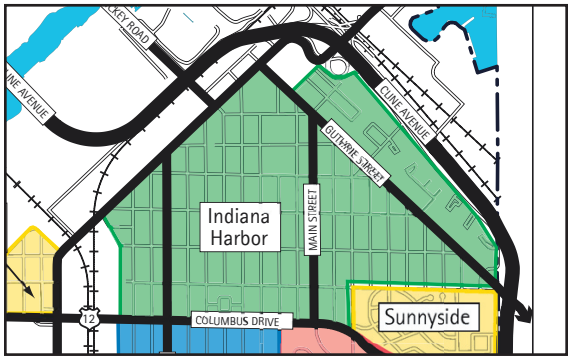
- New Addition is isolated from other East Chicago neighborhoods by industrial uses, the canal and railroad tracks.
- Housing is poorly maintained, and vacant lots are common.
- Residents must leave the neighborhood to access most retail and service uses, as well as schools and other institutional facilities.

Opportunities/Strengths/Positives:

- Ivy Tech Community College is easily accessible to residents.
- Columbus Drive allows access to both sides of East Chicago.

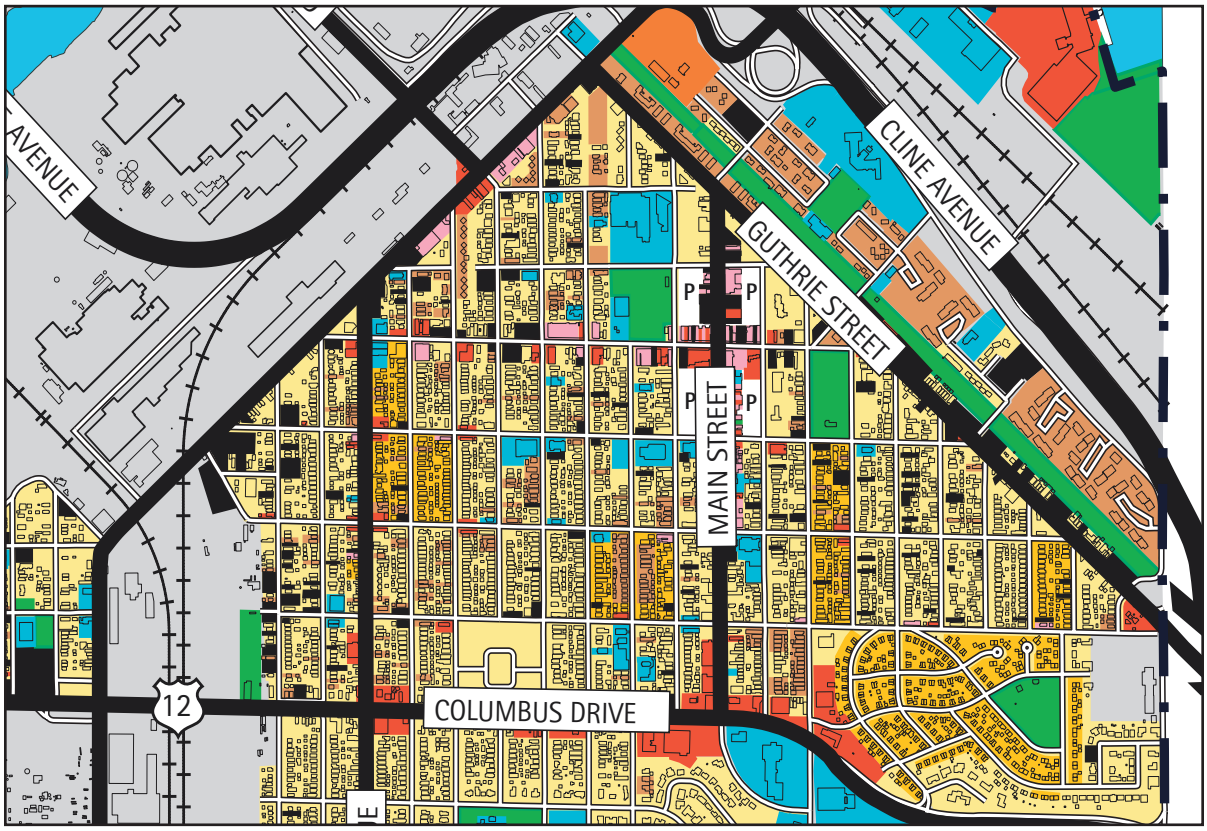
Indiana Harbor

Indiana Harbor is bordered by Indiana Harbor Drive, Cline Avenue, and Columbus Drive. ArcelorMittal Steel, the lakefront marina, and a casino are to the neighborhood's north, and are separated from residential areas by Cline Avenue and numerous railroad tracks.



The neighborhood has been the subject of several plans or developments, including:

- The City's development team, The Community Builders and Hispanic Housing, are working on plans for commercial and residential development near the Main and Broadway intersection as well as along the lakefront.
- East Chicago Foundation and East Chicago Second Century have completed the North Harbor Housing Development, which is a rental housing development on City-owned land south of the Michigan Avenue and Guthrie Street (Martin Luther King Jr. Drive) intersection.



Existing Land Use

- A study of the Carey/Drummond area - along Carey and Drummond streets between Michigan and Columbus - envisioned 45 new homes. The primary market for these new homes is expected to be first-time buyers.
- Washington Square, bordered by Columbus, 140th, Parrish, and Grand and the former site of Washington High School, has seen construction of 21 single-family homes and six townhomes. More lots are available at the site.

Demographics (2000):

Population
Population: 11,349

Race
White: 26.5%
African-American/Black: 46.4%
Other: 27.1%

Ethnicity
Hispanic: 48.1%

Age
Under 18: 32.5%
Over 65: 12.3%

Households
Total: 4,125
Average Household Size: 2.32

Housing
Housing Units: 4,786
Owner-occupied: 28.5%
Vacant: 13.8%

Land Use:

Residential:
The neighborhood includes a mixture of single-family homes, two-flats, townhomes, and multi-family buildings. While most blocks are in fair to good condition, some blocks have homes in poor condition, vacant homes, and vacant lots, particularly the Carey/Drummond area and blocks along Ivy, west of Grand, along Elm Street north of Broadway, and along Pennsylvania and Block Avenues.

The north and east sections of the neighborhood have large concentrations of multi-family housing. Large numbers of housing units are low-income, either public or private subsidized through the HUD Section 8 program. In 2000, 33.1% of the housing was owner-occupied, and nearly 16% was vacant.

Commercial:
Indiana Harbor has several commercial corridors along Main, Columbus, Broadway, and Guthrie (MLK). Main Street includes numerous small shops and some institutional uses. It is undergoing redevelopment, including street and streetscape improvements, and is entirely vacant north of Broadway.

Broadway also includes some commercial activity, with restaurants, a grocery store, and an auto parts store. A few bars and restaurants also are found along Michigan near its intersection with Broadway.

The Columbus Drive commercial district includes Sterk's grocery store, adjacent shops, gas stations, fast-food restaurants, medical offices, a large public safety building, and the main library.

Many former commercial shops that were located near Michigan and Guthrie (MLK) are vacant, and the City's development team plans to construct housing and retail in this area.

Limited commercial activity, including a gas station, also exists at 140th and Guthrie. A neighborhood commercial node also exists at Pulaski and 138th.

The casino and hotel are located just north of North Harbor along the lakefront.

Industrial:
The ArcelorMittal Steel complex is the predominant land use in this area and has facilities north and west of the neighborhood across Cline.

Indiana Harbor is bordered by railroad tracks to the west and vacant or underutilized industrial land to the northwest along Michigan Avenue.

Institutional:
Roberto Clemente Community Center
Post Office
Several Churches
Carnegie Library (vacant)
Lincoln Elementary School
Pennsylvania Community Center
East Chicago Health Department (formerly Field Elementary School)

Open Space:
Carey/Jackson Park
Nunez Park
Linear Park (former Pennsylvania railroad right-of-way)
Jeorse Park and the East Chicago Marina are just north of Cline along the lakefront
Callahan Park

Issues/Constraints/Negatives:

- The neighborhood has some deteriorating residential properties in poor condition and numerous vacant lots.
- Some commercial properties are vacant and in fair to poor condition.
- Some adjacent industrial properties lack landscaping and screening next to residential neighborhoods.
- The southwestern part of the neighborhood generally lacks park and open space. It has only one small pocket park on its southwest corner.
- The vacant Carnegie Library at Grand and 136th is vacant and in deteriorating condition. Efforts are being made to restore the facility including a recent roof renovation.
- The north and east sides of the neighborhood lack a balanced housing mix and have a high concentration of multi-family rental housing.
- Parts of Indiana Harbor are perceived as high-crime areas, which could affect its desirability.
- The neighborhood is cut off from the lakefront by Cline Avenue and railroad tracks.
- Vacant or underutilized industrial properties present an unattractive "front door" along Cline Avenue.

Opportunities/Strengths/Positives:

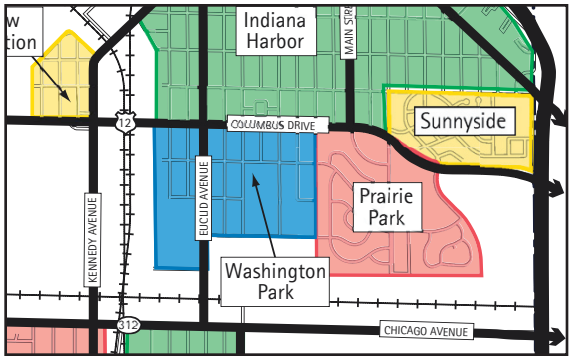
- New housing units have recently been constructed in Washington Square and Carey/Drummond, and more are planned for those locations and near the Main-Broadway intersection.
- Many small businesses are operating along Main Street.
- Solid commercial businesses are found along Columbus Drive, and a developer is building a new Walgreens drug store. Developer interest in this area could be expanded to improve the entire Indiana Harbor area.
- Vacant lots, large parking lots, and underutilized properties in commercial blocks provide redevelopment/ development opportunities.
- Vacant lots in residential areas provide infill opportunities.
- A citywide community group has plans to refurbish the Carnegie Library, possibly for an arts center. This could provide a new focal point and activity generator for the neighborhood.
- Vacant or underutilized industrial properties along Michigan Avenue could be redeveloped.
- The City's development team is planning to add housing and commercial development to North Harbor and reinvigorate its commercial district.
- The City is studying whether some of the rail storage tracks along the lakefront can be relocated to make room for additional development.
- The City would like to expand its marina and improve access to the lakefront.
- Schools and churches provide anchors for the neighborhood.
- Indiana Harbor has several open space/park amenities.
- The neighborhood is in close proximity to many of East Chicago's jobs, including those at ArcelorMittal Steel, the casino, and commercial businesses along Columbus.
- The neighborhood has good transportation access, including to Cline Avenue.

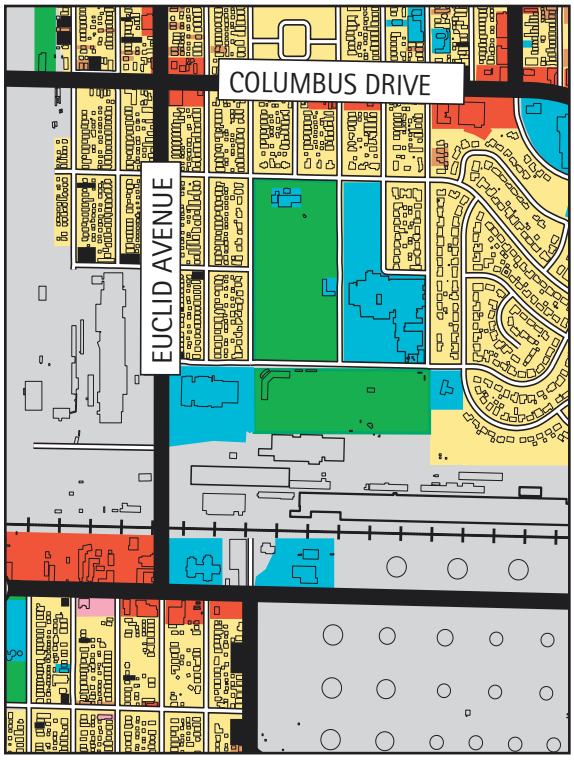


New development in Indiana Harbor

Washington Park

Washington Park is south of West Harbor and is bordered by Columbus, Carey, Elm, and 144th. This neighborhood has a strong collection of civic and institutional uses, including St. Catherine Hospital, Block Stadium, and the Kenny Lofton Little League Complex.





Existing Land Use

Demographics (2000):

Population

Population: 1,605

Race

White: 41.4%
African-American/Black: 29.4%
Other: 29.2%

Ethnicity

Hispanic: 60.5%

Age

Under 18: 26.5%
Over 65: 16.5%

Households

Total: 602
Average Household Size: 2.28

Housing

Housing Units: 650
Owner-occupied: 54.9%
Vacant: 7.4%

Land Use:

Residential:

Housing in Washington Park is mostly comprised of well-maintained single-family homes. The homes immediately bordering Washington Park itself are in particularly good condition. A few vacant lots were noted on the southwest corner of the neighborhood near industrial uses.

Commercial:

A few commercial businesses are located along Columbus Drive, including fast-food restaurants.

Industrial:

Industrial uses border on the western and southern edges of the neighborhood.

Institutional:

Parks Department
Recreation Department
Washington Elementary School
St. Catherine Hospital
Several Churches

Open Space:

Washington Park
Block Stadium
Kenny Lofton Little League Complex



Washington Park

Issues/Constraints/Negatives:

- Some industrial uses are in close proximity to houses along Carey and Euclid.
- There is a lack of screening and landscaping between industrial areas and residential and park/recreation areas.
- Commercial areas on Columbus are underutilized with large parking lots.
- The loading and emergency areas for the hospital are across the street from homes.
- The extension of runways at the Gary Chicago International Airport may cause additional noise from low-flying planes.

Opportunities/Strengths/Positives:

- The neighborhood has a wealth of park, open space, and recreational amenities that are in good condition.
- The housing stock is mostly in good condition.
- St. Catherine Hospital is a well-regarded medical facility in the county.
- Columbus Drive provides shopping opportunities.

Prairie Park

Prairie Park, a neighborhood developed in the 1960s, is bordered by Columbus, Elm, Cline and industrial properties to the south.

Demographics (2000):

Population

Population: 946

Race

White: 40.3%
African-American/Black: 46.2%
Other: 13.5%

Ethnicity

Hispanic: 41.8%

Age

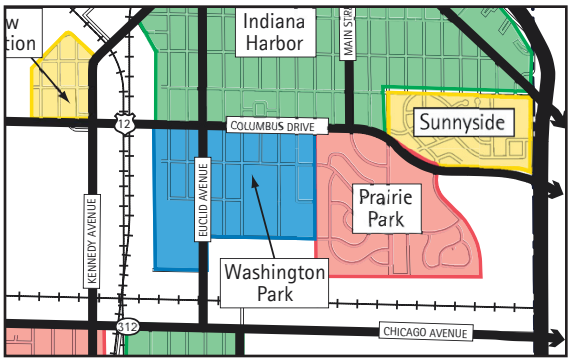
Under 18: 20.4%
Over 65: 19.9%

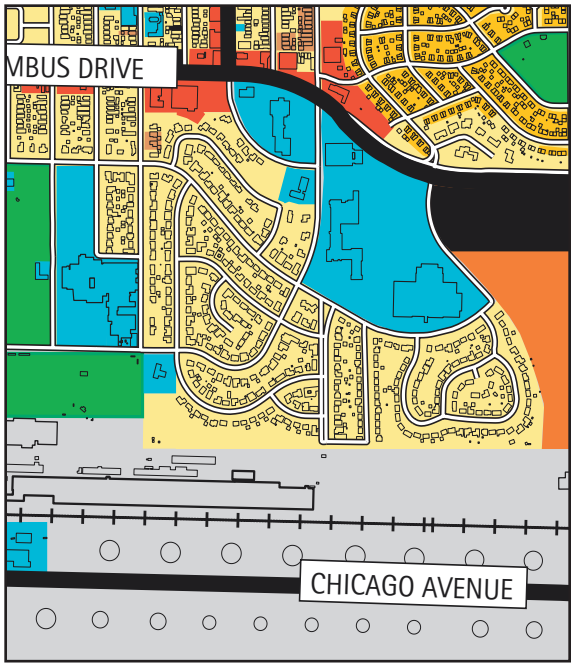
Households

Total: 339
Average Household Size: 2.37

Housing

Housing Units: 341
Owner-occupied: 95.6%
Vacant: 0.6%





Existing Land Use

Land Use:

Residential:
Mostly single-family homes are found in Prairie Park. The housing stock is in good condition, and almost no vacancies were reported in the 2000 census.

Commercial:
Sterk's grocery store and its neighboring shops are at the northern end of Prairie Park along Columbus Drive. A new Walgreens drug store also is planned for this site. A large national ArcelorMittal research facility is located on the eastern end along Cline.

Industrial:
Industrial borders the neighborhood on the south.

Institutional:
City Court
City Clerk
Police Department
Emergency Management Services
Fire Department
Main Library
Joseph L. Block Junior High School
Franklin Elementary School
Churches

Open Space:
Open space at schools

Issues/Constraints/Negatives:

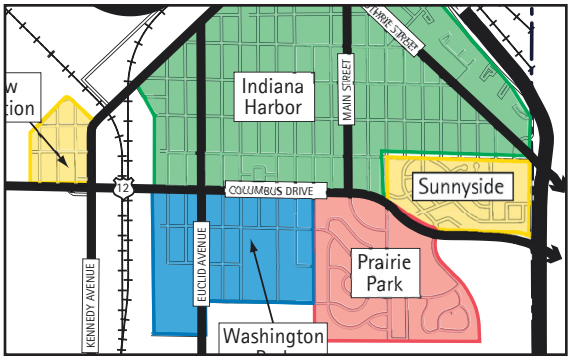
- Some industrial uses on the south are highly visible from the neighborhood.
- The extension of runways at the Gary Chicago International Airport may cause additional noise.

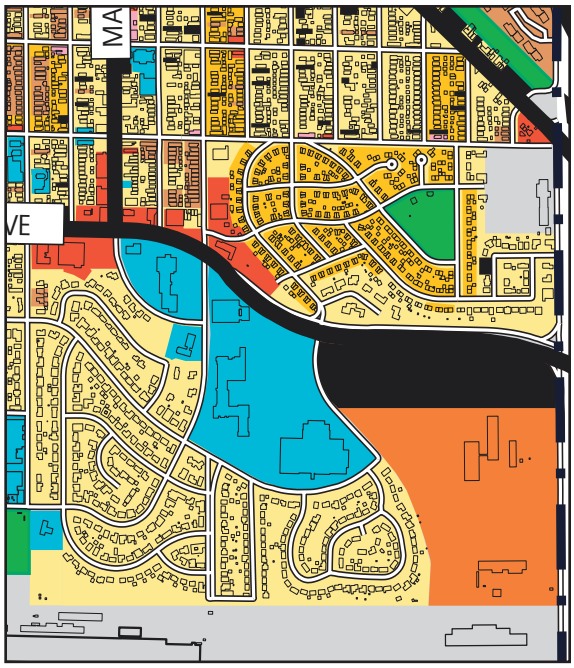
Opportunities/Strengths/Positives:

- The housing stock is in good condition.
- A new drug store is under construction at Columbus Drive and Jeorse Circle.
- Vacant land along Columbus and Cline may be available for development.

Sunnyside

Sunnyside is comprised predominantly by duplexes, although there are some single-family homes along its southern edge. It is bounded by Columbus, 140th, Cline, and Alder.





Existing Land Use

Demographics (2000):

Population
Population: 926

Race
White: 34.7%
African-American/Black: 45.1%
Other: 20.2%

Ethnicity
Hispanic: 47.8%

Age
Under 18: 24.8%
Over 65: 16.5%

Households
Total: 334
Average Household Size: 2.55

Housing
Housing Units: 340
Owner-occupied: 85.3%
Vacant: 1.8%

Land Use:

Residential:

While most of the duplexes along the curvilinear streets in Sunnyside are in good condition, several are in fair to poor condition. Remodeling and repairs vary in quality and style, and some duplexes have one type of color or material on one side of the building and another on the other side.

Single-family homes are generally in good condition, and some are relatively new. No vacant lots were found, and the vacancy rate was low in 2000.

Commercial:

Some commercial uses (a restaurant/banquet hall, a bank, and a financial service company) and vacant lots are on the west side of the neighborhood along Alder.

Industrial:

One industrial property, a truck repair and staging site, is located on the east side of the neighborhood along Cline.

Institutional:

None.

Open Space:

Sunnyside Park



Sunnyside

Issues/Constraints/Negatives:

- Some homes are in fair to poor condition.
- Little buffering exists between the industrial use on the east and the adjacent residential uses.

Opportunities/Strengths/Positives:

- The neighborhood is close to shopping opportunities along the Columbus corridor.
- Residents have easy access to Cline Avenue.

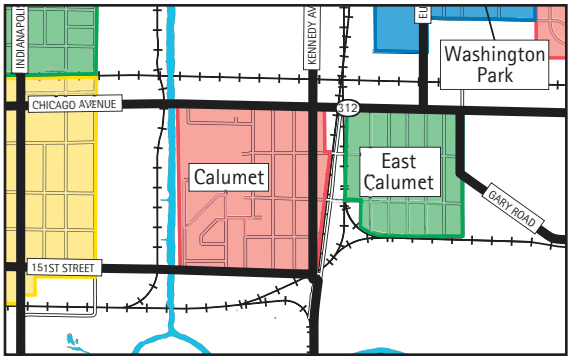
Calumet

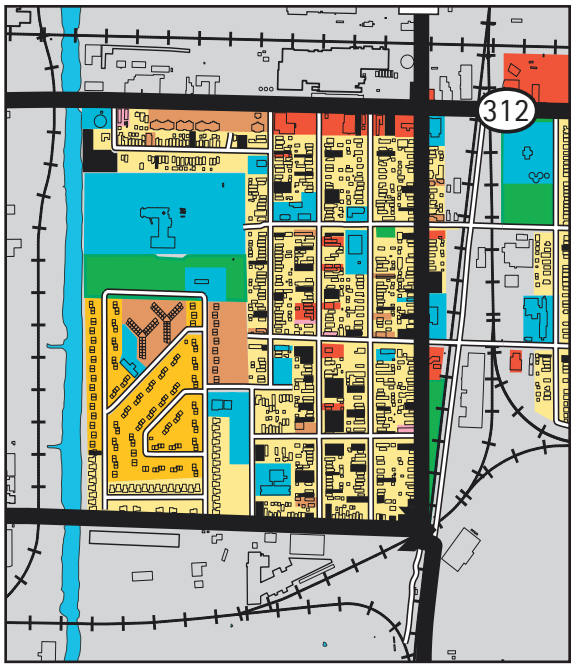
Calumet, which is bounded by Chicago Avenue, the Indiana Harbor Ship Canal, 151st, and has a mix of commercial, institutional, and residential uses.

The western portion of the neighborhood includes a public housing development with a mix of single-family, two-family, and three-story multi-family buildings. It also includes institutional uses (a school, park, community center, public housing and redevelopment offices, and public works facility), and other residential uses on the north.

East of McCook Avenue, the neighborhood was the subject of a 2003 Neighborhood Redevelopment Plan that recommended:

- Revitalizing Alexander, the neighborhood's traditional commercial street, with streetscape improvements and strategically placed commercial development. The Plan recommends focusing commercial development at Alexander and 149th.
- Redeveloping the Indiana Pallet (north side of Chicago at Alexander) site into a new, modern, light-industrial business park.
- Extend 149th east to Alexander to allow more direct access to West Calumet.
- Rehabilitate and redevelop housing throughout the neighborhood, mostly single-family development with townhomes near commercial blocks.
- Relocate industrial businesses on Huish (at 149th and at Chicago) to sites more appropriate for light-industrial businesses.
- Improve Chicago Avenue frontage by adding trees, streetscape, and façade improvements.





Existing Land Use

Demographics (2000):

Population
Population: 2,785

Race
White: 7.9%
African-American/Black: 84.4%
Other: 7.7%

Ethnicity
Hispanic: 13.7%

Age
Under 18: 34.4%
Over 65: 15.0%

Households
Total: 991
Average Household Size: 2.67

Housing
Housing Units: 1,165
Owner-occupied: 22.0%
Vacant: 14.9%

Land Use:

Residential:
West of McCook, most of the buildings in the City's public housing complex are in fair condition, with some in poor condition. The development has large lawns with few trees and lacks attractive landscaping. These open green areas could be better defined or used, possibly with playgrounds, gardens, or other improvements.

The neighborhood also includes some single-family homes and new multi-family units near Chicago Avenue.

East of McCook, single-family housing dominates in Calumet, and many properties are in fair or poor condition. In 2000, just over 14% of the housing units were vacant, with most of these being east of McCook. Vacant lots are also common in Calumet.

The entire neighborhood is included in a Superfund site that is bordered by Chicago, 151st, Aster and Parrish, according to the U.S. Environmental Protection Agency. The EPA found lead contamination in the area and is formulating a remediation plan.

USS Lead, which operated at 5300 Kennedy Avenue from 1906 to 1985, recovered lead from scrap metal and automobile batteries. The plant site has been remediated. Another lead plant also formerly operated north of the neighborhood.

Commercial:
The commercial district along Alexander has numerous vacant lots and vacant or deteriorating buildings. Some commercial properties appear to have been converted to residential use. The Chicago Avenue commercial corridor has vacant parcels and large parking lots, is generally underdeveloped, and provides an unattractive "front door" to the neighborhood.

A gas station is located at the intersection of 149th and Kennedy.

Industrial:
The neighborhood is bordered on the north, south, and east by industrial uses. To the north, the industrial properties are underutilized and/or unattractive and are redevelopment opportunities. They also lack appropriate screening/landscaping facing the neighborhood and Chicago Avenue.

Residents indicated that the industrial/ trucking/commercial properties, including a junk yard, along Chicago bring noise and traffic to the neighborhood in close proximity to homes.

Rail lines also border the neighborhood on the south and east and create a complicated intersection at 151st, Huish, and Kennedy.

Institutional:
Carrie Gosch Elementary School
East Chicago Housing Authority
151st Neighborhood Center
East Chicago Public Works facility
Fire Station
Martin Luther King Community Center
Several churches
Lake County Rehabilitation Center

Open Space:
Goodman Park (adjacent to the school)

A green space bordered by Huish, Kennedy, 151st and 149th.

There is a playground and basketball court at 148th and Melville.

Issues/Constraints/Negatives:

- Soils in the neighborhood may be contaminated with lead. The area is part of a U.S. EPA Superfund planning process.
- Vacant lots and vacant/deteriorating residential buildings are common.
- Commercial properties in general are vacant and in poor condition. Commercial locations along Alexander have poor access and visibility because they are not on a major road. Commercial properties along Chicago have high visibility but are underdeveloped.
- Adjacent industrial properties along Chicago Avenue are underutilized and/ or unattractive, which can negatively affect the adjacent neighborhood.
- The Housing Authority development lacks attractive landscaping and usable open spaces, and its single-family homes and duplexes lack private "yards."
- A number of auto-oriented businesses along Chicago Avenue have underground storage tanks that may contribute to soil or groundwater pollution.
- Some of the public housing buildings are in poor condition.
- The commercial properties are in fair to poor condition.

Opportunities/Strengths/Positives:

- The City has a Redevelopment Plan and is working to revitalize the area.
- A small, viable commercial node, probably on Chicago Avenue, would provide convenience retail for West Calumet and Calumet neighborhoods.
- The EPA may provide funding for environmental cleanup.

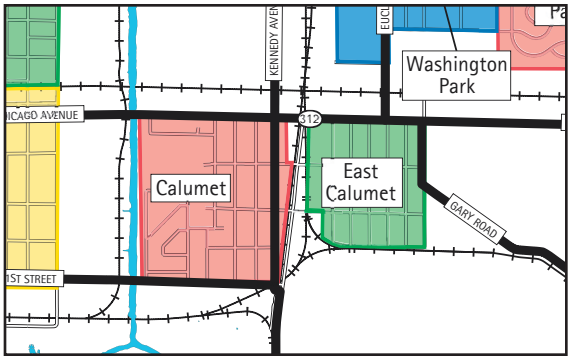
- The Post Office and the Riley Bank building, an attractive but vacant historic structure, could serve as anchors for new development at Chicago and Kennedy.
- New residential development, Cardinal Terrace, has recently occurred along Chicago Avenue.
- The EPA may provide funding for area cleanup.
- The Housing Authority provides affordable housing.
- The park, school and community center provide neighborhood anchors.
- Reconfiguring open spaces in the public housing development could increase the attractiveness of the area and provide opportunities for resident gardens and/or private spaces.
- Several churches serve as anchors for the neighborhood.



Calumet

East Calumet

The East Calumet neighborhood is located in the southeast corner of the City and is generally bounded by Chicago Avenue, Parrish, 149th, and Huish. It is a mostly single-family residential area, although it does have commercial frontage on Chicago Avenue.





Existing Land Use

Demographics (2000):

Population

Population: 1,534

Race

White: 36.1%
African-American/Black: 43.4%
Other: 20.5%

Ethnicity

Hispanic: 43.0%

Age

Under 18: 28.3%
Over 65: 14.3%

Households

Total: 500
Average Household Size: 2.46

Housing

Housing Units: 528
Owner-occupied: 73.5%
Vacant: 5.3%

Land Use:

Residential:
This neighborhood has mostly single-family homes in good condition. A few vacant lots were found on the eastern end adjacent to industrial land, and approximately seven were found in the rest of the neighborhood.

The neighborhood is included in a U.S. EPA Superfund site. The EPA found some lead contamination in the study area and is continuing testing to try to formulate a remediation plan.

Commercial:
Commercial properties are mostly along Chicago Avenue. They include auto-oriented businesses, often with extensive outdoor storage of cars and other materials. Many of these businesses lack proper screening and landscaping.

A few small neighborhood commercial uses are found within the single-family residential areas.

Industrial:
The neighborhood is bordered on the east, south, and southwest by industrial uses. The industrial land to the south is vacant, and the eastern portion contains fuel storage tanks. The uses on the southwest corner lack buffering and screening facing residential neighborhoods. Trees have been planted to screen and "green up" the edge of the storage tank field.

Institutional:
Holy Trinity Croatian Church
Post Office
Carmelite Home for Girls
East Chicago Urban Enterprise Academy
Human Rights Commission

Open Space:
Riley Park

Issues/Constraints/Negatives:

- Soils in the neighborhood may be contaminated with lead and are part of a U.S. EPA Superfund site, although most of the positive tests so far have been found in the West Calumet and Calumet neighborhoods.
- Some industrial and commercial properties lack buffering and screening from residential neighborhoods.
- A small, viable commercial node along Chicago Avenue could provide convenience retail for the neighborhood.

Opportunities/Strengths/Positives:

- Most homes are in good condition.
- The neighborhood is well served by institutional uses, such as the Riley Center, Riley Park, a charter school, and a post office.
- Railroad right-of-way (which cuts northwest from the Gary Road/Parrish Avenue intersection to the Carey Street/Chicago Avenue intersection) could provide additional usable open space for the community.



Section 4: Open Space

Overview

Parks and open space within East Chicago include public parks, a bike path system, recreation facilities, natural areas, and underutilized industrial properties surrounding the Indiana Harbor Ship Canal and the Grand Calumet River. These areas provide recreation opportunities, wildlife habitat, improved air quality, and balance to the predominantly urban character of the community.

City Parks

Public parks are maintained by the East Chicago Parks and Recreation Department. The system is comprised of 161.3 acres, including open space, a range of sports and recreation facilities, pedestrian/bicycle trails, picnic facilities and community centers. Public parks range in size from less than 1 acre to 25 acres.

The following are National Recreation and Park Association (NRPA) recommended standards for community park systems:

Park Type	Recommended Size	Service Area
Major Community Park	20 to 35 acres	1 to 4 miles
Community Level Park	15 to 25 acres	1 mile
Neighborhood Level Park	6 to 8 acres	neighborhood
Neighborhood Playground	5 to 10 acres	one-half mile
Play Lot	1 acre or less	one-quarter mile

The NRPA recommends a minimum of 6.25 to 10.5 acres of developed open space per 1,000 residents, taking into consideration a community's geographic and historic characteristics. This would indicate that East Chicago should provide approximately 200 to 340 acres of parkland for its 32,000 residents.

According to these standards, the 161.3 acres currently provided by the City are insufficient. However, the quality and placement of parks within the community appears to compensate for this shortfall.

The City also provides a wide range of recreation facilities, including eight community centers, splash parks, a miniature golf course, batting cages, high-quality baseball and little league fields, and pool facilities. These recreation facilities are managed by the Parks and Recreation Department.

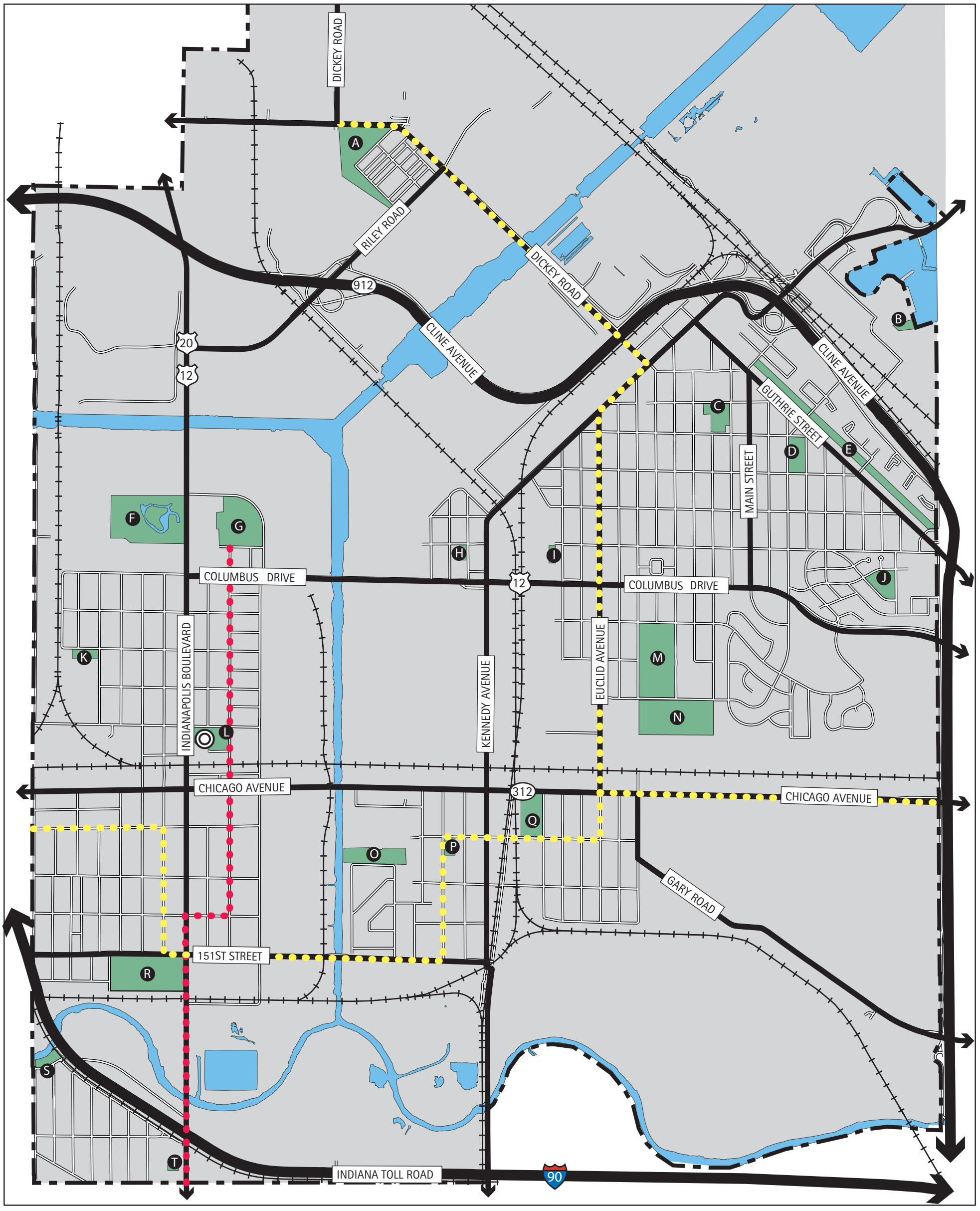
The following is an inventory of the City's parks and recreational facilities. To simplify the analysis, the NRPA standards have been combined into three park categories, as well as an additional category to include recreation facilities:

- Community Parks
- Neighborhood Parks
- Pocket Parks
- Recreation Facilities

Although East Chicago lacks the quantity of park land suggested by NRPA standards, the placement of existing parkland and facilities generally provides a high level of service to residents. Most neighborhoods are served by at least one park within biking distance (one mile) or walking distance (1/2 mile). In addition, City parks are not easily categorized by size, as a number of existing parks perform multiple functions that fit within the NRPA's roles of community, neighborhood and pocket parks even if they do not conform to the typical sizes in the NRPA standards.



Kosciusko Park



Legend

- City Boundary
- City Hall
- Interstate
- U.S. Highway
- State Highway
- Railroad
- Expressway
- Major Road
- County Planned Bike Trail
- City Planned Bike Trail
- Park

Parks

A	Marktown Park	G	Tod Park	M	Washington Park	S	Roxana Tot Lot
B	Jeorse Park	H	Smith Park	N	Block Stadium	T	Roxana Park
C	Nunez Park	I	Carey/Jackson Park	O	Goodman Park		
D	Callahan Park	J	Sunnyside Park	P	Martin Luther King Park		
E	Linear Park	K	Valve Park	Q	Riley Park		
F	McArthur Golf Course	L	Veteran's Park	R	Koscuiszko Park		

City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 4.1: Park Locations

NTS

November 2008

Major Community-Level Parks: typically 15 to 35 acres (1-4 mile service area)

Community parks are large open spaces that accommodate a large number of people and a wide variety of activities. Facilities may include playgrounds, trails, swimming pools, basketball courts, gardens, natural areas, pavilions, ample parking, and bathrooms. Such parks act as both citywide and regional activity generators. East Chicago has five community-level parks: Kosciuszko, Washington, Tod, Jeorse and Veterans Park.

Kosciuszko Park is located in the Southside neighborhood, south of the business district along Indianapolis Boulevard. At 20.5 acres, it is one of the community's largest parks. It is in good condition and there are no plans for improvement at this time. The City is in the process of renovating the pool. Future planned improvements include new benches, trail resurfacing and a renovation of the picinic shelters.

The 17-acre Washington Park is located in the Washington Park neighborhood, south of Columbus Drive. Block Stadium and the Kenny Lofton Little League complex are located across from the southern edge of the park. Playground improvements and a complete renovation for the park is in progress as of June 2008.

The 24-acre Tod Park is located in the Northside neighborhood, north of Columbus Drive. A three-phrase improvement plan is under way, of which the first two phases are complete. Phase 3 improvements, including lighting upgrades, a new performance pavilion, and new splash park, are in progress as of June 2008.

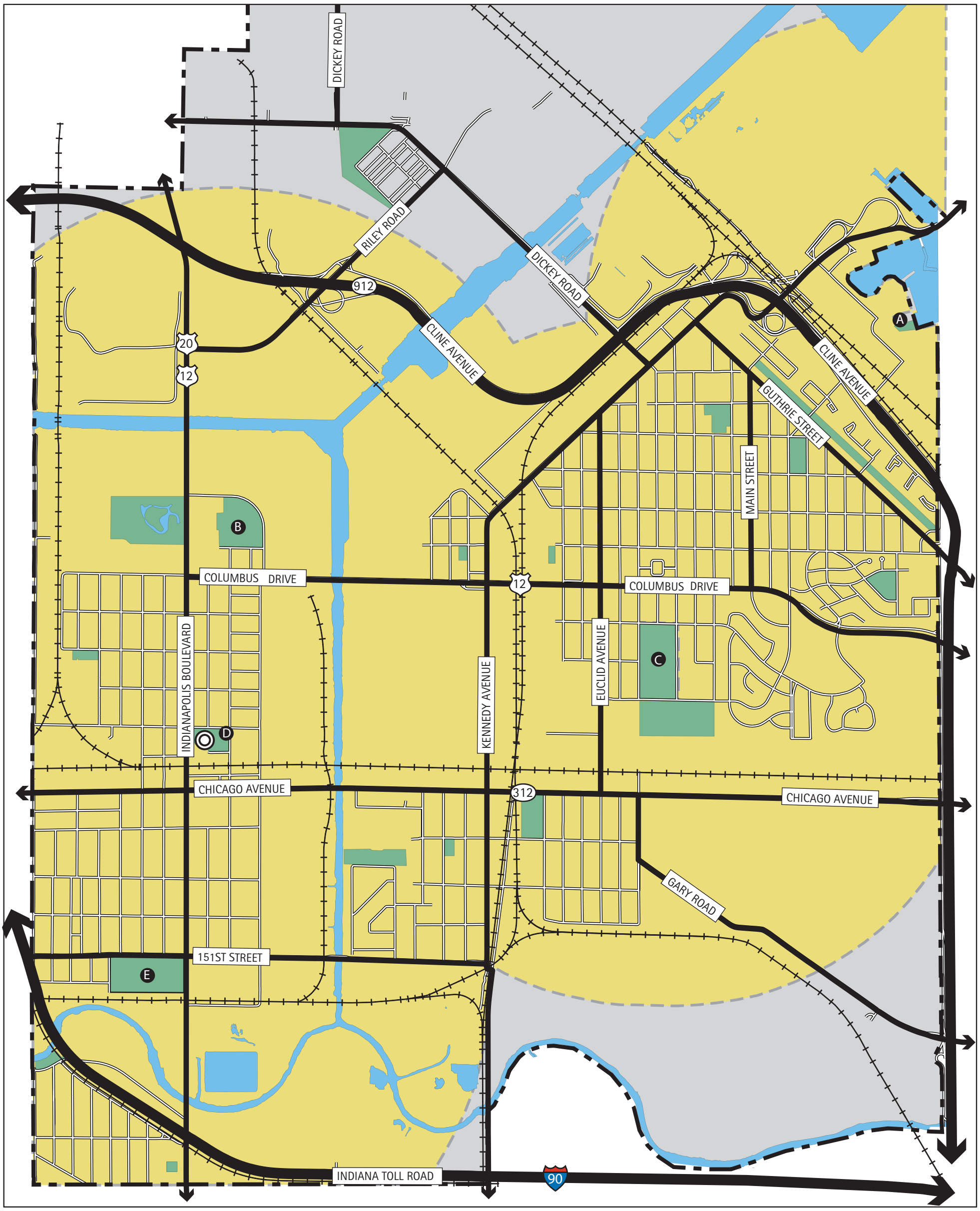
The 1-acre Jeorse Park is located on the Lake Michigan waterfront across Cline Avenue from the North Harbor neighborhood. Although this space is much smaller than a standard community-level park, it provides important citywide and regional lake and beach access. The City is in progress of making improvements to the park which include a playground expansion, new picnic shelters, a bike path between the park and the adjacent marina/casino complex, an observation deck, and additional native landscaping.

The 5.5-acre Veterans Park is located in the Northside neighborhood and incorporates City Hall and the Heritage Hall community center. Veterans Park is smaller than a typical community-level park. However, its central location, historic band shell, and municipal and cultural facilities result in an open space with a citywide focus. The renovation the gazebo, which includes painting and upgrading the electricty, is currently underway. The Veterans Memorial is planned for 2010.

NRPA standards suggest that a City provide between 32 and 160 acres of community-level parks for a population of 32,000 people. The 68 acres of community-oriented parkland is sufficient but also towards the lower end of the range.

Although most neighborhoods are well served by community parks, some have physical barriers such as major roads between residential neighborhoods and the parks. The West Calumet, East Calumet, and Roxana neighborhoods are under served due to physical barriers. The North Harbor is under served due to its separation from Jeorse Park by Cline Avenue.

Major Community	Size	Location	Facilities
Kosciuszko	20.5 acres	Indianapolis Blvd. and 151st St.	Playground Picnic Areas Little League Fields Pedestrian Trails Kosciuszko Memorial Swimming Pool Basketball Courts Parking
Washington	17 acres	Grand Blvd. and 142nd St.	Playground Swimming Pool Picnic Areas Parks & Rec. Dept. Offices Greenhouses Nunez Memorial Perennial Gardens Tennis Courts Basketball Courts Maintenance Facility Parking
Tod	24 acres	Tod Ave. and 140th St.	Soccer Fields Picnic Pavilions Parking
Jeorse	1 acre	Lake Michigan waterfront	Playground Beach Picnic Shelters
Veterans	5.5 acres	Indianapolis Blvd.	Playground Basketball Courts Historic Band Shell Community Center Pedestrian Paths
Riley	6.4 acres	East Calumet neighborhood, Chicago Ave. & Grasselli Ave.	Playground Basketball Courts Picnic Areas Restrooms Little League Field Tennis Courts Memorial Cannon
MacArthur	44 acres	Indianapolis Blvd. & Columbus Dr.	Gold Course Batting Cages Miniature Golf



City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 4.2: Community Parks

NTS

November 2008

Neighborhood-Level Parks: typically 5 to 10 acres (1/2 mile service area)

Neighborhood-level parks are open spaces that accommodate a more limited number of people than community parks and have a smaller range of activities. Amenities may include open lawn space for recreation, small picnic areas, game courts, parking, and athletic fields. East Chicago has seven neighborhood parks: Goodman, Riley, Sunnyside, Callahan, Nunez, Linear and Marktown. The size of the parka range from 3 to 17 acres in size. The parks are generally in good condition and have well-maintained facilities.

The 16.3-acre Goodman Park is located in the West Calumet neighborhood adjacent to Magnolia Lane. Although larger than NRPA guidelines, it lacks the community-level functions and visibility from nearby streets. Pool improvements and a playground equipment upgrade are currently in progress and are anticipated for completion in 2009.

The 6.4-acre Riley Park is located in the East Calumet neighborhood at Chicago and Grasselli Avenues. The park includes the Riley Community Center and some City administrative offices. A complete park renovation is underway as of June 2008.

The 3.0-acre Sunnyside Park is located in the Sunnyside neighborhood at 141st Street and Grace Avenue. Although smaller than NRPA standards, the park provides important neighborhood-level functions. Plans for renovating the park include construction of a new basketball court and walking trails as well as new restrooms. The renovation is anticipated for completion in 2012.

The 3.6-acre Callahan Park is located in the East Harbor neighborhood at Alder and Broadway Streets. Although smaller than NRPA standards, the park provides important neighborhood-level functions. As part of extensive renovations, the park land is being merged with the adjacent Lincoln Elementary School grounds to create a combined campus park facility. The three-phase project is underway and anticipated for completion in 2009.

The 5.5-acre Nunez Park is located in the North Harbor neighborhood at Deodar and Broadway Streets. The park includes the Roberto Clemente Community Center. Renovation of the park is under way, and completion is anticipated in 2009.

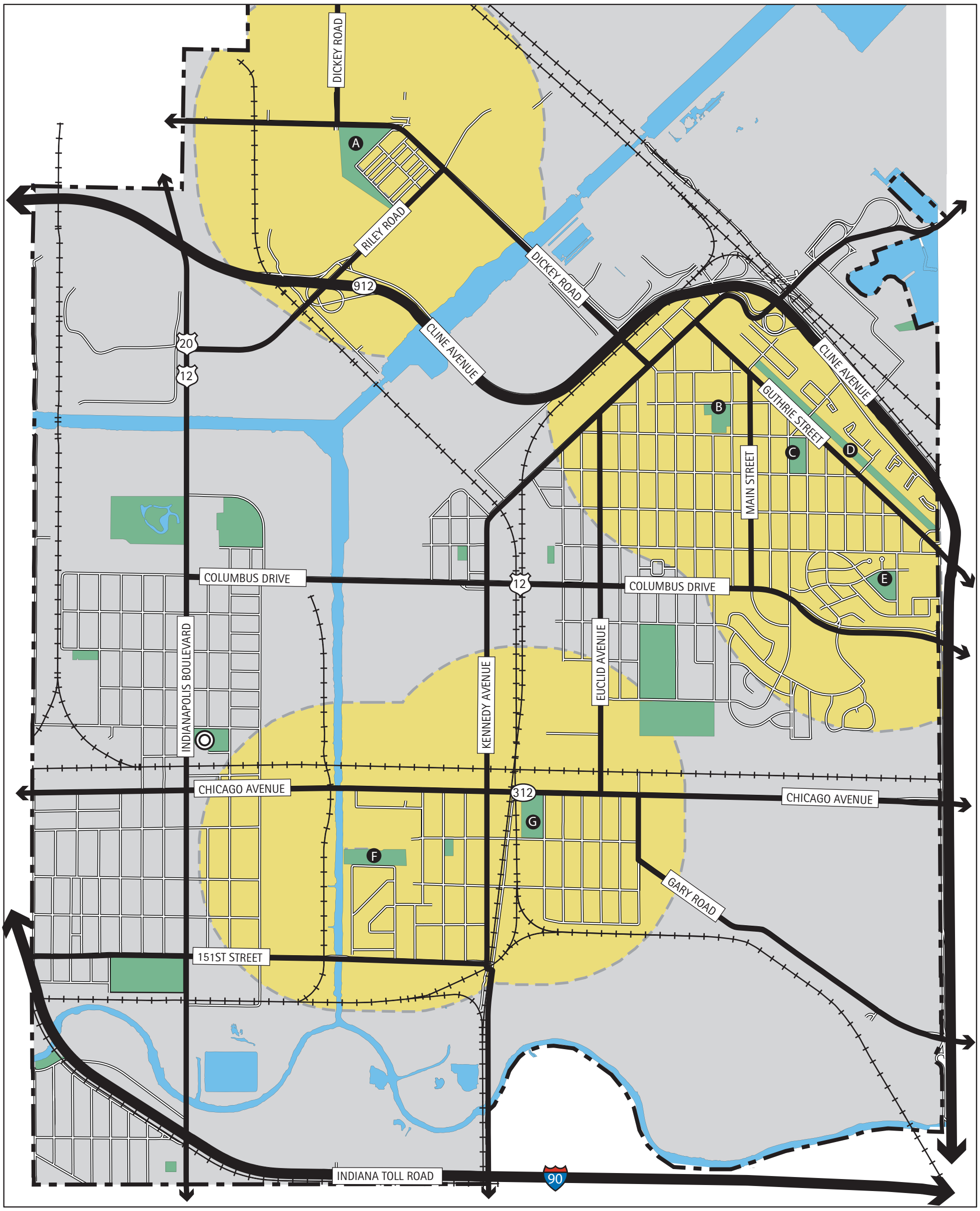
The 13.0-acre Marktown Park is located within the Marktown neighborhood. Planned improvements, which include a new walking trail and a playground equipment update., are anticipated for completion in 2012.

The 12.0-acre Linear Park is located in the North Harbor neighborhood and extends for almost one mile parallel to Guthrie Street/Martin Luther King, Jr. Boulevard. The park's length adjacent to multi-family housing provides a high level of accessibility to the park, although the narrow width limits the types of recreational facilities that may be provided. Playground updates and expansions are in progress as of June 2008.

NRPA standards suggest that a City provide between 48 and 64 acres of neighborhood park for a population of 32,000 people. The existing 59.7 acres of neighborhood-level parkland is sufficient

in quantity. Under served areas include the west end of the West Harbor, Northside, Southside, Roxana, New Addition, and Calumet neighborhoods. However, there are other parks in these areas that provide some of the functions of neighborhood-level parks.

Neighborhood Park	Size	Location	Facilities
Goodman	16.2 acres	Magnolia Ln.	Playground Basketball Courts Swimming Pool Softball Fields Pedestrian Trails Multi-purpose Fields Picnic Areas
Sunnyside	3.0 acres	141 St. and Deal St.	Playground Basketball Courts Picnic Shelter Multi-purpose Field
Callahan	3.6 acres	Broadway St. and Alder St.	Playground Basketball Court Concert Stage/Seating Spray Park Community Garden Picnic Areas Restrooms
Nunez	5.5 acres	Broadway St. and Deodar St.	Tennis Court Soccer Field Softball Field Basketball Court Spray Park Playground Picnic Area Restrooms
Linear	12.0 acres	MLK Jr. Blvd.	Basketball Courts Playground Picnic Area
Marktown	13.0 acres	Pine Ave. and Broad St.	Playground Soccer Field Softball Fields Tennis Courts Basketball Courts Picnic Area Band Shell



Legend

- City Boundary
- City Hall
- Interstate
- U.S. Highway
- State Highway
- Railroad
- Expressway
- Major Road
- Park
- 1/2 Mile Radius

Parks

- A Marktown Park
- B Nunez Park
- C Callahan Park
- D Linear Park
- E Sunnyside Park
- F Goodman Park
- G Riley Park

City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 4.3: Neighborhood Parks

Huff & Huff Incorporated · RQAW · LAKOTA THE LAKOTA GROUP INC · S. B. Friedman & Company · BauerLatoza STUDIO

NTS

November 2008

Pocket Parks: typically 1 to 3 acres (1/4 mile service area)

Pocket parks are small open spaces that primarily serve young children. Amenities may include swings, slides, sandboxes, other play equipment, and benches. East Chicago has six pocket parks: Roxana Tot Lot, Roxana, Valve, Smith, Carey/Jackson, and Martin Luther King, Jr.

The 2.0-acre Roxana Tot Lot is located at Roxana Drive along the Grand Calumet River. A playground equipment update and expansion are in progress as of June 2008.

The 1.5-acre Roxana Park is also located in the Roxana Neighborhood at Magoun Avenue adjacent to Roxana Addition School. The basketball court surfacing and equipment, new fencing, and a new baseball backstop are currently being upgraded.

The 2.1-acre Edward Valve Park is located in the Northside neighborhood at 143rd Street and Homerlee Avenue. There are no improvements planned at this time.

The 2.5-acre Smith Park is located in the New Addition neighborhood at 140th Street and Melville Avenue. There are no improvements planned at this time.



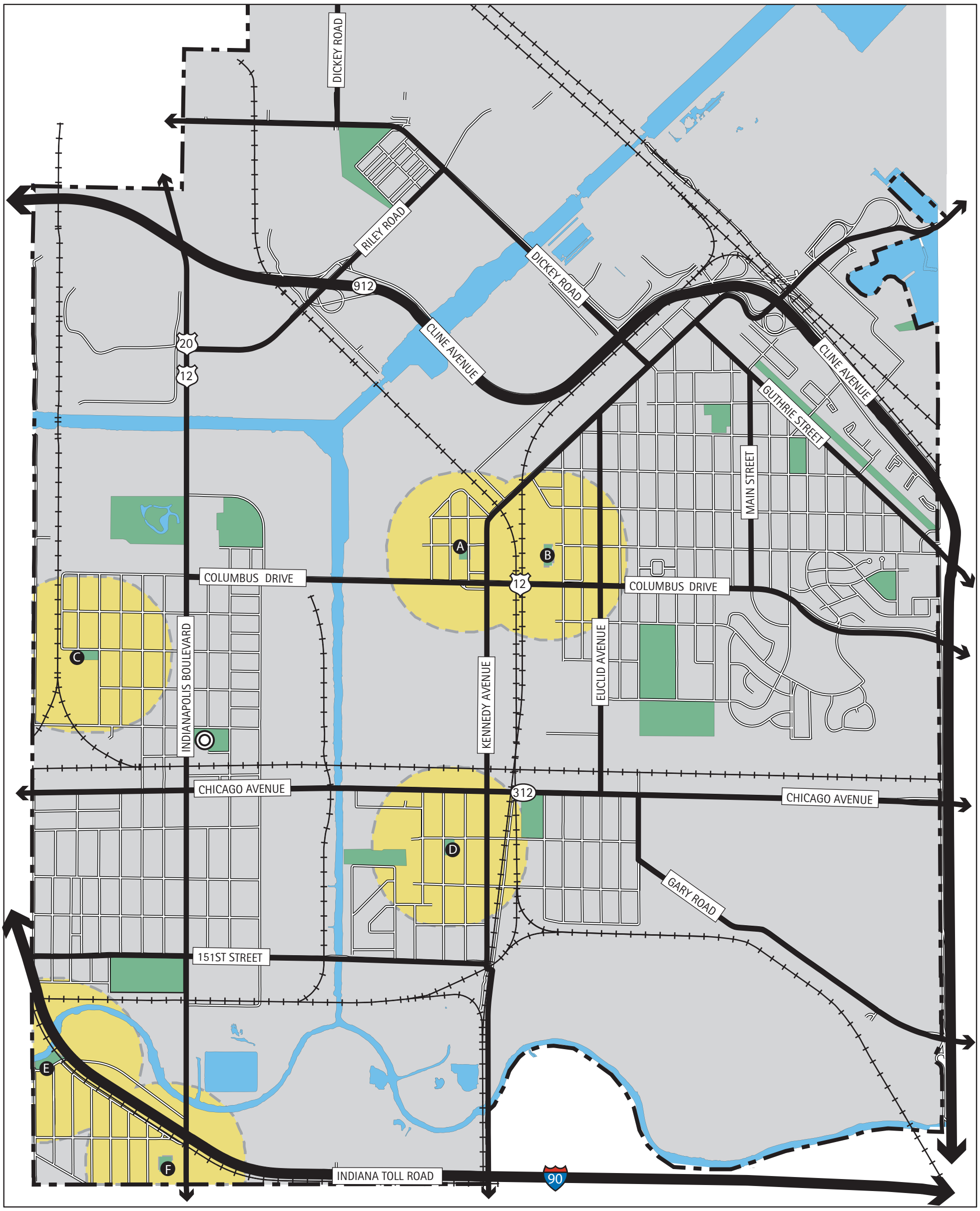
Roxana Tot Lot

The 2.0-acre Carey/Jackson Park is located in the West Harbor neighborhood. There are no improvements planned at this time. Minor Improvements planned for 2010 include a new water fountain and lighting for the basketball courts.

The 1.0-acre Martin Luther King, Jr. Park is located in the Calumet neighborhood at 148th Street and Melville Avenue. Upgrades to the basketball court surface, court equipment, and fencing were completed in 2006.

NRPA standards suggest that a City provide between 4 and 10 acres of pocket parks for a population of 32,000 people. The existing 11.1 acres of neighborhood-level park land are more than sufficient in quantity. While pocket parks are only provided in the Roxana, Northside, New Addition, West Harbor, and Calumet neighborhoods, most community- and neighborhood-level parks provide amenities such as playgrounds. In addition, school playgrounds and recreation fields may also fulfill the same function as pocket parks.

Pocket Park	Size	Location	Facilities
Roxana Tot Lot	2.0 acres	Roxana Dr.	Playground Picnic Area
Roxana Park	1.5 acres	Magoun Ave.	Basketball Court Tennis Court Ball Field
Edward Valve	2.1 acres	Homerlee Ave. and 143rd St.	Playground Small Ball Diamond Skate Ramp Basketball Court Picnic Area
Smith	2.5 acres	Melville Ave. and 140th St.	Playground Basketball Court Multi-purpose Field Community Center
Carey/Jackson	2.0 acres	Carey St.	Playground Basketball Court Small Green Space
MLK Jr.	1.0 acre		Playground Basketball Court Small Green Space



Legend

- City Boundary
- City Hall
- Interstate
- U.S. Highway
- State Highway
- Railroad
- Expressway
- Major Road
- Park
- 1/4 Mile Radius

Parks

- A Smith Park
- B Carey/Jackson Park
- C Valve Park
- D Martin Luther King Park
- E Roxana Tot Lot
- F Roxana Park

City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 4.4: Pocket Parks

Huff & Huff Incorporated · RQAW · LAKOTA THE LAKOTA GROUP INC · S. B. Friedman & Company · BauerLatoza STUDIO

NTS

November 2008

Recreation Facilities

Several park facilities serve the community, including community centers, stadiums, and sports complexes. The NRPA sets no standards by which to judge the quantity and location of these types of facilities. However, their role in the community is important.

Eight community centers serve the City:

Community Facilities	Location	Facilities
Community Centers		
Bessie Owens	4001 Alexander St.	Programs Meeting Rooms Education (Typical of All Centers Listed)
Heritage Hall	4506 Tod Ave.	
Martin Luther King Jr.	4802 Melville Ave.	
Roberto Clemente	3616 Elm St.	
Roxana	900 Shell St.	
Pennsylvania	3550 Pennsylvania St.	
Riley Center	1005 East Chicago Ave.	
151st	4925 Gladiola St.	
Marktown	3509 Spruce St.	

Most neighborhoods contain a community center, except for Southside, West Harbor, Sunnyside, Prairie Park, and Washington Park. Community centers provide activity opportunities, including educational programs, meeting rooms, and reading rooms.

MacArthur Park, located in the Northside neighborhood at Indianapolis Boulevard and Columbus Drive, provides specialized recreational facilities, including batting cages and a miniature golf course. Improved irrigation for the golf greens is in progress as of June 2008. The City also is planning to expand the golf course to 18 holes but has not yet acquired the land.

Block Stadium is located in the Washington Park neighborhood at 144th Street. Improvements planned for the stadium include an enhanced entrance, renovation of the stands, expanded seating, and upgrading the playing field. The project is scheduled for completion by 2009.

The Kenny Lofton Little League Complex is located in the Washington Park neighborhood adjacent to Block Stadium. No improvements are planned at this time.

Community Facilities	Location	Facilities
MacArthur Park	Indianapolis Blvd. and Columbus Dr.	Golf Course Batting Cages Miniature Golf
Block Stadium	Elm St. and 144th St.	Baseball Field Stadium Concessions Locker Rooms
Kenny Lofton Little League Complex	Elm St. and 144th St.	Ball Fields Concessions Restrooms Limited Parking

Bike/Pedestrian Paths

East Chicago currently has plans to introduce both on-street and off-street bike routes within the City limits. The City has applied for federal funding to extend a bike route from Tod Park to Veterans Park and Kosciuszko Park. The proposed route also would connect from Kosciuszko Park south to the South Shore rail station located at Indianapolis Boulevard and the Indiana Toll Road. The route would then connect west to the Hammond/East Chicago City limit along Roxana Drive and east along Michigan Avenue to Kennedy Avenue at the Gary City limit.

A draft plan of proposed bike routes for Lake County suggests that on-street bike routes be introduced connecting Gary and Hammond in an east/west direction along East Chicago Avenue, 151st and 148th Streets. A north/south connection is proposed through East Chicago along Euclid Avenue. The path would proceed along Dickey Road to Hammond.

There are no existing designated pedestrian trails or footpaths outside of City parks in East Chicago.

In 2007, NIRPC completed the Greenways and Blueways Plan, a regional trail system plan that links the three Northwest Indiana counties of Lake, Porter and La Porte. East Chicago factors into this regional plan with possible connections along the south side of the City at the Grand Calumet River.

Natural Resources

Overview

The City lies within the biologically diverse Northwestern Morainal Natural Region of Indiana. Contributing to the biodiversity is the convergence of three major ecological biomes: prairie, eastern deciduous forest, and northern boreal forest in northwestern Indiana. The physical and natural resources of this region are related to the Wisconsin glacier period.

The first settlers came to East Chicago in the 1850s. In 1887, the development of the Standard Steel and Iron Company started a period of significant industrialization. Prior to this industrialization and subsequent commercial and residential development, East Chicago and the northern part of the Morainal Natural Region were characterized by a dune and swale system with upland dunes interspersed with wetland swales. Much of this ecosystem has been replaced by residential, commercial, and industrial development.

The high biodiversity of northwest Indiana remains in a scattered, often disconnected system of natural areas within the highly developed landscape. Natural areas and wetlands are limited in size and extent due to existing development. Environmental corridors connecting these systems are important to retaining the unique biodiversity of the region.

Natural Areas

East Chicago has five isolated natural areas that provide environmental functions and aesthetic value, including the Lake Michigan shoreline, USS Lead site, Roxana substation, DuPont tract, and Grand Calumet Tern site (See Figure 4.5: Natural Resources). None of these areas are incorporated within a County Park, Indiana State Natural Area, or a Wild and Scenic River designation.

Lake Michigan Shoreline

The one - two acre Lake Michigan Shoreline natural area, which is immediately to the east of Jeorse Park, extends into Gary. Much of the shoreline here consists of sand substrate with limited vegetative cover. There are additional natural areas to the south of the railroad tracks that run parallel to the shoreline. Ownership of the natural area is divided between the City of East Chicago and ArcelorMittal.

The shoreline natural area provides wildlife habitat and is ecologically in fair condition. The natural area is unmanaged and there are several non-native plant species. With good management, the shoreline could be a good habitat.

USS Lead

The USS Lead site is located south of the Calumet neighborhood at 151st Street and Kennedy Avenue. According to the Indiana Department of Natural Resources, the northwest section of the site contains nine acres of remnant dune and swale, although no formal survey has been conducted.

Roxana Substation

The Roxana substation site is located northeast of the Roxana neighborhood and is owned and operated by NIPSCO. The site contains approximately four acres of remnant native prairie to the north and west of the electric substation. The Grand Calumet River abuts the site on the north.

A 1999 plan, "The Center for Environment and Nature in East Chicago," envisions a green corridor along the Grand Calumet River with a native prairie interpretive area on the substation site.

DuPont site

The DuPont tract is located in the southeast corner of East Chicago between Gary Road and the Grand Calumet River. This 298-acre complex of remnant dune and swale features also contains a small amount of emergent wetlands and wet prairie, while other areas contain larger amounts of shrub-scrub, and open woodland/savanna. Small ponds within the site provide shorebird habitat.

The property is currently managed by The Nature Conservancy under an agreement with the DuPont company.

Grand Calumet Tern Site

The Grand Calumet Tern site is located east of Kennedy Avenue in Hammond, just south of the Grand Calumet River. The northern part of the property contains deep marsh, while the southern part is comprised of sand-savanna ridges. The site provides shorebird and wading bird habitat. Due to previous uses, the site may contain soil contaminants that could pose impacts on wading bird populations.

The site was formerly owned by the South Shore Line and ArcelorMittal. The Isaac Walton League, a natural areas conservation organization, has recently acquired portions of the property.

Wetlands

Wetlands are defined by the U.S. Army Corps of Engineers (USACOE) for jurisdictional purposes as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." USACOE and Indiana Department of Environmental Management (IDEM) regulate impacts to wetlands.

Wetlands present in the City of East Chicago were identified during field review and with the use of the Nationwide Wetland Inventory maps and are primarily located along waterways and near industrial areas. The Grand Calumet River corridor has wetlands along its length including the

DuPont, USS Lead and Grand Calumet Tern sites. Additional potential wetlands are located west of MacArthur Golf Course on the City's west side and north of Chicago Avenue just east of the Indiana Harbor Canal.

Endangered Species

No records indicate the presence of any federally-listed endangered species in East Chicago.

Environmental Corridors

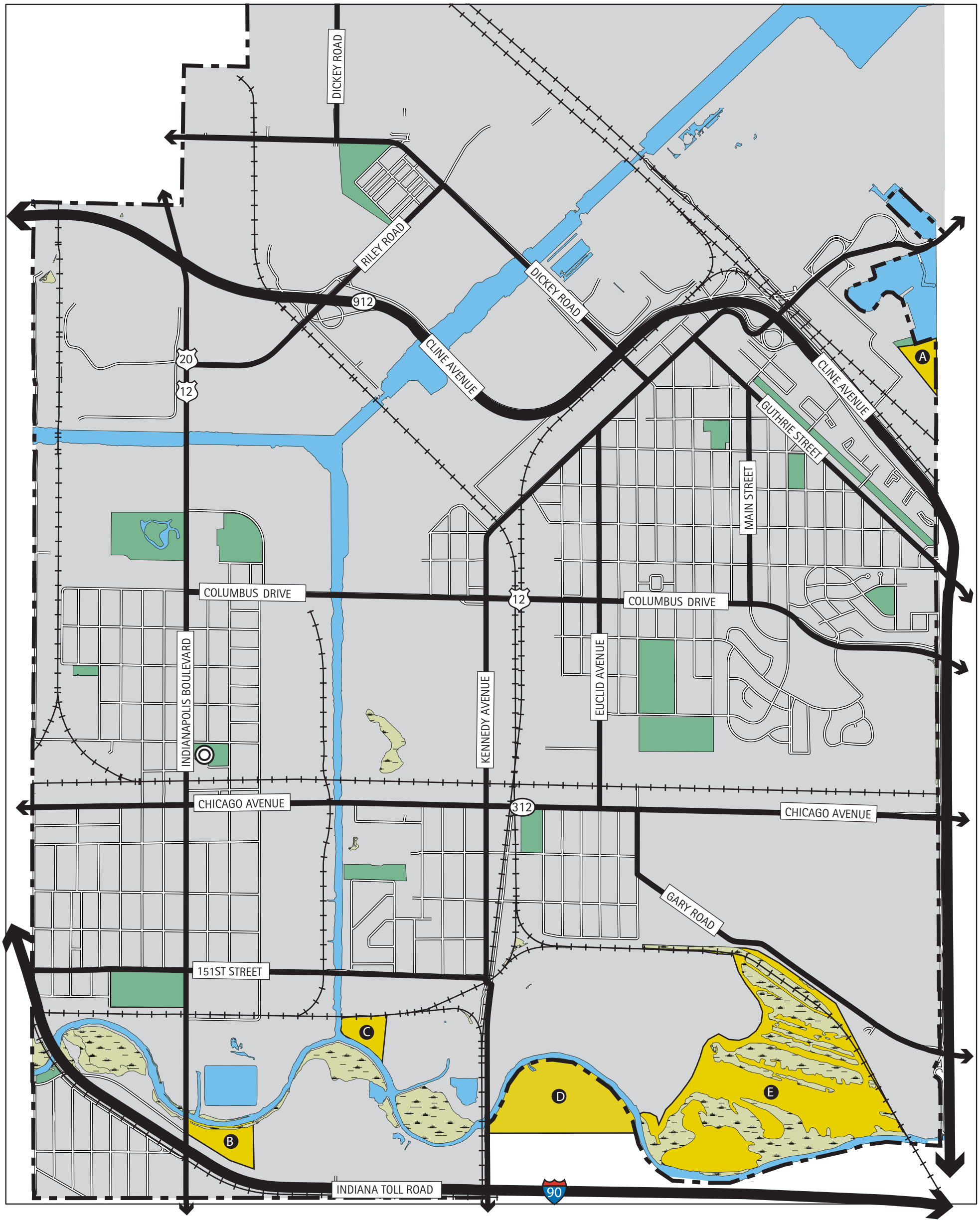
There are two primary environmental corridors within East Chicago: the Grand Calumet River and Indiana Harbor Ship Canal. As both waterways are heavily contaminated, bodily contact or fish consumption is not recommended.

Heavy industry lines much of the Indiana Harbor Ship Canal, and there is little existing riparian habitat. As a connection between the Grand Calumet River and Lake Michigan, the Canal provides a corridor for the movement of aquatic species.

The following have resulted from the current condition of the waterways, including:

- Recent actions include dredging of sections of the Grand Calumet River by U.S. Steel, which is continuing at this time. Dredging of the Indiana Ship Canal is occurring and the lead agency is the USACOE. The canal dredging's will be deposited at the southwest corner of Cline Avenue and Indianapolis Boulevard.
- The Grand Calumet Task Force authored the Grand Calumet River/Indiana Harbor Ship Canal Corridor Vision in 2000. This document provides details on the conditions in these waterways. Of note, the document identified Core Biodiversity sites (minimum 40 acre sites with high quality habitat) and Supplemental Habitat Sites (sites with moderate to extensive disturbance and moderate to low species diversity) in the Area of Concern. In East Chicago, the DuPont Tract was identified as a Core Biodiversity site. The Grand Calumet Tern site, Roxana substation, and USS Lead site were identified as Supplemental Habitat sites. While these classifications do not have any legal or regulatory significance, they do indicate properties with special natural resource values deserving recognition and consideration.

The Grand Calumet River has excellent potential as an environmental corridor. Although the waterway is contaminated, green space and wetlands line much of the river both in East Chicago and in surrounding communities. The restoration of and connection between existing open spaces could enhance the value of the Grand Calumet River as a location of biodiversity and a dispersion corridor for terrestrial and aquatic species. The corridor also could provide recreation, trail, and education opportunities for the public.



Legend

- City Boundary
- City Hall
- Interstate
- U.S. Highway
- State Highway
- Railroad
- Expressway
- Major Road

Natural Areas/ Sites

- A — Lake Michigan Shoreline
- B — Roxana Substation
- C — US Lead
- D — Grand Calumet Tern
- E — DuPont
- Natural Areas
- Parks
- Wetlands

City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 4.5: Natural Resources

Huff & Huff Incorporated · RQAW · LAKOTA THE LAKOTA GROUP INC · S. B. Friedman & Company · BauerLatoza STUDIO

NTS

November 2008



Section 5: Historic Preservation

Overview

East Chicago contains a number of historic properties and districts, including two sites listed on the National Register of Historic Places. Building types and styles vary considerably within the City as a result of different periods of construction, and the rail, canal, and industrial barriers that separate and define distinct neighborhoods (See Figure 5.1: Historic Properties – South and West and Figure 5.2: Historic Properties – North and East.)

The overall conditions of the historic properties also vary greatly. In some areas, structures are well maintained. While, in other areas, structures lack maintenance, are abandoned, or have been seriously altered from their original state. Historic properties throughout the City are at risk from demolition and redevelopment. The City is currently in the process of establishing a Historic Preservation Committee.

In addition to fieldwork, three important documents were consulted for this analysis. These documents are surveys of historic buildings and districts within the community, but do not provide any protection from demolition or alteration.

- The 1975 survey and inventory of historic sites and properties throughout the state by the Historic Landmarks Foundation of Indiana.
- The 1996 "Lake County Interim Report" that rated buildings in East Chicago. These ratings will be referred to when discussing particular neighborhoods and areas as follows:
    - **Outstanding (O)**: This rating means that the property has a great amount of historic integrity that would make it eligible for a National Register listing (or the property is already listed).
    - **Notable (N)**: This rating means the building is not quite as impressive as an "O" rating, but still above average in historic importance.
    - **Contributing (C)**: This rating is for all pre-1940 buildings that contribute to the continuity of an area's historic fabric but did not earn the merit of an "N" or "O" rating.
    - **Non-Contributing (NC)**: This rating is for all post-1940 buildings or older buildings that were badly damaged or altered and are no longer contributing to the historic fabric of the neighborhood.
- The 2006 "15 Most Historic Structures and Districts of East Chicago" that was prepared by an architectural historian and local resident.

Many of East Chicago's structures and neighborhoods date to the first half of the twentieth century when the community thrived with the growth of the steel industry. Labor demands from steel mills and other factories encouraged domestic and international migration to the area and resulted in the demand for homes, shops and institutions. While parts of the City were developed to accommodate white-collar mill employees, much of the housing was developed for workers and is characterized by small footprints and simple architectural styles.

According to the 2000 U.S. Census, more than 70 % of the housing units in East Chicago were built before 1950, and more than half of the 70 % were built before 1939. Increases and decreases in home construction paralleled the rise and fall of the steel industry. Although most construction occurred during relatively short periods of time, the homes of East Chicago exhibit a surprisingly wide range of architectural styles, including Craftsman and brick bungalows, brick two-flats and three-flats, Classic Gable-front, Queen Anne, Prairie, Tudor Revival and English Cottage, Traditional Minimal, Colonial Revival, Renaissance Revival, Neoclassical, and Gothic Revival.



Legend

- Listed on East Chicago's "15 Historic Properties"
- Religious Structures
- Select Historic Properties and Areas
- Historic Areas

1. City Hall
2. Wickey House
3. First Congregational Church
4. The Riley Bank Building
5. Main Post Office
6. St. Basil's Church
7. St. Mary's Church/Campus
8. St. Nicholas Romanian Catholic Church
9. Holy Ghost Carpatho-Russian Church
10. Sacred Heart Church
11. Evangelical Church
12. First Methodist Episcopal Church
13. Greater First Baptist Church
14. St. Stanislaus Church
15. Holy Trinity Hungarian Church
16. Baring Ave. Classic Apartment Building
17. Old Annex Building & Apartments
18. East Chicago Public Library
19. Given Apartments
20. Given Post Office Building
21. J. Rajchinetz Building
22. White Oak Ave. Classic Apartment Building
23. Prairie View Dairy Co. Building
24. MAJAC Steel
25. Merepe Building
26. Northside Residential Block
27. Beacon Street Homes
28. Roxana Neighborhood

City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 5.1: Historic Properties - South & West

Huff & Huff · RQAW · LAKOTA THE LAKOTA GROUP INC · S. B. Friedman & Company · BauerLatoza STUDIO

NTS

November 2008



Legend

- Listed on East Chicago's "15 Historic Properties"
- Religious Structures
- Select Historic Properties and Areas
- Historic Areas

1. Carnegie Library
2. United Steelworkers Building
3. Main Street Commercial District
4. St. George Serbian Orthodox Church
5. Alder Street Two-Flats
6. Euclid Avenue Classic Three-Flats
7. Washington Park Historic District
8. Block Stadium
9. Inland Steel Office Building (Mittal)
10. Marktown Historic District
11. Indiana Harbor Methodist Episcopal Church
12. First Christian Church of Christ
13. St. Patrick's Church
14. Indiana Harbor Baptist Church
15. Holy Ghost Slovak Church
16. Biserica Creco Catoica Romana
17. Assumption Church
18. Holy Ghost Greek Church
19. Indiana Radiator Building
20. Fusek Building
21. Grand Ave. Apartment Building
22. Georgian Home
23. Dutch Colonial Home
24. Indiana Harbor Catholic School
25. North Harbor Bungalows
26. Sunnyside

City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 5.2: Historic Properties - North & East

Huff & Huff Incorporated · RQAW · LAKOTA THE LAKOTA GROUP INC · S. B. Friedman & Company · BauerLatoza STUDIO

NTS

November 2008

Neighborhoods + Buildings

The following analysis will focus on historic structures and districts within the East Chicago, Indiana Harbor and Marktown sections of the community. Some neighborhoods within these sections, such as Prairie Park in the Indiana Harbor section, will not be discussed as the majority of buildings were constructed within the last 50 years and are not considered historically significant at this time. However, these areas should be revisited in future examinations.



Wickey House

East Chicago Section

The East Chicago section of the City refers to the collection of neighborhoods that lie west of the Indiana Harbor Ship Canal and south of Columbus Drive. This area includes some of the oldest parts of the City, as well as five of the "15 Most Historic Structures and Districts."



First Congregation Church

- **City Hall**: Indianapolis Boulevard
- **Wickey House**: Olcott Avenue and 145th Street
- **First Congregational Church**: Magoun Avenue and 145th Street
- **Riley Bank Building**: Kennedy and Chicago Avenues
- **Main Post Office**: Kennedy and Chicago Avenues



Riley Bank Building

Northside

The Northside neighborhood contains a number of East Chicago's oldest and most historically significant properties and districts. Overall, most buildings are in fair to good condition, although several structures require renovation or restoration to preserve their historic integrity.

Three of the "15 Most Historic Structures" are located in this neighborhood. The Wickey House is the only example of Queen Anne-architecture in the City, although the structure is in poor condition and in need of renovation. East Chicago's City Hall is a neoclassical structure that has a standing seam mansard metal roof that was added over the existing pediment. The Lake County Interim Report listed City Hall as Non-Contributing, although it is likely that historic integrity of the structure could be regained with the removal of the mansard roof. The First Congregational Church is another important neoclassical structure.

Residential blocks along Baring, Magoun, Homerlee and Northcote are comprised of an impressive collection of single-family and apartment buildings. Although the homes vary in size and style, many are 2 to 2.5 stories with gabled-fronts, porches and some decorative elements. Homes on Homerlee and Northcote are typically smaller in scale but are in very good condition. The apartment buildings in the area are also in good condition and contribute to the historic character of the neighborhood. The City has added acorn street lights on many of these blocks.

Chicago Avenue

The overall condition of the buildings along the Chicago Avenue corridor is poor, and many with historic integrity are in danger of irreversible disrepair as a result of abandonment or poor alterations.

Between White Oak and Railroad Avenues is "Downtown" East Chicago and many of the City's historic commercial buildings. Although the Lake County survey listed most structures as Non-Contributing due to serious storefront and building alterations, these blocks represent an important historic part of the community and the storefronts could be restored to reflect a more desirable, historic commercial district.

Chicago Avenue contains two of the "15 Most Historic Structures." The Riley Bank Building is a neoclassical structure that is currently unoccupied and in very poor condition. Some of the façade brick is missing, the limestone needs repair, and the windows are damaged and boarded-up. The 1930s Main Post Office at Kennedy Avenue is Renaissance Revival architecture, occupied, and in fair to good condition.

Southside

Compared with the Northside, the Southside neighborhood has fewer churches and notable historic structures. Most homes are small in scale, set close to the street and in fair to good condition.

Two blocks of Beacon Street stand out due to the wider variety of architectural styles, including Dutch Colonial, Craftsman, Prairie, and Tudor styles. The new acorn streetlights also compliment the historic character of these blocks. The homes along Beacon are similar in size and character to the homes on Baring in the Northside neighborhood.

Buildings tend to be more prominent in size and style near Chicago Avenue, although notable commercial structures are scattered throughout the neighborhood. Most commercial structures, especially along Indianapolis Boulevard, have heavily-altered storefronts and have lost historic integrity.

An important neighborhood landmark is St. Stanislaus Church. The church is located at Magoun Avenue and 150th Street and is in very good condition.

Roxana

Named after the nearby Roxana Petroleum Corporation (later Shell Oil), the Roxana neighborhood was developed in 1927. The homes are small in size, modest in architectural detail, and are typically one-story frame homes with side gables. The structures of the neighborhood are not historically significant, although they do distinguish a specific era of building and growth within the diverse architecture of the community.

Calumet

The West Calumet, Calumet and East Calumet neighborhoods are located south of Chicago Avenue and east of the Indiana Harbor Ship Canal. The West Calumet neighborhood includes a gated public housing complex, and the Calumet neighborhood includes a mixture of residential and commercial structures. This area has a large number of buildings in poor condition. The East Calumet neighborhood is primarily comprised of one- and one-and-a-half-story homes.

A large number of structures in West Calumet and Calumet are in poor condition. Alexander and Melville Avenues, in particular, have a number of damaged storefronts and boarded-up homes.



Houses along Magoun Avenue in the Southside Neighborhood.

A major community landmark is the Holy Trinity Church. The 100-year old, Gothic Revival building stands at Alexander Avenue and 148th Street and provides a sense of the neighborhood's wealthier past.

The majority of homes in East Calumet are well-maintained brick bungalows. East Calumet is primarily residential with homes around one story or one-and-a-half stories.

New Addition

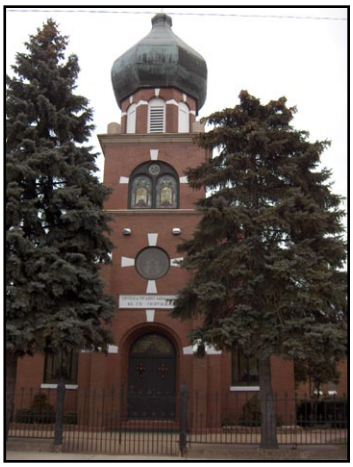
New Addition is a small neighborhood located north of Columbus Drive but separated from Indiana Harbor by freight rail tracks. Despite its location east of the Ship Canal, it is technically considered part of East Chicago rather than Indiana Harbor.

The New Addition neighborhood mostly consists of residential homes. Although the homes vary in size and style, most of the one-story structures are in poor condition. Many of the homes are fronted by chain link fences along narrow streets. A large empty lot is present at the center of the neighborhood where the old Columbus School stood before it was demolished in the mid-1990s. However, Ebenezer Baptist Church intends to build on the site.

The structures of New Addition possess little historical significance individually, but the neighborhood marks another point in East Chicago's history where the demand for increased housing options led to new development.

Indiana Harbor Section

East of the Indiana Harbor Ship Canal and north of Chicago Avenue is the Indiana Harbor section of the City. Developed after the East Chicago half, this area grew quickly to house workers at the Inland Steel plant.



St. George Serbian Orthodox Church

Indiana Harbor contains nine of the "15 Most Historic Structures and Districts," including:

- **Carnegie Library**: Grand Boulevard and 136th Street
- **Lake County Superior Court Building**: Grand Boulevard and Broadway Street
- **Main Street Historic District**
- **Adler Street Classic Two-Flats**
- **Euclid Ave Classic Three-Flats**
- **St. George Serbian Orthodox Church**: Elm Street and 140th Street
- **Washington Park Historic District**
- **Block Stadium**
- **Inland Steel Office Building**: Dickey Avenue and Watling Street.



Buildings along Indiana Harbor's Main Street.

The Harbor

The North Harbor, East Harbor and West Harbor neighborhoods have a wide variety of architectural styles and building types, including a large number of historically significant structures and districts.

The Main Street Commercial district is comprised of a four-block stretch of Main Street that contains early twentieth century commercial structures. Many of the original buildings have been demolished, leaving missing "teeth" along the streetwall. The historic 1920s Garden Theatre, a major community anchor, was demolished in the mid-1990s. The National City Bank building still stands, although the upper four floors have been removed due to lack of rental interest. Most of the remaining historically important structures are located between 138th Street and Broadway Street and are in poor condition. Important architectural details include brick and terra cotta features, which are especially prevalent in this area.

Grand Boulevard, between 135th and 140th Street, also contains a number of historically important buildings. A collection of residential, multi-family, religious, civic and commercial structures that

represent a microcosm of the architectural styles and ages found in the City exists there. The Carnegie Library is the most significant building on the boulevard and is the only individual structure in the City listed on the National Register of Historic Places. The building is unoccupied and in very poor condition. A non-profit organization, the Carnegie Performing Arts Association, is working to raise money for rehabilitation and conversion of the building into a performing arts center. Some repair work is currently underway. However, a sensitive restoration will be required to ensure the preservation of its historic integrity. A revitalized performing arts center could serve as a major catalyst for redevelopment of the neighborhood.

The East Harbor neighborhood has several areas with distinct architectural styles. Brick bungalows are common north of Sunnyside between Deal and Grace Streets. Most of the bungalows are well maintained and have few additions or alterations. Classic brick two-flats are common along Alder Street and are in very good condition with well-kept yards. Three-flats are present along Euclid Avenue, south of Columbus Drive. Euclid also has a large number of brick homes that add to the historic integrity of the neighborhood.

West Harbor

The Carey/Drummond area in West Harbor is separated from the rest of Indiana Harbor because of the Columbus Drive overpass and four-lane Euclid Avenue. Many of the homes are in poor condition, although larger in size than in other areas. A few homes are abandoned. Architectural features include gabled, gambrel, dormered and flat roofs. The historic integrity of the area is significantly weakened by the lack of maintenance and presence of abandoned properties.



Alder Street Classic Two-Flats.

Sunnyside

The Sunnyside neighborhood was developed by Inland Steel in the 1920s to provide housing for steelworkers. Most of the homes are two-story, side-by-side duplexes with pastel or neutral-colored siding. Structures exhibit a number of different roof lines, including gambrel, hip and gable. These architectural features have a unique character not present in other sections of the community.

Most of the homes are in good condition, although a number of structures have been fully or partially altered. Additional homes were constructed in the 1960s, but lack the character of the original development.

Washington Park

The Washington Park Historic District, located south of Columbus Drive and west of St. Catherine Hospital, is one of the most architecturally impressive areas in the City.

The area was developed in the 1920s around Washington Park for upper-middle income workers associated with the steel industry. Homes were developed in a range of styles, including Colonial and English/Tudor Revival. Although the district technically only incorporates the homes that face the park along Fir and Parrish Streets, the surrounding blocks contain notable structures that contribute to the historic character of the area.

Revival styles are more prevalent in the larger homes, while smaller homes are more modest in style. Although not all the homes are grand in size or architecture, the collection of structures create a distinct character that is unique in East Chicago. The homes are well maintained and have not been altered in ways that would diminish the historic integrity.

Marktown Section

The Marktown Historic District encompasses the entire Marktown neighborhood in northwest East Chicago. The neighborhood was originally developed in 1917 by the industrialist Clayton Mark to provide quality, affordable housing for his workers and their families. The entire concept of Marktown was designed by Chicago-based urban planner/architect Howard Van Doren Shaw to be a fully-contained community with commercial, recreational, and educational facilities, homes for 8,000 workers, and a central gathering space ("Market Square"). Although only a portion of the plan was constructed, the existing section allows a glimpse of an idyllic, planned company town.

Marktown has faced significant obstacles. Property rights were exchanged three times before individual units were sold to residents. The community survived threats of being razed in the 1950s and 1970s. The proposed route of the Cline Avenue extension would have required the demolition of one-third of the neighborhood but was prevented when Marktown was placed on the National Register of Historic Places in 1975 as a historic district.

The architectural style of Marktown is unique and was inspired by English country villages. The buildings have stucco facades, open porches and semi-attached single-family homes. The streets are narrow and vehicles typically park on the sidewalks. Approximately one-quarter of the structures are unoccupied, and many are in disrepair. Many of the other structures have had alterations. There are examples of successful restorations, however many alterations have significantly impacted the historic integrity of the structures. Many of these alterations could be reversed, including the removal of porch enclosures, fencing and inappropriate facades.

The City is in the process of preparing a revitalization plan specific to this historic district.





Marktown Homes.

Issues + Opportunities

Taking care of and protecting historic properties are not easy tasks for a city. There are a number of reasons why some of the properties in East Chicago have been neglected or demolished. However, with every existing issue lies an opportunity for the City to implement some of the ongoing programs and plans that have been created. There are also many new programs that can address the need to respect and preserve East Chicago.

Protection/Designation

An official document that can provide a considerable amount of protection for a historic property is a preservation ordinance. A study conducted by the Historic Landmarks Foundation of Indiana included information on how designating local landmarks and districts through preservation ordinances can protect historic properties, improve the quality of neighborhoods, and increase property value.

An ordinance should be enforced through a Historic Preservation Commission. The City is currently in the process of adopting a Historic Preservation Ordinance and establishing a Historic Preservation Committee.

Redevelopment

Redevelopment can have both negative and positive impacts on historic properties and neighborhoods. Buildings within a redevelopment zone, such as the commercial structures on Main Street, may be at risk during these projects. In general, it would be best for the City to conduct a feasibility study on the revitalization or adaptive reuse of certain buildings within areas targeted for redevelopment by the Comprehensive Plan. A feasibility study would aid the City or developer in determining if restoring any historical integrity would be an economic hardship for the owner and what options exists for adaptive reuse.

East Chicago has a number of revitalization projects underway and proposed for creating a safer, affordable, and more attractive living environment in areas such as Carey/Drummond, Calumet, and Indiana Harbor. A rehabilitation program has been implemented through East Chicago's Redevelopment Authority to assist owners in determining the extent of repairs that are needed to restore properties to safe and decent living conditions. Qualified general contractors participate in this program, and the City's Community Development Block Grant (CDBG) and HOME federal funding provide grants and low interest loans to homeowners for repairs and improvements.

Neighborhood Conservation Districts (NCD) are another form of designation other than "historic" that could be implemented to help protect homes during redevelopment in East Chicago. These districts are usually areas in residential neighborhoods that have a distinct physical character. NCDs don't usually merit the distinction of a historic district, but they are often used when conservation is a primary goal. A wide range of areas in East Chicago could qualify as

NCDs such as the bungalows in North Harbor and the three-flats on Euclid Avenue. A NCD would help protect character-defining streetscapes in older neighborhoods as well as buildings and blocks that may be threatened by redevelopment. Designating a NCD would include the adoption of a designation ordinance.

Tear-Downs

Many historic properties in East Chicago have been lost over the past decade for various reasons. In some instances, it is not always safe or economically feasible for a home or building owner to save a historic property. It is, however, a common misconception that all rehabilitation/historic preservation projects are more expensive than new construction. A recent example of an important building that was torn down is the National Bank and Trust Company Building. The two-story neoclassical building was prominently located on the corner of Chicago and Indianapolis. Not only did this building stand out as a noteworthy piece of architecture, it was made famous when the original bank was robbed by John Dillinger in 1934. Despite the number of empty lots in the area, Walgreens chose this site to place a new store and the building is now gone.

The following are other examples of buildings that were listed in the Lake County Interim Report but have since been demolished:

- **Merchants Building**: 3401-19 Michigan Avenue
- **Garden Theatre**: 3612 Main Street
- **Indiana Harbor Masonic Temple**: 3511 Fir Street
- **Columbus School**: New Addition neighborhood
- **Fire Station No. 4**: 4805 Kennedy Avenue

Landmark designations would provide developers with guidance as to which areas or buildings should be saved. Once the Historic Preservation Committee can begin designating landmark buildings, East Chicago will be able to save the many remaining treasures located throughout the City. The creation of the "15 Most Historic Structures and Districts of East Chicago" was a good start to this process. While it does not technically provide any protection, it highlights the importance of the listed buildings and districts.

Along with designating landmarks, another step to take in protecting historic buildings is to conduct an existing building survey, similar to the Lake County Interim Report. Because the most recent survey was conducted in 1996, an updated City-sponsored survey would be more accessible and accurate. This would also help determine the overall state of the existing building stock in East Chicago and would be a helpful tool during City-wide revitalization.

Residential Properties

Residential properties are the most difficult types to monitor and protect. Without a preservation or building ordinance to regulate additions and maintenance, the historic and cultural integrity of East Chicago can easily be lost. Because there are significant populations of elderly and poor residents in East Chicago, maintenance and restoration may be difficult for some homeowners to put money or physical effort into maintaining their homes.

With the help of the Redevelopment Authority, many of these residents have the opportunity to improve the quality of their homes. It may be that residents who make little or no improvements to their home do so because they are not aware of available City assistance.

State + National Funding

The protection and rehabilitation of historic properties in East Chicago is not the sole responsibility of the City. There are a number of grants, loans, and tax incentives for historic properties that are offered through state and national programs. For example, the Historic Landmarks Foundation of Indiana (HLFI) offers a variety of grants to non-profit and educational programs for both restoration work and feasibility studies. HLFI also offers revolving low-interest loans to non-profit preservation organizations looking to buy or restore historic properties.

The National Trust for Historic Preservation is a private, non-profit organization that is the country's leader in the advocacy, education, and restoration of America's historic treasures. The National Trust provides funding for homes, non-profit or government agencies, and commercial buildings. There is a large variety of funding options that include tax incentives, preservation easements, rehabilitation focused mortgages, loans, and grants. The National Trust is an excellent resource for best practices and model preservation policies for cities such as East Chicago that are going through a rehabilitation phase.



Section 6: Community Facilities

Overview

Community facilities consist of public and government buildings, libraries, schools, and other facilities that provide East Chicago residents, visitors, and businesses with necessary public services.

City

City services and facilities are located in several buildings throughout the City:

- City Hall, Mayor's Office, Community Services Department, Information Technology, Law Department, Human Resources Department, City Controller and Treasurer's Office are located at 4525-27 Indianapolis Boulevard
- City Clerk, City Court, Emergency Management Services, and Police Department are located at 2301 E. Columbus Drive.
- Building Department, Business Development and Planning, Engineering, Traffic and the Waterway Management Department are located at 4444 Railroad Avenue.
- Bus Transit, Central Services, Dog Pound, Sanitary Solids are located at 5400 Cline Avenue.
- Health Department is located at 100 West Chicago Avenue.
- Housing Department is located at 4920 Larkspur Lane.
- Human Rights Commission and Safety Department are located at Chicago Avenue and Grasselli Avenue in Riley Park at 1005 East Chicago Avenue.
- Water Department is located at 400 East Chicago Avenue.
- Fire Department headquarters is located at 3901 Indianapolis Boulevard.
- The Park Department is located at 1615 E. 142nd Street.

These facilities are adequate to meet the current and future needs of the City. To increase efficiency and lower costs, the City should consider consolidating some locations while keeping offices on the west and east sides of the City, which are separated by the Indiana Harbor Ship Canal and the railroad tracks.

County

The Lake County Superior Court Room Two is located within the North Harbor neighborhood.

Library

The library system in East Chicago consists of one main library, one branch library and seven reading rooms. The Main Library is located at 2401 E. Columbus Drive, and includes the East Chicago Historical Room, the Passmore Career Services Center and the Templeton Gallery. The Robert A. Pastrick Branch Library is located at 1008 W. Chicago Avenue. Six of the reading rooms are located in neighborhood community centers, and one is located at St. Catherine's Hospital.

Post Office

The City is served by three post offices.:

- Zip Code 46312-9998: 901 East Chicago Avenue
- Zip Code 46312-2360: 3813 Main Street
- Zip Code 46312-3342: 909 West Chicago Avenue



Post Office

Community Centers

East Chicago provides recreational programs, educational programs and sporting events to local children through eight neighborhood community centers. The centers include:

- Bessie Owens, 4001 Alexander Avenue
- Heritage Hall, 4506 Tod Avenue
- Marktown, 3509 Spruce Street
- Martin Luther King, 4902 Melville Avenue
- Pennsylvania, 3550 Pennsylvania Avenue
- Riley Center, 1005 East Chicago Avenue at Grasselli Avenue
- Roberto Clemente, 3616 Elm Street
- Roxana Community, 900 Shell Street
- 151st Street, 4925 Gladiola Avenue



community center

Schools

East Chicago is served by the School City of East Chicago School District. The District consists of six elementary schools, two junior high schools, and one high school. Table 6.1 shows grades and recent enrollment figures for the school.

Table 6.1: Public Schools

Schools	Grades	2007-2008 Enrollment
Abraham Lincoln Elementary	PK to 6	431
Benjamin Franklin Elementary	PK to 6	757
Benjamin Harrison Elementary	K to 6	595
Carrie Gosch Elementary	PK to 6	432
George Washington Elementary	K to 6	407
William McKinley Elementary	PK to 6	796
Joseph L. Block Junior High	7 to 8	484
West Side Junior High	7 to 8	461
East Chicago Central High	9 to 12	1,532
Total		5,905

Source: Greatschools.net

In addition to the public school district, East Chicago has several private elementary schools and charter schools. Table 6.2 shows grades and enrollment figures.

Table 6.2: Private/Parochial/Charter Schools

Schools	Grades	2005-2006 Enrollment
St. Mary School	PK to 5	98
St. Stanislaus School	PK to 8	139
Greater First Christian Academy	PK to 4	42
Urban Enterprise Academy	K to 4	320

Source: Greatschools.net, www.city-data.com

Colleges/Universities

There are several colleges and institutions of higher education located within East Chicago and in nearby communities. They include:

- Ivy Tech Community College, 410 East Columbus Drive, East Chicago
- Calumet College of St. Joseph, 2400 New York Avenue, Whiting
- Indiana University Northwest, 3400 Broadway
- Kaplan College, 6040 South Hohman Avenue, Hammond
- Purdue University Calumet, 2200 169th Street, Hammond
- Kaplan College, 7833 Indianapolis Boulevard, Hammond
- Indiana College of Commerce, 7147 Kennedy Avenue, Hammond

East Chicago has a campus of the Ivy Tech College system, which has 106,000 students at 23 campuses statewide and provides workforce education and training. The East Chicago campus offers a number of courses and associates degrees.

Utilities

Public Works facilities maintained by the City include:

- Water Filtration Plant, 3330 Aldis Street
- Utility Operations, 5200 Indianapolis Boulevard

The existing infrastructure network in the City of East Chicago consists of the following:

Wastewater Treatment

Wastewater treatment is provided by the City of East Chicago Sanitary District Wastewater Division. The collection system consists of 72 miles of sewers divided into 11 subsystems (2 combined sewers, 3 storm relief, 3 sanitary and 3 stormwater).

The Class IV wastewater treatment plant, located at 5201 Indianapolis Boulevard is a three-stage plant. It averages 15 million gallons per day (MGD) and has a capacity of 27 MGD. The three stages consist of:

- Stage One: preliminary grit removal.
- Stage Two: biological treatment in two 4.2 million gallon oxidation ditches (parallel or in series) and clarification with 5 to 100 feet diameter units.
- Stage Three: tertiary treatment with 6 shadow bed sand filters and post aeration. After the third stage treatment, disinfection is performed with ultraviolet radiation and phosphorus reduction accompanied with ferric sulfate. Bio-solids or sludge dewatering is conducted with 2 belt presses 6 hours daily.

The City reports that the treatment plant is sufficient for current conditions, future growth, and the specific needs of industries in the City.

City officials report that the treatment plant has attracted freshwater sponges and salmon that have found their way into the tertiary treatment area from the Grand Calumet River. This environmental feature is an opportunity for the City to promote its treatment plant and use the wildlife for interpretive/education purposes through the Grand Calumet River Remedial Action Plan.

The United States Army Corps of Engineers (USACE) Chicago District is developing the $900,000 Grand Calumet River Remedial Action Plan and has chosen the East Chicago Sanitary District (ECSD) as the demonstration site. The 600' x 40' channel that carries discharge from the ECSD water reclamation facility into the Grand Calumet River be dredged after a will have a sediment barrier is installed to prevent contaminated sediment from migrating into the channel. The project area will be restored with a more natural stream bed of pools, riffles and meanders, stabilized with slope regrading and monitored for three years after construction.

Water

The pumping capacity is 28 MGD and current daily use is 14 MGD. The City reports that it has adequate capacity to service current and future development, although its current plant is aging. The City is preparing a plan to construct a new smaller, more efficient water filtration plant. The new plant will be located at the northeast corner of the Michigan Avenue/Guthrie Street intersection and is scheduled for completion in 2009. The new plant will have a minimum 18 MGD and maximum 30 MGD pumping capacity.

Power

Northern Indiana Public Service Company (NIPSCO) provides service to 450,000 customers in northern Indiana. NIPSCO representatives reported that the company has sufficient electrical generating capacity to serve the current needs of the area and East Chicago current needs. It also has the ability to purchase electricity on the market. NIPSCO reported that it can support additional residential, commercial, and industrial use in East Chicago.

Natural Gas Utility

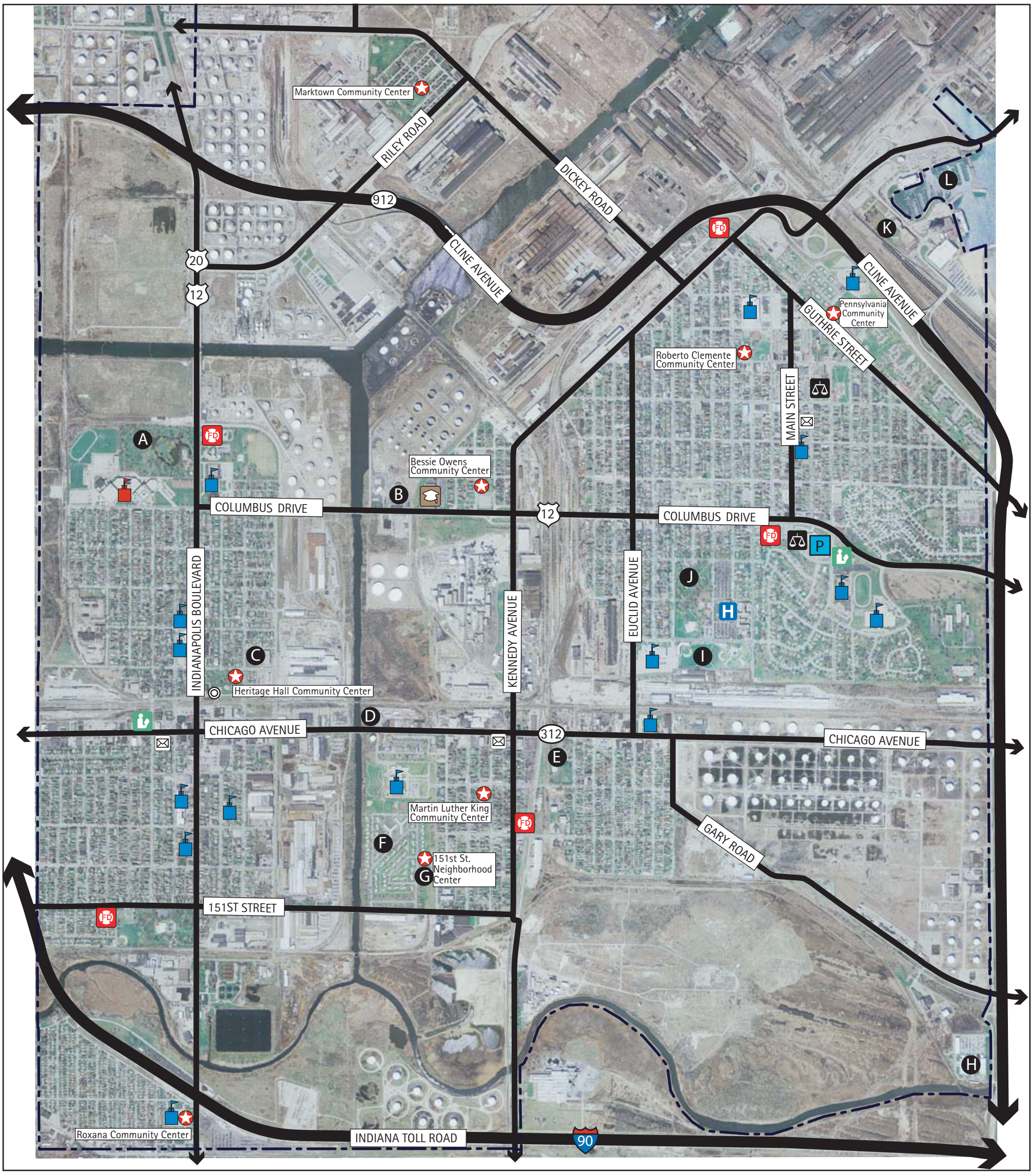
NIPSCO provides service to 750,000 customers in northern Indiana. NIPSCO representatives reported that the company has sufficient natural gas generating capacity to serve the current needs of the area and East Chicago. NIPSCO reported that it can support additional residential, commercial, and industrial use in East Chicago.

Telecommunications

Multiple providers within the City include World Com, Level 3, AT&T, and MCI. The City is currently installing a fiber optic system for linking cameras and computers at City traffic signals. This project is three-quarters complete.

Pipelines

The City has many pipelines due to its highly industrial nature. Pipelines are owned by Wolverine, PraxAir, Explorer, Kinder Morgan, and Westshore.



Legend

- City Boundary
- City Hall
- Railroad
- Expressway
- Major Road

Facilities

- Library
- Courthouse
- Police Station
- Fire Station
- Post Office
- Hospital
- College/ University
- Elementary/ Junior High School
- High School
- Community Centers

- A MacArthur Golf Course
- B School District Office
- C Various City Departments
- D Health Department
- E Housing Department
- F Human Rights Commission
- G Public Works Department
- H Public Works + Dog Pound
- I Block Stadium + Kenny Lofton Little League Comlex
- J Park + Recreation Department
- K Filtration Plant
- L Marina

City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 6.1: Community Facilities

Huff & Huff | RQAW | LAKOTA THE LAKOTA GROUP INC | S. B. Friedman & Company | BauerLatoza STUDIO

NTS

November 2008



Section 7: Transportation

Overview

East Chicago is well served by an extensive transportation system oriented to the City's numerous businesses, as well as its residents and visitors. The system includes:

- One freeway (SR 912)
- One expressway (Interstate 90)
- Seven expressway interchanges
- Major federal and state roadways
- A grid pattern of local streets
- A commuter rail line that links northern Indiana with the City of Chicago (South Shore Line operated by the Northern Indiana Commuter Transportation District)
- A community bus system (East Chicago Transit)
- Nearby Gary Chicago International Airport
- A number of freight rail lines
- Lake Michigan shoreline (for industrial shipping and recreational boating)

Transportation is one of the City's strongest attributes, positioning East Chicago as one of the most accessible business destinations in the Midwest.

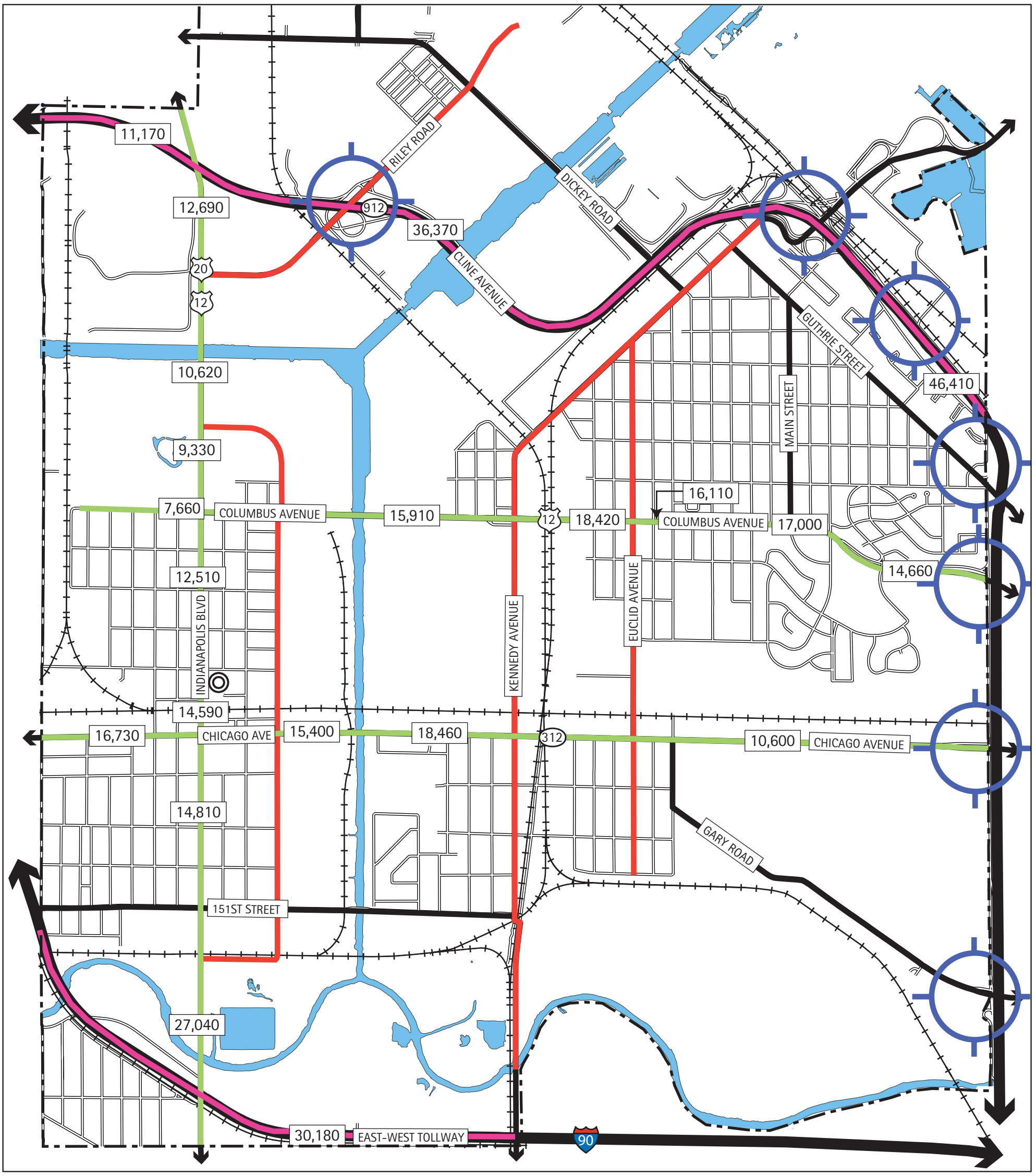
Roadway Network

The City is served by an east-west freeway (I-90/Indiana Toll Road), an expressway (SR 912/Cline Avenue), principal and minor arterial roadways, collector streets, and local streets (see Figure 7.1). The roles of these roadways range from being part of the regional transportation system, to providing inter-community travel routes, to connecting residential neighborhoods. Table 7.1 presents a description of each roadway functional classification and examples within East Chicago.

Table 7.1: Functional Roadway Classifications

Classification	Description	Examples
Freeway/ Expressway	Facility with large traffic volumes serving regional travel with high mobility and limited controlled access locations.	I-90 (Indiana Toll Road) and SR 912 (Cline Avenue)
Principal Arterial Roadway	Roadway serving multiple communities with high traffic volumes, high mobility, and limited access. Links major activity centers, expressways, and collector streets.	SR 312 (Chicago Avenue), US 12 (Columbus Drive), US 20 (Indianapolis Boulevard), and Michigan Street
Minor Arterial Roadway	Interconnects with principal arterial roads providing less mobility and more accessibility than principal roadways.	Riley Road, 152nd Street/Railroad Avenue/McShane Drive, Kennedy Avenue, Indiana Harbor Drive (formerly Michigan Avenue), and Euclid Avenue
Collector Route	Provides land access and traffic circulation within residential, commercial, and industrial areas. Carries moderate traffic volumes and connects local streets to arterial roadways.	129th Street/Dickey Road, Broadway, 140th Street, 144th Street, 145th Street, 149th Street, 151st Street, West Carroll/ Michigan Streets, Canal Street, Gary Road, US 20, Guthrie Street, Parrish Avenue, Grand Boulevard, Main Street, and Alder Street.
Local Street	Comprises the remainder of roadways not included in a higher classification. Carries a low volume of traffic. Provides low mobility and high accessibility to adjacent land and higher-level roadways. Through traffic is discouraged.	Many local streets service the East Chicago residential and commercial areas.

Source: Indiana Department of Transportation Design Manual, American Association of State Highway + Transportation Officials, RQAW



Legend

- City Boundary
- City Hall
- Interstate (XX)
- U.S. Highway (XX)
- State Highway (XX)
- Railroad
- Expressway
- Major Road
- Average Daily Traffic (XX,XXX)
- Interchange
- Principal Arterial
- Major Arterial
- Minor Arterial Collector

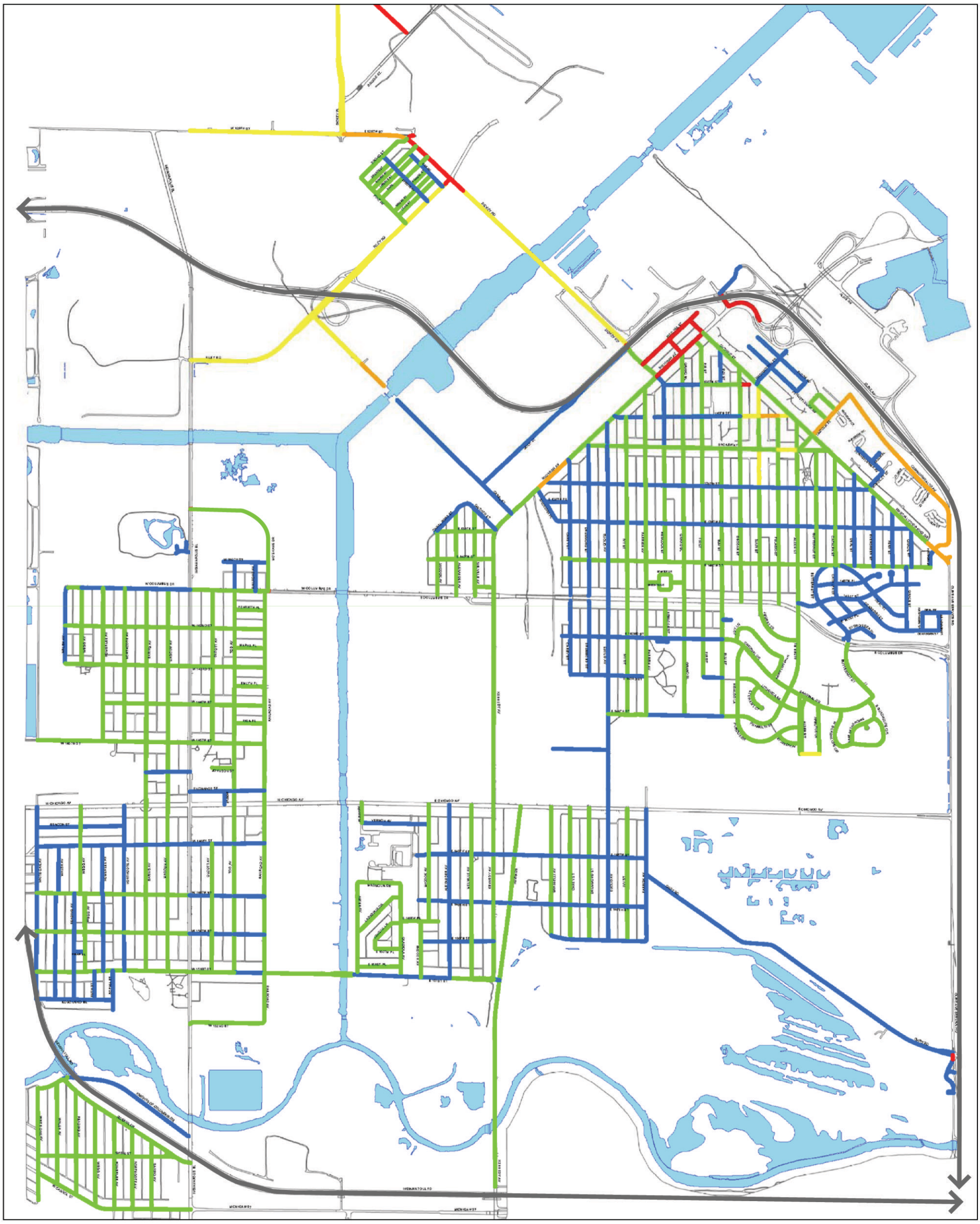
City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 7.1: Street Classifications

NTS

November 2008



Legend

- Very Poor - Severe potholes, extensive cracking, very poor ride.
- Poor - Bumpy ride, several potholes, extensive cracking.
- Fair - Comfortable ride, some cracking, minor potholes.
- Good - Smooth ride, minor cracking.
- Excellent - New or recently paved road.
- Interstate

City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 7.2: Street Conditions

Hoff & Hoff · ROAW · LAKOTA THE LAKOTA GROUP INC · S. B. Friedman & Company · BauerLatoza STUDIO

NTS

November 2008

Freeways and Expressways

I-90 (Indiana Toll Road) runs through the southwest corner of East Chicago, adjacent to the South Shore Line commuter rail. There are no interchanges within the City, but I-90 (Indiana Toll Road) is accessible by interchanges with SR 912 (Cline Avenue) to the west and with SR 912 (Cline Avenue) and Gary Road to the east. The State of Indiana has leased I-90 (Indiana Toll Road) to Statewide Mobility Partners, a multinational joint venture, until 2056.

SR 912 (Cline Avenue) runs east-west through north East Chicago and then north-south along the City's east boundary. Except for a section between Watling and Guthrie Streets, much of the roadway is elevated. Interchanges in the City are located at Riley Road, Indiana Harbor Drive, Ameristar Boulevard, Martin Luther King Jr. Drive, US 12 (Columbus Drive), SR 312 (Chicago Avenue) via Cline frontage, and Gary Road. An interchange with US 20 (Michigan Street) is located just southeast of the city and an interchange with I-80/I-94 (Borman Expressway) is located south of the City in Hammond.

SR 912 (Cline Avenue) acts as a barrier between Indiana Harbor neighborhoods and the Lake Michigan shoreline. The main access point is the Indiana Harbor Drive interchange, which has a complicated layout and inhibits pedestrian movement. Eastbound traffic heading to the marina and casino must also use the Indiana Harbor Drive interchange rather than the Resorts Boulevard interchange. SR 912 (Cline Avenue) is under the jurisdiction of the Indiana Department of Transportation (INDOT). Both Roads are included in the National Highway System (NHS), which is comprised of highways with high national importance to transportation, commerce, and defense. As part of the NHS, these two routes are eligible for federal funding.

I-90 (Indiana Toll Road) and SR 912 (Cline Avenue) are also included in the National Truck Network (NTN), which regulates the weight and length of semi-trucks using the roadways.

East of the Michigan Avenue interchange SR 912 (Cline Avenue) is also classified as an Indiana Extra Heavy Duty Highway by INDOT. This highway designation allows trucks to move loads that are heavier than normally allowed, such as double coils of steel from steel mills.

Principal Arterial Roadways

US 20 (Indianapolis Boulevard) runs north-south along the full length of the west side of the City. It becomes US 12/20 (Indianapolis Boulevard) north of US 12 (Columbus Drive). It is a major commercial/industrial corridor in the Northside and Southside neighborhoods. US 20 (Indianapolis Boulevard) has an interchange with I-80/I-94 (Borman Expressway) in Hammond. The route has two lanes in each direction. US 12/20 (Indianapolis Boulevard) is included within the NHS and NTN. The Northwestern Indiana Regional Planning Commission (NIRPC) Connections 2030 Regional Transportation Plan recommends that travel lanes be added.

US 12/20 (Indianapolis Boulevard) is a truck route that brings significant traffic through the Northside and Southside neighborhoods and one of the City's main commercial districts. With a planned Railroad Avenue overpass at the CSX tracks, the City is considering coordinating with INDOT to reroute the trucks. The new route would utilize a current local truck route and remove trucks from of US 12/20 (Indianapolis Boulevard) between 152nd Street and McShane Drive by routing them over the new overpass. This truck route is complicated by the offset intersection of US 12 (Columbus Drive), McShane Drive and Railroad Avenue and the recent narrowing of McShane Drive. McShane Drive will require realignment to intersect US 12 (Columbus Drive) in line with Railroad Avenue. This new truck route will be signed for clarity.

The Columbus Drive section of US 12 has two lanes in each direction, although sections of the road near the SR 912 (Cline Avenue) interchange have an additional lane as well as a center median. US 12 (Columbus Drive) is included in the NHS and the NTN.

SR 312 (Chicago Avenue) runs east-west the full width of the City and is a major commercial/industrial corridor. The route is comprised of two lanes in each direction with segregated left-turn lanes at major intersections. On-street parking lanes are present near US 20 (Indianapolis Boulevard). SR 312 (Chicago Avenue) is designated as an Extra Heavy Duty Highway. The NIRPC Connections 2030 Regional Transportation Plan recommends the addition of travel lanes to Chicago Avenue.

All principal arterial roadways in East Chicago are under the jurisdiction of INDOT and are eligible for federal aid.

Minor Arterial Roadways

Minor arterial roadways provide connections between principal arterial roadways. All minor arterial roadways are eligible for federal aid.

Riley Road provides connections between US 12/20 (Indianapolis Boulevard) and Dickey Road, and it has an interchange with SR 912 (Cline Avenue). Riley has two lanes in each direction. It is an important road for the steel and petroleum industrial uses on the City's north side.

Kennedy Avenue and Indiana Harbor Drive combine to provide a north-south connection from Indiana Harbor to the City's southern border and beyond. The route has two lanes in each direction. Kennedy's intersection with 151st Street and Huish Drive is complicated due to a jog in Kennedy's alignment and bisecting, at-grade railroad tracks.

Euclid Avenue connects Indiana Harbor Drive with SR 312 (Chicago Avenue). The route has two lanes in each direction and travels through several residential blocks in the Washington Park and West Harbor neighborhoods.

Collector Streets

Prominent examples of collector streets in East Chicago are Main Street and Broadway, commercial streets in Indiana Harbor. All collector streets are classified as urban major or urban minor collector streets and are eligible for federal aid.

Some industrial areas lack effective collector street configurations. Access to ArcelorMittal properties, particularly west of the Indiana Harbor Ship Canal, is difficult.

Local Streets

The City's neighborhoods were mostly developed with a traditional grid pattern of streets that provide numerous access points and circulation routes.

The City conducts an annual survey of roadway conditions of local streets. Its most recent results indicated that approximately 80% of the surface conditions of streets are in good to excellent condition (see Figure 7.2).

Planned Projects

The following projects are planned improvements to East Chicago's roadway network.

- A Railroad Avenue overpass of the CSX Railroad main line is planned for construction in 2008. (INDOT Project No. IN52(001), Des. No. 0200188).
- The City plans to reconstruct much of Main Street between 2008 and 2011. The project will include new roadway, water lines, sewer lines, lighting, traffic signals, bus shelters and pedestrian amenities.
- The City plans to reconstruct Broadway between 2008 and 2011. The project will include new roadway, water lines, sewer lines, lighting, traffic signals, bus shelters and pedestrian amenities.
- The City is planning to review traffic signal coordination to improve efficiency during peak traffic periods. Signal coordination will be tied to one central computer.
- The City is planning to review the efficiency of intersections with 4-way stops.
- The City is working with the City of Hammond on the reconstruction of White Oak Avenue between 145th Street and Columbus Drive to encourage industrial development along this corridor.
- The City is planning to change Alexander Avenue from one-way northbound to two-way and McCook Avenue from one-way southbound to one-way northbound to improve traffic flow in the Calumet neighborhood.

- The City is planning a coordinated effort between INDOT and ArcelorMittal to add East Chicago on exit signs off SR 912 (Cline Avenue). The City is also planning to coordinate with INDOT in an effort to add East Chicago to other exit signs in the area.

Roadway Network Summary

With the high number of roadways on the National Truck Network and the existence of Extra Heavy Duty Highways, East Chicago has an adequate roadway network for industrial development. The proposed improvements, including the Railroad Avenue overpass and rerouted truck route, will improve the efficiency of truck movements within the community. Access to other industrial areas should be evaluated, including improved access to ArcelorMittal.

The addition of another interchange, either on SR 912 (Cline Avenue) at US 12/20 (Indianapolis Boulevard) on the northwest side of the City or on I-90 (Indiana Toll Road) at US 20 (Indianapolis Boulevard) on the southwest side, would provide motorists better access to the west side of East Chicago.

The City, the installation of wayfinding signs to places of interest within East Chicago along with gateway signs at all major city entrances would be helpful to assist motorists in navigating. Also, the local truck routes should have signage for the benefit of the truck drivers.

Most street surfaces within the community are in fair to excellent condition and do not require significant improvements at this time.

Bus Service

The City's East Chicago Transit provides free bus service to its citizens. There are four bus routes, which run from as early as 5:55 a.m. to as late as 8:40 p.m. Monday through Friday and from 9:05 a.m. to 4:40 p.m. on Saturdays. All East Chicago Transit vehilces are ADA accessible.

The City also offers a free, on-call paratransit bus service (East Chicago Transit Complementary Paratransit Service). Paratransit bus service is also offered by North Township.

There are four bus routes currently serving the community:

- **Route 1: – Crosstown:** Provides service between East Chicago and Indiana Harbor sections of the City. Bus frequency is approximately every 45 minutes between early morning and late evening.
- **Route 2 – West Calumet:** Provides service to Marktown, Indiana Harbor, Calumet and Roxana. Bus frequency is approximately every 1.25 hours early morning and evening.
- **Route 3 – New Addition/Northside:** Provides service between the Indiana Harbor and the South Shore Line station. Bus frequency is every 1.10 hours and only runs from 6:35 a.m. to 8:05 a.m.
- **Route 4 – Griffith Plaza (Northbound):** Provides service from South Shore train station, the City of East Chicago, Griffith Plaza, Purdue Calumet University, and Walmart. Bus frequency is approximately every 1.5 hours.
- **Route 4 – Woodmar Mall (Southbound):** Provides the same service as Route 4 - Griffith Plaza,but in the opposite direction to cut wait time. Bus frequency is approximately every 1.5 hours.

East Chicago Transit is working with the Northern Indiana Regional Planning Commission (NIRPC) and Regional Bus Authority (RBA) to provide better connections with transit systems in surrounding communities. The possibility of adding service to River Oaks Shopping Center in Calumet City, Illinois, is also being studied.

Rail

Passenger

The City is served by the South Shore Line commuter rail, which has a station at 5615 Indianapolis Boulevard. The South Shore Line is operated by the Northern Indiana Commuter Transportation District (NICTD) and provides links to Downtown Chicago, Hammond, Gary, Michigan City, and South Bend. The line provides frequent weekday rush hour service, as well as more limited service at other times. The East Chicago station's parking lot accommodates approximately 3,000 vehicles and is usually full on weekdays.

Weekday frequency and quality of service provided by the South Shore Line is adequate for East Chicago residents. Weekend service is less frequent with trains at two-hour intervals. The station at East Chicago is accessible to a wide variety of users, is in good condition, and provides adequate parking for commuters.

Planning is in the early stages for construction of a high-speed passenger rail line along the Norfolk Southern railroad along Cline Avenue near the marina and extending northwest to Chicago and southeast to Fort Wayne with a terminal at the Gary/Chicago International Airport.

Freight

East Chicago is bisected by a large number of rail corridors and yards that carry freight through the City and provide connections with existing industrial facilities. Two main east-west freight lines serve the community. The Norfolk Southern main line runs parallel to the Lake Michigan shoreline. The CSX main line runs parallel to SR 312 (Chicago Avenue). There are also connector lines, including the EJ&E and the Indiana Harbor Belt (IHB) Kankakee Line.

A number of freight lines operate at-grade within East Chicago and may cause traffic congestion at at-grade road crossings. The CSX Railroad main line runs at-grade parallel to SR 312 (Chicago Avenue), and north-south road traffic is often delayed waiting for freight trains to pass. A railroad overpass at Railroad Avenue is already planned. Construction of a railroad overpass at Kennedy Avenue would further ease traffic congestion in this area.

The City is currently assessing the potential to consolidate, relocate and or remove underutilized rail spur storage lines. A major focus is to open up land for redevelopment along the lakeshore. The initial assessment indicated that not all of the rail lines in this area can be removed, but several could potentially be consolidated depending on cost.

Water

The Indiana Harbor Ship Canal acts as an industrial waterway and harbor, although the canal is only navigable as far as US 12 (Columbus Drive). The canal is composed of two branches, the Lake George branch and the Grand Calumet River branch, and connects the Grand Calumet River with Lake Michigan. The U.S. Army Corps of Engineers has begun a dredging project to ensure the canal's continued use as a navigable waterway. The canal also acts a significant barrier to movement within the City by inhibiting road and rail connections.

Located at the mouth of the Indiana Harbor Ship Canal, Indiana Harbor was the 45th busiest harbor in the United States in 2002 and handled 13.3 million metric tons of cargo. Iron ore, steel, petroleum-based products, and limestone comprise most of the cargo.

The East Chicago Marina, located north of SR 912 (Cline Avenue), provides recreational access to Lake Michigan. It provides 294 boat slips, boat ramps, dry dock storage, and a repair shop. The City will be relocating its water filtration plant and studying the potential of expanding marina.

Air

Three airports are easily accessibly by City residents and businesses. Gary/Chicago International Airport is located adjacent to East Chicago's southeast border in Gary. Chicago's Midway and O'Hare International Airports are located 15 miles and 30 miles, respectfully from East Chicago.

Gary/Chicago International Airport has planned a $59 million dollar expansion and improvement of its passenger terminal and principal runway. The expansion will require land acquisition, changes to the EJ&E rail embankment, the removal of petroleum tanks located west of Cline, and the burying of electric lines. The airport expansion presents an opportunity for East Chicago to develop airport-related business in the southeast corner of the City.



Section 8: Market Analysis

Overview

A market analysis was conducted to assess the potential support for new residential, commercial and office/industrial development in the City of East Chicago. The market analysis builds upon the Economic Future Study being conducted by *S.B. Friedman & Company* and Cender & Company for the Gary-Hammond-East Chicago Empowerment Zone to assess the competitive position of the region, evaluate opportunities for future economic growth, and identify specific actions needed to facilitate economic growth. The findings of the Economic Future Study were incorporated into this market analysis.

This section begins with an assessment of key socio-economic trends and projections for East Chicago and the region, followed by an overview of key findings from the Economic Future Study. It concludes with an analysis of potential demand for new residential, commercial, and industrial development within East Chicago.

While Lake and Porter counties and the surrounding region continue to grow, East Chicago continues to lose population and struggles to attract new development. The retention and creation of higher wage jobs is only the first step in reversing the declining population and increasing income growth for East Chicago residents. In addition, residents must have the education and skills needed to compete for job opportunities, and East Chicago must offer housing opportunities, shopping, services, and an overall quality of life that attracts new residents and retains existing residents. There are assets—including existing industrial specialization in the region, the lakefront, and the growing number of Hispanic shops and services—which East Chicago can build upon to improve its competitive position and potentially capture a greater share of the region's growth. Efforts to improve the City's competitive position and enhance its quality of life are already under way. In other areas, a long-term, sustained commitment is required to bring about the changes needed to improve the city's competitive position.

Demographic Trends

As shown in Table 8.1, the surrounding region is growing, but the older urban areas of Gary, Hammond and East Chicago are losing population. Projections obtained from Claritas, a nationally recognized demographic data provider, indicate that this trend is expected to continue.

Table 8.1: Regional Population Trends

Area	2000 Population	2006 Population (Estimated)	2011 Population (Projected)	% change 2000 to 2011 (Projected)
East Chicago	32,414	30,860	29,805	-8.05%
Gary	102,746	98,674	96,059	-6.51%
Hammond	83,048	79,047	76,237	-8.20%
Lake County	484,564	494,135	503,528	3.91%
Porter County	146,798	157,993	167,575	14.15%
Gary Metro Division*	675,971	698,788	719,604	6.45%
State of Indiana	6,080,485	6,295,219	6,482,674	6.61%
Chicago-Naperville-Joliet IL-IN-WI Metro Area	9,098,316	9,486,011	9,808,520	7.81%

Sources: U.S. Census Bureau, Claritas. *Gary Metro Division consists of Lake, Porter, Jasper, and Newton Counties.

Global competition and technological improvements have resulted in the loss of thousands of manufacturing jobs in Northwest Indiana and other industrialized regions across the U.S. Nonetheless, manufacturing remains an integral part of the local economy and today more residents of Gary, Hammond and East Chicago are employed in manufacturing than in any other sector (see Table 8.2). Furthermore, wages within this sector are far higher than wages in other major employment sectors in the region such as the health care/social assistance and retail sectors. According to the Bureau of Labor Statistics, average 2005 annual manufacturing wages in Lake and Porter counties were $62,920 and $64,194, respectively. Yet median household income within Gary, Hammond and East Chicago is significantly lower than that of the surrounding region, and income growth within the three cities is not keeping pace with income growth in the region.

Table 8.2: Employment by Sector for Gary, Hammond and East Chicago Residents

Area	2006 Employment (Estimated)	Percentage of Labor Force (2006 Estimated)
East Chicago		
Manufacturing	2,333	24%
Retail Trade	995	10%
Healthcare/Social Assistance	984	10%
Educational Services	811	8%
Entertainment/Recreation Services	621	6%
Other Industry Sectors	4,090	42%
Gary		
Manufacturing	6,592	19%
Healthcare/Social Assistance	5,515	16%
Retail Trade	3,519	10%
Educational Services	3,094	9%
Accommodation/Food Services	2,144	6%
Other Industry Sectors	13,808	40%
Hammond		
Manufacturing	6,437	20%
Retail Trade	4,017	12%
Healthcare/Social Assistance	3,320	10%
Accommodation/Food Services	2,354	7%
Educational Services	2,211	7%
Other Industry Sectors	14,197	44%

Sources: U.S. Census Bureau, Claritas

As indicated in Table 8.3, the 2006 median household income in Northwest Indiana's three industrial cities was less than $40,000—more than $10,000 less than the larger county and metro regions. Several factors likely contribute to this situation including a substantial decrease in the overall number of higher wage jobs in the region, as well as the work-readiness of residents and their ability to compete for jobs that become available. Furthermore, key stakeholders interviewed for this study indicate that many residents who do obtain higher wage jobs with local manufacturers or other employers often move out of urban areas and into the suburbs of Lake and Porter counties.

Table 8.3: Regional Income Trends

Area	2000 Median HH Income	2006 Median HH Income (Estimated)	2011 Median HH Income (Projected*)	% change 2000 to 2011 (Projected*)
East Chicago	$26,781	$28,599	$30,017	12.08%
Gary	$27,561	$29,499	$31,015	12.53%
Hammond	$35,629	$37,629	$39,546	10.99%
Lake County	$42,107	$46,782	$50,135	19.06%
Porter County	$53,853	$59,743	$64,012	18.86%
Gary Metro Division+	$44,536	$49,646	$53,522	20.17%
Indiana	$41,809	$47,913	$52,505	25.58%
Chicago-Naperville-Joliet IL-IN-WI Metro Area	$51,449	$58,581	$64,026	13.86%

Sources: U.S. Census Bureau, Claritas
* Income figures are in nominal dollars (do not account for inflation)
+ Gary Metro Division consists of Lake, Porter, Jasper, and Newton Counties.

East Chicago Demographic Profile

For more than 100 years, steelmakers and other local industries attracted workers and their families to the City of East Chicago. During the peak of the great Industrial Revolution, East Chicago was known as America's ultimate melting pot where four out of five of its citizens were foreign-born. In recent years, the City has experienced a slow, but steady, population decline, as well as substantial changes to the racial and ethnic composition of the population. According to the U.S. Census Bureau, the population of East Chicago in 2000 was 32,414, which represents a decrease of 4.3% from 1990's population of 33,892. The population decreased another 4.8% to 30,860 by 2006.

Similar to the population decline pattern, East Chicago has been experiencing a decline in households. From 2000 to 2006, there was a loss of 469 households. By 2011, the number of households is expected to decrease by another 384 households to 10,854 households. While the number of households has been declining, the average household size and average family size have remained the same. Although average household and family size is three to four persons, it is important to note that approximately 23% of all East Chicago families have household sizes of five persons or more, as summarized in Tables 8.4 and 8.5.

Table 8.4: Household Statistics

Census Year	Number of Households	Average Household Size	Average Family Size
1990	12,122	2.78	3.42
2000	11,707	2.75	3.41
2006	11,238	2.73	Not Available
2011	10,854	2.73	Not Available

Source: U.S. Census, Claritas

Table 8.5: Family Households by Size

Household Size	2000 (% of Total)	2006 (% of Total)	2011 (% of Total)
2 persons	32.30%	32.63%	32.65%
3 persons	25.53%	25.56%	25.50%
4 persons	19.29%	19.24%	19.13%
5 persons	12.73%	12.47%	12.45%
6 persons	5.83%	5.96%	6.12%
7 or more persons	4.32%	4.13%	4.16%

Source: U.S. Census, Claritas

A slight majority of East Chicago's residents are of Hispanic descent. Approximately 52% of the population is Latino, most of whom are of Mexican heritage. According to interviews and focus group meetings, since the 2000 Census release, the Latino population has continued to grow. East Chicago has primarily served as a second stop for Latinos moving from the Chicago area. Mobility data from 2000 appears to support this theory. More than a third of East Chicago's 2000 population lived in the City less than five years. Approximately 66 percent of this new population moved from the City of Chicago. According to key stakeholder and focus group interviews, the main attraction to the community is job opportunities and lower cost housing compared with rising housing values in Chicago.

Table 8.6 and 8.7 display the racial and ethnic composition of residents within East Chicago.

Table 8.6: Racial Profile

Race	Number	Percent
Caucasian	11,843	36.5%
Black or African-American	11,695	36.1%
American Indian/Alaskan Native	166	0.5%
Asian/Hawaiian/Pacific Islander	92	0.3%
Other Race/Two or More Races	8,618	27%
Asian	66	0.2%
Hawaiian/Pacific Islander	26	0.1%
Total	**32,414**	**100%**

Source: U.S. Census Bureau, 2000.

Table 8.7: Ethnic Profile

Ethnicity	Number	Percent
Hispanic/Latino Origin	16,728	51.6%
Non-Hispanic or Latino	15,686	48.4%
Total	**32,414**	**100%**

Source: U.S. Census Bureau, 2000
The U.S. Census Bureau considers race and Hispanic/Latino origin to be two separate data sets. Hispanics and Latinos can be of any race. For example, a Caucasian or African-American person may also be of Hispanic origin.

Although the manufacturing sector has experienced decline in the Northwest Indiana region and across the country, it remains the largest employer for East Chicago workers. As shown in Table 8.2, nearly one-quarter of East Chicago residents work in manufacturing. The City's steel and petroleum industries, dominated by ArcelorMittal and BP Amoco, employ many East Chicago residents. Other large, non-manufacturing employers include Resorts Casino and St. Catherine's Hospital.

Workers' occupations reflect the nature of the industries where East Chicago residents work. Production, transportation, and material-moving occupations followed by sales and office occupations are the most common occupations of working residents. Service occupations, including hospitality, maintenance, and security jobs, are the third-most-represented occupation.

Table 8.8 displays the employment distribution of East Chicago workers among the top five occupations represented.

Table 8.8: East Chicago Occupations

Occupation	2000 Employment	Percentage of Labor Force
Production, transportation, and material-moving occupations	2,915	28%
Sales and office occupations	2,481	24%
Service occupations	2,263	22%
Management, professional, and related occupations	1,798	17%
Construction, extraction, and maintenance occupations	952	9%

Sources: U.S. Census Bureau, Claritas

Today's economy requires education and skills beyond a high school diploma, and East Chicago residents are falling behind. According to 2000 Census, approximately 60% of East Chicago residents 25 years and older had graduated from high school (compared to 80% nationwide), and only 7% of residents in this age group had attained a bachelor's degree or higher (compared to nearly 25% of residents 25 years and older nationwide). Furthermore, local employers expressed concern about the educational attainment and workforce readiness of young workers entering the workforce.

Table 8.9: East Chicago Residents' Educational Attainment

Population Age 25 + Above	Number	Percent	Percent (Indiana)	Percent (U.S.)
High School Graduates	11,375	60.6%	85.3%	80.4%
College Graduates (Bachelor's)	1,324	7.1%	21.3%	24.4%
Total Population	**18,777**			

Source: U.S. Census

As displayed in Table 8.10, the City's median household income is significantly lower than the county and overall Gary and Chicago Metro areas and is projected to grow at a slower rate than the surrounding areas. The City's median household income in 2006 was $28,599, which is less than half of the median income of the Chicago Metro area. Income projections report nearly three out of four households (74%) earn less than $50,000 in annual income and according to the 2000 Census, one in four East Chicago residents live below the poverty level (24.4% or 7,845 individuals in 2000). As discussed previously, the decline in higher-wage jobs (particularly in the manufacturing sector) and the emigration of higher income households to more affluent communities of Northwest Indiana contribute to the stagnation of incomes within East Chicago.

Table 8.10: Household Income

Household Income	Number	Percent
Less than $25,000	4,999	44.5%
$25,000 to $49,999	3,303	29.4%
$50,000 to $74,999	1,660	14.8%
$75,000 to $99,999	677	6.0%
$100,000 to $249,999	559	5.0%
$250,000 or more	40	0.4%
Total	**11,238**	**100.0%**

Source: U.S. Census
*Data is based on March 2000 survey conducted by the U.S. Census. Excluded from this tabulation are people who were employed, but not at work during the reference week.

The City's population growth is dependent on its ability to attract new residents. East Chicago can build on the increase in its Latino population and position itself not only as a next stop for Chicago area residents but also as a potential "port of entry" from Mexico and other Latin American countries. While some strategies to attract this population are dependent on national immigration reform, there are strategies the City may be able to pursue locally. General strategies include the availability of higher wage jobs, quality and affordable housing, and access to services. More specific strategies to accommodate Latinos and other immigrant populations may include education and workforce training to prepare newcomers for available jobs, better access to jobs, and increased bilingual and bicultural institutions and community programming.

Community Institutions

Schools

East Chicago's economic future depends, in part, upon the quality of local schools and the educational attainment of residents. A strong education system helps attract and retain employers, position residents to compete for new jobs (which increasingly demand mathematical and technological skills), and retain and attract families with school-aged children.

The City's public education system appears to be an obstacle to attracting and keeping residents. Many business and community representatives who were interviewed agreed that residents are moving out of East Chicago to get their children into better schools, and potential residents are avoiding East Chicago because they do not want to send their children to local public schools.

Data from the Indiana Department of Education supports these sentiments. East Chicago public schools performed worse than the state average during the 2006-2007 school year. As shown in Table 8.11, statewide, 71% of students passed the English portion of the Indiana Statewide Testing for Educational Progress (ISTEP) test and 74% passed the Math portion. In East Chicago, only 52% passed the English portion, while 55% passed the Math portion. Table 8.12 shows a summary of individual public and private school performances in East Chicago. The percentages are based on a combination of English/Language Arts and Math.

Table 8.11: Performance of Local Schools (2006-2007)

Test	District Average Passing	State Average Passing
English/Language Arts	52.3%	71.4%
Math	55.3%	73.7%
English & Math	41.7%	63.8%

Source: Indiana Department of Education

Table 8.12: Students Passing Both English/Language Arts + Math by School (2007-08)

School	School %	State %
Abraham Lincoln Elementary	34.9%	63.8%
Benjamin Franklin Elementary	47.2%	
Benjamin Harrison Elementary	49.7%	
Carrie Grosch Elementary	41.2%	
Eugene Field Elementary	30.4%	
George Washington Elementary	44.8%	
William McKinley Elementary	57.2%	
East Chicago Urban Enterprise Academy	43.8%	
Joseph L. Block Junior High	39.0%	
Westside Junior High	41.0%	
East Chicago Central High	32.8%	
St Stanislaus Catholic School	61.8%	
Indiana Harbor Catholic School (2005-06)	40.0%	64.2%

Source: Indiana Department of Education

The East Chicago Urban Enterprise Academy, a new charter school in its second year of operation, scored slightly higher than the district average, but not as high as the State average. One of the city's two private schools, St. Stanislaus Catholic School, surpassed the district's averages and nearly matched the State's performance.

In addition, the City administers the Jobs, Education & Training Program (JET), which works with local industrial and utility companies to prepare high school students for work or higher education. The program also provides training for residents 18 and older as well as a pre-apprentice program in education.

To improve its competitive position, East Chicago must build upon the successes of the charter and private schools, and continue efforts to improve the performance of the overall public education system.

Other Quality of Life Factors

In addition to the availability of good jobs, quality, and affordable housing, and the quality of local schools, other factors are also increasingly important in decisions to relocate to or remain in a particular location.

The quality of life within a community is defined by many factors, and individuals will weigh these factors differently. Several key challenges regarding the quality of life in East Chicago emerged during key person interviews and focus group discussions, including the need for more youth activities and concerns about crime and gang activity. Opportunities to improve community life were also identified, including ongoing efforts to strengthen arts and cultural activities, open up parks and schools for more activities and provide better access to the lakefront. To compete with surrounding communities, which are attracting more middle income and higher income homebuyers, East Chicago must build upon its assets and address specific concerns to provide a higher quality of life for existing and prospective residents.

Youth Activities

Residents participating in the focus group discussions were concerned that there are not enough programmed activities for youth who are interested in other programs, besides the sports-oriented programs offered through the City's Parks and Recreation Department. Residents indicated that they must take their children to venues outside East Chicago for karate, gymnastics, and arts-oriented programming. However, there have been increasing efforts in recent years to offer arts activities after school, and these activities are expected to expand in upcoming years (see "Arts and Culture" discussion below). In addition, the City has an abundance of community centers and active recreation facilities. While programming and activities offered at these facilities are typically sports-oriented, the programs are above and beyond what is typically offered by cities of this size. These park facilities and programs represent a strong asset for East Chicago.

Safe Neighborhoods

Concerns about crime and gang activity are also an issue for East Chicago. Local residents and business operators spoke of the need for a long-term strategy to invest in educational, recreational and employment activities for youth and young adults to provide real alternatives to gang involvement.

Arts + Culture

There is growing appreciation of the contribution arts and cultural activities make to a community's quality of life. In addition to providing opportunities for personal and social enrichment, arts and culture also play a unique role in defining a community's image, strengthening and enriching education, facilitating civic dialogue, and building social networks in neighborhoods. The East Chicago Arts Initiative (ECAI) was recently established to promote the availability of arts

resources in East Chicago and surrounding communities. An umbrella group of arts organizations and individual artists, ECAI seeks to provide arts activities at local schools and throughout the community.

ECAI is currently working with another new organization, the Carnegie Performing Arts Association, to explore the feasibility of renovating the historic Carnegie Library into a new cultural center with 18,000 square feet of studio, classroom, and performance space. This facility will be a strong asset for the North Harbor neighborhood and a focal point for arts and cultural activities for the entire city.

Sense of Community

East Chicago has a history of welcoming newcomers who come to the City seeking jobs and affordable housing. Long-time residents speak proudly of the community's historical racial and ethnic diversity. They speak highly of the willingness of residents and business owners alike to step up and volunteer their time and energy to make East Chicago a better place to live, work, and run a business. This creates a sense of community and civic pride that strengthens the City. The growing base of Hispanic shops and restaurants is also an asset, which may be used to attract Hispanic families from the Chicago area who are seeking more affordable and/or less dense housing options.

Better Lakefront Access

The lakefront is a regional and local asset — one that the growing communities to the south cannot offer. From a market standpoint, improving public access to the lakefront can improve the City's competitive position for new residential development. On the other hand, much of the City's industrial base is concentrated along the lakefront and the Indiana Harbor Ship Canal, and the substantial capital investment made in industrial facilities makes it likely that these industries will remain at the Indiana Harbor for decades to come. However, many of these companies have underutilized facilities or land which could potentially be consolidated. This could present opportunities to develop new green space, increase public access to the lakefront, and provide better buffers between land uses.

Efforts are already underway to reclaim portions of the lakefront for public access. Currently, there are multiple rail tracks as close as 300 feet from the shoreline. East Chicago and Gary are working together to secure funding from the Regional Development Authority to determine the feasibility of relocating and consolidating the railroad tracks to open up developable land. It has been indicated by City staff that as much as 100 acres of land in East Chicago and up to 350 acres of land in Gary could potentially become available. Additionally, East Chicago is relocating its water filtration plant and is working with ArcelorMittal to consolidate some of their operations along the lake to open up more land for development.

Industrial + Business Development

Economic Future Study

Opportunities to strengthen and expand the local economy to retain and create jobs were analyzed in the regional Economic Future Study, conducted by *S.B. Friedman & Company* and Cender & Cender for the Empowerment Zone. A summary of key findings from the study is presented here as well as estimates of the amount and type of land needed to accommodate potential development opportunities in East Chicago.

Existing Industry Specialization

Lake and Porter counties have substantial industry specialization in primary metal manufacturing (steel), petroleum manufacturing and distribution, gambling, truck transportation, utilities and waste management/remediation. Although globalization and technological improvements have resulted in substantial job losses in the steel sector in recent years, primary metal manufacturing continues to provide more than 18,500 jobs in Lake and Porter counties. In addition, the steel sector supports thousands of indirect jobs by purchasing goods and services from companies in the region.

The Economic Future Study identified potential opportunities to attract additional businesses that supply or purchase goods from the steel sector, as well as other sectors with a strong local presence. Sectors, which present potential growth opportunities, have been grouped into "clusters" of businesses which have similar infrastructure, locational, and other physical needs. The physical and workforce needs of these clusters were then compared against the region's assets to assess more specific opportunities to attract new development to vacant and under-utilized sites in East Chicago and the surrounding area.

High-Growth Industries

In addition to exploring options to build upon existing sectors with a major local presence, the study also assessed opportunities to attract businesses within sectors that do not currently have a strong presence in the local economy. These sectors are expected to experience high growth nationwide and may be a good match for the region's workforce, infrastructure, and other assets. These opportunities have been incorporated into the clusters presented below.

Industry Clusters

The Economic Future Study recommends nine clusters, which may present opportunities for generating economic growth in the region. These include:

- Transportation/Distribution/Logistics and Wholesale Trade
- Advanced Energy/Traditional Energy Technologies
- Manufacturing/Advanced Manufacturing (including adding value to locally produced steel)

- Environmental Remediation and Waste Management (including waste treatment and disposal)
- Professional Services (including legal, architecture, engineering, management and technical consulting, and specialized design)
- Construction and Specialty Trade Contractors
- Information Technology (including computer systems design, web-based services, software development, and training)
- Healthcare
- Gambling and Tourism

The recent elimination of the inventory tax in Indiana greatly improves the region's ability to retain and attract businesses within the transportation/distribution/logistics/wholesale trade, energy, and manufacturing clusters because many businesses within these clusters typically hold large inventories. Furthermore, there are potential opportunities to attract businesses which purchase or supply goods or services to the steel and petroleum sectors. There may be an opportunity to develop one or more modern business/industrial facilities to attract potential growth within these sectors. Rail access, highway/expressway access, and proximity to an airport are strong East Chicago assets that will be attractive to these clusters.

East Chicago Opportunities

Within the urban areas of Northwest Indiana and more specifically within East Chicago, there is an opportunity to attract investment and economic development in the following areas:

- Professional services and other supply chain opportunities linked to the steel and energy sectors.
- Transportation/distribution/logistics and wholesale trade.
- Management and remediation of the waste stream generated by local industries and local residential populations.

However, much of the City and the region currently lack development-ready sites and modern business/industrial facilities that meet the locational and physical requirements of typical businesses within potential growth sectors. If the region is to improve its competitive position and capture a greater share of potential economic growth, East Chicago (and the cities of Hammond and Gary) must create new, modern real estate products that include:

- A modern business/industrial park to accommodate vendors/suppliers linked to local industries, as well as other manufacturers;
- A professional services office center;
- Distribution/warehousing/e-commerce fulfillment centers; and
- Eco-industrial waste treatment/remediation facilities.

In addition, there may be an opportunity to develop an intermodal facility serving the region. This would likely require a site of 200 acres or more.

Each of these opportunities is further discussed below.

Modern Vendor/Supplier Business Park

During the key person interviews conducted in conjunction with this study, representatives of local steel and petroleum firms indicated that they regularly contract with vendors and suppliers for a wide range of services to support local operations, including:

- Accounting
- Engineering
- Architecture
- Security
- Construction
- Electrical
- Sewer cleaning

Some of the companies providing these services already have a local facility. Others have their primary facilities outside the region, with only a limited local presence. Many of the firms currently providing services to the local industrial base, as well as new firms which may or may not be linked to the local industrial base, may be interested in a new facility in East Chicago. A new, modern, multi-tenant business park could provide facilities that meet the physical and location requirements of professional service and light industrial firms. Appropriate sites for a modern, multi-tenant business park would:

- Contain at least 40 developable, contiguous acres, assembled under single ownership (or City control) that are free of wetlands, protected species, and environmental restrictions.
- Be located outside 100-year FEMA floodplain designation.

- Have good visibility and access from an expressway or major roadway.
- Be surrounded by compatible uses that don't generate noise, vibrations, or odor.
- Have available utilities (electricity, water, wastewater, natural gas) properly sized and with adequate capacities.
- Offer connections to high-speed Internet access, T-1 level of service, and/or fiber optics.
- Be relatively flat (less than 2% elevation change preferred).
- Provide for subdivision into rectangular parcels.

Professional Service Office Center

While accountants, engineers, architects and other professionals providing services to the local industrial base could be accommodated at a new business park, these businesses could also be located in a small office center located in a commercial district. Such an office center could offer shared meeting space, photocopiers, printers, and other business support services to decrease overhead costs for start-up companies and other small businesses.

Distribution/Warehousing/E-Commerce Fulfillment Centers

As consumption of consumer goods continues to grow within the U.S., there is increasing demand for the transport and distribution of goods to major markets. With its central location and excellent transportation network, Northwest Indiana is well positioned to attract businesses that store and distribute consumer goods, including e-commerce fulfillment centers, which market and sell products via the Internet. As previously mentioned, the elimination of the inventory tax also removes a competitive disadvantage and better positions the region to capture demand within this business cluster.

Appropriate sites to develop a modern distribution/warehousing/e-commerce fulfillment center would have the same characteristics as a business park described above.

Eco-Industrial Facilities/Park

The steel industry, refineries, and other major industrial uses in the region generate a significant waste stream that is the by-product of their industrial processes. Eco-industrial networking presents the opportunity to transform these by-products into something usable. For example, companies that produce chemical by-products may be able to attract users to the region who would be interested in reusing their "wastes." A number of firms have located in East Chicago and the region specifically to remediate and recycle local industrial waste products.

To attract additional investment, the private and public sectors within the region need to work together to create a strategic plan for reuse of by-products. The Lake County Solid Waste Management District has been documenting the type and volumes of waste products generated in Lake County.. This database of available materials can be distributed to firms seeking industrial waste products.

The State of Illinois' Industrial Materials Exchange Service (IMES), for example, maintains and publishes a directory that lists both materials that are available and that industries are seeking. The directory is sent out to 14,000 subscribers nationwide. IMES acts as an information clearinghouse and a facilitator for reusable industrial materials including waste by-products, off-spec items, hazardous and non-hazardous materials, overstock, and damaged or unwanted materials. This type of program can help manage the local waste stream in Northwest Indiana and create supply chain opportunities, which may attract new investment to East Chicago.

Depending upon the waste product being processed, it may be possible to locate waste treatment facilities within a designated subarea of a new business/industrial park. Alternatively, there may be opportunities to co-locate a waste remediation facility on-site with the business being served. Finally, underutilized facilities within existing industrial areas may be converted for waste remediation facilities. Kemiron, for example, purchased an existing industrial facility which was adapted to allow them to collect and recycle the pickling liquid produced by local steel companies and to produce chlorine. The chlorine in turn is sold to area municipalities for treatment of local water supplies.

The size of the site or facility will vary depending upon the end user. In some cases, a 50,000-square-foot facility can suffice; other waste remediation processes may require 10 or more acres. Some waste handlers will require rail access; most will require good highway access.

In addition to recycling the local industrial waste stream, there is also demand for sorting facilities to recycle paper and other waste generated by local residents and commercial businesses. The Lake County Solid Waste Management District indicates there is an immediate need for a sorting facility of 10 acres or more.

Retaining jobs, and creating new jobs, and preparing residents to compete for jobs is not enough to reverse declining population trends in East Chicago. The City must also offer a range of housing opportunities and a high quality of life, which attracts new residents and retains existing residents.

Residential Market Analysis

A residential market analysis was conducted to assess the potential demand for new housing development in East Chicago. In addition to evaluating the City's existing housing conditions and the existing and planned supply of residential developments within its larger market area, several factors were identified that must be addressed to create a more favorable environment for residential growth the City. These factors include:

- Property tax rate
- Housing renovation funding
- Public and private education
- Public safety

Existing Housing Profile

As indicated in Table 8.13, approximately 34% of all occupied housing units in East Chicago in 2000 were owner-occupied, single-family homes. The median value of these homes in 2000 was just under $70,000. According to more recent listings in the Chicago Tribune, the City's home values have not changed over the last seven years. As of March 2007, the median listing price for a single-family home in East Chicago was $69,900.

Another 10% of housing units were owner-occupied, multi-family units (such as 2-flats and small multi-family buildings with an owner living in one unit). The remaining 55% of all housing units were renter occupied in 2000. The rental housing stock includes occupancy in both multi-family units and within single-family homes.

In 2000, approximately 12% of all units in East Chicago were vacant. Many of these vacant units were concentrated in the North Harbor community, which included a four-block area in which more than 60% of all units were vacant. Many of the vacant buildings within the neighborhood have become severely deteriorated and unsafe. To combat these conditions, the City has actively demolished hazardous vacant buildings. In the past five years, 180 units have been demolished. The City has also acquired many vacant lots, which now present opportunities for new housing development.

Table 8.13: Housing Units by Type (2000)

Housing Units	Number	Percent
Single-family owner-occupied homes	3,992	34.1
Other owner-occupied homes	1,226	10.4
Renter-occupied housing units	6,489	55.4
Total	**11,707**	**100.0%**

Source: U.S. Census Bureau, Census 2000

Table 8.14: Housing Units – Occupied versus Vacant

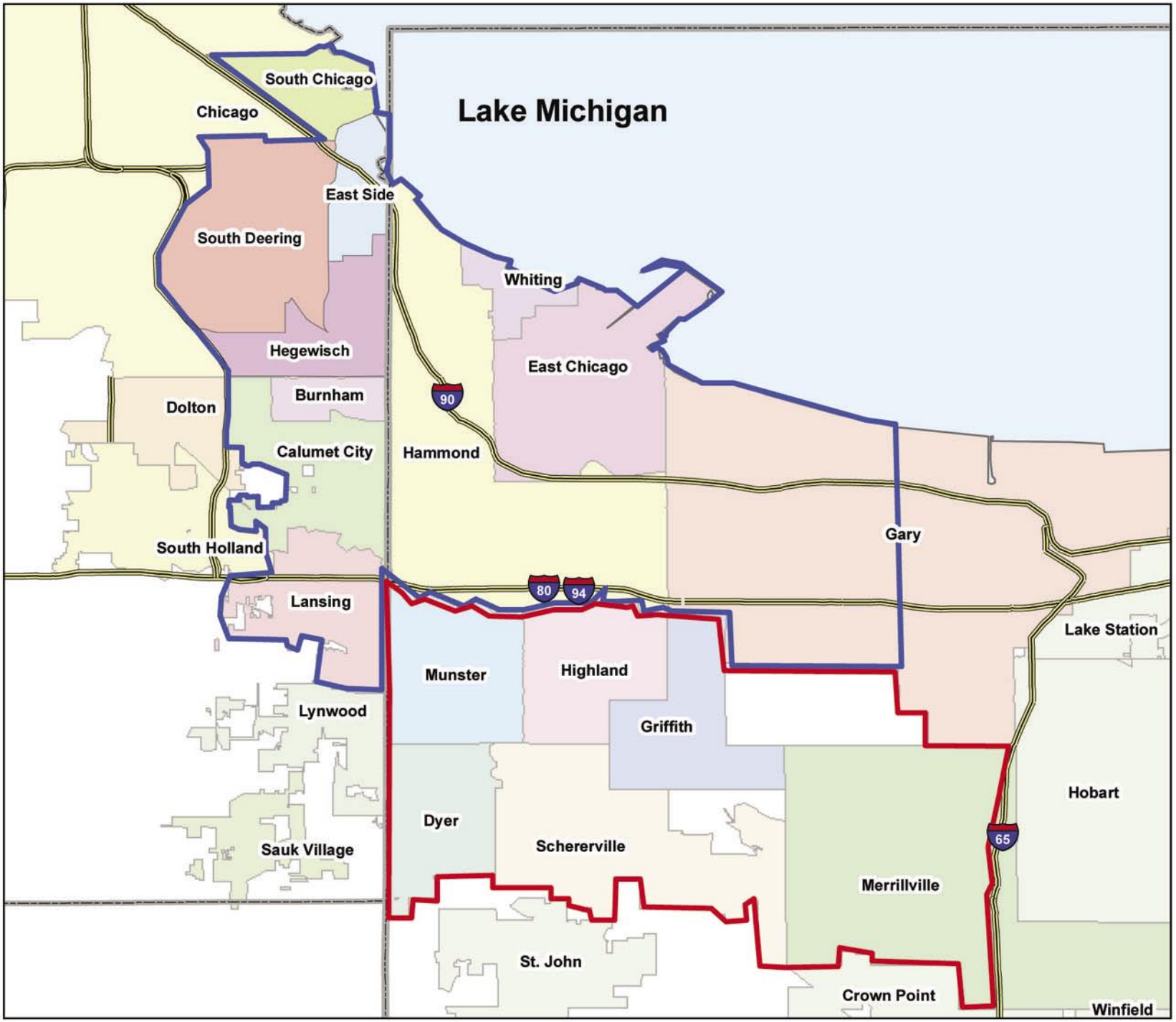
Housing Units	Number	Percent
Occupied	11,707	88.3%
Vacant	1,554	11.7%
Total	**13,261**	**100.0%**

Source: U.S. Census Bureau, Census 2000

Outside of the pockets of vacant, deteriorated housing, East Chicago's housing stock is a mixture of housing in good and fair condition. However, nearly three-quarters of the city's housing stock was built prior to 1960, and some of the older buildings have suffered from deferred maintenance. Continued maintenance and renovation of this older housing stock is important both to provide housing opportunities for new and future residents, and also to provide quality communities that attract new housing development.

To encourage property owners to rehabilitate the existing housing stock, the City has provided grants and no-interest and low-interest loans through federal Community Development Block Grant (CDBG) and HOME funds. Currently, the City's Residential Renovation Program offers a maximum of $33,500 per household in grants and loans for housing rehabilitation. The maximum grant per household is $7,500 and the remaining balance (up to $26,000) can be structured as loan to be repaid over a period of up to 20 years. Interest rates vary by neighborhood. Households residing in areas that are designated as historic or "blighted" can qualify for a 0% interest loan while loans for homes in other East Chicago neighborhoods carry an interest rate of 3%. Over the last 10 years, approximately 250 to 300 homes have been rehabilitated through this program.

Figure 8.1 Residential Market Area



S. B. Friedman & Company
Real Estate Advisors and Development Consultants

November 2008

Resale Activity

The resale of existing homes provides an opportunity for existing residents to purchase a home and for new residents to relocate to East Chicago. Recent listings in the Chicago Tribune showed more than 100 homes for sale in East Chicago. (This does not include new homes recently constructed at the Washington Square development or development proposed by The Community Builders and Hispanic Housing for North Harbor. These units are incorporated into "active and planned" projects discussed later.) The asking price for older, existing single-family homes varies significantly based upon the condition and location of the home, but older homes in poorer condition are generally selling in the range of $15,000 to $149,000 with a median asking price of $69,900. Newer homes in good condition are selling for $150,000 or more.

Competitive Market Activity

Market Area Definition

A Primary Market Area (PMA) and Secondary Market Area (SMA) were defined for the purpose of collecting demographic data and competitive market information. The PMA is the geographic area from which East Chicago is likely to draw most of its market support. As indicated in Figure 8.1, the PMA includes the entire cities of East Chicago, Hammond and Whiting, as well as the western portion of Gary. New housing near the lakefront and in other locations may also be attractive to those who currently live and/or work in Chicago and its suburbs, but seek a more affordable and/or less dense housing opportunities. For this reason, the PMA extends into Illinois to include the Southeast side of Chicago and three Chicago suburban communities.

The SMA includes the Indiana communities directly south of the PMA. A substantial amount of new housing—primarily single-family, detached homes—has been developed in these communities in recent years, and additional housing development is planned. The existing and planned housing within the SMA represents direct competition for new housing in East Chicago.

Market Area Demographic Projections and Key Findings

Within the PMA, which includes the City of East Chicago, approximately 56% of all households earn less than $50,000. Although household income is generally higher in most of the other communities represented in the PMA, across all age cohorts, the number of low-income households (with annual incomes less than $25,000) is projected to grow. Currently, there are approximately 68,000 households within the PMA earning less than $50,000 in annual income, and an additional 1,782 low-income households and families are expected to enter the PMA by 2011 (see Table 8.15). This demographic trend suggests the need for affordable for-sale and rental housing within the market area.

Within the PMA, only one age cohort is expected to grow in the next five years — the 55- to 64-year-old "empty-nester" householders. Most of these new households will earn less than $50,000 in annual income, but modest growth is also expected from households ages 55 to 64 with annual incomes of $75,000 or more, and it may be possible to position East Chicago to capture or

Table 8.15: 2006 Demographic Profile for Primary Market Area

2006 HH	Under 25	25-34	35-44	45-54	55-64	65+	Total	% Total
Under $25,000	3,375	4,940	4,382	4,513	4,180	12,529	33,919	28%
$25,000 to $49,999	1,706	6,056	6,983	5,769	4,721	9,253	34,488	28%
$50,000 to $74,999	621	3,901	5,324	5,399	3,651	3,509	22,405	18%
$75,000 to $99,999	201	1,842	3,212	3,634	2,259	1,633	12,781	10%
$100,000 to $149,000	112	1,342	2,516	3,447	1,979	1,450	10,846	9%
$150,000+	46	568	1,721	2,892	1,834	1,087	8,148	7%
Total	6,061	18,649	24,138	25,654	18,624	29,461	122,587	100%
Change 2006-2011	**Under 25**	**25-34**	**35-44**	**45-54**	**55-64**	**65+**	**Total**	**% Change**
Under $25,000	43	212	79	318	837	294	1,782	+5%
$25,000 to $49,999	(112)	(658)	(729)	(121)	648	(255)	(1,226)	-4%
$50,000 to $74,999	19	(570)	(484)	(200)	171	(9)	(1,073)	-5%
$75,000 to $99,999	19	(233)	(350)	(243)	126	33	(648)	-5%
$100,000 to $149,000	3	(201)	(293)	(366)	30	(104)	(931)	-9%
$150,000+	12	79	(274)	(165)	231	30	(87)	-1%
Total	**(16)**	**(1,371)**	**(2,051)**	**(776)**	**2,044**	**(12)**	**(2,183)**	**-2%**

Source: Claritas

retain some portion of this growth. Furthermore, middle- and higher-income families are being attracted to new housing development in the southern communities of Lake County and Porter County. There may be opportunities to improve East Chicago's competitive position in order to capture portions of this demand.

Within the four Chicago community areas and East Chicago, there are large segments of the population that are predominantly Hispanic. As previously discussed, the City of East Chicago is 52% Latino. The Chicago communities within the PMA (South Chicago, East Side, South Deering, and Hegewisch) collectively are 39% Latino. According to the University of Notre Dame Institute for Latino Studies, Latino households are much more likely to have five or more members than their White or African-American counterparts. Additional household members typically consist of relatives outside of the immediate family or other working non-family members. The household composition within Latino households presents potential development opportunities in East Chicago to build larger homes to accommodate larger household sizes for this growing segment of the population.

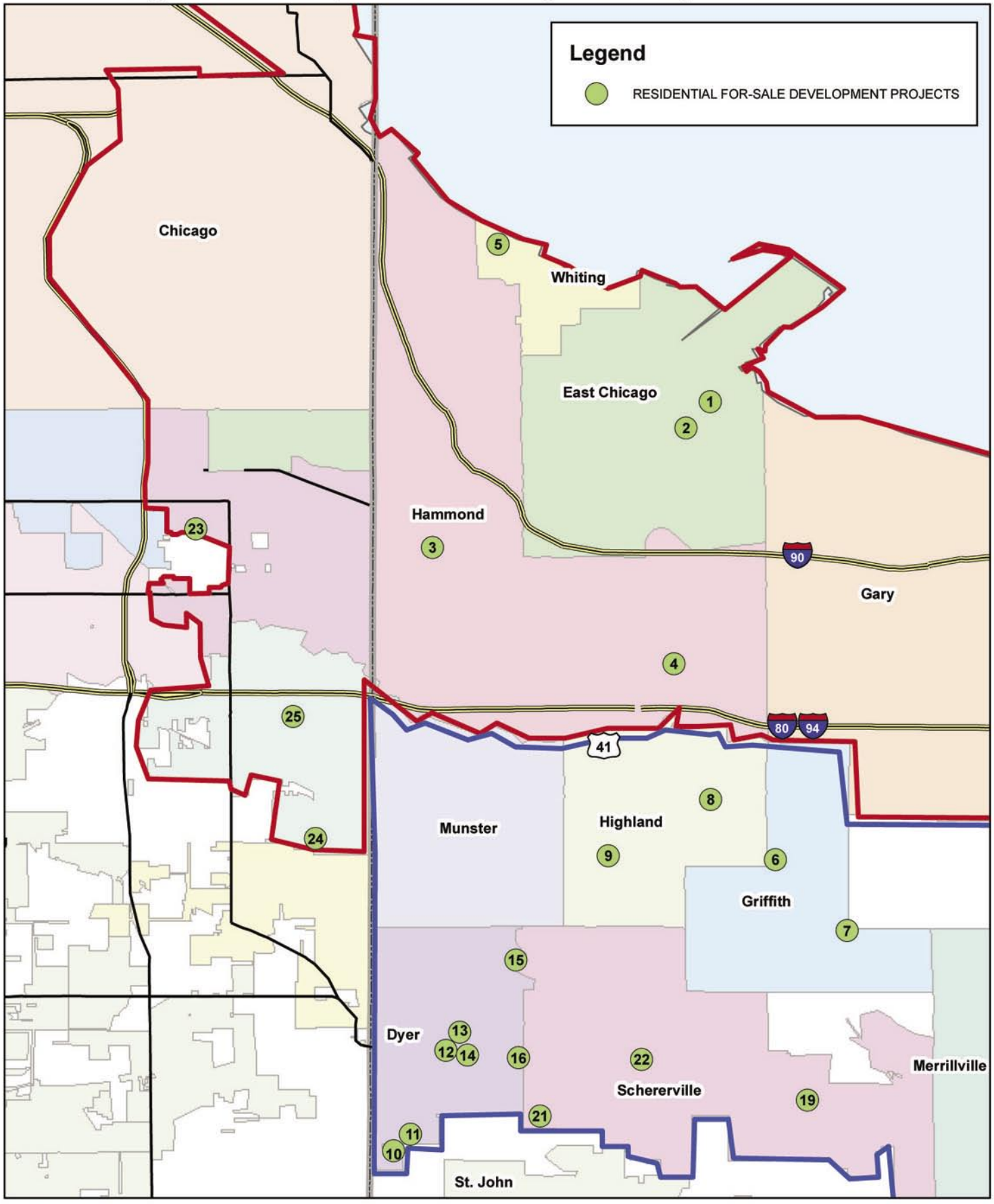
For-Sale Market Activity

In the past five years, the City of East Chicago has issued permits for the construction of only 56 new residential units. Most of the new units are part of the Washington Square development, which includes 29 single-family and 6 townhouse units.

The competitive supply of active and planned projects in the market area (PMA and SMA) affects the future demand potential for additional new residential development in East Chicago. Based on data collected from field surveys and interviews with homebuilders and municipal representatives of communities in the market area, an inventory of active and planned projects in the region was compiled.

Tables 8.16 and 8.17 summarize average unit prices, absorption rates, unit sizes and prices per square foot for active single-family and multi-family projects in the primary and secondary market areas.

Figure 8.2: Comparable and Competitive Properties



S. B. Friedman & Company
Real Estate Advisors and Development Consultants

November 2008

Table 8.16: Market Profile for For-Sale Units

Project Name/ Location	Status	Type	No. of Units	Price	Square Feet	Average Price Per Square Foot	Time Open Months	Units Sold	Estimated Monthly Absorption
Primary Market Area									
Indiana Harbor, East Chicago, IN	Planned	Single-family	17	N/A	N/A	N/A	N/A	N/A	N/A
Washington Square, East Chicago, IN	Active	Single-family	29	$178,000-$200,000	1,366-1,847	$119	48	31	0.65
		Townhomes	6	$125,000	1,000	$125			
Jacobs' Square, Hammond, IN	Planned	Single-family	15	N/A	N/A	N/A	N/A	N/A	N/A
Parrish View Add'n, Hammond, IN	Active	Single-family	28	$170,000	1400	$121	0	18	N/A
Lake Park, Whiting, IN	Active	Single-family	N/A	$225,000-$325,000	1,600-3,000	$124	20	10	N/A
		Townhomes	N/A	N/A	N/A	N/A	N/A	N/A	0.50
		Condos	24	$150,000-$170,000	1,400	$114	20	0	N/A
Secondary Market Area									
Seberter Farms, Highland, IN	Active	Single-family	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Stone Bridge Estates, Highland, IN	Active	Single-family	122	$450,000	3,100	$145	16	60	3.75
High Point Prairie, Dyer, IN	Active	Single-family	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rockwell, Dyer, IN	Active	Paired Cottages	300	$190,400-207,700	1,455-1,670	$128	30	200	6.67
		Villas		$219,700-230,000	1,455-1,670	$144			
		Townhomes		$144,000	1,264	$114			
Hearthstone, Dyer, IN	Active	Single-family	145	$271,053-296,950	2,100-3,000	$114	20	72	3.60
Briarwood Estates, Dyer IN	Active	Single-family	N/A	$259,00	2,000	N/A	N/A	N/A	N/A
Village Circle, Dyer, IN	Active	Single-family	131	$228,100-248,100	1,730-2,720	$112	6	5	0.83
Park West, Muster, IN	Active	Single-family	51	$250,000	N/A	N/A	6	15	2.50
Hartfield Village, Munster, IN	Active	Single-family	114	N/A	N/A	N/A	12	51	4.25
Camden Woods, Schererville, IN	Active	Single-family	66	$272,700-296,600	2,100-3,000	$114	N/A	22	N/A
Chesterfield Estates, Schererville, IN	Planned	Single-family	N/A	$300's	3,000	N/A	N/A	N/A	N/A
Stone Gate, Calumet City, IL	Active	Single-family	45	$212,000	1,700	$125	1	8	8.00

Source: S.B. Friedman & Company market interviews

Table 8.17: Competitive Market Supply – Primary & Secondary Areas

	Average Monthly Absorption Rate	Average Price Per Square Foot
Primary Market Area	0.57	
Single-Family	0.57	$122
Townhomes	N/A	$125
Secondary Market Area	3.52	
Single-Family	2.55	$123
Townhomes	5.78	$128

Source: S.B. Friedman & Company market interviews

Most new residential development occuring within the Northwest Indiana region consists of single-family homes (see Table 8.16 and Figure 8.2) Within the primary market area, six market-rate residential projects are being developed, and/or actively marketed — three in Illinois, two in East Chicago, and one in Whiting. Washington Square, the market-rate residential development recently developed in East Chicago, is located at Grand Boulevard and East Columbus Drive and consists of a total of 35 homes, of which six units are townhouses and 29 units are single-family homes. The single-family homes range in price from $178,000 to $200,000 with a square foot range of approximately 1,350 to 1,850. The townhouses are selling for approximately $125,000 for 1,000 square feet. According to the developer, the development's sales pace has been slow. On average, the developer has sold units at a rate of 7 units per year (0.65 units per month). There is a second, smaller development in East Chicago, located 2 blocks west of Euclid and north of Columbus that consists of 10 single-family homes. This project consists of teardowns of existing housing stock to construct new single-family homes. These are two and three bedroom homes selling for $125,000 to $154,000.

In addition to these market-rate projects, two affordable housing projects are being developed in Hammond, and one is being developed in East Chicago. Northtown Village Townhomes being developed in East Chicago by Hispanic Housing and Community Builders Inc. is currently in the planning stages. In 2007, the Indiana Housing and Community Development Authority allocated $769,350 in Rental Housing Tax Credits for the development. As of June 2008, the project will consist of 75 tax-credit assisted rental townhomes with some single family homes.

Sixteen additional residential projects are being constructed in the secondary residential market area. Most of the housing units being developed in the SMA are single-family detached homes that are built as part of large subdivisions. The average selling prices of single-family homes in this market area generally range from $240,000 to $280,000. For large executive-style homes, price points can reach as high as $800,000 in areas of Dyer and Schererville.

Rental Market Activity

Within the primary market area, 20 apartment complexes were surveyed that represent approximately 3,600 apartment units within the market area. Available rental units range from studios to four-bedroom apartments; two rental complexes offer two-bedroom townhouses. Most of these apartment complexes were built before the 1980s. The two newest complexes are located in East Chicago. The Cardinal Terrace apartments were built in 1996 and the North Harbor apartments were built in 2003. Table 8.19 summarizes the average rent ranges by unit type as well as average square foot ranges by unit type.

Single-family homes serve as another source of rental housing within the market area. A recent review of the Northwest Indiana Times classified ads included listings for 20 single -family homes offered for rent within the market area. As indicated in Table 8.20, the average rent for a three-bedroom single-family home in the market area is $836 per month.

Overall, the rental market within the PMA is relatively stable. Of the properties surveyed, developments are operating, on average, at 95% occupancy. Market rents for the area are low, especially when compared to the Chicago and Chicago south suburban markets that range between $800 and $1,000 for a two-bedroom apartment. The PMA's market rents are also below the cost of new construction rental housing. The cost of building new rental housing development within the general market area can range between $120 and $160 per square foot. Supportable rent ranges for this type of housing product generally average between $1,200 and $1,500. As a result, subsidy is most likely necessary to build new rental housing to allow rents to be comparable with existing rental properties.

From an affordable housing perspective, market rents are well below Lake County's Low Income Housing Tax Credits rent limits. Lake County's 2006 maximum rent limits at 60% of AMI are $645 for a studio/efficiency apartment; $690 for a one bedroom; $829 for a two bedroom; $957 for a three bedroom; and $1,068 for a four bedroom. In most cases, market rents within the PMA are more than 20% less than maximum tax credit rents at 60% of AMI.

Table 8.18: Multi-family Rental Housing Profile in Primary Market Area

Apartment Complex	Year Built	Occupancy Rate	No. of Units	Units by Type	Price - Low	Price - High	Square Foot - Low	Square Foot - High	Utilities
Harborside Apartments, East Chicago, IN	N/A	95%	254	1bed	$ 660	N/A	N/A	N/A	All
				2bed	$ 755	N/A	N/A	N/A	
				3bed	$ 905	N/A	N/A	N/A	
				4bed	$ 990	N/A	N/A	N/A	
Lakeside Garden Apartments, East Chicago, IN	1970s	97%	312	1bed	$ 641	N/A	N/A	N/A	Gas, Heat
				2bed	$ 707	N/A	N/A	N/A	
				3bed	$ 799	N/A	N/A	N/A	
Lakeview Apartments, East Chicago, IN	1957	76%	85	Studio	$ 380	N/A	346	N/A	Gas, Heat, Water
				1bed	$ 486	N/A	466	N/A	
				2bed	$ 543	N/A	780	936	
				3bed	$ 626	N/A	1032	N/A	
Cardinal Terrace, East Chicago, IN	1996	98%	56	1bed	$ 555	N/A	658	N/A	Sewage, Trash, Water
				2bed	$ 531	$ 668	910	N/A	
North Harbor, East Chicago, IN	2003	97%	61	1bed	$ 345	$ 447	675	N/A	Sewage, Trash, Water
				2bed	$ 400	$ 625	922	1268	
				3bed	$ 465	$ 745	1167	1548	
				4bed	$ 675	$ 795	1345	N/A	
Indiana Harbor (Planned), East Chicago, IN	2007	N/A	70	Planned					
Parkwood Apts., Gary, IN	N/A	N/A	N/A	2 Bed	$ 565	N/A	590	660	N/A
Boardwalk Apts., Gary, IN	N/A	N/A	N/A	2 Bed	$ 639	N/A	948	N/A	N/A
Westbrook Apts., Gary, IN	N/A	96%	497	1bed	$ 455	N/A	500	N/A	Sewage, Water
				2bed	$ 475	N/A	500	N/A	
				2bed	$ 525	N/A	750	N/A	
Willows on Clark Apartments, Gary, IN	N/A	93%	202	1bed	$ 540	N/A	N/A	N/A	Gas, Heat
				2bed	$ 613	N/A	N/A	N/A	
				3bed	$ 700	N/A	N/A	N/A	
Rosewood Apartments, Gary, IN	1976	92%	76	1bed	$ 587	N/A	N/A	N/A	None
				2bed	$ 750	N/A	N/A	N/A	
				3bed	$ 823	N/A	N/A	N/A	
NSA West Apartments, Gary, IN	1920s, rehab 1983	98%	471	Studio	$ 489	$ 612	509	N/A	Sewage, Trash, Water
				1bed	$ 549	$ 676	682	N/A	
				2bed	$ 608	$ 746	918	N/A	
				3bed	$ 835	N/A	1085	N/A	
				4bed	$ 936	N/A	1213	N/A	
Kennedy Crossing Apartments, Hammond, IN	late 60s Early 70s	N/A	353	Studio	$ 499	N/A	N/A	N/A	Sewage, Trash, Water
				1bed	$ 549	$ 684	N/A	N/A	
				2bed	$ 699	N/A	N/A	N/A	
				3bed	$ 799	N/A	N/A	N/A	
Tanglewood, Hammond, IN	1970	98%	384	1bed	$ 599	N/A	749	N/A	Sewage, Trash, Water
				2bed	$ 745	$ 795	854	960	
Green Briar, Hammond, IN	N/A	97%	135	Studio	$ 445	N/A	315	N/A	Heat, Water
				1bed	$ 505	N/A	475	630	
				2bed	$ 670	N/A	640	N/A	
Douglas Pointe Apts., Hammond, IN	1993	97%	284	1bed	$ 586	N/A	660	N/A	Sewage, Trash, Water
				2bed	$ 685	N/A	845	N/A	
				3bed	$ 781	N/A	1008	N/A	
Alexis Apts., Hammond, IN	1972	100%	12	1 Bed	$ 525	N/A	450	N/A	None
Betty J's Apts., Hammond, IN	1972	100%	14	2 Bed	$ 625	N/A	1000	N/A	None
Kenwood Apts., Hammond, IN	1951	83%	118	2 Bed	$ 600	N/A	1800	N/A	Water
Mc Laughlin Apts., Hammond, IN	1967-74	97%	168	1bed	$ 675	N/A	800	N/A	Sewage, Trash, Water
				2bed	$ 755	$ 850	1000	1300	
Belvidere Apts., Hammond, IN	N/A	N/A	44	Studio	$ 455	N/A	N/A	N/A	N/A

Source: S.B. Friedman & Company market interviews

Table 8.19: Apartment Summary – Primary Market Area

	Average Rent Range		Average SF Range	
	Low	High	Low	High
Studio	$454	N/A	390	N/A
1 bed	$547	$ 602	612	630
2 bed	$633	$ 737	826	1,025
3 bed	$748	N/A	1,073	1,548
4 bed	$867	N/A	1,279	N/A
2 bed Townhouse	$563	N/A	1,275	N/A
Number of Apartment Complexes				20
Average Occupancy Rate				95%

Source: S.B. Friedman & Company market interviews

Table 8.20: Single-Family Homes for Rent within the Market Area

Number	Monthly Rent
1 Bedroom	$450
2 Bedroom	$726
3 Bedroom	$836
4 Bedroom	$898

Source: Northwest Indiana Times

Housing Development Barriers

Property Taxes

In attracting new residents to the community, East Chicago currently has a competitive disadvantage related to property taxes. Although housing values and sale prices are generally lower in East Chicago than in other communities in the market area, per dollar of market value, its residents pay higher taxes than Chicago residents and more than double the taxes compared to most communities in Northwest Indiana. Higher taxes have been a significant impediment to selling new housing within the City. For East Chicago to compete with other Northwest Indiana communities in attracting more middle income households, the costs of new housing—including mortgage payments and property taxes—must closely match the housing costs in surrounding communities. Table 8.21 summarizes sample housing costs in East Chicago, Dyer and Chicago and calculates the housing price needed in East Chicago to match housing costs in Dyer.

Table 8.21: 2006 Property Tax Comparison for a $250,000 Home

	East Chicago	Dyer, IN	Chicago, IL
Home Price	$250,000	$250,000	$250,000
Monthly Mortgage Payment*	$1,580.17	$1,580.17	$1,580.17
Yearly Mortgage Payment	$18,962.04	$18,962.04	$18,962.04
Estimated Taxes %	3.66%	1.28%	2.42%
Yearly Estimated Taxes	$9,153	$3,188	$6,038
Total Yearly Costs	$28,115.43	$22,150.01	$24,999.66
Total Monthly Costs	$2,343	$1,846	$2,083
Sale Price Needed to Equal Monthly Costs in Dyer: $196,956			

*Based on 30-year fixed rate at 6.5%

Source: S.B. Friedman & Company, Lake County, IN Accessor, and Cook County Accessor

Because of higher local property taxes in East Chicago, the same home that would sell for $250,000 in Dyer would need to sell for $196,956 in East Chicago to achieve the same total monthly housing cost for the homebuyer. Assuming the construction costs of new housing in Northwest Indiana are constant, equalizing monthly housing costs in East Chicago to other southern Lake County communities could be derived by providing a land write down to homebuyers. For City-owned land, East Chicago could provide free land to new housing developers to directly lower the base cost of the unit. Another strategy would be to provide financial assistance or tax abatements to purchasers to help subsidize costs (but not to exceed the tax differential between the City and the competitive southern Lake County communities in the secondary market area). These strategies could be considered a temporary approach toward creating a more mixed-income community within East Chicago.

In May 2007, the Indiana State legislature passed the "Circuit Breaker" tax law -- a bill that implements statewide tax caps of 2 and 3 percent on real and personal property taxes. Effective for the 2008 tax bills, residential property owners' tax bills are capped at 2 percent of their gross assessed value of real property (land and improvements). For 2009 and 2010 tax bills, a 3 percent tax cap on gross assessed value applies to non-residential real and personal property. While there are specific limitations to the tax cap law that protects taxing districts such as schools from large budget deficits, overall, the tax cap has the potential to improve the tax climate for property owners and better equalize property taxes in East Chicago relative to other communities. Conversely, these tax changes have the potential to reduce revenues for the City and other taxing bodies. Reduced revenues may lead to budget cuts and reduced ability to deliver services to residents and businesses. Depending on the gravity of the revenue loss, this could have a significant impact on municipal services and the overall desirability of East Chicago.

Housing Rehabilitation Funding

During the focus group discussion and key person interviews, local real estate professionals and property owners reported that local banks are resistant to making loans to individuals seeking to renovate existing homes and apartment buildings in East Chicago. Lenders have contended that the cost of rehabbing the housing stock would not generate acceptable rates of return on investment for the borrower. It may be necessary, therefore, to explore alternative private lending sources, loan guarantee programs, or other alternatives to ensure adequate capital is available to facilitate continued rehabilitation of the existing housing stock.

Schools

As discussed earlier, the perception of the school system has resulted in fewer middle- and higher-income households and families with school-aged children moving into or remaining in the community. The City's public schools' test scores have not kept pace with the balance of the state of Indiana. Additionally, the decline in students resulting from families moving out of the community has resulted in a decline in state funding over the years. Therefore, it has been difficult for the schools to make administrative and facility upgrades necessary to improve school performance.

Public Safety

Although violent crime in East Chicago has declined over the past two to three years, crime rates are still higher than some of the surrounding communities and higher than the state average. East Chicago's 2005 index for murder was 37 per 100,000 inhabitants. The State of Indiana during the same time period had a murder rate of 5.7 per 100,000.

The city also has higher rates of non-violent crimes including burglaries, theft, and auto theft. The East Chicago police department has been making progress in curbing crime by adding more officers on the street, especially on weekends, and using technology to quickly address emergency situations and to screen criminals.

Residential Market Opportunities

Although the City continues to lose more residents than it gains, East Chicago is attracting new residents. Most of these new residents are Hispanic families of modest means, and they are coming to East Chicago for affordable housing and jobs. The growing base of Hispanic shops, restaurants and business services is also an asset which provides an opportunity to attract more families from the broader Chicago region's growing Hispanic population. However, over the past two decades, the city has not been very successful in attracting middle and higher income households. Property taxes, schools, and other quality of life issues have deterred this population from locating (or remaining) here.

To encourage a balance of low, middle, and high-income households and retain newer and long-time residents, the City should consider the following:

- Utilize City-owned land in North Harbor to establish a critical mass of new residential development priced to compete with homes in nearby communities, which offer lower property tax rates.
- Continue the Residential Renovation Program and work with existing or other lending institutions to establish alternative lending sources, loan guarantee programs or other programs to ensure that adequate capital is available to facilitate continued rehabilitation of the existing housing stock.
- Provide opportunities for new and/or upgraded affordable housing attractive to different age groups. The increase in lower income households within the City suggests a demand for affordable housing. Considering that much of East Chicago's housing stock is more than 50 years old, new and replacement housing can be developed that utilizes multi-family housing programs to subsidize housing costs, including Section 42 (Low Income Housing Tax Credits) Section 202 (Supportive Housing for the Elderly), and Section 8 (Housing Choice Voucher Program). Affordable units could be integrated within mixed income developments or as stand-alone projects. Specifically, the Section 42 program can be used strictly as a rental property subsidy or as a "rent-to-own" incentive for tenants after a minimum rental period.
- Develop larger, multiple bedroom homes for large and/or multi-generational families. These housing types may be attractive to immigrant families.
- Build upon the successes of the charter school and private schools, and continue to improve all public schools.
- Continue to support police efforts to improve neighborhood safety.
- Expand youth activities and facilities.
- Support efforts of ECAI to renovate the historic Carnegie Library into a new cultural center, which can serve as a focal point for arts and cultural activities, and promote the programs and services they offer.

Retail Market Analysis

A market analysis was conducted to assess the potential for new retail development within the City. Existing conditions, a competitive retail analysis to determine uses and, for selected categories, the square footage of retail that could potentially be supported were addressed.

Existing + Competing Retail

East Chicago Retail

Within East Chicago, there are three primary shopping districts: Chicago Avenue and Indianapolis Boulevard; Main Street and Broadway Avenue; and Columbus Drive. See Figures 8.3 and 8.4.

Chicago + Indianapolis (Downtown East Chicago)

The Chicago Avenue and Indianapolis Boulevard area is known as East Chicago's downtown. According to INDOT traffic counts in 2003, the average daily traffic count at this intersection was 14,810, which is a moderate level of traffic for a commercial area.

This retail cluster has a total of 589,000 square feet of retail space, of which approximately 71,000 square feet, or 12%, is vacant. This equates to approximately 5,225 linear feet of retail store frontage, of which 9% is vacant. There are 111 businesses that are anchored by a full-service grocery store and national chain pharmacy. Ancillary retail and service uses within this cluster include cleaners/tailors, tax/insurance providers, and auto repair shops. There are also several Hispanic shops in the area that include primarily restaurants and other food services.

Main + Broadway

The Main/Broadway district has a different character than downtown. It has less automobile traffic and is more oriented towards pedestrians. While this district does not have a traditional retail anchor, it does have public/institutional anchors. Currently, there are four public service institutions. Two of the public facilities, the Lake County Courthouse and Indiana Family and Social Services Administration provide the biggest draw to the area. Along with the public service buildings, there are 80 retail storefronts, which include small independent shops (furniture stores, clothing) and restaurants. Of the three shopping districts, Main/Broadway has the highest percentage of vacant and deteriorated storefronts. Currently, there is approximately 423,000 square feet of retail space, of which 96,000 square feet or 23% is vacant. This shopping cluster has approximately 3,190 linear feet of retail frontage, of which 25% is vacant.

East Columbus Drive

The East Columbus Drive retail cluster is a shopping district that has the highest vehicular traffic of all three shopping districts. According to INDOT, the 2003 average daily traffic count on East Columbus Drive was 18,420 vehicles. While the other two retail districts have storefronts on multiple streets, the retail stores in this cluster front primarily on East Columbus Drive, with the

exception of two storefronts on Main Street. Like the Chicago/Indianapolis shopping cluster, it is anchored by a full-line grocery store and national chain pharmacy and has similar ancillary retail and service uses. However, the East Columbus cluster is the smallest of the three with only 34 retail storefronts. Within this district, there are approximately 139,000 square feet of retail space (1,665 linear feet) and only 3,400 square feet (80 linear feet) is vacant.

The district's retail frontage is broken up by residential and industrial uses, thus creating a large retail district with dispersed establishments. The corridor's most significant retail presence is near Columbus and Main and Columbus and Euclid, which includes a Walgreens. However, Walgreens is currently planning to relocate the store to a new facility located at the intersection of Columbus and Main. The new Walgreens will be adjacent to the Sterk's grocery store and will reinforce that retail intersection with another anchor store.

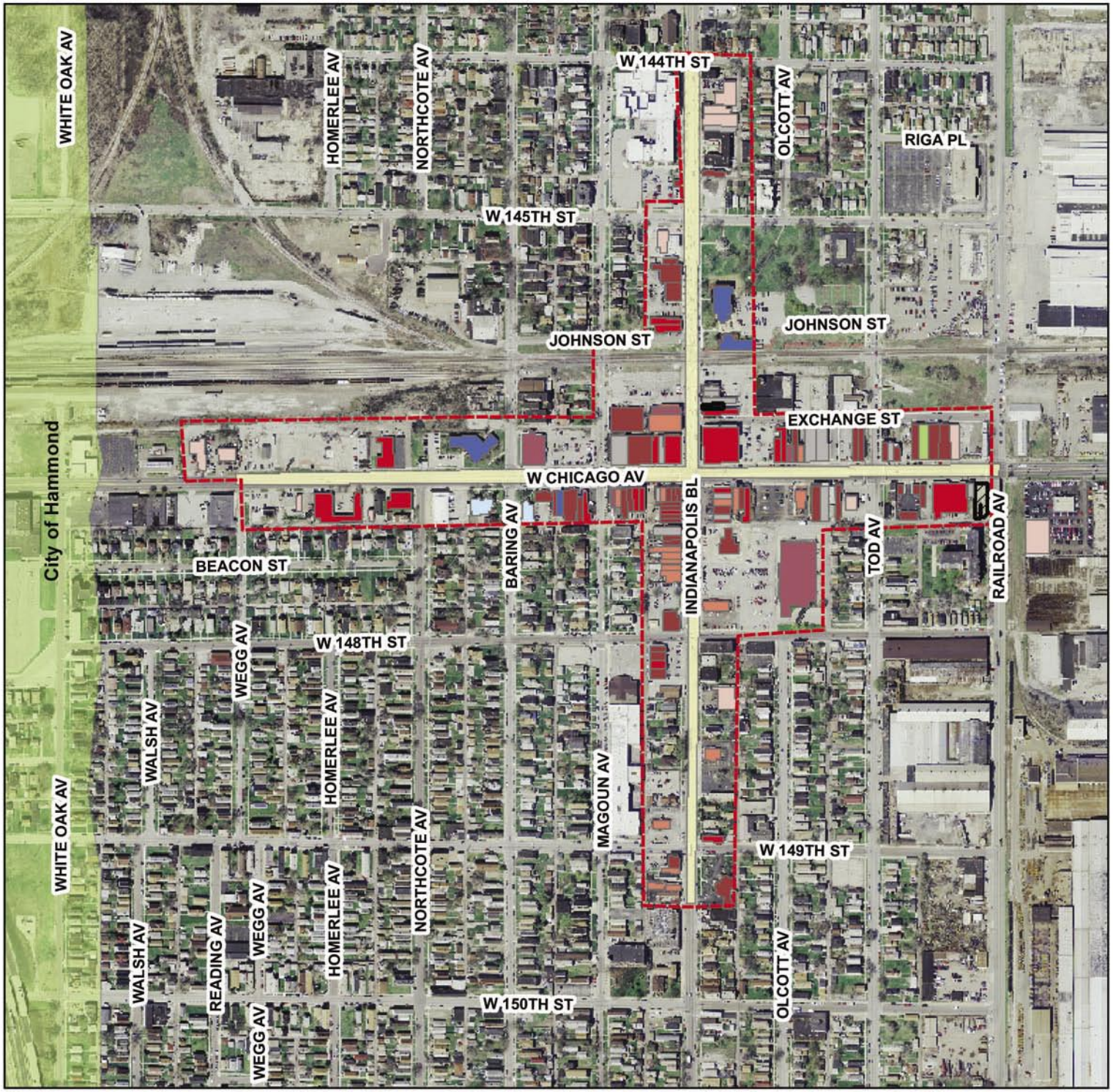
The retail inventory for each district is summarized in Table 8.22.

Considering the uses and character of retail, the City's shopping districts primarily cater to local neighborhoods. The consumer base for these types of shopping centers is usually within two miles or a five- to seven-minute driving distance. The pattern of residential areas separated by industrial centers also serves to limit the market areas for these districts.

Within each district, there is a range of viable shops, restaurants, and services that serve as the "core" shopping cluster. Generally within this core, the storefronts and buildings are in good physical condition, there is visible pedestrian and customer activity, and less vacancy. However, according to the most recent zoning maps for the City, the areas zoned for commercial use extend well beyond the viable core blocks. There are approximately 69,900 linear feet dedicated to commercial/retail use. The inventory of the three districts indicates that only 10,080 linear feet is active retail space (excluding public/institutional uses and vacant properties). The disparity between commercial zoning and active retail use is apparent in the distribution of land uses throughout the zones. On the fringes of the commercial zones, retail uses are more scattered and interrupted by other land uses and vacancy is more prevalent. Additionally, there are other areas of the city that are zoned commercial (along Alexander Avenue and Indiana Harbor Drive) where commercial presence is extremely limited. Opportunities may exist to consolidate retail within the healthier cores of the primary retail districts as a method to increase activity in the main shopping clusters.

Figure 8.3
Traditional Business District Inventory With Current Zoning

Chicago/Indianapolis



Legend

- TRADITIONAL BUSINESS DISTRICTS
- ZONING - COMMERCIAL

Commercial Inventory

- RETAIL STORES
- AUTO SERVICES AND SALES
- FOOD AND LIQUOR STORES
- BARS AND RESTAURANTS
- PROFESSIONAL/PERSONAL SERVICES
- PUBLIC
- CULTURAL/INSTITUTIONAL
- ENTERTAINMENT/RECREATION
- VACANT
- DEMOLISHED

N

S. B. Friedman & Company
Real Estate Advisors and Development Consultants

November 2008



Figure 8.4
Traditional Business District Inventory With Current Zoning

Main/Broadway

East Columbus

Legend

- TRADITIONAL BUSINESS DISTRICTS
- ZONING - COMMERCIAL

Commercial Inventory

- RETAIL STORES
- AUTO SERVICES AND SALES
- FOOD AND LIQUOR STORES
- BARS AND RESTAURANTS
- PROFESSIONAL/PERSONAL SERVICES
- PUBLIC
- CULTURAL/INSTITUTIONAL
- ENTERTAINMENT/RECREATION
- VACANT
- DEMOLISHED

N

S. B. Friedman & Company
Real Estate Advisors and Development Consultants

November 2008

Table 8.22: Retail Inventory by Retail Cluster (Occupied Space)

	Chicago/ Indianapolis	% Total	Columbus Drive	% Total	Main/ Broadway	% Total	Grand Total	% Total
Apparel	5	5%	1	3%	2	2%	8	**3%**
Auto-Oriented Uses/ Services	13	12%	6	18%	5	6%	24	**10%**
Bars and Restaurants	18	16%	5	15%	33	39%	56	**24%**
Cultural/Institutional	2	2%	0	0%	2	2%	4	**2%**
Entertainment/ Recreation	1	1%	0	0%	0	0%	1	**0%**
Food and Liquor Stores	5	5%	1	3%	7	8%	13	**6%**
Furniture/ Housewares	2	2%	0	0%	4	5%	6	**3%**
Personal Care Services	21	19%	4	12%	11	13%	36	**16%**
Professional/ Financial Services	23	21%	9	26%	8	10%	40	**17%**
Other Retail	17	15%	7	21%	8	10%	32	**14%**
Public	4	4%	1	3%	4	5%	9	**4%**
Grand Total	111	100%	34	100%	84	100%	229	**100%**

Source: S.B. Friedman & Company, Lake County, IN Accessor, and Cook County Accessor

Competitive Retail

Figure 8.5 and Table 8.23 display the overall commercial environment within East Chicago and surrounding communities.

Within the adjoining communities, there are both smaller and larger clusters of retail that are competitive with the three primary retail clusters in East Chicago. The big box cluster at 165th and Indianapolis Boulevard in Hammond (which includes a Wal-Mart, Home Depot, and a Food-4-Less grocery store), likely captures a sizable portion of retail expenditures from East Chicago. In terms of geographical proximity, it is the closest big box cluster to East Chicago and the stores located in this shopping center offer a range of merchandise that includes many of the products typically present in East Chicago's mix of neighborhood and independent retail establishments. Other shopping centers in Hammond along 165th Street include Columbia Plaza and Woodmar Mall, which is currently being rehabilitated. These serve as additional competition for existing and future commercial development within East Chicago.

Other major retail clusters outside of the immediate communities surrounding East Chicago include the River Oaks Shopping Center and big box retail in Calumet City and Lansing in Illinois, and the retail corridor on Route 30 in Merrillville, which serves as the major retail hub in Northwest Indiana. These "super-regional" shopping clusters offer numerous shopping options and attract customers willing to drive from a large regional market area that includes East Chicago.

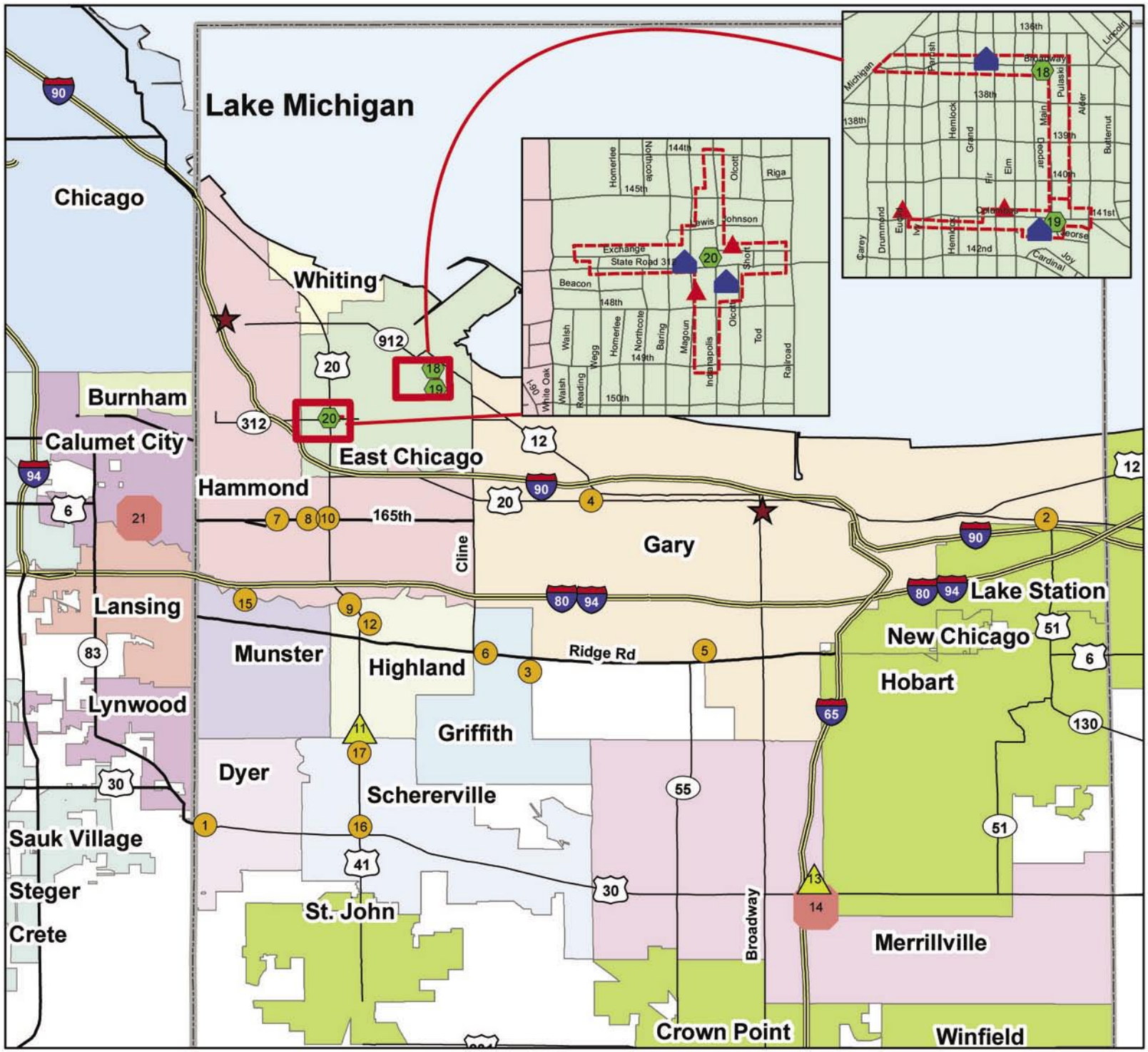
East Chicago's Competitive Position

In reviewing the physical layout and demographic characteristics of East Chicago compared to its competing retail, the City's retail districts are better positioned as neighborhood shopping centers than as regional shopping destinations. Industrial land uses create barriers between neighborhoods, which does not allow for continuity within and between retail districts. Furthermore, it segregates residential neighborhoods in such as way that discourages cross-traffic between retail districts. The Chicago/Indianapolis cluster supports more of the west side of the City, while the Main/Broadway and East Columbus clusters serve the east side of the City.

Limited visibility and low traffic volumes on arterial streets also impact East Chicago's ability to attract larger scale retailers. The existing retail districts are not visible from East Chicago's two major highways (I-90 and Cline Avenue) and traffic counts are currently not high enough to support typical big box and national chain retailers. For instance, retailers like Wal-Mart look for areas that have traffic counts that exceed 20,000 vehicles per day.

Intense retail competition, particularly competition presented by Calumet City and Merrillville/Hobart, limits East Chicago's retail potential. These established retail locations within the region not only draw shoppers from their own communities, but they also attract many East Chicago residents. The competitors present a vast array of store choices and act as destinations for periodic or large shopping trips. As a result, East Chicago's opportunities should be centered on retail establishments that provide everyday goods/services and stores that have specialty niche items desired by the groups within East Chicago that the competitive shopping centers may not offer.

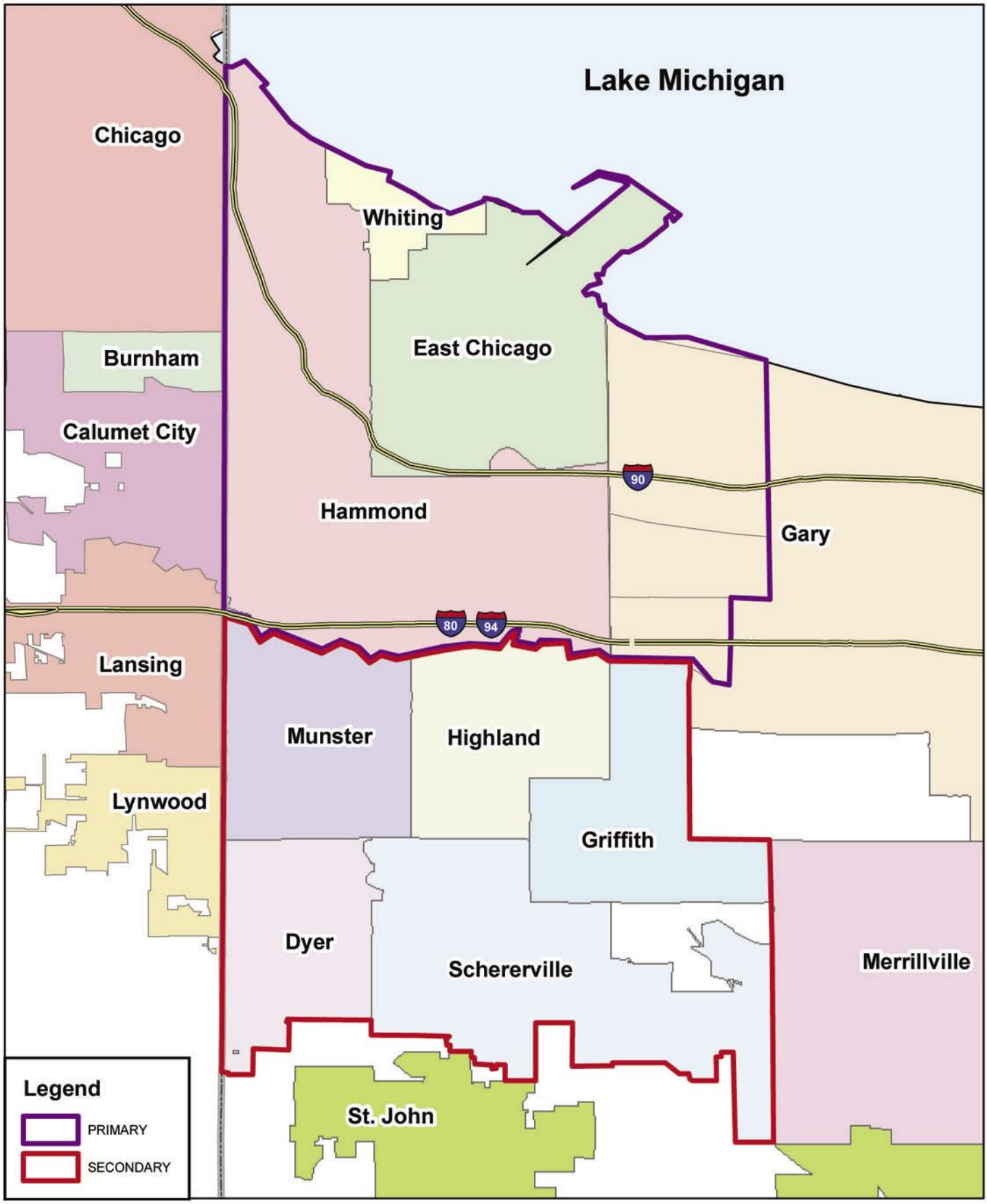
Figure 8.5 Competitive Retail Environment



S. B. Friedman & Company
Real Estate Advisors and Development Consultants

November 2008

Figure 8.6: Competitive Retail Environment



S. B. Friedman & Company
Real Estate Advisors and Development Consultants

November 2008

Table 8.23: Competitive Retail Locations (also see Figure 8.5)

Name	Location	Type	Size	Occupancy	Vacancy
Dyer Retail Center	Dyer	Community	141,000	93%	7%
Miller Mall	Gary	Community	129,900	N/A	N/A
Ridge Plaza	Gary	Community	197,600	100%	0%
Tri-City Plaza	Gary	Community	166,000	94%	6%
The Village	Gary	Regional	307,300	N/A	N/A
Griffith Park Plaza	Griffith	Community	261,300	50%	50%
Columbia Plaza	Hammond	Community	182,300	100%	0%
Hammond Mills Shopping Center	Hammond	Community	360,000	100%	0%
Interstate Plaza	Hammond	Community		N/A	N/A
Woodmar Mall	Hammond	Community	110,000	100%	0%
Highland Grove Shopping Center	Highland	Regional	500,200	92%	8%
Highland Plaza	Highland	Community	147,000	76%	24%
Crossings at Hobart	Merrillville/ Hobart	Regional	492,800	N/A	N/A
Westfield Southlake	Merrillville	Super Regional	1,286,300	N/A	N/A
Calumet Shopping Center	Munster	Community	204,000	100%	0%
The Crossroads Shopping Center	Schererville	Community	253,400	N/A	N/A
Shops of Plum Creek	Schererville	Community	154,000	N/A	N/A
Cluster 2	East Chicago	Neighborhood	N/A	N/A	N/A
Cluster 3	East Chicago	Neighborhood	N/A	N/A	N/A
Cluster 1	East Chicago	Neighborhood	N/A	N/A	N/A
River Oaks Center	Calumet City	Super Regional	1,255,510	N/A	N/A

Source: 2005 Shopping Center Directory, S. B. Friedman & Company

Market Area Definition

Based on the competitive environment and determination that locations within East Chicago will be able to primarily serve the local market, a retail market area was defined. Market or trade areas for retail uses typically vary based on the size, location, type of retail center and associated tenancies. For example, a grocery-anchored neighborhood center typically has a trade area of approximately a five-minute drive time while a larger community center that has more than one anchor may potentially attract consumers living or working within a 10- to 15-minute drive time.

Considering the location and distance of the large competitive retail centers in the region and the character of East Chicago's retail districts, the City's primary market area was defined based on supporting a smaller, neighborhood-oriented market. (See Figure 8.6.) The primary retail market area consists of the cities of East Chicago, Hammond, Whiting and Gary west of Clark Road. These communities have similar demographics and retail establishments. East Chicago will likely draw most of its market support from these communities.

The communities of Munster, Highland, Dyer, Griffith, and Schererville are within the secondary market area. Because of the number and size of the retail centers within these communities, the secondary market area is viewed as competition for East Chicago retail. However, specialty, ethnic stores and restaurants may draw additional market support from these areas.

Retail Market Demographic

The primary market area consists of approximately 130,000 people and 49,000 households. Within the PMA, the median household income is $39,563, with approximately 60% of all households making less than $50,000 per year. Similar to the City of East Chicago, the population within the market area is comprised of younger households, with 52% of all residents are less than 35 years old. The median age of PMA residents is approximately 34 years. This age and income data suggests that the PMA consists of young families and households with limited expendable income. The demographics of the PMA further supports the need for primarily basic everyday goods and services.

Table 8.24: Primary Market Area Demographics

	2006 Totals	2006 Percentage
Population	130,140	
Households	49,276	
Income		
Less than $25,000	15,541	31.5%
$25,000 to $49,999	14,343	29.1%
$50,000 to $75,000	9,787	19.9%
$75,000 to $100,000	5,119	10.4%
$100,000to $200,000	4,013	8.1%
$200,000 or more	465	0.9%
Median Income	$39,563	
Median Age	33.7	

Source: U.S. Census, ESRI

Retail Opportunities

To identify a healthy retail mix and opportunities, two analyses were undertaken: a presence-absence analysis and a saturation/capture analysis for selected store types. The presence-absence analysis compares East Chicago's retail mix to a community that has a strong retail district and a similar demographic profile. The purpose of this comparison is to identify retail and service uses that are either missing or underrepresented within East Chicago's retail districts. The saturation/capture analysis calculates the amount of square footage of specific retail stores that could be potentially supported by a given market area's expenditures.

Presence-Absence Analysis

To identify types of businesses which are typically found in similar communities but may be under-represented in East Chicago, the City's mix of commercial establishments was compared to the business mix within South Chicago's Commercial Avenue shopping district located at 92nd Street and Commercial Avenue in the City of Chicago. South Chicago has approximately 38,000 people and is approximately 30% Latino. Neighborhoods on its periphery, East Side and South Deering, have even larger Latino populations. In 2000, South Chicago had a median household income of $26,150, which is comparable to East Chicago's 2000 median income of $26,538. Additionally, the Commercial Avenue district hosts a number of independent retailers, many of which cater to Hispanic cultures similar to shops and restaurants in East Chicago.

As shown in Table 8.25, East Chicago has more stores and services than Commercial Avenue. East Chicago has a number of auto-oriented uses, banks/currency exchanges, and hair salons. However, the City's stores are scattered among multiple districts and the percentage of the city's "true retail" uses that generate sales tax is much lower. Retail on Commercial Avenue comprises 29% of the storefronts while East Chicago's retail is only 17%.

In reviewing specific retail categories, East Chicago has a substantially higher percentage of bars and restaurants and a much lower percentage of clothing stores and shoe stores. Considering the City's demographic profile and the character of East Chicago businesses, there may be an opportunity to target independent or small-chain apparel and shoe stores to strengthen existing retail districts. Also, there is potential support for a general merchandise/dollar store within East Chicago. Although South Chicago and East Chicago have the same number of variety stores, South Chicago has two larger format regional stores (Family Dollar and Dollar Tree) while East Chicago has only one (Family Dollar), which is located in the East Columbus Drive retail cluster. Based on its location, the Family Dollar store more than likely serves the east side of the city. Retail Lease Trac, a nationally recognized provider of retail data, estimates the minimum requirement for a regional chain variety store is 10,000 square feet. Establishing a second regional chain variety store, at this size, that serves the west side of the City would help balance the mix of retail uses between the shopping districts.

East Chicago residents and stakeholders indicated that family entertainment uses are a desired land use within the City as most families have to leave the City to find such activities. Although the City does provide sporting events and activities for children, it lacks a place that includes activities where the entire family can participate. Depending on the activities and the required lot size and building format, a family entertainment use could serve as another anchor tenant in one of East Chicago's shopping districts.

Saturation/Capture Analysis

Based on estimated expenditures and leakage for specific retail categories and other general characteristics of neighborhood-level shopping centers, a saturation/capture analysis was conducted to determine whether specific retail uses could reasonably be supported by the market. The saturation/capture analysis evaluates consumer expenditures for a given product category and measures it against per-square-foot sales benchmarks for retailers within the market area that provide the product.

Consumer expenditure data by product category is divided among existing competitive stores in the market area that offer the particular product. Each competitive store is then assigned an estimated store size and "competitiveness percentage," reflecting its potential to intercept shoppers from the proposed new store(s) in the study area. A store's competitiveness percentage can be based on numerous factors, including the range and quality of goods and services provided, its distance from the target market, the amount of market area overlap, and the overall health of the establishment. When multiplied by the total estimated square footage of a store, the competitiveness percentage

yields an estimate of the total square footage of a given category of retail that would directly compete with the hypothetical new store(s) for consumer dollars. The square footage of the hypothetical store(s) divided by the total competitive square footage equals the "market share" of spending that the proposed store(s) can be expected to attract. The "market share" is multiplied by the total consumer spending in the market area for the retail category in question to estimate the consumer spending that the store(s) could capture if it achieved its fair share of the market based upon its size.

To estimate the feasibility of a particular type of retail establishment, the hypothetical establishments' fair share of market area sales was then compared to a target sales per square foot value from Dollars & Cents of Shopping Centers data collected by the Urban Land Institute. This comparison allows for estimation of the square footage of the proposed new store(s) that would be supportable at the target sales levels.

Because of the neighborhood-oriented character of the retail districts, only the retail expenditures from East Chicago residents were considered to support a new retail store(s). The results indicate that additional grocery store space and an additional pharmacy could be supported.

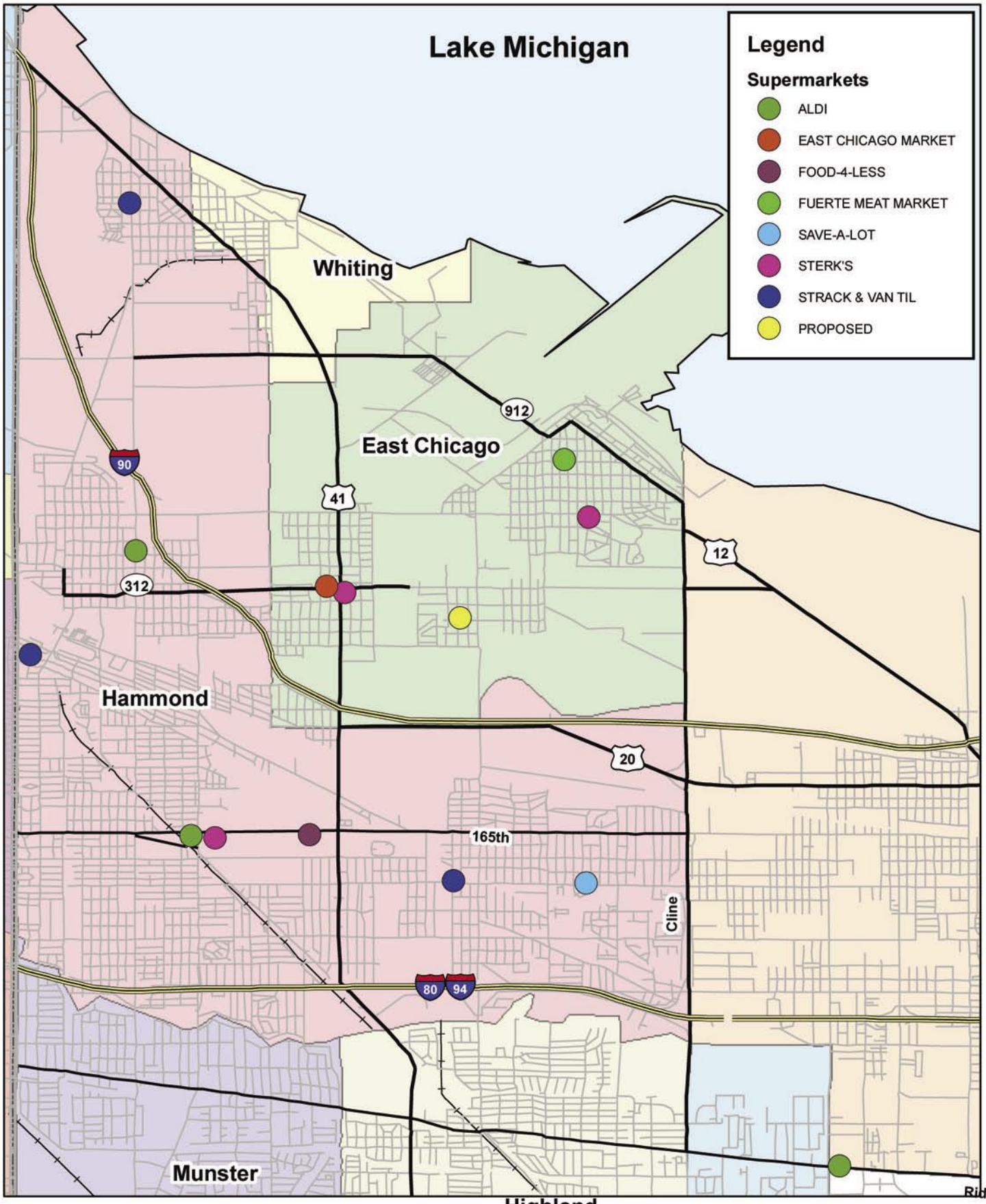
As shown in Figure 8.7, East Chicago currently has three supermarkets, a smaller neighborhood market, and a proposed independent grocery store. There are also six additional mini-marts/ convenience stores. Within the balance of the primary market area, there are eight supermarkets that potentially compete for market share. The analysis indicates that current consumer dollars spent in grocery stores outside of East Chicago can support an additional 11,000 square feet of supermarket space within the City. While this square footage is not large enough for a large chain grocery store, with the growth in the Latino population in East Chicago, an independent "supermercado" grocery appears to be a viable grocery option. Table 8.26 calculates the consumer expenditures, approximate sales capture of current grocery stores, the estimated leakage, and the square footage of grocery store space that could potentially be supported.

Figure 8.8 shows the location of existing pharmacies in the primary retail market area. There are four pharmacies within East Chicago and an additional 10 pharmacies located within the balance of the market area. As indicated in Table 8.27, our analysis indicates current expenditures could support an additional 15,000 square feet of pharmacy space in East Chicago. However, it should be noted that the pharmaceutical market faces stiff competition with the cost of prescriptions. With large companies like Wal-Mart beginning to offer low-cost generic prescription programs, this will likely have an impact on establishment of new pharmacies in East Chicago and across the country.

Table 8.25: East Chicago and South Chicago - Business Mix Comparison

Major Category	Businesses	Sum of Southeast Chicago Businesses	Sum of % of Businesses of Southeast Chicago	Sum of Commercial Ave. Businesses	Sum of % of Businesses of Commercial Ave.	Sum of East Chicago Businesses	Sum of % of Businesses of East Chicago
Auto Sales and Services	Automotive	47	11%	9	6%	26	11%
Auto Sales and Services Total		**47**	**11%**	**9**	**6%**	**26**	**11%**
Bars and Restaurants	Bakeries	7	2%	3	2%	4	2%
	Catering	7	2%	2	1%	4	2%
	Restaurants	58	13%	15	10%	35	15%
	Taverns	19	4%	1	1%	17	7%
Bars and Restaurants Total		**91**	**21%**	**21**	**13%**	**60**	**26%**
Food and Liquor Store	Grocers	27	6%	9	6%	10	4%
	Liquor	4	1%	2	1%	3	1%
Food and Liquor Store Total		**31**	**7%**	**11**	**7%**	**13**	**6%**
Industrial/ Warehouse	Industries	19	4%	3	2%	0	0%
Industrial/Warehouse Total		**19**	**4%**	**3**	**2%**	**0**	**0%**
Other Uses	Other Businesses	8	2%	2	1%	2	1%
Other Uses Total		**8**	**2%**	**2**	**1%**	**2**	**1%**
Personal/Household Services	Construction	8	2%	1	1%	0	0%
	Home Repair	16	4%	4	3%	3	1%
	Laundry and Dry Cleaning	8	2%	3	2%	4	2%
	Pet Care	2	0%	0	0%	0	0%
	Travel Agencies	6	1%	1	1%	1	0%
	Barber Shops/ Salons/ Nails	46	11%	9	6%	13	6%
Personal/Household Services Total		**86**	**20%**	**18**	**12%**	**21**	**9%**
Professional/ Financial Services	Accountants	9	2%	1	1%	7	3%
	Financial Services	5	1%	1	1%	0	0%
	Funeral Homes	8	2%	2	1%	1	0%
	Insurance	10	2%	3	2%	5	2%
	Real Estate	10	2%	1	1%	2	1%
	Tax Services	9	2%	1	1%	0	0%
	Banks/Currency Exchanges	19	4%	6	4%	12	5%
Professional/Financial Services Total		**70**	**16%**	**15**	**10%**	**27**	**12%**
Retail	Drug Store	3	1%	0	0%	4	2%
	Florists	5	1%	1	1%	3	1%
	Furniture	5	1%	3	2%	4	2%
	Music & Books	3	1%	2	1%	2	1%
	News Papers	2	0%	1	1%	0	0%
	Retail Stores	8	2%	4	3%	5	2%
	Video	6	1%	2	1%	3	1%
	Cellular Communications	8	2%	4	3%	4	2%
	Jewelry Store	4	1%	3	2%	2	1%
	Clothing Stores/Shoe Stores/Specialty	31	7%	22	14%	9	4%
	Variety Stores	3	1%	3	2%	3	1%
Retail Total		**78**	**18%**	**45**	**29%**	**39**	**17%**
Service Providers	Service Providers			32	21%	44	19%
Service Providers Total				**32**	**21%**	**44**	**19%**
Grand Total		**430**	**100%**	**156**	**100%**	**232**	**100%**

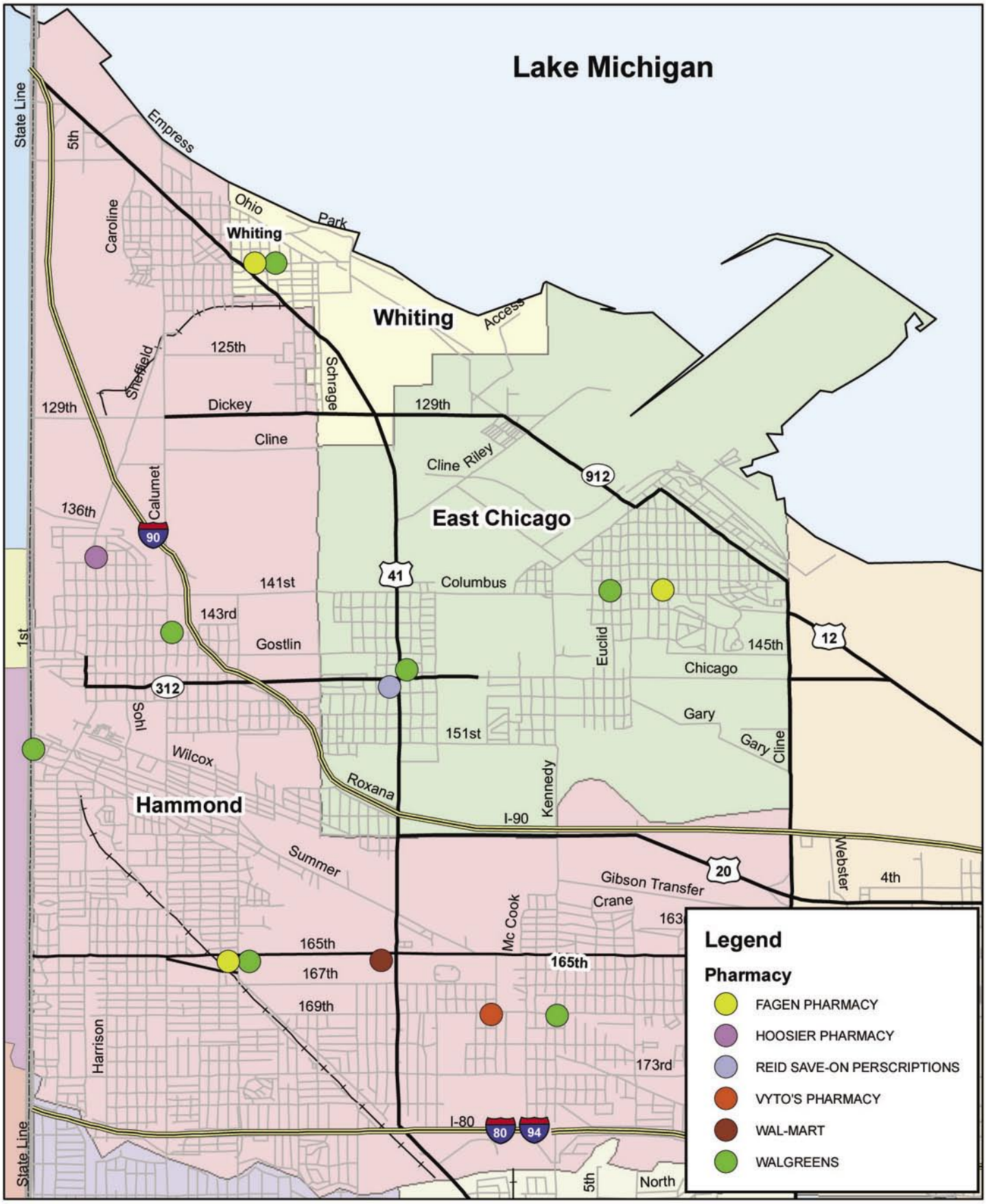
Figure 8.7: Grocery Stores



S. B. Friedman & Company
Real Estate Advisors and Development Consultants

November 2008

Figure 8.8: Pharmacy



S. B. Friedman & Company
Real Estate Advisors and Development Consultants

November 2008

Table 8.26: Supermarket Saturation/Capture Analysis

	Number of Stores	Square Feet (SF)	Estimated $/SF	
Convenience Stores	6	1,000	$200	$1,200,000
Small Grocer	3	27,000	$314	$8,478,000
Large Grocer	2	40,000	$314	$25,120,000
Total				$34,798,000
Consumer Buying Power - Sales Potential for Grocery Stores				$29,281,221
Leakage				$4,483,221
Sales per Square Foot				$404
Total Supportable SF				11,097

Sources: S. B. Friedman & Company, ESRI, Dollars and Cents of Shopping Centers 2006 Urban Land Institute

Table 8.27: Pharmacy Saturation/Capture Analysis

	Number of Stores	Square Feet (SF)	Estimated $/SF	
Walgreen's	2	14,000	$775	$21,700,000
Fagan's	1	5,000	$513	$2,565,000
Total				$24,865,000
Consumer Buying Power - Sales Potential for Grocery Stores				$37,178,191
Leakage				$12,313,191
Sales per Square Foot				$775
Total Supportable SF				15,888

Sources: S. B. Friedman & Company, Claritas, Dollars and Cents of Shopping Centers 2006 Urban Land Institute

Retail Market Opportunities

The retail market analysis identified selected uses that can be used to fill in vacant commercial buildings or could locate in new facilities constructed on vacant land within each shopping district. These demand elements include:

- A smaller grocery store (approximately 11,000 to 20,000 square feet)
- A pharmacy (approximately 16,000 square feet)
- Apparel/shoe stores
- General merchandise/variety store (approximately 8,000 to 10,000 square feet)
- Family entertainment uses

The supportable square footage of grocery is roughly the size of a moderately-sized supermercado. This additional square footage can be contained within a new store or within an expansion of an existing store. Outside of the replacement store that Walgreens has planned within the East Columbus shopping district, it appears that an additional pharmacy can be supported. The leakage of consumer expenditures that is spent in other pharmacies outside of East Chicago is enough to support another national chain retailer.

Compared to the existing retail mix in South Chicago, East Chicago has a deficit of apparel and shoe stores. A variety of apparel/shoe stores, including apparel-related specialty shops (bridal boutiques, accessories, etc.) could occupy existing vacant storefronts or reside in new/replacement retail space.

Although family entertainment uses are not traditional retail uses, it appears that there is community support for these uses. A family entertainment use that houses a number of activities including bowling, arcade, and billiards, could be a viable tenant in one of the shopping districts or incorporated into a lakefront redevelopment effort.

Reshaping East Chicago's Retail Districts

Within each of the City's primary shopping districts, there is a range of viable shops, restaurants, and services, which can be consolidated and strengthened to create more of a critical mass of activity. For the purpose of creating better-defined and more active shopping clusters, boundaries within each of the three areas were reorganized. The boundaries are not intended to imply that all retail outside is unhealthy, but rather to suggest that consolidation would create a more solid critical mass of activity and better synergy among uses that could increase shopping activity.

Chicago + Indianapolis

In the Chicago and Indianapolis downtown area, the primary commercial activity is along Indianapolis Boulevard between 145th Street and 148th Street and along Chicago Avenue between Baring Avenue and Railroad Avenue. As Figure 8.9 shows, this consolidated retail area includes approximately 353,000 square feet of occupied commercial space (3,450 linear feet) and 47,500 square feet of vacant commercial space (350 linear feet) within 13 vacant storefronts. Considering its current retail mix and pedestrian and vehicular activity, apparel/shoe stores and a general merchandise/variety store are best suited for this district.

Main + Broadway

Within Main and Broadway, the City's pedestrian-oriented shopping cluster, the critical mass of activity is generally located along Main Street from 139th Street to Broadway Street, and along Broadway from Main Street to Grand Boulevard (see Figure 8.10). This cluster includes approximately 187,000 square feet (1,485 linear feet) of occupied commercial space and 33,500 square feet (300 linear feet) of vacant commercial space within nine storefronts. Within the cluster, there is also 23,000 square feet of vacant land at the intersection of 138th and Main available.

While there is an existing Hispanic market just outside of this district, it is small compared to the number of households that potentially support it. Adding 11,000 square feet of grocery store space within a new store or expanding the existing Hispanic grocer might be the best use of the new space. To take advantage of better visibility and spillover traffic from other retail and service uses within the district, the new/expanded grocery store could move to the vacant property on 138th and Main.

East Columbus Drive

Primary commercial activity along East Columbus Drive is between Elm Street and one parcel east of Pulaski Street (see Figure 8.11). This main shopping cluster includes approximately 94,000 square feet (895 linear feet) of occupied commercial space and 3,400 square feet (80 linear feet) of vacant commercial space; there is only one vacant storefront within the cluster.

East Columbus Drive will probably continue to be an auto-oriented shopping destination. Currently, the mix of land uses in this area prevents creating a longer retail corridor. Over time, there may be opportunities to enlarge the district to accommodate larger retailers that require sizable amounts of vehicular traffic, such as a family entertainment use. Additionally, the growth in the Latino population may allow for additional support for ethnic food stores, including bakeries, meat markets, and produce as well as specialty shops.

Other Nodes
In addition to the three main commercial districts, small nodes could be considered to provide convenience retail for neighborhoods that are not close to Chicago/Indianapolis, Main/Broadway or East Columbus Drive. These areas would have to be limited in number and scale to avoid drawing activity away from the three main areas.

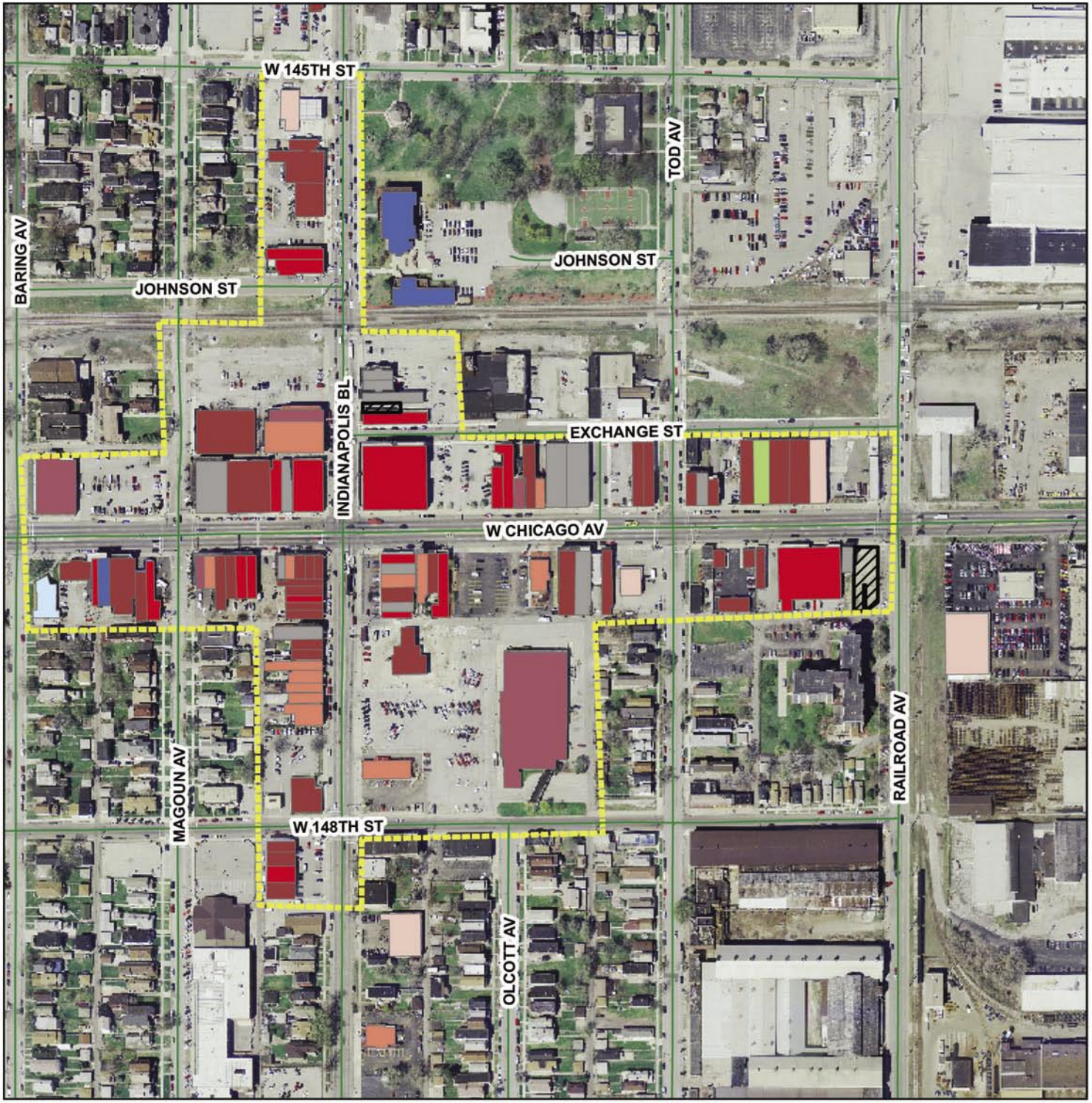
Overall, the City has more than 27.5 acres zoned for commercial in its three main commercial areas, which represents approximately 1.2 million square feet of developable space. Also, numerous commercial buildings and storefronts are vacant. Without a larger market to support such square footage, commercially zoned land should be reduced and most of the new retail opportunities should be concentrated in the three primary locations.

The following is a summary of potential development opportunities and strategies for industrial/ business development, residential use, and retail use.

The Economic Future Study recommends nine clusters, which may present opportunities for generating economic growth in the Northwest Indiana region. These include:

- Transportation/Distribution/Logistics (including transport by truck/rail/water/air, warehousing and storage) and Wholesale Trade
- Advanced Energy/Traditional Energy Technologies
- Manufacturing/Advanced Manufacturing (including adding value to locally produced steel)
- Environmental Remediation and Waste Management (including waste treatment and disposal, remediation)
- Professional Services (including legal services, architecture and engineering, management and technical consulting, and specialized design services)
- Construction and Specialty Trade Contractors
- Information Technology (including computer systems design, web based services, software development, and training)
- Healthcare
- Gambling and Tourism

Figure 8.9: Consolidated Retail Map Indianapolis Blvd & Chicago Ave



Legend

SUGGESTED CONSOLIDATED RETAIL AREA

East Chicago Buildings

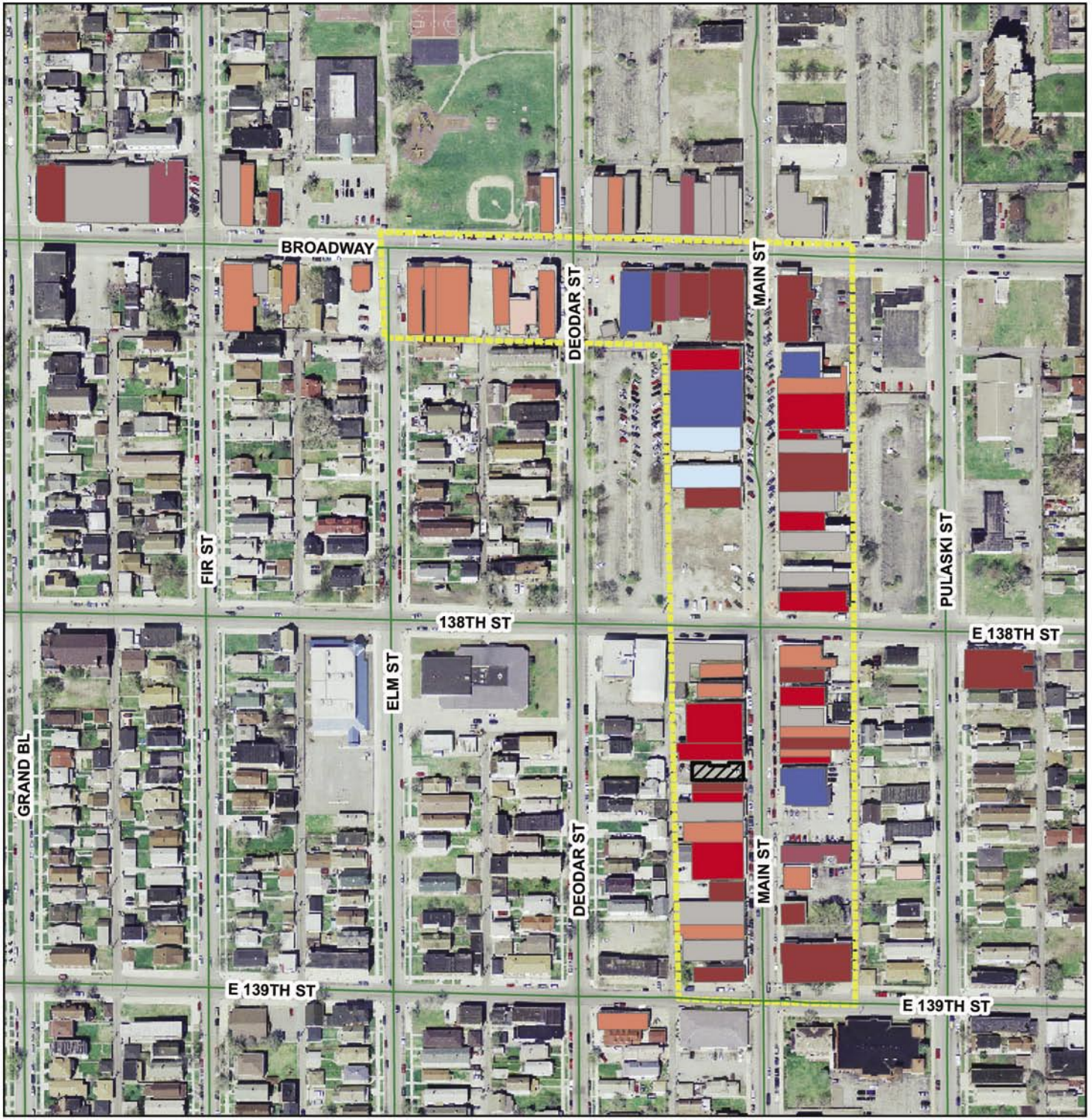
- RETAIL STORES
- AUTO SERVICES AND SALES
- FOOD AND LIQUOR STORES
- BARS AND RESTAURANTS
- PROFESSIONAL/PERSONAL SERVICES
- PUBLIC
- CULTURAL/INSTITUTIONAL
- ENTERTAINMENT/RECREATION
- VACANT
- DEMOLISHED

N

S. B. Friedman & Company
Real Estate Advisors and Development Consultants

November 2008

Figure 8.10: Consolidated Retail Map Main St. and Broadway Ave



Legend

- SUGGESTED CONSOLIDATED RETAIL AREA

East Chicago Buildings

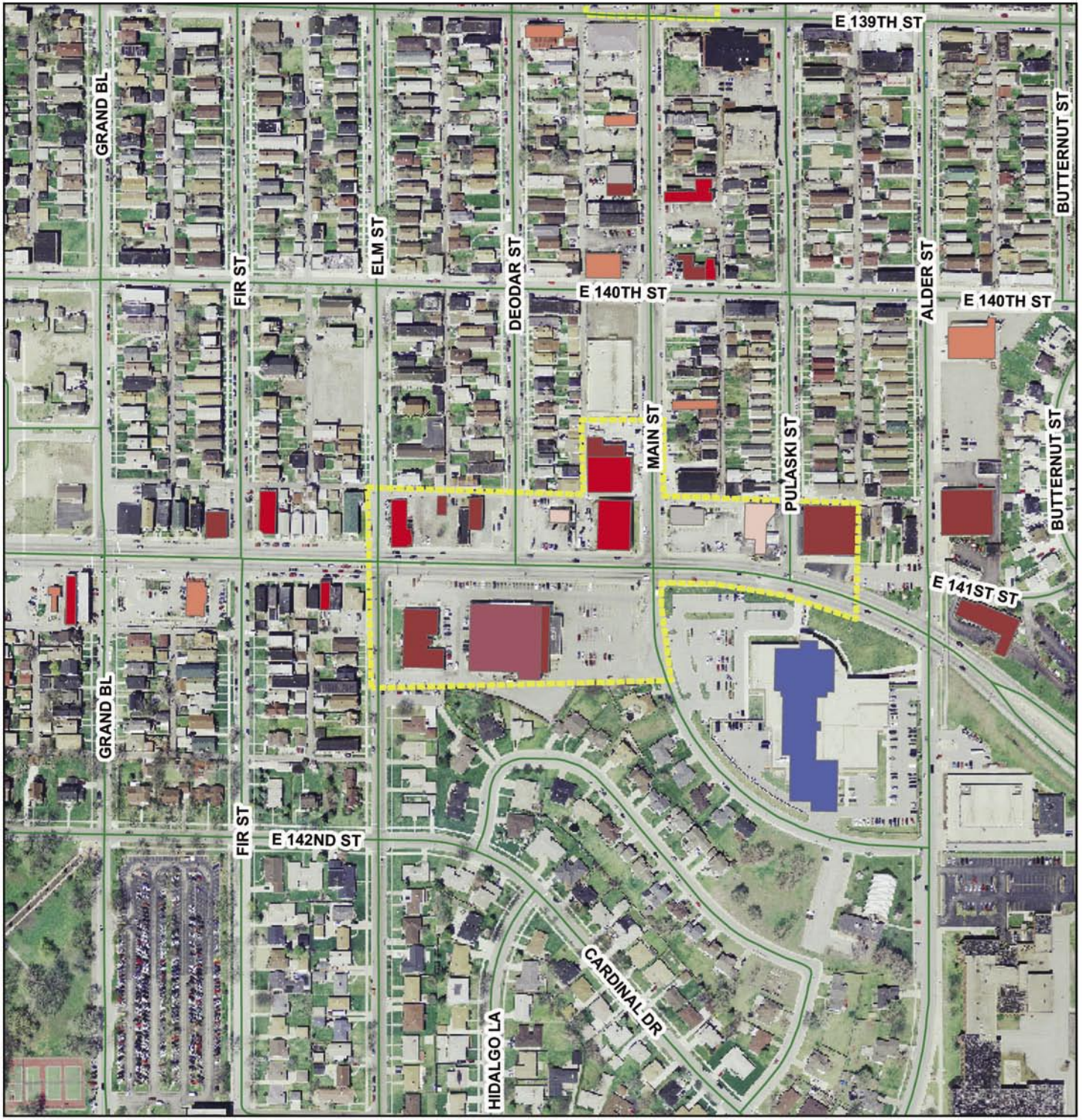
- RETAIL STORES
- AUTO SERVICES AND SALES
- FOOD AND LIQUOR STORES
- BARS AND RESTAURANTS
- PROFESSIONAL/PERSONAL SERVICES
- PUBLIC
- CULTURAL/INSTITUTIONAL
- ENTERTAINMENT/RECREATION
- VACANT
- DEMOLISHED

N

S. B. Friedman & Company
Real Estate Advisors and Development Consultants

November 2008

Figure 8.11: Consolidated Retail Map Columbus Dr. and Main St.



Legend

- SUGGESTED CONSOLIDATED RETAIL AREAS

East Chicago Buildings

- RETAIL STORES
- AUTO SERVICES AND SALES
- FOOD AND LIQUOR STORES
- BARS AND RESTAURANTS
- PROFESSIONAL/PERSONAL SERVICES
- PUBLIC
- CULTURAL/INSTITUTIONAL
- ENTERTAINMENT/RECREATION
- VACANT
- DEMOLISHED

N

S. B. Friedman & Company
Real Estate Advisors and Development Consultants

November 2008

If the City is able to create modern real estate products, it can take advantage of the elimination of the State's inventory tax to competitively retain and attract businesses within the transportation/distribution/logistics and wholesale trade cluster, energy cluster, and manufacturing cluster. Specific potential opportunities within East Chicago include:

- Modern Vendor/Supplier Business Park
- Professional Service Office Center
- Distribution/Warehousing/E-Commerce Fulfillment Centers
- Eco-Industrial Water Treatment/Remediation Facilities
- Intermodal Facility (depending on rail, interstate access, and land availability)

East Chicago already serves as an important "second stop" for Latinos in the Chicago region and, due to its already large Hispanic population, could serve as a potential "port of entry" for new immigrants from Mexico and Latin American countries. These populations will be more likely to remain in the community if the City can effectively deal with perceptions concerning the school system, crime, property taxes and housing maintenance costs. To attract a balanced mixed-income residential population and to retain both new and long-term residents, the following actions by the City should be considered:

- Utilize city-owned land to establish a critical mass of new residential development priced to compete with homes in nearby communities which offer lower property tax rates.
- Continue the City's Residential Renovation Program and work with existing or other lending institutions to establish alternative lending sources, loan guarantee programs or other programs to ensure that adequate capital is available to facilitate continued rehabilitation of the existing housing stock.
- Provide opportunities for new and upgraded affordable housing attractive to different age groups. The increase in lower income households within the City suggests a demand for affordable housing. Considering much of East Chicago's housing stock is more than 50 years old, new and replacement housing can be developed that utilizes multi-family housing programs to subsidize housing costs, including Section 42 (Low Income Housing Tax Credits) and Section 202 (Supportive Housing for the Elderly), and Section 8 (Housing Choice Voucher Program).
- Develop larger, multiple-bedroom homes for large and/or multi-generational families. These housing types may specifically be attractive to immigrant families.
- Build upon the successes of the charter and private schools and continue to improve all public schools.

- Continue to support local police efforts to work closely with the North Harbor neighborhood and other neighborhoods to improve neighborhood safety.
- Expand youth activities to include karate, gymnastics, music and/or other arts-oriented programming.
- Support efforts of the East Chicago Arts Initiative (ECAI) to renovate the historic Carnegie Library into a new cultural center which can serve as a focal point for arts and cultural activities for the entire city. Work with ECAI to establish a directory of local artists and arts and cultural organizations, to identify and promote the programs and services they offer, and to address specific needs to support and strengthen arts and cultural activities throughout East Chicago. Despite the City's large amount of street frontage zoned for commercial/retail use, only a small amount of this frontage is active. Opportunities may exist to consolidate retail within the healthier cores of the primary retail districts as a method to increase activity in the main shopping clusters.

Rather than compete with large shopping center or "big box" retail destinations in surrounding communities, its physical locations and demographic characteristics position East Chicago as better able to foster neighborhood shopping centers. In particular, the City should encourage retail to fill the demand for smaller grocery stores, pharmacies, apparel/shoe stores, general merchandise/ variety stores, and family entertainment uses. The growth in ethnic populations is also providing niche market opportunities, particularly for ethnic food stores.

Long term, assuming the barriers to housing development are addressed, population growth trends will likely shift and allow for the opportunity and potential to expand the core retail districts. As more people move to and are retained in the City, particularly those with higher incomes, more disposable income will be available to purchase more dispensable goods and expand the types of retail uses within the City that can be supported. Achieving and maintaining a more populous and mixed-income environment improves market support for both traditional independent retailers.



Section 9: Constraints + Opportunities

Constraints/Issues/Negatives

Overall

- Public safety is a major concern affecting the image and quality of life of the community.
- The high property tax rate is hindering redevelopment and reducing the ability of owners to maintain their property.
- Other than its major industries and the casino/marina, East Chicago lacks destinations that would draw regional visitors to the community.
- Some of the community's major amenities, including the Lake Michigan shoreline, are isolated and difficult for the community to access.
- Most East Chicago neighborhoods are physically separated from each other by barriers such as large industrial facilities, the Indiana Harbor Ship Canal, rail lines/yards, and major roads.

Physical Conditions

- The community is mostly built-out and lacks large, contiguous, non-industrial parcels for new residential and commercial development.
- The City lacks a landscape ordinance.
- The City has lacked design guidelines to encourage high-quality site and building design.
- Some businesses have signage that does not meet the City's regulations and causes visual clutter in commercial districts, including businesses with multiple or oversized signs.
- In some locations, the wide and elevated Cline Avenue is an unattractive barrier, especially between Indiana Harbor and the Lakefront.
- Physical conditions along I-90 are unattractive and do not provide a positive image of East Chicago for people driving through the region or entering the community.
- A general lack of property maintenance, outdoor storage of materials, and littering affects many highly visible properties, roadsides, and entry points.
- Residents reported that street lighting is ineffective in some locations, which affects the perceived safety of those areas.
- Noise may increase in some areas with expansion of the Gary Chicago International Airport.
- Most road corridors and industrial properties lack greenery and attractive landscaping.
- Code enforcement is an on-going challenge for the City.

Residential

- Much of the housing stock consists of older, wood-frame homes that require a high level of maintenance. Some owners, including the large number of seniors in the City, struggle to maintain their properties.
- Many residential structures are vacant, and the City has demolished a large number of homes.
- Some neighborhoods have soil contamination from nearby industrial uses. The Calumet neighborhood, for instance, may have lead contamination and is a U.S. Environmental Protection Agency Superfund site.
- Multi-family housing is a large portion of the housing stock in several neighborhoods and makes up a larger proportion of the housing stock in East Chicago than in neighboring communities.
- Several multi-family housing complexes lack adequate landscaping or amenities.
- In some areas with a high percentage of rental properties, a lack of maintenance by property owners contributes to a perception of transience or crime.
- Some homes are being illegally converted into commercial uses, especially home-based child care sites in which no one lives or resides.

Commercial

- Commercial uses are allowed in many areas of the City, which negatively affect the ability to develop a "critical mass" of activity.
- Commercial districts, particularly Downtown and Indiana Harbor, suffer from vacant properties, poorly maintained facades, a limited range of shops and services, and excessive parking lots and curb cuts.
- Commercial corridors, including the auto-oriented Chicago Avenue in the Calumet neighborhood, have inadequate landscaping, unattractive buildings, and large parking lots.
- Changes in employment and mode of travel to work over the years have decreased activity in Indiana Harbor, such as along Broadway, Main, Michigan, and Guthrie/MLK.
- Commercial districts lack a range of retail establishments, and entertainment venues.
- Bars and liquor stores are over-represented in commercial areas and neighborhoods.
- Although the City has begun streetscape and crosswalk improvements, several commercial districts still lack consistent, attractive streetscapes.
- There are a number of isolated, underutilized or vacant retail properties and zones within residential blocks.

Institutional

- The public perception of the school district is poor, which hinders residential growth.
- A continued decline in student numbers will have negative impacts on school funding.
- City offices are dispersed, which may make it difficult for residents to access services in a "one-stop shopping" manner. For a City with a population of approximately 32,000 residents, there are ten locations with City offices.
- Despite the presence of parks and community centers, there are few activities or spaces geared to young adults. The City also lacks non-traditional activities such as gymnastics, karate, and arts-oriented programs.

Industrial

- Most of East Chicago's industrial areas have sites that are or may be considered contaminated. Most will require some level of remediation before they may be redeveloped.
- Older underground storage tanks need to evaluated and remediated if necessary.
- Accessibility within and between industrial properties is poor in some areas and contributes to traffic congestion and noise pollution.
- Steel companies generally require their employees have at least two years of post-secondary education, and many City residents lack that level of education.
- Most steel workers no longer live within the community.
- Some residents indicated that waste disposal/transfer businesses are overrepresented in the community.
- Multiple ownership and the presence or potential for contamination have made it difficult to determine what properties are available for new development.

Parks + Open Space

- Some areas lack park space, although most neighborhoods are well served.
- Soccer fields, multi-purpose fields and adult softball fields may be needed as those sports increase in popularity.
- Park signage is dated and appears temporary.
- A few older pocket parks have outdated equipment/facilities.
- Most community- and neighborhood-level parks lack adequate parking.

Natural Resources

- Natural areas and wetlands are often unconnected and limited in size because they are separated by large industrial properties and transportation corridors.
- Pedestrian pathways and "green" connections between neighborhoods, the Grand Calumet River, and Lake Michigan are lacking.
- The Grand Calumet River and Indiana Harbor Ship Canal have been listed as one of the 42 Great Lakes Areas of Concern.
- There are few natural areas, habitats or green areas among the City's extensive industrial setting.

Historic Preservation

- The stock of historic homes and buildings in the City is decreasing because of teardowns, a lack of maintenance, and redevelopment.
- A number of the community's most historic structures and districts have had alterations that weaken their historic integrity.
- The City currently does not have a historic preservation ordinance, but is in the process of adopting one.

Zoning

- There may be more land zoned commercial than necessary to meet market demand, which has result in vacant or underutilized properties and commercial uses dispersed throughout the City without clusters or concentration to form a "critical mass" of activity.
- Allowing drive-through restaurants, banks, pharmacies or cleaners in neighborhood-oriented retail districts may break-up the "street wall," affecting pedestrian movement and interest.
- Allowing wholesale storage and warehouse facilities in pedestrian-oriented commercial areas also could break the "shopping streetwall."
- Existing commercial zones do not always fit the character of the street or district. For example, the C1 district is applied to both small-scale, pedestrian-oriented retail areas and auto-oriented commercial areas.
- Large multi-family districts may be discouraging infill development such as single-family or two-family homes that provide a wider variety of housing stock.
- Accessory units and "granny flats," which are additional residential units at the back of a lot, are found within several of the neighborhoods but are not permitted within the Zoning Ordinance.

Transportation

- Although the transportation system serving the City is excellent, some locations have awkward access because of barriers caused by the Canal and/or existing development.
- The existing public transportation network serves a limited area outside of the City of East Chicago which would assist residents in serving their employment and shopping needs.
- Numerous rail crossings cause traffic problems, as vehicles must wait for freight trains to cross.
- Some residents indicated that congestion has become an increasing problem as more employees from outside of East Chicago work at local industries.
- Roxana has experienced cut-through traffic to/from Columbus Drive.
- Some rail lines are under-utilized.
- Truck traffic and noise are impacting surrounding uses, particularly along Chicago and Euclid Avenues.

Economic Development

- Property taxes are high relative to surrounding communities, which has burdened homeowners and property owners, and made the City less attractive for residential development.
- There is concern that local industries are not hiring many local residents.
- Local retail dollars are being spent at shopping centers in neighboring communities.
- East Chicago has experienced some difficulty in attracting young professionals, possibly due to a negative perception and lack of appropriate housing stock.
- Some residents lack education and training appropriate for jobs available in today's economy.
- Combined, the tax, crime, and school issues, along with numerous contaminated industrial and commercial properties, significantly affect the economic development of the City.

Opportunities/Strengths/Positives

Overall

- East Chicago has a strategic location in the Midwest along major national highway and rail routes, adjacent to a growing airport and a lake port, and close to the City of Chicago and other Northwest Indiana urban centers.
- Lake Michigan is an important amenity for industrial, recreational, environmental, and aesthetic reasons.
- Residents feel that East Chicago has retained a "small town character" despite its extensive industrial base and proximity to major urban centers.
- The unique character of East Chicago's harbor and industrial setting could be considered a positive attribute regarding marketing and the arts.
- The community has a rich heritage because of its history as an industrial powerhouse.
- City leaders and staff are committed to positive change.
- Police patrols have been increasing in areas with higher perceptions of crime.
- The City has a diverse population.

Physical Conditions

- The City has initiated streetscape improvements in several commercial areas and installed new streetlights in some residential neighborhoods.
- The City is in the process of creating design guidelines to improve the quality of new developments.
- Joint planning of the Lakefront between East Chicago and Gary is addressing the potential for relocating/consolidating railroad tracks, relocating East Chicago's water filtration plant, improving access to Cline Avenue, expanding the marina, and assessing Lakefront development potential.

Residential

- The City has a demolition program to remove unsafe, deteriorated buildings. Approximately 370 structures were demolished between 1995 and 2004.
- Federal funds are being used to support housing rehabilitation, and there is a waiting list of residents seeking grants and loans.
- Code enforcement is continuing on deteriorating properties. The process includes surveys

of neighborhoods, letters to non-compliant property owners, and Board of Works and Safety hearings. The process can result in demolition of unsafe structures within three months.

- North Harbor redevelopment is beginning with residential construction planned near Main and Broadway.
- The community has more affordable housing than other communities in the Chicago metropolitan region.

Commercial

- The Columbus Drive corridor is emerging as a new retail district with Sterk's and small shops located there. A Walgreens is being constructed at Columbus Drive and Main Street.
- There has been interest in the community from regional and national retail franchises.
- The growing Hispanic population in the community may spur increased commercial development.
- Merchants associations have recently taken shape in North Harbor and Downtown.

Institutional

- St. Catherine Hospital, which is part of a hospital group with facilities in Munster and Hobart, is well regarded in the region.
- The City provides a wide range of high-quality amenities and community facilities.
- The City has eight community centers.
- The East Chicago marina currently has a waiting list of 300 people for its 280 lake slips and 80 inland slips. The City is studying an expansion.
- The municipal buildings and recreation centers are in good condition. The public safety building, for police, and emergency medical services, is new.
- Fire Station 5 has been recently refurbished.
- The water plant is being relocated from the Lakefront as part of the Harbor redevelopment plan.
- School facilities are generally in good condition and have been remodeled or rebuilt.
- Two charter school in the City are meeting state standards.

Industrial

- The City has several large employers that provide jobs and contribute to the tax base, including ArcelorMittal with 6,400 employees and BP with 1,200.
- Some businesses/industries are already working together with local institutions on workforce development, and there are opportunities for further cooperation.
- A number of former industrial sites have received some level of remediation to counter contaminated soils and groundwater, and have potential for new development.
- A number of industrial sites are currently undergoing testing and cleanup.
- There are several state and federal programs designed to assist in the remediation of contaminated properties, including RCRA, Superfund, Voluntary Remediation Program, and the Brownfields Program.
- Local industries appear interested in the potential of a "waste exchange" program.

Parks + Open Space

- Parks are generally well maintained.
- The City has implemented an extensive park improvement plan that includes a wide range of improvements from minor upgrades to extensive renovations.
- The public pool facilities are accessible to most residents and are in good condition.
- The majority of the community- and neighborhood-level parks will be completely renovated by the end of 2010.
- There is a significant opportunity to incorporate bike paths, walking trails, and pedestrian greenways to link neighborhoods and take advantage of existing amenities such as Lake Michigan and the Grand Calumet River.
- The City's ball courts are in excellent condition with high quality surfacing and striping.
- Playground equipment is present in most community- and neighborhood-level parks. Further upgrades are planned.
- An update of the Parks Master Plan was submitted to the State Department of Natural Resources in April 2008.
- Lincoln School is considering turning part of its parking area into recreational green space within Nuñez Park. A concert area will be added to Callahan Park.

Natural Resources

- The City lies at the biologically "diverse" intersection of three major biomes – prairie, eastern deciduous forest, and northern boreal forest.
- The Grand Calumet River can serve a larger role as an environmental corridor for northern Indiana.
- The Grand Calumet Tern site east of Kennedy Avenue, which is in Hammond but adjacent to East Chicago, provides shorebird and wading bird habitat.
- Part of the DuPont site contains a large wetland and remnant dune system. The Nature Conservancy manages the property with IDNR Supervision.
- The Roxana Substation site, also on the south edge of the City, contains 5 acres of prairie and could be utilized and promoted as a high-quality natural area.
- There are a number of wetland and potential wetland sites throughout the community, particularly along the Grand Calumet River.
- There is a significant potential to work with industries and property owners to "green" East Chicago by upgrading frontages, perimeters, and vacant or underutilized pieces of land throughout the Community.

Historic Preservation

- The City has two existing sites on the National Register of Historic Places – the Marktown Historic District and Indiana Harbor (Carnegie) Public Library.
- Efforts are underway to re-use the Carnegie Library building as a performing arts center.

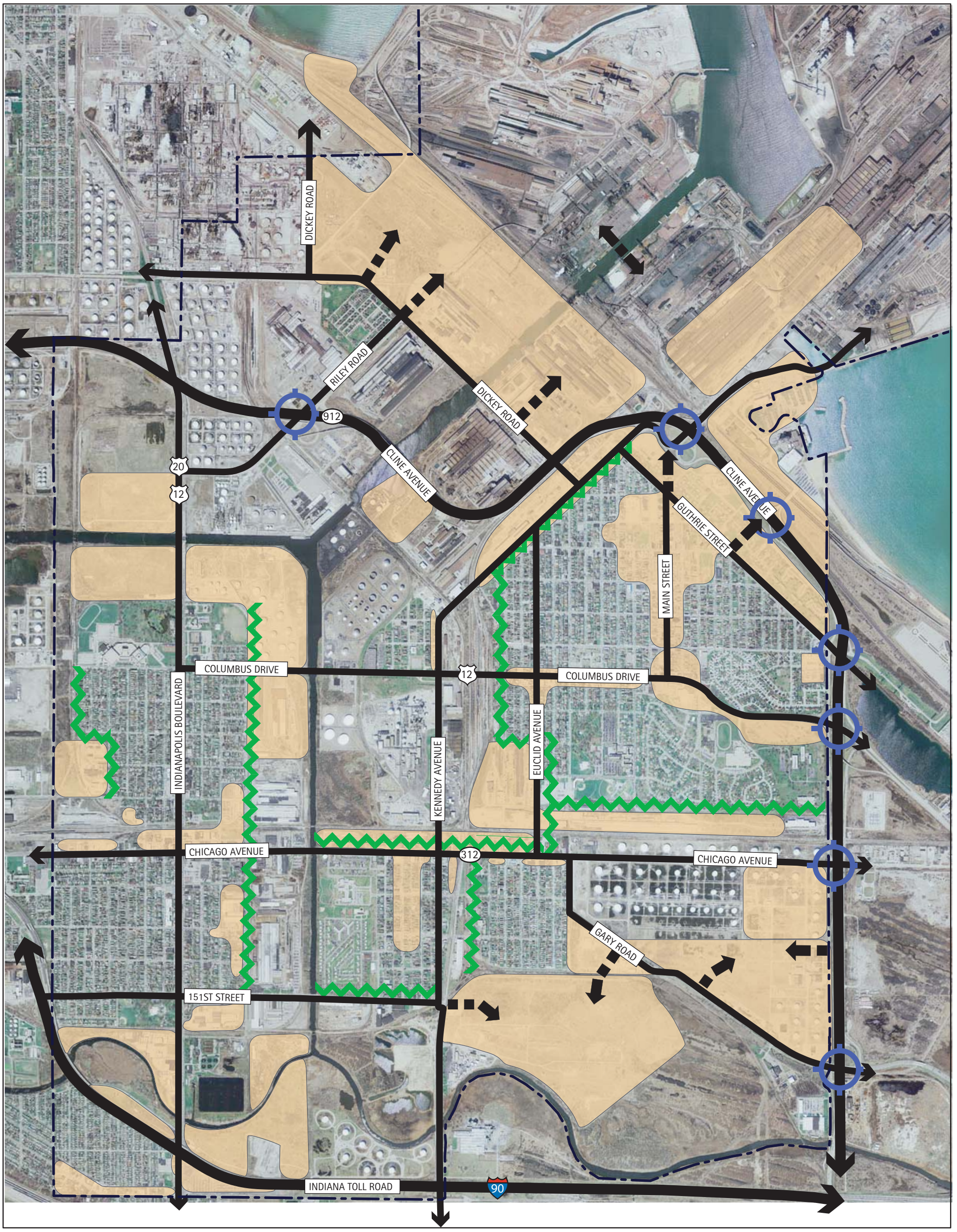
Transportation

- The majority of local streets' pavement (80%) is in good condition.
- East Chicago operates free public transit consisting of four bus routes. The system has links with transit in the surrounding cities and counties. Efforts are under way to improve these links, which include area malls and the South Shore Line.
- The South Shore, a commuter rail line that operates a station and parking lot in the Roxana neighborhood, links the community to Chicago and Gary. Approximately 3,000 commuters use the station daily.
- The City is located adjacent to the expanding Gary/Chicago International Airport.
- The community has significant rail connections and yards. Rail use is expected to grow with higher gasoline prices.

- A bridge is planned for Railroad Avenue over the CSX tracks that parallel Chicago Avenue in East Chicago's Downtown. It will serve as a truck bypass and should redirect some truck traffic from Indianapolis Boulevard.
- Regional infrastructure improvements are planned, including the replacement of the 9-span bridge on Indianapolis Boulevard immediately to the south of East Chicago in Hammond.

Economic Development

- East Chicago is part of the larger Northwest Indiana "job shed" that has access to jobs in Chicago.
- The Ameristar Casino acts as a major local and regional activity generator, providing significant revenue to the City.
- The City has begun an inventory of vacant properties available for redevelopment.
- The City's development team, The Community Builders and Hispanic Housing Development Corporation, has started to work on redevelopment of the Harbor area.
- Gary, East Chicago, and Hammond are working together within the same Empowerment Zone, which addresses economic, workforce, and community development. Tax incentives are among the Zone's tools.
- The City has control of numerous vacant properties and can use them to attract development.



Legend

- City Boundary
- Interstate (XX)
- U.S. Highway (XX)
- State Highway (XX)
- Railroad
- Expressway
- Major Road
- Potential Road Connection
- Interchange
- Development/ Redevelopment Opportunities
- Landscape Buffer Needed

City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 9.1: Constraints & Opportunities

Huff & Huff Incorporated · RQAW · LAKOTA THE LAKOTA GROUP INC · S. B. Friedman & Company · BauerLatoza STUDIO

NTS

November 2008

Activity Generators

East Chicago has numerous activity generators that attract people to the area, adding vitality by bringing employees and visitors to the City on a regular basis. These activity generators within the City include:

Institutions

- St. Catherine Hospital (1,137 employees/182 hospital beds)
- School City of East Chicago (1,006 employees/5,547 students)
- City departments and facilities (900 employees)
- Ivy Tech Community College (137 employees/1,000 students)
- Lake County Superior Court Room 2

Transportation

- South Shore Line station (14,000 commuters per day)
- Gary Chicago International Airport

Businesses

- Ameristar Casino/Hotel (1,675 employees/10,000 guests per day)

Industrial

- ArcelorMittal (6,400 employees)
- BP Amoco (1,200 employees)
- Safety-Kleen (97 employees)

Open Space

- Lake Michigan Beach at Jeorse Park
- East Chicago Marina

Development Opportunities

Several development or redevelopment opportunities have been identified throughout the City. These sites or blocks were identified based on sub-optimal land uses, vacant or deteriorating buildings, underutilized sites, key corner locations, and/or potential to consolidate small parcels of land to create larger sites (see Figure 9.1). Development opportunities could be new uses and buildings, or, if appropriate and feasible, new open space and "greening" initiatives.

- **Lakefront –** Potential to relocate railroad tracks, roads, and the water filtration plant could open up development sites.
- **ArcelorMittal –** Underutilized industrial land.
- **Michigan Avenue (Indiana Harbor Drive) –** Industrial properties north of the street are vacant or underutilized. Many commercial and mixed-use sites on the south side also are vacant, underutilized or in poor condition.
- **Northside Industrial –** Underutilized and vacant industrial land, including properties along Homerlee Avenue and the Canal; west of the Safety-Kleen site; and several properties adjacent to the Chicago Avenue commercial district.
- **Southside Industrial –** Underutilized industrial properties, including sites adjacent to Railroad and Chicago Avenues and two larger sites along the Grand Calumet River.
- **Calumet Industrial –** Underutilized industrial land along Chicago Avenue and the canal.
- **Washington Park Industrial –** Underutilized industrial land along Euclid Avenue and the CSX freight rail tracks.
- **Southeast Industrial –** Large underutilized industrial sites, including the western half of the DuPont site and a portion of the petroleum storage site northeast of Gary Road.
- **Columbus Drive –** Vacant and underutilized commercial properties along one of the few routes unobstructed by at-grade rail crossings.
- **Main/Broadway –** Commercial district has a number of vacant lots and properties that are vacant or in poor condition.
- **Guthrie –** Former commercial blocks contain a number of vacant and underutilized properties. Some residential uses also are in fair to poor condition.
- **Indianapolis Boulevard –** Major traffic and commercial corridor within the community has a number of vacant and underutilized properties.
- **Chicago Avenue** (Northside/Southside) – Historic commercial corridor has a number of vacant, underutilized, or unattractive properties, including the highly visible intersection with Indianapolis Boulevard in Downtown.

- **Chicago Avenue** (Calumet) – Corridor has a number of vacant and underutilized commercial and industrial properties.
- **Alexander Avenue –** Small, obsolete commercial blocks.
- **South Shore Station Area –** Underutilized frontage properties along Indianapolis Boulevard and suboptimal sites along Michigan Street.
- **Neighborhood Residential & Commercial –** There are a number of vacant and underutilized residential and commercial properties throughout the City's neighborhoods that present infill opportunities.

Development Ideas/Suggestions

Overall

- Create connections between residential neighborhoods and the Lakeshore where feasible.
- Celebrate tradition of heavy industry and steel making, in particular. Steel mills and fuel tanks could serve as great "canvas opportunities" for art.

Economic Development

- Attract patronage from regional visitors coming to casino and regional residents coming to local jobs.
- Encourage food and entertainment uses to create jobs, attract visitors, and provide activities for area youth.
- Develop family and entertainment centers.
- Create a citywide beautification program, including private property improvements and gateway location features.
- Consider a "waste exchange" to facilitate recycling and business efficiencies.
- Consider a large waste/recycling facility, center or "eco-industrial" park to attract new, clean industries.
- Engage the regional arts community to explore economic initiatives involving arts and culture.
- Commercial use ideas:
  - Pharmacy
  - Apparel/shoe stores
  - General merchandise/variety store
  - Insurance agency
  - Smaller grocery store
  - Day care center
  - Job training center
  - Health clinic
  - Youth activity facilities that provide technology, video, gymnastics, dancing, piano studies, etc.
  - Entertainment venue such as a Dave and Buster's, ESPN Zone, movie theater, mini-golf, and/or bowling alley.

Parks + Open Space

- Significant vacant land and abandoned industrial areas provide great opportunities to develop more park land and recreation areas.
- Relocation of tracks along the Lakefront could improve and increase waterfront open space.
- The Illinois and Michigan Canal National Heritage Corridor is extending its territory to the Indiana border, and there may be an opportunity to make a regional trail/corridor connection.
- There is significant potential to create a regional bike trail system due to a regional planning effort underway by NIRPC and the potential for creating linear greenways throughout the City.

Natural Resources

- Environmental corridors should be enhanced or created along the Grand Calumet River and along the Canal where feasible.



Section 10: The Future East Chicago

Community Vision

The future vision of East Chicago is based on the community's desire to improve its quality of life by taking advantage of the City's positive attributes and guiding development in a more effective manner. In the next 10 years, the City is envisioned to be an attractive, thriving place that capitalizes on its strategic regional location, strong transportation connections, industrial legacy, historic character, and land-use potential.

East Chicago will see job growth related to **new business parks** and a neighborhood-focused retail **environment**. It will capture a larger share of the residential growth that occurs in Northwest Indiana.

East Chicago will promote itself as a quality residential choice and as a "green" community with attractive open spaces, roadways, gateways and architecture. The City will have fostered awareness among land owners, business owners, and developers of higher quality building, site, and public space design and sustainable development principles that emphasize energy conservation, healthy buildings, and reuse of resources.

The City will strive for **sustainable land-use choices** as it implements the Comprehensive Plan during the next 10 years. Improving the community's physical conditions and conserving natural resources will be major considerations when evaluating community improvement and development proposals.

An efficient transportation network will provide for the **safe movement of vehicles, pedestrians, and bicyclists** throughout the City as roadway and multi-use path projects are expanded. Roads and streets will be maintained in good condition and provide the convenience needed to travel throughout the City, as well as to retain and attract businesses. Improved road connections will be implemented where feasible, including: the planned Railroad Avenue overpass; potential road connections to a new Gary Road business park; and better connections between the Indiana Harbor neighborhood, Cline Avenue, and Lakefront.

East Chicago will be a strong residential community with **safe, attractive, and "walkable" neighborhoods** and **quality schools and parks**. New housing developments will provide a wide range of products to current and future residents. Quality multi-family housing near solid commercial districts and the South Shore Line station will enhance the City's commercial viability and accessibility.

Consolidated and thriving commercial districts, including an enhanced Downtown and Indiana Harbor, will offer inviting shopping environments for residents, as well as shoppers from throughout the region. The districts will be attractive, well defined and linked to adjacent neighborhoods.

Economic development in the City will keep East Chicago on the map as a highly desirable place to do business. Obsolete industrial and office sites will be improved and "re-established" in attractive business park settings or reclaimed for residential use and open space where feasible. New business parks and consolidated retail districts will add jobs as well as maintain and expand the City's tax base.

East Chicago will have an **interconnected open space system** that includes: expanded and new parks; expanded and enhanced natural areas; linked greenways with bicycle and pedestrian paths; and improved access to the Lakefront and natural areas. The Lakefront, Grand Calumet River, and new community recreational facilities will benefit City residents and promote East Chicago as a community with unique features.

Public facilities will continually be improved and maintained to provide residents with **outstanding municipal services**. Public safety, parks and recreation, schools, infrastructure, and other community facilities and services will be provided in an efficient and effective manner to East Chicago citizens and businesses to maintain a high quality of life.



Enhanced retail districts



Variety of housing products



Modern business parks



Expanded and linked open space

Goals + Objectives

Community Context - Goal

An attractive and distinct community with thriving residential neighborhoods and business districts that serve the needs of City residents.

Objectives

- Be recognized in the region as desirable place to live, shop and conduct business.
- Improve area physical conditions and overall quality of life.
- Promote developments that are compatible with surrounding uses.
- Upgrade City schools to better prepare youth for the workforce.
- Preserve historic and cultural resources where feasible.

Strategies

- Market the Comprehensive Plan to let developers, builders, land owners, business owners, and potential residents know that the City has a clear vision for the community's future development.
- Amend zoning districts to match the land-use changes defined in the Comprehensive Plan.
- Amend zoning, subdivision, and signage codes to facilitate the quality of development the City is seeking, including design standards.
- Work with state, regional, and county planning agencies to implement transportation and open space improvements, and historic preservation initiatives.
- Update the City's capital improvement program to accommodate the infrastructure needed for future development.

Residential Land Use - Goal

Attractive, safe residential neighborhoods that provide a range of housing types and enhance the overall character of the City.

Objectives

- Acknowledge and preserve the City's established neighborhoods.
- Re-use vacant parcels and buildings to support existing neighborhoods.
- Foster new housing developments that are both mixed-income and mixed-product to reduce large concentrations of low-income households.
- Provide affordable housing for low-income and senior households.
- Eliminate industrial contamination in residential areas.

Strategies

- Evaluate and enforce building codes, particularly for rental properties.
- Provide grants, loans, and/or technical assistance to homeowners to assist with property maintenance.
- Revise the Zoning Ordinance to facilitate a variety of housing products.
- Maintain existing neighborhoods with sidewalk, street, curb, street lighting, and landscape improvements where needed and by encouraging home repairs by owners.
- Continue to encourage high-quality site planning that creates interconnected, pedestrian-oriented neighborhoods centered on open space, parks, and schools.
- Continue to demolish deteriorated buildings that cannot be renovated.
- Encourage development of vacant lots by:
    - Assembling vacant parcels.
    - Removing obstacles to development, such as title problems, deteriorated structures, and environmental contamination.
    - Marketing parcels to experienced for-profit and non-profit developers.
    - Selling City-owned parcels at a reduced cost where appropriate to encourage new development.
- Pursue state, federal, and/or industry-funded cleanup of contaminated residential areas, including the continued cleanup of lead pollution from the Calumet and East Calumet neighborhoods.

Commercial Land Use – Goal

Active, viable commercial districts that serve the needs of local and regional residents and enhance the City's tax base.

Objectives

- Consolidate and focus commercial development in key locations to concentrate and enhance the vitality of retail uses and restaurants.
- Promote development/redevelopment of vacant and underutilized commercial properties.
- Establish well-maintained, attractive, pedestrian-friendly commercial districts and centers.
- Improve pedestrian and vehicular access and circulation in commercial districts.

Strategies

- Update ordinances where necessary to enhance commercial districts, including design standards for landscaping, site signage, and building signage.
- Facilitate access to Downtown, Indiana Harbor, and the Lakefront with improved signage, and road connections
- Ensure adequate parking, including shared parking throughout each commercial district.
- Work with developers to encourage high-quality, mixed-use redevelopment in key locations in Downtown and Indiana Harbor.
- Work with property owners to upgrade buildings, signage, and parking lot landscaping.
- Emphasize "walkability" and improve physical conditions in commercial areas by expanding streetscape improvements, upgrading street furniture, and adding landscaping.

Industrial Land Use - Goal

Viable industrial districts that accommodate a range of businesses and provide economic benefits to the City.

Objectives

- Establish a thriving business environment that provides employment opportunities and enhances the City's tax base.
- Establish well-defined, modern business parks to accomodate a wide range of industrial, service, and office uses.
- Facilitate a sustainable approach to doing business in East Chicago that reduces operational costs, enhances the environment, and contributes to a positive image of the City.
- Minimize the impacts of industrial uses on adjacent land uses.
- Promote the retention of existing, active businesses where appropriate.
- Enhance buildings, parking and service areas, signage, and landscaping on all business properties throughout the City.

Strategies

- Capitalize on the City's extensive transportation network and regional location.
- Revise the Zoning Ordinance to accomodate modern business park standards, keep heavy industrial uses away from residential and commercial districts, and require screening and buffering between industrial and other uses.
- Work with property/business owners as well as state and federal agencies to cleanup contaminated industrial sites and improve and redevelop deteriorated properties.
- Consider creating a "green business" theme for existing and future industrial development, possibly incorporating the following elements:
- Eco-Industrial Park: Businesses located in a planned setting that re-use each other's waste and by-products.
- City Waste Exchange: Sharing lists of waste and by-products and matching businesses interested in re-using or recycling the materials.
- District Energy System: A central energy plant used to meet heating and cooling needs for an overall business park or district.
- Waste Heat Recovery: Use of heat energy produced at one facility to heat/cool other industries.
- Cogeneration: Creating electricity from heat (usually in the form of steam) for an overall area or district.
- Alternative Energy Sources: In addition to cogeneration and waste heat recovery, consider the feasibility of wind and solar energy.

Open Space – Goal

An interconnected and expanded open space system that provides a range of passive and active recreational opportunities and enhances the overall image and appearance of East Chicago.

Objectives

- Preserve and enhance existing open spaces.
- Create and maintain a variety of parks that offer a range of recreation facilities in sufficient quantity for the City's population.
- Create or enhance open spaces in the Downtown and Indiana Harbor commercial districts to serve as community gathering places.
- Establish new parks and natural areas on former industrial sites and underutilized properties.

- Create a network of bicycle and pedestrian paths that link existing and new open spaces and improve citywide accessibility.
- Improve conditions along the Grand Calumet River, including accessibility for pedestrians and bicyclists.

Strategies

- Work with county and regional agencies to pursue grants and donations to enhance and provide open space and trails.
- Acquire vacant or underutilized land to create new parks, playlots, greenways, and trails.
- Enhance existing parks with new plazas, walkways, gardens, play equipment, and landscaping.
- Encourage developers to include parks and trail segments in new developments using open spaces and civic uses as focal points.
- Implement the bike and pedestrian path plans created by the City, Lake County, and Northwest Indiana Regional Planning Commission.

Community Facilities – Goal

Efficient community facilities that provide City residents, business owners, and property owners with a full range of services.

Objectives

- Efficiently distribute community facilities throughout the City based on current and projected needs.
- Maintain facilities and services that are responsive to residents and business needs.
- Maintain school facilities as attractive educational assets for the community.

Strategies

- Repair and maintain sidewalks, streets, and street lighting throughout the City.
- Increase linkages between East Chicago businesses and area schools and colleges.

Transportation – Goal

An efficient transportation network that provides for the safe movement of vehicles, pedestrians, and bicyclists throughout the City.

Objectives

- Maintain safe and attractive roadways that facilitate access and circulation.
- Continue to repair and maintain infrastructure to facilitate safe and efficient travel throughout the city.
- Widen and expand roadways where necessary, and improve signal operations to better accommodate peak traffic.
- Improve pedestrian circulation through additional or improved sidewalks, crosswalks, and trails.
- Establish new roadway connections between Indiana Harbor and the Lakefront.

Strategies

- Identify and pursue funding sources for transportation improvements.
- Where feasible, reroute freight rail traffic and consider grade-separated crossings to reduce rail-induced traffic congestion.
- Discourage truck traffic along the residential and commercial portions of Columbus Drive, Chicago Avenue, and Euclid Avenue.
- Utilize access management strategies, such as consolidated curb cuts and shared access drives, to improve traffic flow along commercial corridors.
- Provide lane and crosswalk markings where absent, faded, or confusing at key pedestrian intersections.
- Improve wayfinding/signage to help visitors locate the Lakefront, Downtown, Indiana Harbor, and business parks.

Physical Conditions – Goal

An attractive community with a distinct visual identity that promotes East Chicago's natural and physical setting.

Objectives

- Create and promote an identity for East Chicago that capitalizes on its Lakefront industrial setting.
- Encourage higher quality site, landscape/streetscape, signage, and building design to enhance the City's physical conditions and "internal" image.

- Establish an attractive "external" image for East Chicago by cleaning and landscaping gateway intersections and along expressways.
- Encourage higher quality design for new housing to create architectural interest and variety in each block and neighborhood.
- Instill "Pride of Place" with business and property owners regarding property improvements and maintenance.

Strategies

- Revise ordinances and create design standards for existing property maintenance and new development, including landscaping, fencing, and signage.
- Enhance community wayfinding and identity by establishing a coordinated signage system, and distinct landscaped gateways at main City entrances.
- Organize a building improvement program for commercial areas.
- Consider an "industrial theme" and "green business" approach when developing an East Chicago "brand" and signage/streetscape designs to embrace the City's history as an industrial powerhouse.
- Consider incorporating public art as part of a City brand or design theme.
- Consider creating an awards/recognition program to highlight high-quality developments and property improvement projects.
- Work with property owners to enhance the physical conditions of existing properties.
- Consider the feasibility of establishing spring and fall "clean-up campaigns" involving City crews, civic and business groups, business owners, and property owners.

Future Land Use Plan

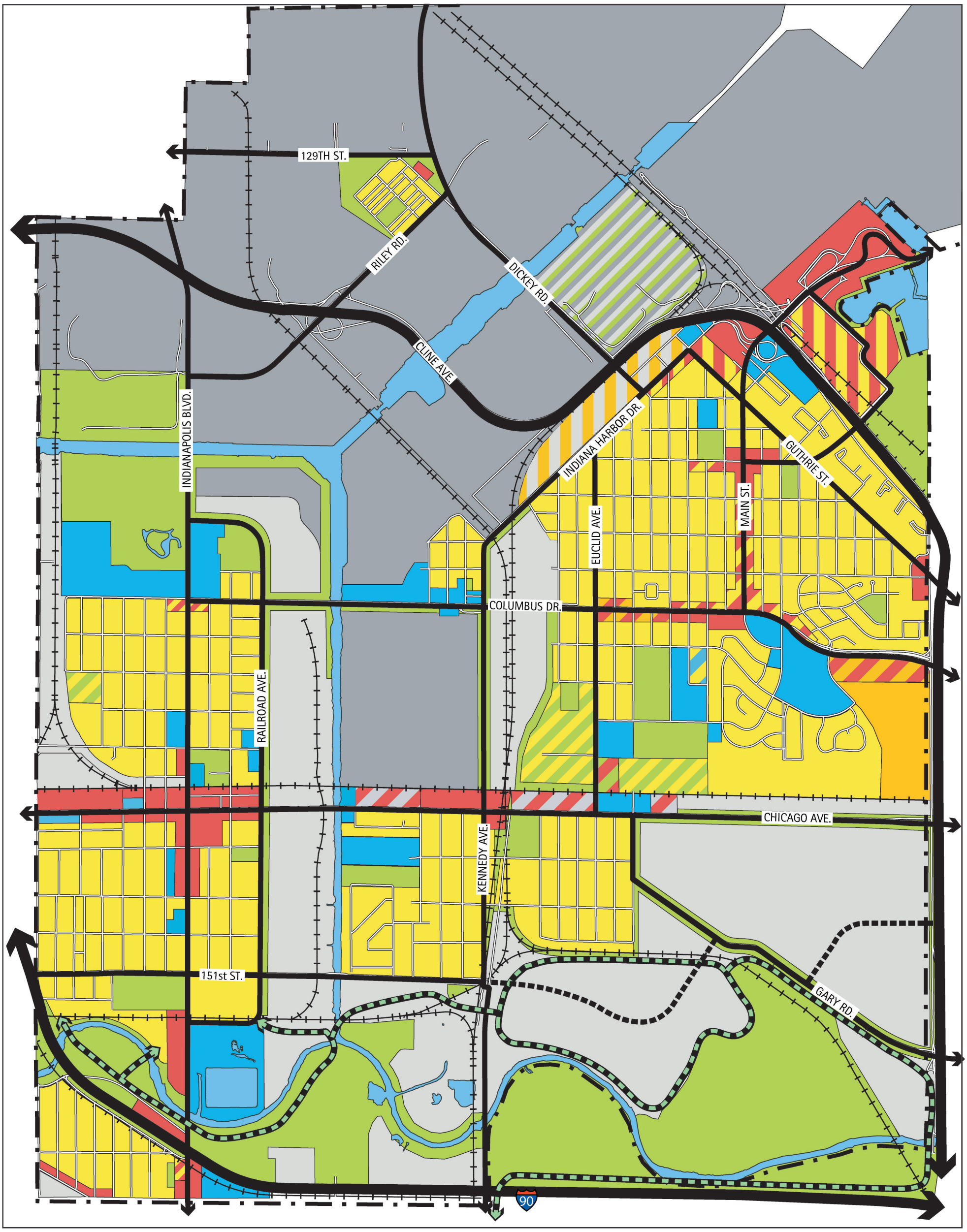
Along with the City's goals, objectives, and strategies, the East Chicago Future Land Use Plan provides a framework for making better community improvement and development decisions. (See Figure 10.1: Future Land Use Plan). The Plan defines how East Chicago can change its land-use mix and physical setting based on the vision of how the City should grow, function, and look in the future.

The Land Use Plan defines the type, location, and mix of land uses desired by the City. It accommodates the development projected in Section 8: Market Analysis for industrial, commercial, and residential development. Future community improvement and development initiatives will be reviewed for consistency with the Future Land Use Plan and its goals.

The Illustrative Plan (See Figure 10.2) further highlights the development potential of East Chicago and development and redevelopment concepts for "opportunity sites" that are vacant, underutilized or have inefficient land uses. It indicates that there is significant land area throughout East Chicago that could yield large master planned developments.

Together, the Land Use Plan and Illustrative Plan define the following development initiatives:

- Redevelopment of underutilized industrial land along Dickey Road into one of the region's largest industrial parks (425 Acres), possibly incorporating a "supplier village" to serve area businesses and/or a regional sports and entertainment complex.
- Creation of a large industrial/business park (440 Acres) along Gary Road on the City's east side that takes advantage of the area's close proximity to the Gary/Chicago International Airport, Cline Avenue expressway interchanges, and rail network.
- Creation of a mixed-use Lakefront "marina village" with: expanded open space; additional marina slips; new commercial and entertainment facilities; reconfigured access to Cline Avenue; and enhanced landscape/streetscape.
- Consolidation and revitalization of the City's commercial districts into neighborhood-oriented retail and service areas.
- Improved access to the Indiana Harbor neighborhood and lakefront with the extensions of Main Street and Broadway to new interchanges with Cline Avenue, including pedestrian and bicycling paths.
- New infill housing centered around parks and open space, with increased densities in strategic locations.
- An expanded open space system that connects neighborhoods with open space along the Ship Canal and Grand Calumet River.



Legend

- City Boundary
- City Hall
- Interstate
- U.S. Highway
- State Highway
- Railroad
- Expressway
- Major Road
- Potential Road Connections
- Potential Trails
- Commercial
- Office
- Light Industrial
- Heavy Industrial
- Residential
- Institutional (Civic/Schools/Hospitals)
- Parks/Open Space
- Waterway

City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 10.1: Future Land Use Plan

Huff & Huff Incorporated · ROAW Consulting Engineers & Architects · LAKOTA The Lakota Group Inc · S. B. Friedman & Company · BauerLatoza Studio

NTS

November 2008



Legend

- City Boundary
- City Hall
- Interstate
- U.S. Highway
- State Highway
- Railroad
- Commercial
- Office
- Industrial
- Single-Family Residential
- Multi-Family Residential
- Institutional (Civic/Schools/Hospitals)
- Parks/Open Space
- Waterway

City of East Chicago, Indiana

East Chicago Comprehensive Plan

Figure 10.2: Illustrative Plan

Huff & Huff Incorporated · RQAW · LAKOTA THE LAKOTA GROUP INC · S. B. Friedman & Company · BauerLatoza STUDIO

NTS

November 2008

Future Transportation Network

An efficient and safe transportation network is critical to the viability of a community and region. Coordinating transportation needs with land use decision-making is a fundamental component of a comprehensive plan. The following are the transportation network improvements recommended to accommodate the future land-use mix and development patterns of East Chicago.

Freeways + Expressways

State Route 912 (Cline Avenue) will continue to function as the major gateway into the community. To improve access between Cline Avenue, the Indiana Harbor neighborhood, and the lakefront, the interchanges at Indiana Harbor Drive and Ameristar Boulevard should be redesigned to enable easier movement to the south. Connections with the Indiana Harbor neighborhood and commercial district should be further improved by extending both Main and Broadway Streets to these interchanges. Improvements should be made to allow pedestrians and cyclists to cross Cline Avenue in these locations to access the Lakefront and Jeorse Park.

The City should work with INDOT to get program funding for these projected interchange improvements. The City should also continue working with INDOT to improve city identity and wayfinding on highway signs. Other sources of funding for the interchange and area wide improvements are discussed in Section 12: Implementation.

Principal Arterial Roadways

The principal arterial roadways allow for the movement of significant amounts of traffic within and through the community. As a developed community, East Chicago has limited ability to create new arterials and will need to ensure that existing arterials operate at high levels of efficiency. However, a number of issues are important, including: sections of arterials that pass through highly-developed commercial and residential areas; the overabundance of curb cuts; the presence of at-grade railroads; and number of complicated intersections. These arterial roads need to be made more efficient without jeopardizing the neighorhoods through which they travel.

US 12/20 (Indianapolis Boulevard)

With the development of a railroad overpass at Railroad Avenue, truck traffic that now travels along Indianapolis Boulevard will be diverted east to the edge of the Northside and Southside neighborhoods. This will allow Indianapolis Boulevard to become more neighborhood and Downtown oriented between McShane Drive and 152nd Street, as well as alleviate traffic congestion caused at train crossings. Railroad Avenue is more appropriate for truck traffic as it is located along a major industrial corridor. It should be aligned with McShane Drive to the north to eliminate its offset intersection at Columbus Drive.

Consideration should also be given to coordinating with INDOT for the creation of a new interchange for US 20 (Indianapolis Boulevard) at SR 912 (Cline Avenue) to providing another gateway into the City.

SR 312 (Chicago Avenue)

With the construction of an overpass at Railroad Avenue, traffic should be improved along Chicago Avenue within Downtown East Chicago. To improve efficiency and encourage a more pedestrian-oriented character in this area, curb cuts should be eliminated or combined where possible. An additional overpass over the rail tracks should be considered near Kennedy Avenue to improve traffic congestion along Chicago Avenue in the Calumet neighborhood.

Minor Arterial Roadways

Like principal arterial roadways, minor arterial roadways also allow for significant movements of car and truck traffic within the community. Improvements to the exiting system of minor arterials will be important for creating efficient traffic flow, while accommodating pedestrians and cyclists in developed areas.

Dickey Road

To improve access to the western part of the ArcelorMittal site, Dickey Road should be realigned to curve northward near Marktown towards ArcelorMittal. This will create a more efficient truck route and allow for the development of a convenience retail node along the north edge of Marktown.

Indiana Harbor Drive

Several of the residential streets entering the Indiana Harbor neighborhood should be diverted and blocked off to prevent truck traffic in residential neighborhoods. A wide, green setback should be established to further protect residential properties from truck traffic and noise, and to make this roadway more attractive.

Kennedy Avenue

Since Kennedy Avenue serves as an important north-south truck route in the eastern half of the City, measures should be implemented to improve traffic flow. The complicated intersection at Kennedy Avenue, Huish Drive, and 151st Street should be redesigned to allow improved traffic flow. In Calumet and New Addition where Kennedy Avenue fronts residential properties, steps should be taken to reduce travel speeds, improve landscaping, and increase building setbacks.

Euclid Avenue

Residential properties front much of Euclid Avenue. Wide setbacks, reduced speeds, and improved landscaping should be implemented to protect residential properties.

Collector Streets

The City is implementing improvements to the streetscape, lighting, landscaping, traffic signals, and utilities along several collector streets throughout the community. In large industrial and undeveloped sites on the City's northwest and southeast sides, including parts of ArcelorMittal's site, new collector streets are needed to improve access and efficiency.

Additional recommendations for collector streets include:

Main Street

The current transformation of Main Street into a two-way neighborhood-oriented commercial and residential street should be continued.

Broadway Street

Except near its intersection with Main Street, a residential character should be encouraged along Broadway. This would include parkways and on-street parking.

Alexander Avenue

To transform Alexander Avenue from a former commercial street to a residential street, its one-way lane configuration should be replaced with a two-way configuration. Its wide sidewalks should be replaced with standard walks and green parkways.

White Oak Avenue

The City should continue to work with the City of Hammond to reconstruct White Oak Avenue along East Chicago's western boundary from 145th Street to Columbus Drive to improve industrial access and truck movements to this area.

Access Management

Access management is used to efficiently move traffic through a roadway by limiting the number of access driveways to adjacent properties. Strategies include reducing and consolidating existing curb cuts, minimizing the number of driveways serving new and redeveloped properties, properly aligning and spacing access locations, and providing internal cross-access connections between developments. The City should emphasize access management along all arterial roadways and collector streets.

Curb Cuts

Consolidating curb cuts or not permitting excessive access driveways minimizes the number of conflict points between vehicles entering/exiting a property and traveling along adjacent roadways. Fewer access driveways also reduce the number of conflict points between vehicular traffic and pedestrians on sidewalks. Properly aligning access locations opposite one another rather than at offset configurations also minimizes conflict points. Thus, the potential for accidents is reduced and safety is improved.

Cross Access

Providing internal cross-access connections between adjacent properties allows vehicles to access multiple developments without forcing vehicles to exit and enter properties individually along major routes. Allowing vehicles to travel between developments without accessing the adjacent roadway reduces turning movement conflicts thereby improving overall traffic flow on adjacent roadways. Cross access connections are especially encouraged to accommodate shoppers in commercial areas, allowing motorists to park in one location to patronize multiple businesses or travel from store to store without using major roads.

Traffic Signal Spacing

With appropriate traffic signal spacing, a balance between accessibility and mobility can be achieved. Traffic signals at proper locations will allow access to surrounding properties and other roadways, while at the same time providing mobility through the City. Generally, quarter-mile spacing between traffic signals is the most desirable distance in order to properly coordinate an interconnected traffic signal system. However, situations where there is less distance, such as 800 to 1,000 feet spacing, coordination can still be achieved. A coordinated system can significantly improve traffic flow without costly roadway widening.

Public Transportation

It is the City's desire to provide access to an efficient public transportation network that gives residents an opportunity to use an alternative mode of travel within the community or outside the city limits. Coordination between the existing bus system and South Shore Line should continue to occur to effectively assist residents to get to their desired destinations. In addition, coordination with regional and local government agencies should occur to strengthen the potential of a more regional public transportation system that effectively covers a larger area.

Bus

Consideration should be put into a possible expansion of the existing bus routes to areas currently underserved by the system and more stops or flag stops at a greater number of destinations within the City. An expansion of this type could possibly allow more residents to patronize local businesses as well as improve the potential for residents to commute to work by public transit. In addition, if the the frequency between bus arrivals at stops could be increased, this would provide a more convenient schedule to riders. The on going coordination of the bus schedule with the South Shore train schedule and the increase of frequencies at stops could allow more users to access the train for commuting to downtown Chicago job opportunities or entertainment. The existing bus service is currently a free service to residents and has certain limitations on expansion. If the service became a pay to ride bus system, funding could possibly allow for these enhancements to occur without public contributions. Futher study would be necessary to determine if this approach would be feasible.



Section 11: Planning Sub-Areas

Planning Sub-Areas

The City of East Chicago has several sub-areas, districts, and neighborhoods that were identified during the planning process as having significant potential for redevelopment and new development. These planning sub-areas, which contain a wide range of land uses, include:

- Dickey Road
- Lakefront/Indiana Harbor
- Northside/Downtown
- Washington Park/Prairie Park
- Southside/Roxana
- Calumet/Chicago Avenue
- Gary Road

The Illustrative Plan (Figure 10.2) defines development strategies and conceptual site plans for each sub-area. While actual building locations and densities as well as landscaping, parking, and open space layouts will vary as property owners, businesses, and developers generate more detailed site plans, the strategies highlight how each area can develop in the future based on the Comprehensive Plan Goals and Objectives.

Dickey Road

In the northern part of East Chicago, much of the land along Dickey Road and Cline Avenue is currently dominated by large vacant and underutilized industrial uses, including several former ArcelorMittal steel mill buildings. The area also contains the historic Marktown neighborhood with its notable housing stock.

Further east, Indiana Harbor Drive (formerly Michigan Avenue) has a number of industrial, retail, and residential properties in fair to poor condition. The elevated Cline Avenue curves through the area, and its height gives sweeping views of much of East Chicago.

Located at the southern edge of the large BP Amoco and ArcelorMittal complexes and bounded by Dickey Road, Cline Avenue, and the Norfolk Southern rail line, the Dickey Road Sub-area is one of the largest underutilized industrial areas in the City. Most of the properties are either undeveloped or contain vacant buildings. The Comprehensive Plan envisions several development scenarios for this area:

Industrial Park

A modern industrial park of approximately 425 acres could be developed that accommodates a wide range of large-scale business uses. A high-quality industrial park in this highly-visible location would have excellent access to/from Cline Avenue near BP and ArcelorMittal, and could provide the City with a competitive "shovel ready" setting for new businesses.

Part of the site could be developed as a "supplier village" that would directly serve the many contractors that provide services to BP and ArcelorMittal. The park could also be developed utilizing a sustainable "eco-industrial park theme," which facilitates waste exchanges between businesses to recycle by-products and reduce costs. Other sustainable approaches could be considered, including wind turbines and solar energy fields to provide electricity directly to local businesses. To support these options, the Illustrative Plan shows a realigned Dickey Road that would curve north of Marktown to connect with an improved bridge into the ArcelorMittal site.

Sports/Entertainment/Cultural Complex

Due to its high visibility and excellent accessibility, part of this subarea, east of the Indiana Harbor Ship Canal, has potential as a unique regional sports/entertainment/cultural complex (145 Acres). Such a complex could include:

- Extensive **sports fields** for all ages, including football, baseball, and soccer.
- A **large play park** with special outdoor play equipment for children.
- A **canal walk** that provides accessibility and views to the waterway.
- An **indoor sports center** for soccer, volleyball, tennis, and golf training.
- An **indoor water park** providing year-round entertainment.
- A **national steel heritage museum** celebrating East Chicago's and the region's history as the nation's steelmaking center.
- A **family-oriented hotel** that could serve local residents and businesses, the sports/entertainment/cultural complex, and Lakefront casino.

The sports facilities in such a large complex could serve East Chicago residents as well as the Midwest region, if they were oriented toward Indiana's national reputation for amateur sports activities. Where feasible, obsolete industrial buildings, smokestacks, ore walls, and equipment could be reused for the indoor sports facilities and museum, as well as site features and public art. Reusing former industrial sites for mixed uses has been successfully done in other locations such as Gasworks Park in Seattle.

Marktown

The Marktown neighborhood is an isolated, yet unique residential area with a long history of serving the area's steel industry. The Illustrative Plan recommends that Marktown be preserved wherever possible. In addition, it envisions a small commercial center adjacent to the neighborhood with convenience retail and restaurants at the corner of Dickey Road and 129th Street that would serve local residents and industrial park employees and visitors. The new shops and restaurants would utilize the existing building on the north end of the neighborhood and add additional space when feasible in a "main street" setting. Dickey Road would be realigned to improve truck and industrial traffic through the Marktown neighborhood, and a new road is proposed to service the new commercial node. Removing truck traffic from this area will provide a more pedestrian friendly retail environment.

Service Park/Area Gateway

The Illustrative Plan envisions a mix of lighter industrial, service, and office uses in a well landscaped business park setting along Indiana Harbor Drive, which would serve as both a gateway to the new industrial park as well as to the Indiana Harbor neighborhood. Several of the residential streets that intersect the Drive could be diverted to improve traffic flow and prevent truck traffic from entering residential neighborhoods. A new loop road parallel to Indiana Harbor Drive would allow for internal access to the service/business park site. On the east side of Indiana Harbor Drive, new infill residential and commercial uses are envisioned, and several local streets would become cul-de-sacs to further reduce non-residential through-traffic.



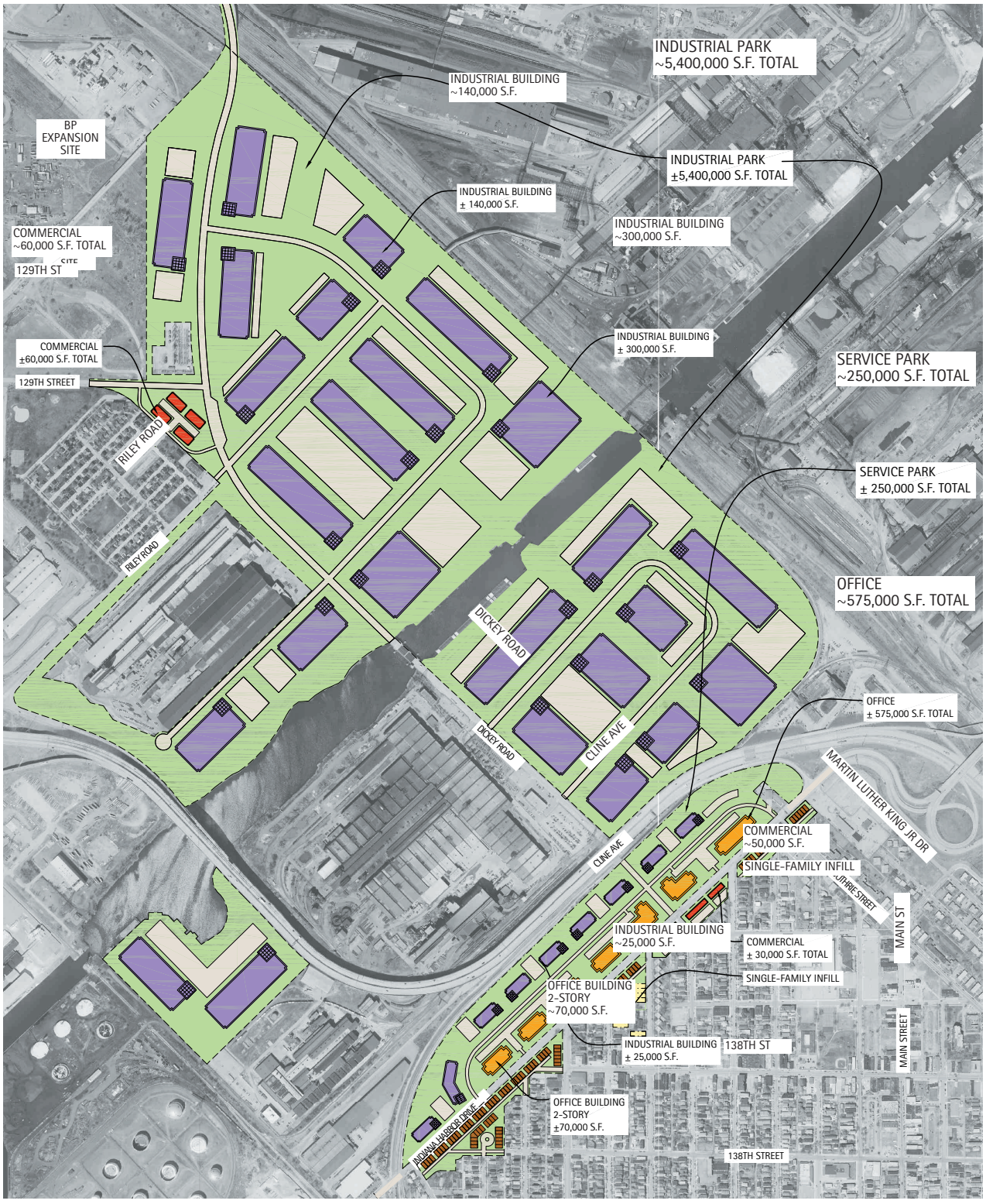
Concept for new service park/supplier village along Indiana Harbor Drive and Dickey Road.



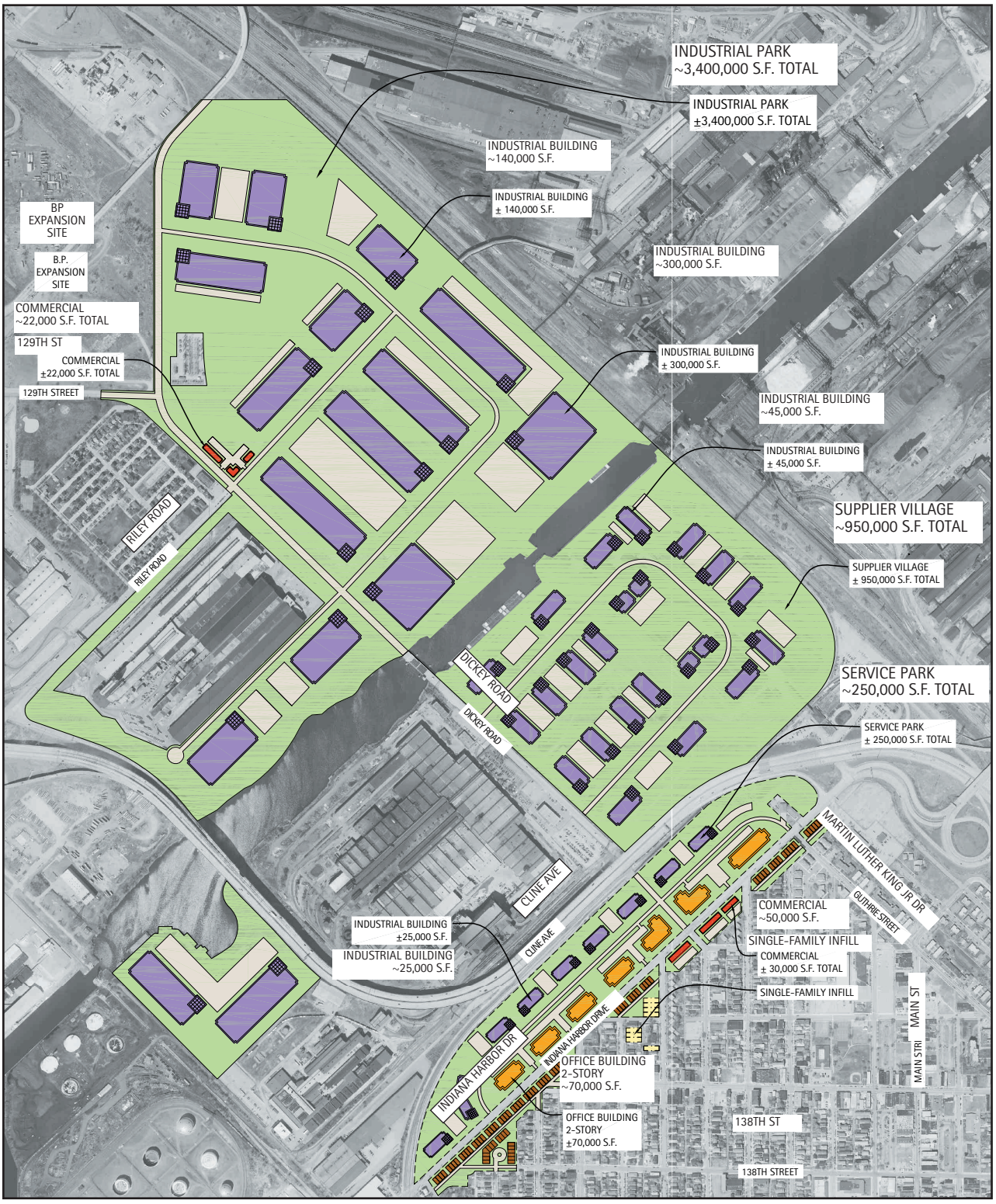
Example of modern business park development.



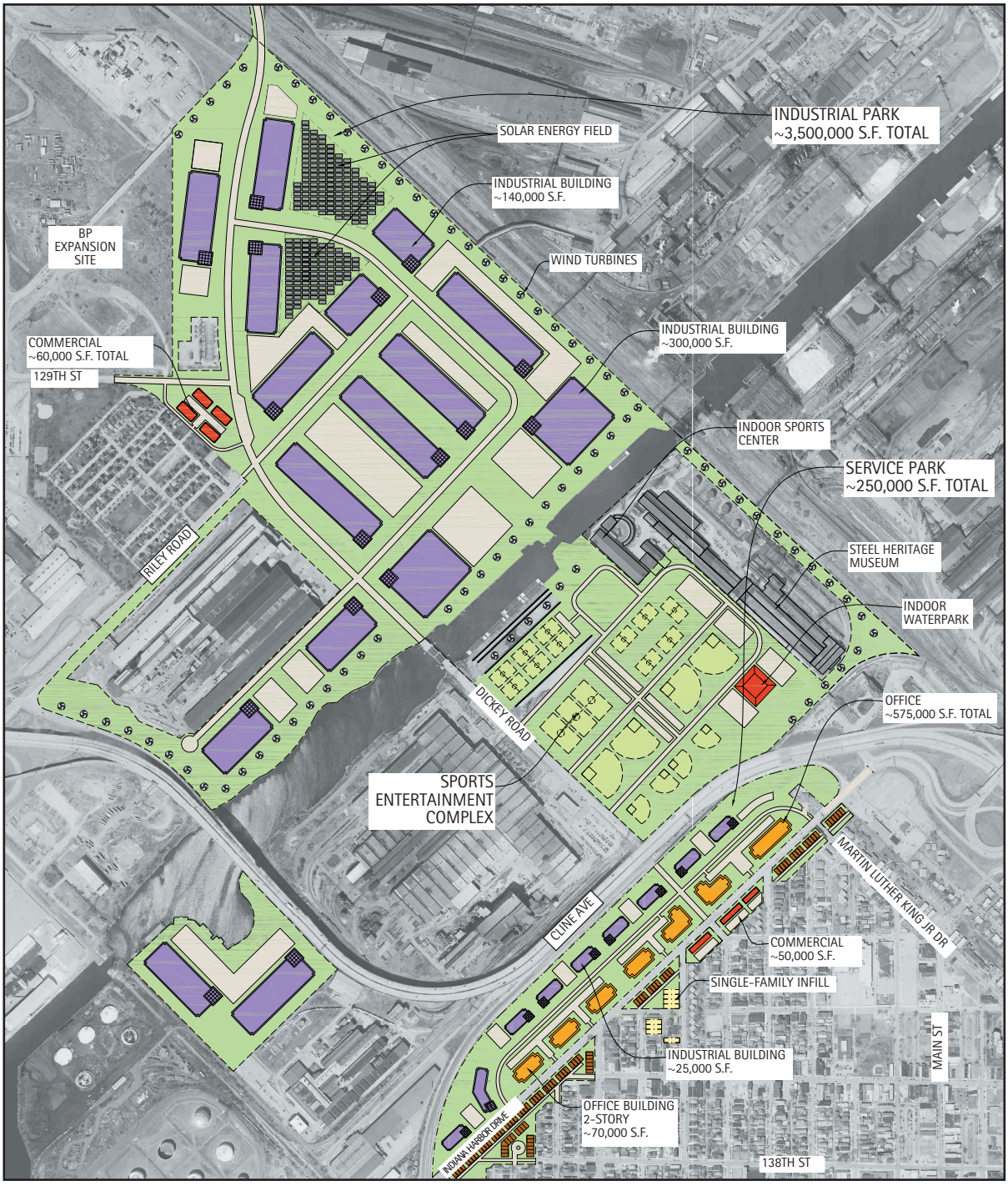
Gasworks Park in Seattle is an example of a new park space that preserves the historic industrial character of an area.



Dickey Road Concept: Large Industrial Park



Dickey Road Concept: Large Industrial Park and Service Park



Dickey Road Concept: Large Industrial Park/Regional Sports/Entertainment Complex

Lakefront/Indiana Harbor

The Lakefront/Indiana Harbor Sub-Area is situated in the northeast part of the City and contains two distinct areas. North of Cline Avenue, the Lakefront is dominated by the East Chicago Marina, the Resorts casino and hotel, large parking lots, railroad right-of-way, underutilized industrial uses, and Jeorse Park. The Lakefront is isolated from the rest of East Chicago by Cline Avenue and the lack of pedestrian crossings.

South of Cline Avenue, the Indiana Harbor neighborhood contains predominantly single-family residential, a mixture of multi-family housing, and commercial uses along Main Street, Broadway, Guthrie Street, and Indiana Harbor Drive. In particular, a large number of subsidized multi-family buildings are located along and north of Guthrie Street.

Lakefront

For the Lakefront, the Plan envisions a larger entertainment, recreational, and mixed-use destination with increased public open space. An expanded marina would accomodate more boaters and increase activity within the site. The development of a "marina village" could include additional commercial and hotel spaces as well as condominiums. Where feasible, existing ArcelorMittal parking lots and underutilized industrial buildings could be incorporated into the "village," with large parking lots shared between ArcelorMittal employees and lakefront visitors.

Indiana Harbor

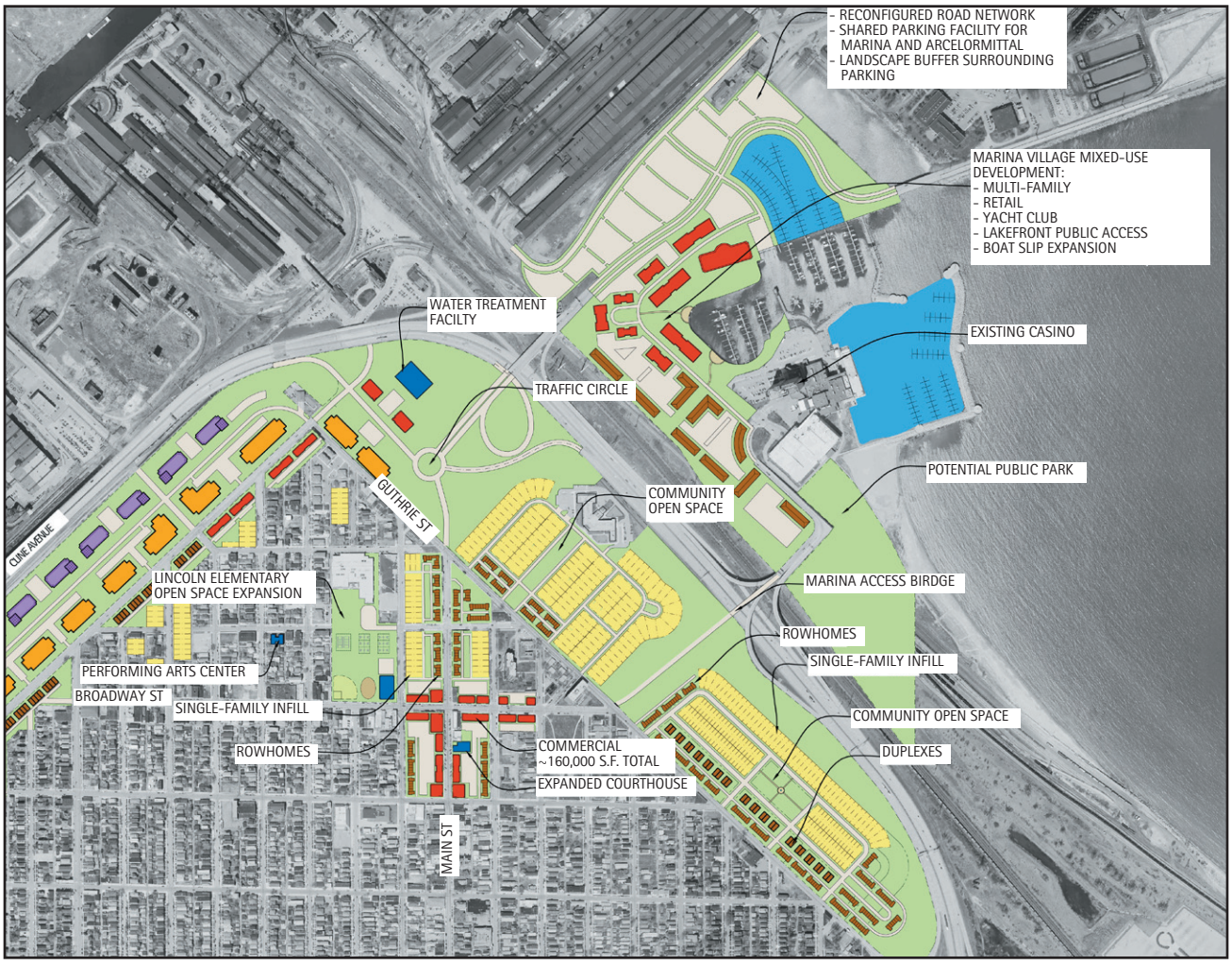
For Indiana Harbor, the Plan envisions consolidation of the retail district along Main Street and Broadway, in addition to the redevelopment of the area north of Guthrie into a new mixed income neighborhood with new housing, residential infill, and open space expansion and enhancement. The land uses, business activities, and development standards will be guided by proposed zoning amendments for the C-3 Downtown Core District.

Retail would be consolidated along Main Street south of Broadway. Approximately 160,000 square feet of new retail space could be developed to form a "streetwall" and create a pedestrian-friendly environment. Historic and attractive structures could be retained and reused where feasible, and the Lake County courthouse expanded. To increase the vibrancy of the area, new single-family and townhome residential should continue to be developed adjacent to Broadway Street.

North of Guthrie, the existing residential development is envisioned as a mixed-product, mixed-income neighborhood, which would utilize the existing traditional street grid extending across Guthrie, while also establishing new open space and vistas. Office, retail, and the City's new water plant would be placed near the intersection of Guthrie Street and Indiana Harbor Drive.

To draw residents and visitors to Indiana Harbor and to allow better connections to the Lakeshore, new interchanges with Cline Avenue are recommended. Main Street should be extended north to provide access to the existing Cline Avenue interchange at Indiana Harbor Drive. Broadway Street should be extended to the northeast to connect with the existing casino interchange.

Based on the 2005 Marquette Plan for the Indiana Lakefront, the City and other public entities are studying the potential for consolidating the numerous freight rail lines through the area. If determined feasible, such a physical change could significantly increase accessibility to the lakefront as well as public open space along the beach near Jeorse Park and the Harbor development.



Lakefront and Indiana Harbor Concept: Mixed-use residential, commercial, and open space.



Enhanced gateway to Indiana Harbor neighborhood from Cline Avenue.



Potential facade improvements to commercial buildings along Main Street.

Northside/Downtown

For the Northside neighborhood, including the Downtown Chicago Avenue corridor, the Plan envisions open space expansion, new infill residential housing, consolidated retail uses, new industrial sites, a service park, and improved landscaping and screening.

The northwest and southwest corners of Indianapolis Boulevard and the Indiana Harbor Ship Canal are currently vacant. For the northwest and southwest corners, new open space would be created that would allow for the expansion of MacArthur Park and golf course, as well as sports fields or facilities to serve the adjacent high school. Other features could include a nature preserve and a trail system along the Canal.

Known as the "Buckeye" site, the southeast corner of Indianapolis Boulevard and the Ship Canal is dominated by large storage tanks. Open space, including a trail system, is envisioned along the Canal, while increased landscaping and buffering is depicted along McShane Drive to provide for a screen of the industrial use. The site may also have potential for wind turbines or solar panels, to create an alternate energy source for the City.

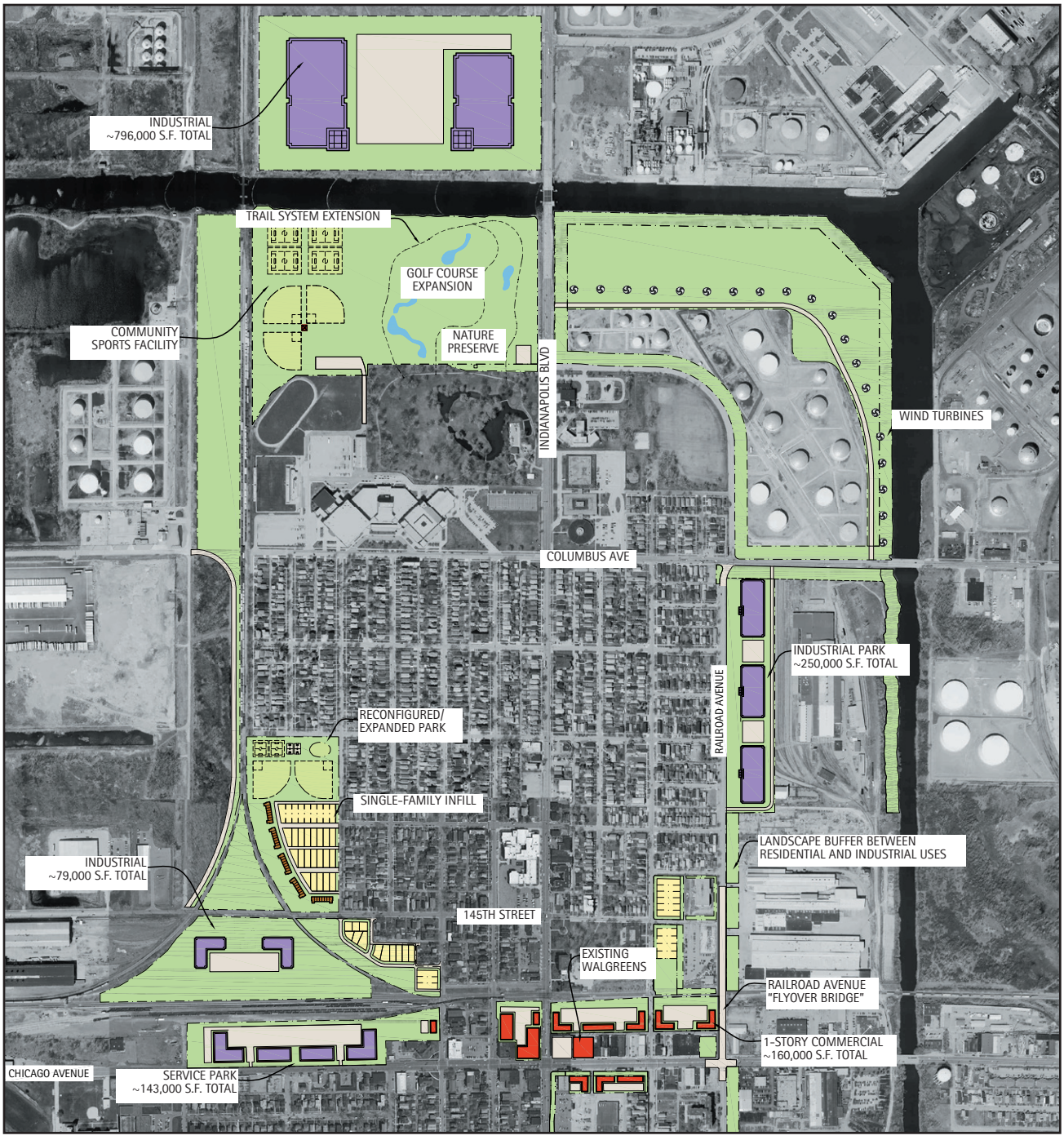
In the southwest corner of the Northside neighborhood at 145th Street, a large underutilized industrial property is located adjacent to residential homes and a small park. The Plan shows new single-family and rowhome housing in this area, as well as the expansion and reconfiguration of Edward Valve Park. Light industrial uses are shown along the railroad tracks and White Oak Avenue as well as improved landscaping and buffering of the residential area to the east. New industrial uses would be developed in the triangle formed by the rail right-of-way. Along Chicago Avenue, west of Downtown, a new service park would be created for more commerical space, auto-related businesses or service businesses.

For Downtown, commercial uses should be consolidated along Chicago Avenue, and new retail buildings developed that front the street and provide a more consistent "streetwall" of shops. Facade improvement of existing historic buildings should be encouraged with design guidelines for storefronts, masonry, repair, signage, and awnings. Shared parking lots would be developed at the center of retail blocks and/or behind stores. Landscaping and greening would be improved along Indianapolis Boulevard.. The City is currently working on zoning amendments to the C-3 Downtown Core District that outline development standards, business activities, and land uses that provide for a more pedestrian friendly Downtown.

East of Railroad Avenue, additional industrial buildings could be added south of Columbus Avenue on a large underutilized industrial site. Screening and buffering should also be improved along Railroad Avenue to provide better transition between industrial and residential uses. To provide a road loop for trucks serving the active industrial sites east of Railroad Avenue and to provide trucks with an alternative to Indianapolis Boulevard, Railroad Avenue should be aligned with McShane Drive at Columbus Avenue.



Potential facade improvements to Downtown commercial building along Chicago Avenue.



Northside/Downtown Concept: Residential Infill, expanded green space, and new commercial/industrial development.

Washington Park/Prairie Park

For the Washington Park, Prairie Park, and Sunnyside neighborhoods, the Illustrative Plan envisions a consolidated commercial district along Columbus Drive, an expanded ArcelorMittal office/research campus, and new housing and open space along the south edge of the area, north of Chicago Avenue and the rail tracks.

Along Columbus Drive, the Plan envisions neighborhood-oriented retail uses, including a renovated Sterk's Grocery and new Walgreen's. Commercial buildings are shown fronting Columbus with rear parking and minimal curb cuts.

On the southwest corner of 140th Street and Cline Avenue, there is currently a large, underutilized industrial use adjacent to residential properties. For this site, single-family housing is recommended to complete the neighborhood's residential setting along with a retail frontage for the surrounding area.

Along the south edge of the Washington Park neighborhood, there is a long, narrow industrial site directly behind residential homes. East of Elm Street the Plan shows how the industrial uses could be replaced with new single-family homes, rowhomes, and as well as open space that would act as a buffer between the residential homes and rail and industrial storage tanks to the south.

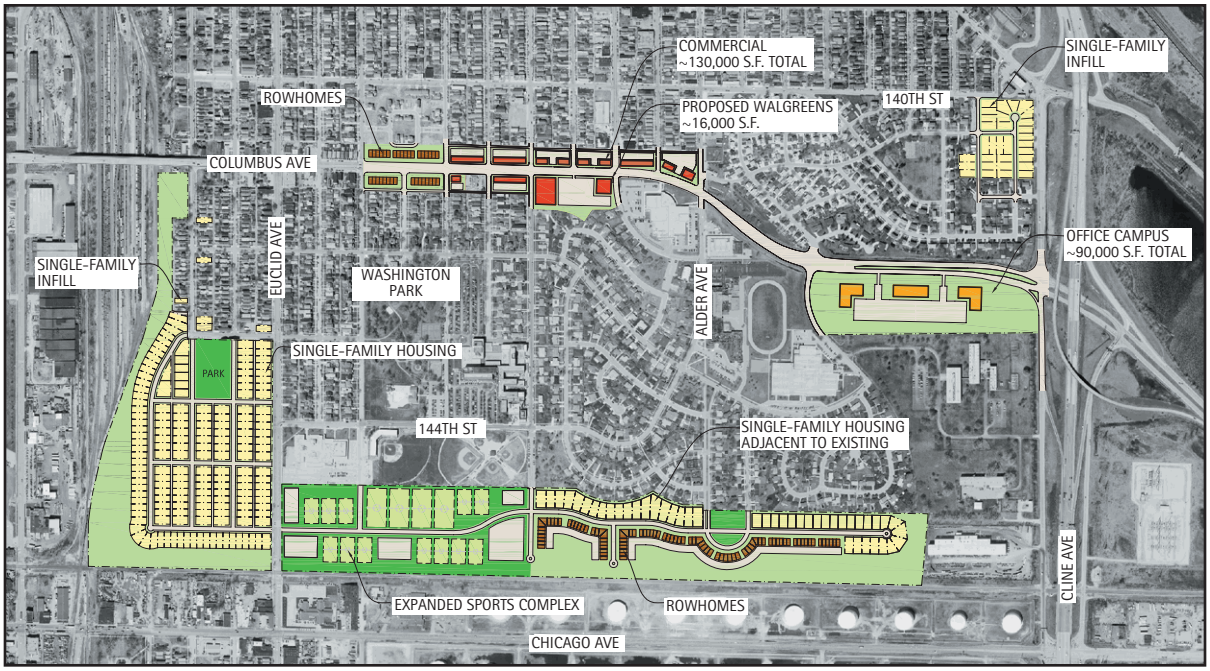
Along Euclid Avenue, the Illustrative Plan shows two options:

Sports Complex east of Euclid Avenue

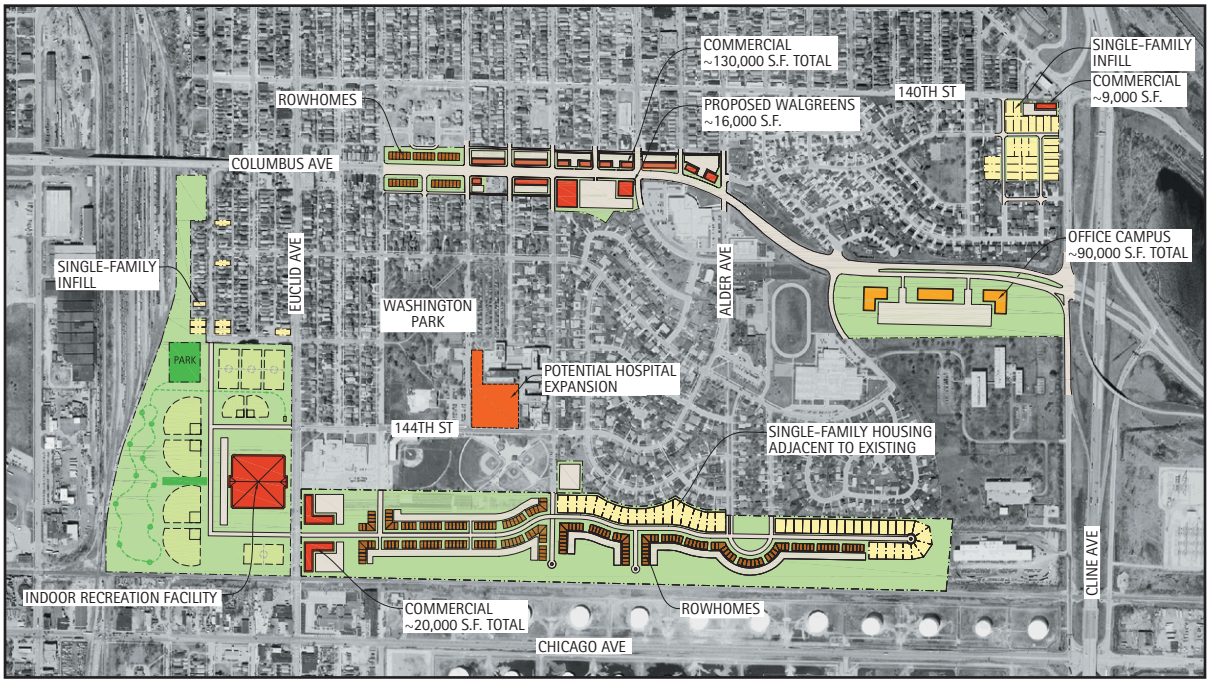
This option shows how additional sports fields and parking could be built on vacant industrial land to complement Block Stadium, the Kenny Lofton Little League Fields, and George Washington Elementary School. The parking could be shared with the school and St. Catherine Hospital during the day and be used for local sports and recreational activities in the evenings and on weekends. If feasible, new homes, a neighborhood park and wide buffer next to the rail yard could be developed on the west side of Euclid.

Sports Complex west of Euclid Avenue

If the large industrial site west of Euclid was not feasible for new housing, consideration could be given to developing a sports complex that possibly could include indoor recreation facilities, sports fields, an exercise trail, and playground equipment.



Washington Park Neighborhood: with sports complex east of Euclid Avenue



Washington Park Neighborhood: with sports complex west of Euclid Avenue

Southside/Roxana

For the southwest corner of the community, the Illustrative Plan envisions a number of enhancements and developments. These include: infill residential in the Southside neighborhood; a town center development along the Grand Calumet River; new industrial buildings; transit-oriented development along Indianapolis Boulevard near the train station; and a new trail system along the River.

There are industrial properties located along the west side of Railroad Avenue. The Illustrative Plan highlights how the sites could be replaced with single-family infill homes and the extension of the local street network where needed. The corner of Railroad Avenue and 148th Street could be converted into a public park, using the remaining relics of the buildings as art pieces and focal elements.

There is also a large mostly industrial property located along 153rd Street east of Indianapolis Boulevard. It is directly adjacent to residential homes along 151st Street. The Plan shows how the property could be redeveloped with an extension of the City's street grid, a mix of single-family homes and rowhomes, and a small park.

Another industrial site located at the southeast corner of 153rd Street and Railroad Avenue is occupied by a metal scrap business. The site also has significant frontage along the Grand Calumet River. The Plan envisions one or two large new industrial buildings on this site, along with a trail connection to the Grand Calumet River.

West of Indianapolis Boulevard and south of Kosciuszko Park, there are several additional underutilized industrial properties located on the River. On these sites, the Plan envisions a new town center development with a mix of retail buildings, rowhomes, and condominiums/apartments situated around a small green space. This site is highly visible on Indianapolis Boulevard and near the train station. New trails and an environmental center are placed within the development along the River.

Indianapolis Boulevard south of I-90 currently has several commercial properties and the large South Shore Line station parking lot. Due to the location of the train station, the Plan envisions transit-oriented commercial space with shared parking and curb cuts. The station's parking lot would be "greened up" with landscaped medians and islands. To the west, infill rowhomes, condominiums, and a neighborhood park would replace underutilized open space west of the new retail buildings fronting Indianapolis Boulevard. The Plan also shows a concept for future development along Michigan Street, which is currently lined with auto-oriented retail stores, large parking lots, older multi-family buildings, and industrial properties. The Concept shows new condominiums or apartments, consolidated commercial space, and a service park for small service businesses.



Concept for town center with retail and residential uses and central green along Indianapolis Boulevard.



Concept for new park and housing on vacant industrial site along Railroad Avenue south of 148th Street.



Town center development with restaurant on "Village Green."



Example of new condominiums/apartments.



Example of rowhomes.



Southside/Roxana Concept: New homes on former industrial sites, a service park, and transit-oriented development with multi-family housing and retail uses.

Calumet/Chicago Avenue

The Illustrative Plan envisions a number of enhancements for the Calumet and East Calumet neighborhoods, as well as much of the Chicago Avenue corridor.

Alexander Avenue, which was once a neighborhood-oriented shopping street for this area, has a number of vacant storefronts and parcels. The few retail/service uses still active there should be relocated to Chicago Avenue where there is more traffic and visibility. Non-residential uses along Alexander would be replaced with new single-family and rowhome development. The Plan also shows the possibility of Alexander being converted to a two-way street from a one-way.

The East Calumet neighborhood has few vacant parcels, although there are large industrial and non-residential parcels along the western edge. The Plan shows these uses replaced with rowhome developments.

Chicago Avenue acts as a major traffic and truck route along the northern edge of the Calumet and East Calumet neighborhoods. Many of the uses located there are in fair to poor condition or underutilized. The Plan envisions much of the corridor being organized into attractive service parks, which would provide green, landscaped campuses for auto-oriented and light industrial uses that serve area residents and industries.



Concept for redevelopment along Alexander Avenue with residential focus.



Calumet/Chicago Avenue Concept: Infill housing, a service park, and retail corners.

Much of the commercial activity along Chicago Avenue would be consolidated into a retail node at Kennedy Avenue around the Riley Bank Building with shared parking and access drives. Retail uses located west of Kennedy Avenue on the south side of Chicago Avenue would be replaced with single-family homes. Wide landscaped buffers would separate these new homes from the busy roadway.

The complicated intersection that exists at Kennedy Avenue, Huish Drive, and 151st Street, with at-grade rail crossings, would be redesigned to create more efficient and safer traffic movements, and to provide a western access point to a new Gary Road business park.

Gary Road

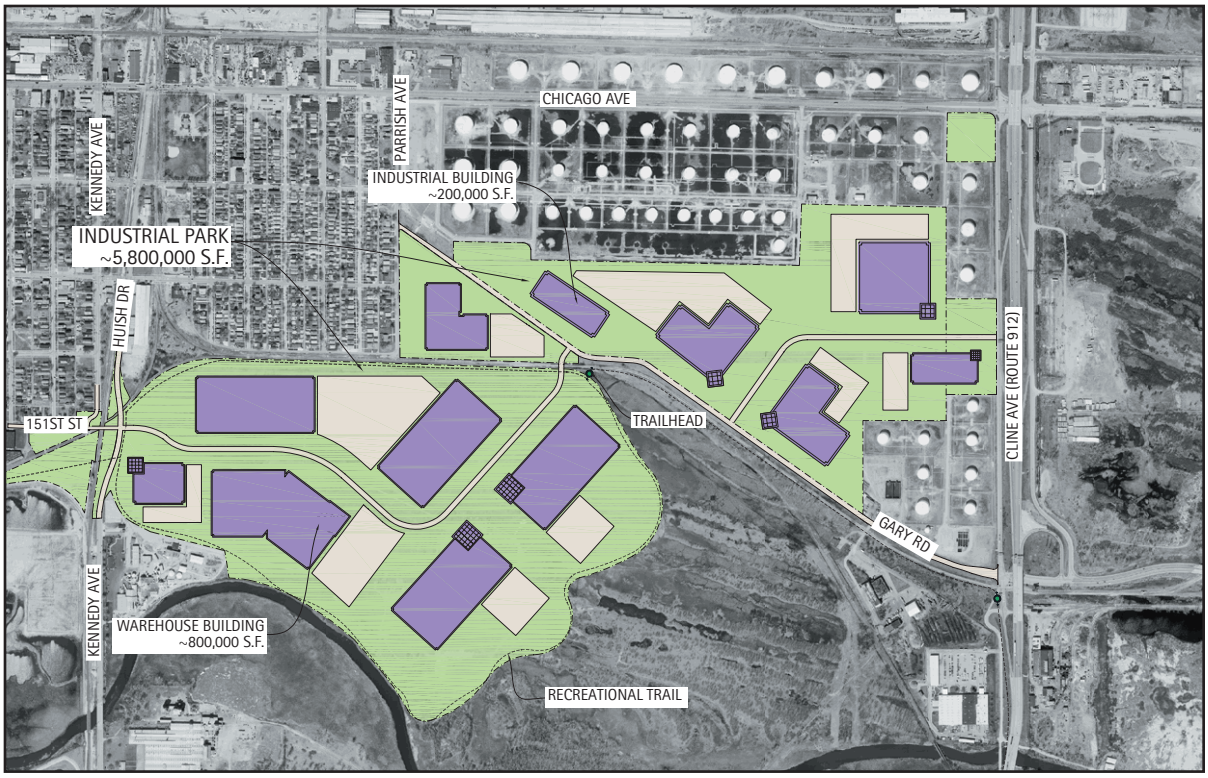
In the southeast corner of the City, there is a mix of underutilized industrial sites, petroleum storage tank farms, environmentally-sensitive natural areas, the Grand Calumet River, and the City's Public Works facility. With two Cline Avenue interchanges, several rail lines, and the nearby Gary/Chicago Airport, the area is highly-accessible and highly visible.

For much of the area, the Illustrative Plan envisions a large business park of 440 acres with new road connections from Gary Road to Kennedy Avenue and Cline Avenue. This new business environment would be located immediately west of the Gary/Chicago Airport and directly served by the Chicago Avenue and Gary Road interchanges from the Cline Avenue Expressway. Similar to the Dickey Road industrial park concept, the Gary Road park could be developed as an "eco-industrial" park where businesses share wastes and by-products.

The former DuPont site along the Grand Calumet River is one of the City's best preserved dune and swale environments. Trails should be added to this area to make it more accessible and connected with other trail systems. A trailhead could be developed near Gary Road and the future entrance drive to the new business park.



Examples of business park development.



Gary Road Concept: modern business park along Cline Avenue near Gary/Chicago Airport.



Concept for modern business park



Section 12: Implementation

Plan Implementation

The Comprehensive Plan for the City of East Chicago provides a guide for land use decision-making and a framework for development. The Plan includes goals, objectives, and strategies to improve and develop East Chicago while maintaining and enhancing its quality of life.

Because not all elements of the Plan can be implemented at once, setting priorities based on budgets, resources, and capital improvement programming will be the first focus of the implementation stage. This will take a major commitment from City leaders, strong public/private sector cooperation, and input and assistance from East Chicago citizens, business owners, and property owners.

The Future Land Use Plan (Figure 10.1) presented in this document represents land use policies at a large scale. The goals and development strategies provide more specific guidelines and direction for infrastructure improvements and private development activity in the key sub-areas. While the final shape, form, and scale of development will eventually be refined, the larger intent and goals of the Comprehensive Plan should be realized when undertaking community improvement and development initiatives.

The following basic action steps, priority projects, and implementation tools are a first approach toward making the Comprehensive Plan a reality. City staff, Plan Commission, and Council members will more specifically define these steps, set priorities, and organize work programs for those actions.

Action Steps

An implementation strategy for the Comprehensive Plan should include a range of activities. Large-scale actions should be prioritized and followed by more specific actions based on work programs.

City-wide Actions

Implementation or action steps that are oriented toward the overall City include:

Code Changes

Reviewing, updating, and amending City codes dealing with development to reflect the policies, strategies and land-use direction of the Comprehensive Plan and to facilitate the review and approval process for City staff, the Plan Commission, and Council along with Design Standards is a critical first step in implementing the Plan. Zoning changes should especially address:

- The consolidation of retail strips/corridors into active retail nodes by rezoning isolated or underutilized commercial districts.
- Expansion of the WD-1 district to encourage additional commercial, residential, and entertainment development along the Lakefront.
- Rezoning of industrial districts adjacent to residential and commercial uses as M-1 rather than M-2.
- Revision of signage regulations regarding size, materials, and location to improve the look and quality of signage and avoid visual clutter.
- Commercial district regulations to limit curb cuts, promote uniform setbacks, increase landscaping requirements, and require clear, glass storefronts placed along streets and roads.
- High-quality architecture, including building articulation and fenestration.

Property Maintenance/Code Enforcement

Review and improve code enforcement to encourage the continued maintenance of homes and businesses. Create programs or provide grants to encourage upkeep.

Design Review Process

Develop a design review process, overseen by a Design Review Board or the Plan Commission, to upgrade the appearance and image of the community and to facilitate the review and approval process of new developments. The Board or Commission would review proposed projects for their compliance not only with Zoning but with new Design Standards that address landscape, streetscape, site design, and architecture.

As part of this effort, ensure that current and future Design Standards reflect the principles of the Comprehensive Plan and are focused on raising the quality of building and site design.

Capital Improvement Program

Craft and adopt a 3- to 5-year capital improvement program that addresses the infrastructure enhancements or upgrades recommended in the Comprehensive Plan and necessary for the projected development.

This includes water, sewer, stormwater, power, telecommunications, roadway, trail or other infrastructure improvements the City needs to improve existing conditions and facilitate future growth.

Citywide Identity/Image

Foster a cohesive City-wide identity through signage, landscaping, and streetscape improvements to enhance the community's image for residents and visitors. Develop an East Chicago "logo" or branding campaign that will communicate the spirit of the community and aid in wayfinding. Prominently place signage and landscaping at key gateway locations and public spaces.

Open Space

East Chicago currently has plans for renovation of many of its parks. Once these renovations are completed, the City should begin the addition of new parks in underserved neighborhoods.

Historic Preservation

Conduct a building conditions survey similar to the 1996 Lake County Interim Report to further assess the overall state of the City's building stock. This survey would be used to develop historic preservation initiatives. Approve the City's pending Preservation Ordinance to allow enforcement by the Historic Preservation Commission and landmarking of historic buildings.

Neighborhood Identity/Groups

Organize local groups for each neighborhood to help the City improve and maintain the new East Chicago.

Beautification Program

Create a City-wide beautification program to encourage individuals and local groups to "clean-up and green-up" their neighborhoods and business districts including streets, parks, schools, and public spaces. The program could help with the planning, design, and implementation of beautification projects, as well as assist with volunteer recruitment, provide supplies for clean-up, and coordinate trash pickup. Examples of beautification projects include landscaping, litter pickup, graffiti removal, and public art.

Priority Projects

An important step toward Comprehensive Plan implementation should be the identification of projects that can be considered priority or "catalytic" projects that would begin to address optimal land-use mix and development opportunities in the City. The following should be considered as priority projects:

Dickey Road

The City should begin meeting with ArcelorMittal and BP to take the industrial park, supplier village, sports/entertainment/cultural complex, and service park planning to the next level. Property ownership, brownfield issues, infrastructure conditions, funding, public/private partnership, and developer attraction should be discussed and specific actions defined.

Further identifying site issues should be the first organizing step. The realignment of Dickey Road should be considered to provide for a better truck route and to allow for the development of a convenience retail node to serve the Marktown neighborhood. Attracting a developer with experience in industrial and business park development will also be a key step to making the concept a reality.

During this implementation phase, the feasibility of creating the sports/entertainment/cultural complex should also be addressed. Exploring linkages with such a complex to new lakefront development, as well as the market potential for sports fields/facilities and special venues, and the cost/benefit of such complexes versus industrial development, will confirm its potential.

The Lakefront

ArcelorMittal Parking Lot

The large parking lot west of the East Chicago Marina should be considered for physical enhancements, shared parking, and possibly new development to serve both ArcelorMittal employees and visitors, as well as marina and casinos patrons. Clear drive lanes, landscaping, and stormwater drainage elements should be included in the design to improve the image and sustainability of this gateway area.

Rail Consolidation/Open Space

There is more railroad right-of-way than necessary along the Lakefront. The City should continue to work to consolidate rail lines in this area to allow for the expansion of Lakefront open space, while also allowing for development of new retail, residential, and entertainment uses in this area.

Indiana Harbor

Cline Avenue Connections

To improve the accessibility and vibrancy of the City's Indiana Harbor area, both Main Street and Broadway should be realigned and extended to Cline Avenue. New interchanges should be constructed to further facilitate area access. The City should continue working with ArcelorMittal and the Casino/hotel to take the existing lakefront opportunities to the next level.

Northside/Downtown East Chicago

MacArthur Park Expansion

MacArthur Park should be expanded northward to the Indiana Harbor Ship Canal to allow for expansion of recreational activities and facilities, including a larger golf course, walking trails, and additional sports fields for the high school.

Railroad/McShane

With the construction of the railway "flyover" bridge on Railroad Avenue, there will be more truck traffic using the offset intersection at Railroad Avenue, McShane Drive, and Columbus Drive. To improve traffic flow and efficiency, Railroad Avenue should be aligned with McShane Drive.

Southside

Industrial Sites Redevelopment

The industrial sites west of Railroad Avenue and west of Indianapolis Boulevard should be cleared and redeveloped. Property ownership and brownfield issues should be further explored. Developers with experience in residential and town center commercial development should be recruited.

Roxana

Recreational Trails

A system of pedestrian and bicycle trails through Roxana Marsh and along the Grand Calumet River should be designed to improve access and recreational opportunities in this important community natural area.

Calumet

Kennedy/Huish/151st Intersection

This intersection is complicated by the confluence of three major streets and several rail lines. The City should further study engineering options for creating a more efficient intersection and provide access to the future Gary Road Industrial/Business Park.

Chicago Avenue Corridor

A more specific plan for the Chicago Avenue Corridor should be created to enhance this roadway and reduce the impacts of auto, service, and industrial users on nearby neighborhoods.

Gary Road

Industrial Park

The City should further explore the potential for development of the large industrial park along Gary Road. Property ownership, infrastructure issues, public-private partnerships, and potential site acquisition assistance should be defined. Consideration should be given to the possibility of recruiting one master developer for both the Dickey Road and Gary Road industrial areas.

Funding

Development Funding

Industrial Development Grant Fund

The Indiana Economic Development Corporation (IEDC) provides funds to local governments to assist with infrastructure projects that will lead to job growth or generate capital investment by existing or new businesses. Types of infrastructure projects include the construction of sewers, water lines, roads, sidewalks, rail spurs, and information/high technology infrastructure. Local governments must typically match funds offered by the IEDC.

Certified Technology Park Program

This is a tool provided to the State of Indiana to support the attraction and retention of high-technology businesses. It allows for local recapture of certain State and local taxes, which can be reinvested in a business district or park. A local government must financially participate in the development of the research park and demonstrate a goal of attracting a certain kind of high-tech business.

Shovel Ready Program

This is a program sponsored by the Indiana Economic Development Corporation that assists communities in developing sites by pre-permitting as much as possible. Sites are certified to allow companies to more easily navigate the selection and permitting process.

Brownfields Program

Administered by the Indiana Finance Authority, this program offers financial assistance to local governments for costs related to the redevelopment of brownfields. Low-income loans and petroleum remediation grants are also available.

Community Development Block Grant

The City of East Chicago is a Community Development Block Grant Entitlement Community. Community Development Block Grant funds may be used to:

- Provide infrastructure to retain/expand businesses that are economic generators.
- Complete economic development plans.
- Attract businesses to downtown and gateway locations.
- Fund public projects to benefit low- and moderate-income residents.
- Finance special projects, including brownfield or downtown development.

Tax Increment Financing District

Tax increment financing (TIF) is a state-authorized program for qualifying redevelopment areas that is usually administered by a municipality. The goal of a TIF is to provide targeted financial resources for properties within a specific redevelopment area/district.

TIF Districts are typically structured as follows:

- Property assessed values in the designated district are "frozen" at a base level to represent the base value.
- Government entities with property taxing authority in the area continue to receive tax revenue generated from the "base value."
- The incremental assessed value created by new development, improvements, or adjustments in market value is taxed at the overall rate levied by governments.
- The tax revenue generated from the incremental property value is distributed to the TIF fund administered by the City to pay for eligible redevelopment costs.

A portion of funds made available through a TIF district could be allocated for certain construction/rehab costs as well as transportation infrastructure improvements including roadway widening, traffic signals, pedestrian/bicycle facilities, and more.

Downtown Development Authority (DDA)

DDAs are an additional state-enabled program that allow communities to use tax increment financing to fund infrastructure improvements and large-scale projects in downtown areas.

Federal Historic Preservation Tax Credits

The National Park Service offers a 20% tax credit towards the restoration of historic properties eligible for or listed on the National Register of Historic Places.

Impact Fees

Many communities throughout the country use impact fees, or one-time charges to developers, to fund parks, schools and roadways. The fee amount is generally derived from a formula that incorporates the amount of impact the development will generate. The City should consider such fees as it crafts its funding strategy to implement the Plan.

Transportation Funding

To meet transportation objectives and proceed with area improvement projects, it is important to identify funding sources in addition to the City's capital budgets. A sample of potential funding sources is provided below.

CMAQ

The federal Congestion Mitigation and Air Quality Improvement Program directs funds for a broad range of projects that will help improve air quality. Potential projects may include traffic

flow enhancement, coordinated and optimized traffic signal systems, developing pedestrian/bicycle facilities, vehicle emission reduction programs, and transit services.

Surface Transportation Program

The Indiana Department of Transportation (INDOT) has a program by which local Indiana governments may receive federal funds for a variety of transportation projects. This federal program has several subcategories, including Transportation Enhancements and Hazard Elimination Program. This program can be used to fund a wide range of projects such as infrastructure maintenance, roadway extensions, safety improvements, preservation of abandoned railway corridors for pedestrian and bicycle facilities, improvement of crosswalks, and intersection/roadway improvements.

Recreational Trails Program

The federal Recreational Trails Program provides funding to improve and develop non-motorized recreational facilities and open space, such as pedestrian and bicycle paths. This program has potential for helping enhance the City's waterways.

Safe Routes to School (SRTS)

INDOT awards federal money to schools and communities for projects and activities to make walking and biking to school safe, simple, and enjoyable for children in grades kindergarten through eighth. Examples of funded projects include sidewalk installation/repair, improved crosswalks, installation of pull-off areas, safe biking and walking outreach programs and development of a comprehensive Safe Routes plan.

Sustainable Development

A "green theme" for existing and future industrial development should be considered to make East Chicago a more sustainable city, and to possibly attract attention and funding from a variety of sources. The leading environmental and sustainability best practices should be adopted throughout the City's codes, programs, and initiatives. In addition to sustainable industry, brownfields can be transformed into new open space, cultural sites, or commercial and residential development with proper remediation. The following is a brief overview of some notable practices and case studies.

Eco-Industrial Network

Eco-industrial networks are connections created to improve environmental health and industrial efficiency through the sharing of materials, products, knowledge, and wastes on local and regional scales. Participants in such networks often include businesses, local governments, and educational institutions. Such networks can be economically beneficial through cost savings, competitiveness, increased revenue generation, and increased access to technology and human resources. Types of eco-industrial networks include the following:

- Using waste heat from one facility to heat or cool other facilities.
- Creating electricity in combination with other products, such as steam generation.
- Using waste from one facility as a resource in another facility.
- Developing a central energy plant to heat or cool all facilities in an area, such as an industrial park.

Eco-industrial parks have been operating successfully for over 30 years. The oldest was established in Kalundberg, Denmark, and North American examples include Sarnia, Ontario; Calgary, Alberta; and Devens, Massachusetts.

Resource Recovery Park

Resource recovery parks act as nodes or centers for businesses that operate reuse, recycling, and composting facilities in one central location. They are more efficient because they often allow such businesses to operate at a higher economy of scale or share buildings, administration, or sites. Such parks can also act as a central location for businesses or the public to drop-off or purchase materials. Examples of resource recovery parks include the Cabazon Resource Recovery Park in Mesa, California and Monterey Regional Environmental Park in Marina, California.

Wind/Solar Farms

Brownfields should be considered for use in the production of sustainable energy. Wind turbines and solar panel fields are examples of sustainable energy that can be accommodated in industrial parks to generate electricity that can be sold into a community's power grid, reducing its reliance on non-sustainable sources of electricity generation. For example, 30 acres of the former Bethlehem

Steel site in Lackawanna, New York, is being redeveloped as a wind farm. The site, which is adjacent to Lake Erie, will generate 20 megawatts, enough electricity to power 6,000 homes.

Green Space

The conversion of brownfields into new open space is another viable use. New open space can provide valuable aesthetic, recreational, and quality-of-life benefits. Many communities use CDBG funds to convert brownfields to green space.

For example, the Green Thumb program of New York City's Parks and Recreation Department has used such grants to create 650 member gardens throughout the City's five boroughs. It also provides technical assistance, training, materials, and direct grants to neighborhood garden clubs. An estimated 4.5 acres of greenfields are preserved for every acre of redeveloped brownfields.

In Seattle, Washington, the site of a heavily-polluted gasification plant that closed in 1962 was transformed into the 19-acre Gasworks public park on Lake Union. The park retains the historical character of the site by preserving several pieces of the old plant.

Brownfield Museums

Brownfield sites often serve as locations to highlight a community's history either by preserving existing structures or by creating new structures. Examples include:

- **Tacoma, Washington:** A $200,000 Brownfields Assessment Pilot from the EPA enabled the City of Tacoma to study economic growth and redevelopment of brownfields along a major industrial inlet. The grant led to the cleanup of 1.6-acre site and development of the Museum of Glass, featuring the works of acclaimed local glass artist, Dale Chihuly. The project serves as a foundation for future redevelopment in the area.
- **Fayetteville, North Carolina:** The City of Fayetteville transformed a 6.6-acre downtown brownfield site that had once contained service stations, car lots, and a publishing company into the Airborne and Special Operations Museum. The museum is spurring further downtown development, including a new performing arts center on a larger brownfield site.
- **Bethlehem, Pennsylvania:** A former Bethlehem Steel plant is being redeveloped as the National Museum of Industrial History, part of the Smithsonian Institution's Affiliation Program.
- **Providence, Rhode Island:** The Heritage Harbor Museum will convert the massive, obsolete South Street power plant into a museum emphasizing Rhode Island history and communities as part of the Smithsonian Institution's Affiliation Program.

Residential/Commercial Redevelopment

Brownfields in other cities have been redeveloped with other uses as well. Examples include:

- **Pittsburgh, Pennsylvania:** The 42-acre Washington's Landing at Herr Island was a major meatpacking center with soil and groundwater highly contaminated with polynuclear aromatic hydrocarbons and polychlorinated biphenyls. Using $70 million in public and private investments, the site is now a mixed-use center with commercial, manufacturing and residential uses.
- **Pittsburgh, Pennsylvania:** A former 238-acre steel mill slag dump is being transformed into a residential neighborhood called Summerset at Frick Park. The $243 million project required stabilization of the slag, revegetation, and environmental clean-up and will generate $2.4 million in property taxes.
- **Bethlehem, Pennsylvania:** This former steel mill represents 20% of the City's tax base. In addition to the 1100 megawatts clean burning power plant, a 115-acre multimodal terminal, and 110-acre greenway project, 1,600 acres will be developed into the commercial and industrial Bethlehem Commerce Park. An additional 163 acres will become a riverfront renaissance district with a movie theatre, ice skating center, entertainment establishments, and an industrial museum.

LEED

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System was developed by the U.S. Green Building Council (USGBC) to provide a set of standards for environmentally sustainable construction. The standards address six general categories, including sustainable sites, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, and innovation and design processes.

The USGBC has a variety of rating systems that pertain to various forms of construction and developments. One of the newer rating systems is the LEED for Neighorhood Development Program (LEED-ND). LEED-Nd is currently under a pilot program and is expected to be released to the public in early 2009. LEED-ND provides guidelines and standards on sustainable development, smart growth, and green design on a neighborhood-wide level and was created in collaboration with the Congress for New Urbansim and the Nation Resources Defense Council.



Appendix

Past Reports

The following is a summary of existing plans, reports, and documents that were reviewed as part of the Comprehensive Plan process.

City-Wide

East Chicago Comprehensive Plan (1996)

This plan provides an overall look at the existing conditions in East Chicago in 1996, describes the City's goals and objectives, and provides land-use and transportation plans for the City. It provides a good baseline for conditions in the City 10 years ago. It also provides specific land-use recommendations for each neighborhood.

Twin City: A Pictorial History of East Chicago, Indiana (1988)

This book describes the history of East Chicago from its early founding until the 1980s. East Chicago is called the Twin City because the East Chicago and Indiana Harbor areas were divided by a shipping canal, which made communication and travel difficult. The twins each had their own fire departments, police departments, post offices, train stations, and commercial areas. (Although travel is much easier today, the twin commercial areas and parks are still noticeable.)

The book also details the rise of railroads and industry, particularly the steel industry, in East Chicago, its subsequent decline, and efforts to "retool" and renew.

Conceptual Planning (2005)

This study includes a citywide framework with the aim of "improving the City of East Chicago's image and physical character through the phased implementation of specific redevelopment plans and programs." It includes the following principles:

- Modify the City's zoning code
- Initiate a citywide beautification plan
- Restore civic pride
- Establish an urban entertainment district
- Institute New Urbanism: Create Green Streets and Neighborhood Squares
- Determine a location for a shared Downtown parking facility

The study includes plans for the Indianapolis corridor and the Main Street retail district. It also includes preliminary design guidelines.

East Chicago/Downtown

Indianapolis Corridor Improvement Plan (2006)

This plan provides a zoning plan for the Indianapolis Corridor from Michigan Street to the railroad tracks just north of Chicago Avenue, shows proposed site plans and elevations, and includes general design guidelines.

Marktown

Marktown History - Pamphlet

The Marktown neighborhood was designed by architect Howard Van Doren Shaw as a "model city" to house workers of Mark Manufacturing Company. It was named after Clayton Mark, the founder of Mark Manufacturing. It was seen as a way to reduce employee turnover by ensuring that quality and affordable housing was available to workers.

Houses in Marktown were organized on 48-foot by 50-foot lots and set on the lot line. Each house had a covered and open front porch, and each was finished with a stucco exterior in a pastel color.

Because of financial problems for Mark Manufacturing during World War I, only four of 30 planned sections were completed, or about 200 housing units and three commercial buildings. A planned "market square" also was not built.

Marktown History - Brochure

This brochure includes the same information as the pamphlet in abbreviated form. It also includes information about the five standard house designs and includes a driving tour and walking tour for the historic district along with a map.

Indiana Harbor

Indiana Harbor Action Plan: Analysis of Redevelopment Potential (EDAW, 2001)

This report summarizes the market conditions and development opportunities for the Indiana Harbor Area. It was prepared by EDAW for the City of East Chicago.

The Study Area included 755 acres in the northern part of East Chicago bordered by Michigan Avenue to the west, Guthrie Street to the east, and Columbus Drive to the south. It describes the socioeconomic conditions in the area and lists industrial, residential and retail development opportunities as well as visitor attraction opportunities.

According to the plan, industrial activity in the area is vulnerable because it is in aging or obsolete facilities, which encourages companies to relocate to greenfield sites. These businesses are often replaced by warehouse uses with low employment density. The plan recommends reinvestment in existing space and development of new industrial space, particularly along the Michigan Avenue

corridor, which is near a highway interchange and has railroad access. The plan suggests assembly, distribution, service center, and trucking/warehousing for this area. The typical industrial space, it suggests, would be subdividable to 1,500 square feet to accommodate tenants in the range of 3,000 to 5,000 square feet and larger.

For housing, the action plan found that owner-occupied housing values were comparable to the rest of the City. Rents in Indiana Harbor, though, are very low. The plan recommends housing rehabilitation and new market-rate, owner-occupied housing for the area. It recommends parcels be assembled along Broadway and Main to provide new small-lot, single-family housing.

For retail, the action plan found the retail market to be very competitive, with 24 retail centers within a 15-minute drive of the Indiana Harbor area. The plan notes that East Chicago had 11,262 households in 2000, which is enough to support local-serving retail activity that the City, though, does not have enough population to support regionally oriented stores. The action plan found that the Indiana Harbor area should be able to support about 250,000 square feet of retail and recommends that approximately 75% of it be located on Columbus Drive, with the remainder on Main Street and Broadway.

The plan also found market support for one additional hotel in the later phases of Indiana Harbor redevelopment.

Indiana Harbor Community – RDA Boat Tour Booklet (2006)

This booklet includes several maps describing projects and plans regarding the harbor area, including calling for a Marina District near the existing marina, a Mixed-Use Waterfront District south and east of the marina, a Beachfront Residential Enclave east of the existing casino and hotel, and a Regionally Accessible Beach/Park along the lakefront. It also lists projects in support of Indiana Harbor Revitalization and Lakefront Development, including:

Project	**Date Completed/Expected**
• Re-opened beach to public	2005
• Regional Bike Trail	2007-09
• Coastal Zone Improvement Programs	2006
• Beachfront Improvements	2006
• Indiana Harbor Marina Development	1995
• Cline Avenue Overpass	To be determined
• Main Street and Broadway Reconstruction	2006-07
• Nunez Park Improvements	2006-08

• Callahan Park Improvements	2006-08
• Property Acquisition and Demolition	Ongoing
• Master Plan Development Team Hired	March 2006
• 80 Townhomes in North Indiana Harbor	2007
• New Retail Development	2007
• Consulting Rail Logistics Expert for Track Relocation	Ongoing
• Stakeholders Outreach and Coordination	Ongoing

The Carnegie Library - Brochure

The Library, at 3601 Grand Boulevard, was financed by industrialist Andrew Carnegie. It was built in 1913 and expanded in 1930. The nonprofit Carnegie Performing Arts Association of East Chicago has been formed to renovate the Carnegie building and is currently raising money.

Parks/Open Space/Environment

East Chicago Park List

The City provided a list of park facilities that includes park names, current zoning, property number, owner, legal description, and property classification code.

Grand Calumet River + Indiana Harbor Ship Canal - Corridor Vision Plan Brochure

This brochure describes an effort by a partnership of corporations, cities, environmental groups, and regional, state, and federal agencies to "clean up" the river and ship canal. It aims to create benefits for:

- Economic development
- Commercial and industrial uses
- Recreation
- Historic and cultural preservation
- Natural area conservation
- Water quality
- Environmental education

The river and canal played an important role in the industrial development of the area because they provide a connection to Lake Michigan. As a result of these activities, the river and canal have become polluted. Stricter environmental laws and cleanup efforts have improved water quality, and both the river and the canal are scheduled to be dredged to remove contaminated sediments. Once cleanup is complete, the pamphlet proposes the following uses for the waterfront areas:

movie theaters, parks, water recreation, restaurants, bike paths, walking trails, museums, retail shops, manufacturing plants, and office buildings.

The visioning process was scheduled to be completed in 1999.

Calumet Ecological Park Feasibility Study

The study, conducted by the National Park Service, evaluated the feasibility of creating an ecological park linking Cook County, Illinois, and Porter and Lake Counties, Indiana. The park would include the beaches, marshes, moraines, small ponds, dunes, and other natural features at the southwest corner of Lake Michigan. The study describes the natural, cultural, and recreational resources of the region, details issues and opportunities for the area, and lists goals and strategies. The study found that an ecological park was not feasible as part of the National Park Service. Possible alternatives included an expanded Illinois and Michigan Canal National Heritage Corridor or a National Heritage Area designation.

The Calumet Area Ecological Management Strategy (2002)

The study, conducted by the State of Illinois and the City of Chicago with cooperation of the U.S. Forest Service, proposed a strategy for advancing both economic and ecological interests in the Calumet Area, which is in Chicago but is part of the larger Calumet Region that stretches into East Chicago. It contains management strategies to improve the natural environment.

The Coastal Historic + Cultural Resources Study of the Lake Michigan Watershed (2000)

This provides an inventory of historic and cultural resources and includes information on the Marktown Historic District.

Watershed Management Plan For Lake, Porter, + LaPorte Counties (2005)

This report seeks to develop a framework for water quality improvements and planning within the Northwestern Indiana Regional Planning Commission's (NIRPC) planning area.

Indiana Lake Michigan Coastal Program (2005)

This program had the following goals:

- Increase public access
- Decrease coastal hazards by preserving lakefront dunes
- Protect underwater archeological resources

- Inventory and protect wetlands, including bolstering the monitoring of on-site septic systems

Industrial

Industrial Properties along the Port List (2006)

The City provided a list of industrial properties along the Port and a description of each. The properties listed are:

- American Terminals Inc., 3600 Canal St.
- BP Amoco, 2815 Indianapolis Boulevard, Whiting
- Buckeye Pipeline Co., McShane & Columbus Drive
- Coke Energy Inc., 3210 Watling
- Kemiron, 3761 Canal St.
- Metal Management Midwest, 6301 Canal St.
- Mittal Steel, 3210 Watling St.
- Praxair, 4400 Kennedy Ave.
- Safety Kleen, 601 Riley Road
- U.S. Gypsum, 301 Riley Road

This document included descriptions of "inspection tours" for Coke Energy, Metal Management, Praxair, U.S. Gypsum, and Kemiron.

Manufacturers List (2005)

The City provided a list of East Chicago manufacturers, including company name, street address, phone number, mailing address, and executive name and title.

Identifying Prospective Commercial + Industrial Development Areas: NIPSCO Presentation

East Chicago has access to three interstate highways and four major railroads and has established a package of incentives to developers, including government-sponsored loans and bond funds, tax increment financing, public infrastructure support, and facilitated permitting assistance. More than 800 acres have been identified as available for development or redevelopment. Development areas include:

- Calumet: 23 acres east of the canal and south of SR 312
- South Shore: 40 acres at I-90 & U.S. 20
- Grand Calumet: 280 acres between SR 912, SR 312, U.S. 20 and I-90

- Buckeye Waterfront: 14.7 acres at confluence of two canals
- Roxana: 16 acres along I-90 and U.S. 20 adjacent to Roxanna neighborhood
- Railroad Avenue Industrial Complex: approx. 20 acres along canal from U.S. 12 and I-90
- White Oak: 32 acres on western edge of East Chicago south of U.S. 12
- MacArthur Park: 68 acres on western edge of East Chicago north of U.S. 12 (north and west of Central High School)
- North Harbor: 265 acres north of U.S. 12 (entire Indiana Harbor area)
- Lakefront: 30 acres along lakefront, at Marina, and along SR 912 (Cline Avenue)
- Prairie Park Subdivision: 15.5 acres at southern edge of Prairie Park subdivision
- Euclid Avenue: 30 acres along Euclid near St. Catherine Hospital

The presentation also includes residential development information, including analysis and/or plans for North Harbor, Calumet, and Prairie Park neighborhoods as well as Cary and Drummond Streets and the lakefront.

Transportation

Northwest Indiana Regional Transportation Plan 2030 Executive Summary (2006)

Potential transportation improvements listed that affect East Chicago include:

- Expansion of U.S. 20 from SR 312 to SR 152
- Expansion of SR 312 from Columbia Avenue to Railroad Avenue
- A new, largely grade-separated mainline rail route that would reduce the number of trains traversing East Chicago at at-grade crossings

Marquette Plan (2005)

Executive Summary

The Marquette Plan is intended as a "catalyst for rebirth" along a 21-mile segment of Lake Michigan lakefront, including the lakefront in East Chicago. The plan seeks to create an interconnected corridor of dune, swale, river, lake, beach, and reclaimed industrial canals that marks a new direction from the industrial brownfield setting that now dominates. It also is a comprehensive land-use vision for the corridor. The Executive Summary says the plan seeks to:

- Recognize the lake as the most important asset in the region
- Increase public shoreline access

- Establish physical, social, and economic connections – including a continuous trail network linking people to the lake, to features along it, and to each other
- Change perceptions of the lakefront and lakefront communities as a destination and places that attracts new residents and new investment
- Recognize a changing economy in the region and capitalize on new opportunities such as technologies associated with the remediation and re-use of industrial brownfield properties that could result in a campus of new employers with this focus – a "remediopolis"
- Leverage available resources to broaden the pool of funds and support needed to achieve the plan's vision.
- Continue to expand the partnerships that are necessary to achieve the vision.

More specifically, it recommends:

- Rail consolidation
- Minimizing the impacts of Cline Avenue grade separation
- Transit-oriented development around South Shore stations
- Clean up Indiana Harbor Ship Canal and add green corridors
- Improve beach access near Inland Steel
- Create riverwalk along Indiana Harbor Ship Canal
- Create re-use plan for industrial areas
- Make land-use changes (as outlined in the description of the plan's "bubble" map

Marquette Plan Land-Use Map

The Marquette Plan calls for a reduction in industrial uses, removal of the elevated Cline Avenue, ample park space, and new community and business areas that would tie Marktown to the Indiana Harbor area. Its Land Use map shows:

- Removal of many industrial uses along the canal south of the railroad tracks
- Removal of the elevated Cline Avenue and instead run Cline Avenue to the north along the railroad tracks and from the west, the existing Cline Avenue would become at-grade and connect past Marktown to the industrial uses to the north
- A large "Heritage Park" west and north of Marktown and along the canal south of Dickey Road
- An Industrial Heritage Museum at the northwest corner of Dickey Road and the canal.
- Additional "business-focused development" north of the museum and southeast of Marktown
- New "community-focused development" on the east side of the canal south of Dickey Road that would replace some industrial uses, including large tank fields
- A new multi-use trail along the canal and a "water trail" on the canal

Marquette Greenway Open Houses – Comments Summary

The top 10 issues listed in this summary of public input are:

- Broaden and diversify tax base
- Improve and maintain existing open spaces and facilities before adding new open spaces
- Available brownfield sites on industrial lands are key to redevelopment of the lakefront
- An elected Regional Management Authority should oversee implementation
- Funding for the greenway will be a big issue (Don't use local taxes to fund greenway)
- Create "themed" museums on the lake
- Educate communities.
- Don't build a Lake Shore Drive like in Chicago
- Open steel mills for tours and value area's heritage
- Opportunities for public input and better advertised meetings are important