





chapter 6

planning frameworks

This chapter describes the physical planning frameworks that will guide land use decision making and investment, as well as citywide decision making for City infrastructure, public land, and facilities into the future. It identifies future land uses, neighborhood plans, and transportation/infrastructure priorities for Gary. This chapter includes the following three framework plans:

- Land Use Plan
- Transportation Plan
- Green Infrastructure Plan

These three plans provide integrated and coordinated land use, transportation, and infrastructure strategies that will help stimulate economic growth, align city systems, provide open space, enhance sustainability, strengthen neighborhoods, and improve overall quality of life in Gary.

LAND USE PLAN

Land use serves as the guide for development in Gary over the next 20 to 30 years. The land use plan tells the story of how Gary may change in the future. Building on the citywide imperatives outlined previously, it provides a framework for:

- Creating consolidated and stable residential neighborhoods
- Concentrating retail and services at key nodes of activity
- Strengthening and expanding employment areas
- Protecting and enhancing Gary's open space, natural beauty, and recreational assets

Topics covered in this chapter include land use designations, more detailed individual neighborhood plans, and priority areas for revitalization and investment.

LAND USE DESIGNATIONS

Land use designations indicate the intended use of each parcel of land in the city. They provide a vision of the city's future development but largely remain adaptable to account for changes in economic conditions and community priorities. The Gary Comprehensive Plan includes 20 land use designations, described below and mapped in Figure 6-1 Land Use Plan.

While Comprehensive Plan land use designations are broad, they will guide how zoning regulations are developed. Zoning districts include specific allowances and prohibitions of uses (including conditional uses), and dimensional requirements such as building setbacks, parking standards, and building heights. Land use designations and zoning districts must be compatible but need not be exactly the same.

There are five broad categories of land use: 1) residential, 2) commercial, 3) employment, 4) open space, and 5) public/institutional. Residential designations range from single-family homes to multi-family apartments. Commercial designations provide locations for retail, office, and service uses. Employment designations describe locations for industrial, manufacturing, and other large employers. Open space designations identify natural areas such as conservation lands and City parks. Public/institutional designations include a range of public facilities such as schools, parks, and government buildings.

RESIDENTIAL LAND USE DESIGNATIONS

Residential

This designation provides for the preservation and maintenance of traditional neighborhoods containing a mix of single-family and multi-family housing. This designation covers the majority of historically stable residential areas in the city where population and housing values are relatively constant. Primary land uses include large and small-lot single-family dwellings and a range of multi-family housing types from townhomes to multi-family apartments. This designation also allows secondary units, guest houses, churches, schools, day care centers, community centers, public facilities, and other uses which are determined to be compatible with and oriented toward serving the needs of low- to medium-density neighborhoods.



Homes along McKinley Street on Gary's West Side

Flexible Residential

This designation applies to distressed residential neighborhoods with high rates of vacancy and disinvestment. These residential areas will continue to include a mix of single- and multi-family dwellings with less restrictions on housing development but will also allow for higher levels of flexibility to encourage the reuse of vacant land. In many cases, residential dwellings will exist alongside community-maintained recreational spaces, productive landscapes (e.g. community gardens), and blue/green infrastructure such as stormwater parks. These areas could ultimately transition to another land use over time.



Abandoned buildings across from Buffington Park in Emerson provide an opportunity for a number of potential uses



Vacant homes on Maryland Street in Pulaski. Blocks of vacant homes provide an opportunity to repurpose formerly-residential blocks and expand employment uses.

Transition to Employment

This designation applies to severely distressed residential neighborhoods where population loss is past a tipping point. These areas will no longer be maintained as traditional residential neighborhoods and will instead transition over time to serve another purpose for Gary's future.

COMMERCIAL LAND USE DESIGNATIONS

Downtown

This designation applies to the core areas of Downtown Gary, centered around 5th Avenue and Broadway. It supports continued reinvestment and intensification of the Downtown core by accommodating multi-story, mixed-use buildings at higher intensities, including both vertical and horizontal mixed-use development, Class A office space, and walkable retail and services that will attract residents, workers, and visitors. Active ground floor uses are encouraged to create a pleasant pedestrian environment. Parks/plazas/open space, education, cultural, public assembly, and other civic/public uses are also allowed.



Downtown Gary - Broadway looking north at 5th Avenue

Neighborhood Mixed-Use Corridor

This designation supports walkable mixed-use development along key corridors in the city such as Broadway and 5th Avenue. It supports buildings with different uses such as office, retail, services, dining, residential, and public or other compatible uses. It supports the organization of services, amenities, and housing choices in direct relationship to anchor neighborhoods or institutions, or in areas of increased activity. Buildings in this designation are encouraged to face the primary roadway and be designed to create an attractive, safe pedestrian environment.



5th Avenue neighborhood mixed-use



Businesses, like this hardware store on 25th and Broadway, are located along major bus lines, with active businesses around them.

Neighborhood Commercial and Services

This designation supports consolidation of and investment in neighborhood-serving commercial and service uses at key nodes along the City's main commercial or neighborhood thoroughfares. Land uses in this designation generally serve local areas and allow for a variety of retail, services, professional and business offices, dining, arts, public/institutional, and other supportive uses in low-rise buildings. This designation encourages smaller development aimed at creating an attractive and pedestrian-oriented retail frontage with buildings and entrances adjacent to the sidewalk.



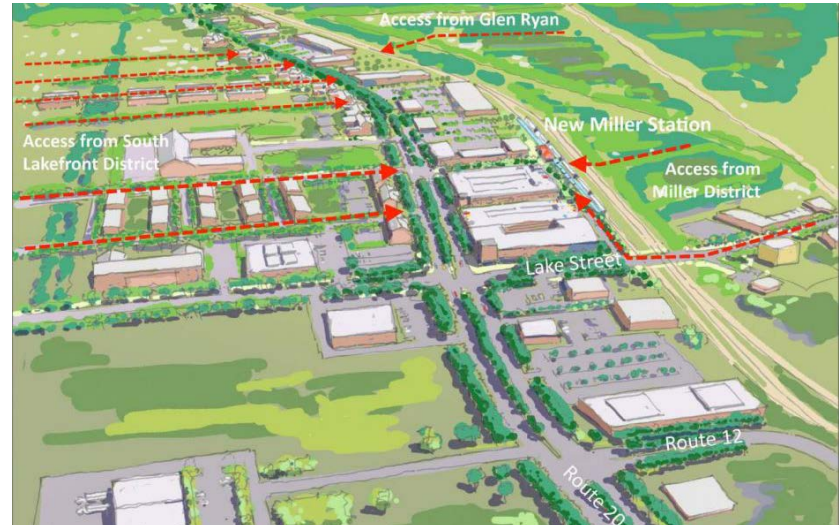
Broadway in Midtown

Flexible Commercial

This designation applies to distressed commercial areas with high rates of vacancy and disinvestment. It allows for higher levels of flexibility and targeted investment around viable activity centers, transit stops, and commercial nodes. These areas allow for a broad mix of uses and could ultimately transition to another role over time.

Transit-Oriented Development

This designation supports a transit-oriented district around the Miller, Downtown, and Clark Road transit stations with higher-intensity, mixed-use development within walking distance of the train station. It allows for a wide variety of commercial, service, office, residential, recreational, institutional, and other supportive uses. Development in this designation is an integrated mix of land uses that support transit use through site design that enhances accessibility to stations, creates a vibrant pedestrian environment, and is supportive of multi-modal travel.



Rendering from the Gary Lakefront District Plan of envisioned transit-oriented development around the Miller station

Entertainment District

This designation applies to areas of the city targeted for entertainment uses that will attract both residents and regional visitors. It supports a wide variety of entertainment-related uses such as hotels, casinos, sports complexes, retail, services, dining, the arts, and other supportive uses.



*Spectacle Entertainment casino proposal rendering
Photo Credit: Dan Carden, The Times of Northwest Indiana*



Truck stops located off I-80/94 along Grant Street

Highway Commercial

This designation applies to auto-oriented corridors that capitalize on the high volume of automobile traffic along adjacent Interstate highways such as I-80/94. It allows for auto-oriented retail and service uses that serve a broader regional market including gasoline service stations, food and beverage sales, eating and drinking establishments, and hotels and motels. This designation applies to land around selected interchanges and is limited in area.

EMPLOYMENT LAND USE DESIGNATIONS

Light Industrial/Employment Flex

This designation provides area for a range of employment uses to expand and diversify the city's economic base. It supports a wide variety of employment-generating activities, including office, light industrial and manufacturing, research and development, transportation and logistics, and technology parks. Other supporting uses such as restaurants, medical services, community facilities, and similar uses which together create concentrations of employment or community activity are also allowed.



A construction company located on Alabama Street at E Dunes Highway.

Heavy Industrial

This designation accommodates areas of high-intensity, high-impact industrial activity, such as manufacturing, wholesaling, and storage. This designation mainly applies to areas along Cline Avenue and steel production facilities north of the Indiana Toll Road. Heavy industrial uses are required to provide appropriate transition areas and buffers from other residential and commercial uses and minimize traffic, noise, and other impacts.



U.S. Steel

Intermodal/Logistics

This designation encourages growth around heavy industry, shipping, logistics, and intermodal port development in Buffington Harbor. It includes the Gary Port, rail yards, and other traffic-generating uses such as warehousing, logistics, and storage. Development in this designation is required to provide appropriate transition areas and buffers from other residential and commercial uses and minimize traffic, noise, and other impacts.



*Buffington Harbor
Photo Credit: Dan Carden, The Times of Northwest Indiana*

Airport

This designation applies to the Gary/Chicago International Airport and supports the continued use and expansion of the airport. It also includes flexible siting of supportive commercial, industrial, and recreational uses at or around the airport.



*Gary/Chicago International Airport
Photo Credit: The Chicago Crusader*

OPEN SPACE LAND USE DESIGNATIONS

Managed Conservation Lands

This designation includes conservation land that provides for ecological preservation, public open space, recreation, and stormwater management. It includes sensitive habitats and actively managed conservation lands such as Indiana Dunes National Park.



Indiana Dunes National Park

City Parks

This designation applies to the city's neighborhood, community, and regional parks that provide open space and recreational benefits to surrounding neighborhoods. Parks are typically managed by the City of Gary Department of Parks and Recreation. It also includes other public recreational uses such as indoor and outdoor athletic facilities, amphitheatres, beaches, and community centers.



Buffington Park

Landscape Reserve

This designation applies to existing undeveloped land, open areas, and areas in which the existing residential fabric has been significantly eroded to the point where the vast majority of land is vacant and unused. It encourages the reuse of vacant land for productive uses such as food or energy production, natural landscapes, urban forests, and stormwater management/green infrastructure. These landscape areas serve important functions to capture stormwater, clean the air, provide habitat for local wildlife, and decrease maintenance and operational costs for the City. Larger landscape areas may be reused for other purposes in the future, consistent with market demand and development opportunity.



A single vacant home on Delaware Street in Emerson stands alone surrounded by vacant land

PUBLIC/INSTITUTIONAL LAND USE DESIGNATIONS



City Hall

Public

This designation reserves areas for public and institutional uses, including hospitals, fire stations, police stations, libraries, and government buildings. It also allows for a variety of support uses such as restaurants, housing, and retail/services.

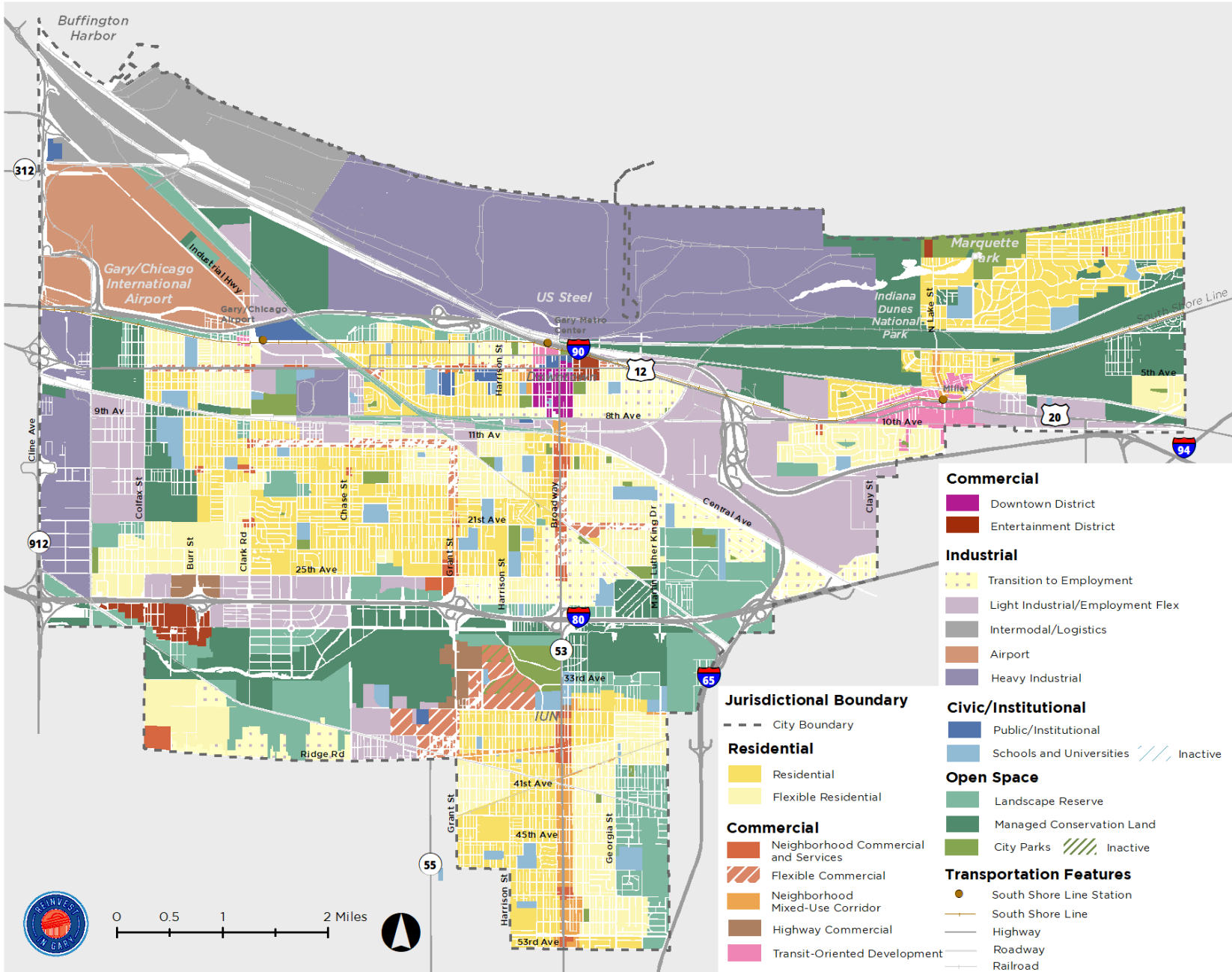


*Indiana University Northwest
Photo Credit: Lord dumbello*

Schools and Universities

This designation applies to public and private schools, trade schools, colleges, and universities.

FIGURE 6-1. LAND USE PLAN



0 0.5 1 2 Miles



GARY NEIGHBORHOODS

The city of Gary contains 12 neighborhoods, each with its own unique character and conditions. Many of Gary's neighborhoods are challenged by population loss and disinvestment, resulting in limited services and resources. Some are in good shape, with accessible amenities and well-maintained homes. Others are in dire condition, with high vacancy rates and numerous dilapidated structures. Many neighborhoods lie somewhere in between.

This section describes the current conditions and future vision for each neighborhood in Gary, as expressed by residents and community members. It includes strategies to address unique challenges and leverage inherent strengths of each neighborhood. In many instances, existing initiatives and projects are already underway to stabilize and transform neighborhoods, and these will continue to be implemented over time. These projects or strategies support the citywide imperatives presented previously and will help achieve the overall objectives for each neighborhood.



Horace Mann apartments, Downtown Gary

BRUNSWICK AND WEST SIDE

OVERVIEW AND EXISTING CONDITIONS

Most of Brunswick and West Side consist of single-family homes. High vacancy rates are found on the western edge of the neighborhood's residential areas near Colfax and Hobart Streets and southwest of 15th Avenue and Clark Road. Three of the schools which once served as community anchors are now inactive and vacant. West Side features residential pockets, particularly around 11th Avenue and Burr Street, that are in more stable condition, with lower vacancy rates, better property conditions, and two active schools nearby.

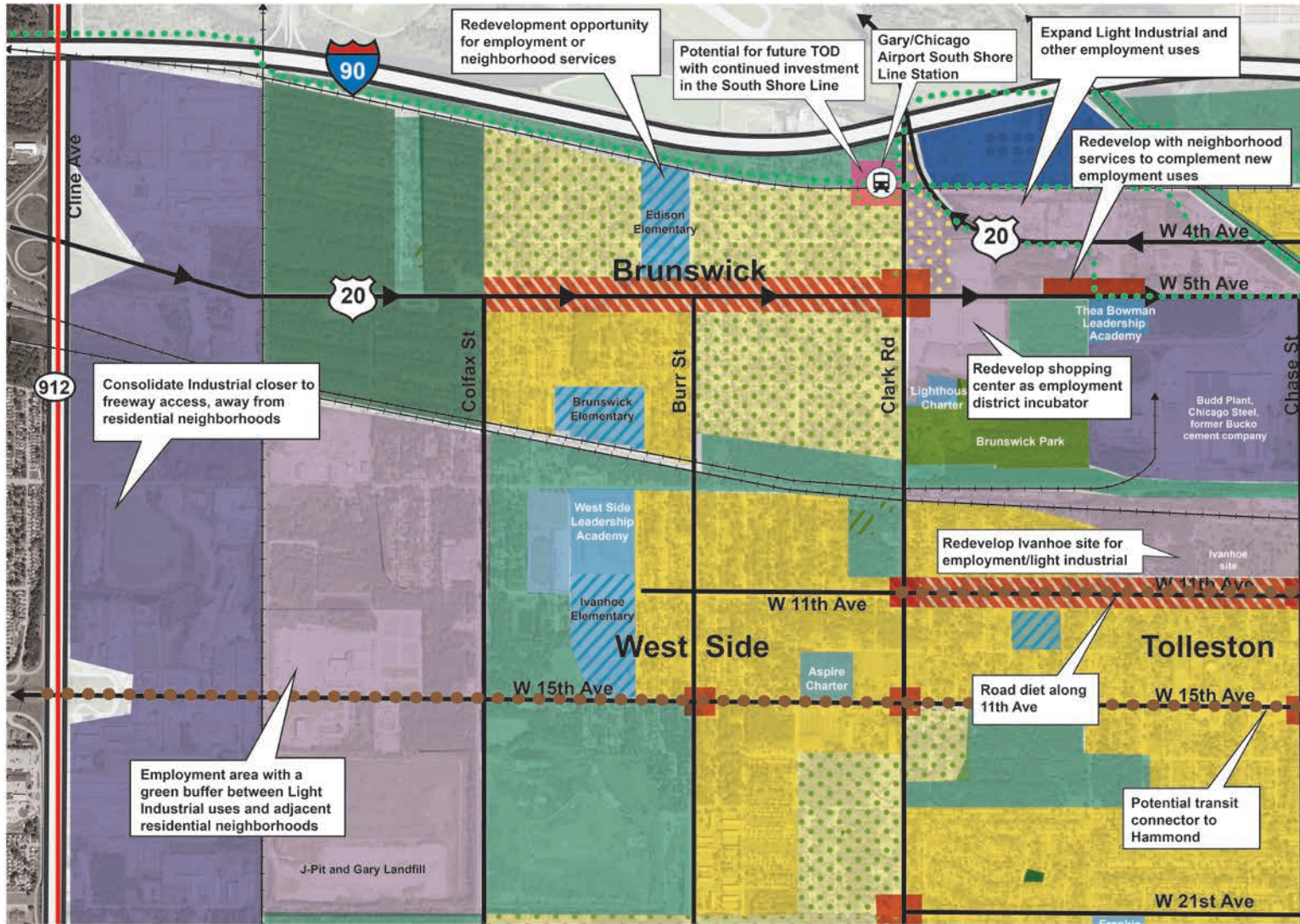
Most commercial uses are located along 5th Avenue, but there are significant stretches of vacant and deteriorated storefronts. The Tri-City Plaza Shopping Center was once the major commercial anchor for the neighborhood, but most of the shops are now vacant.

Located between contaminated sites and heavy industrial uses along Cline Avenue and the Budd Plant at Chase Street and 5th Avenue, Brunswick, in particular, is somewhat isolated from other residential neighborhoods and the rest of the city. Large swaths of managed conservation land and unmanaged open space provide a buffer between Cline Avenue industrial uses and the residential areas east of Colfax Street.

KEY STRATEGIES

- **Flexible Residential Areas.** Brunswick residential areas (between 1-90, Colfax Street, the railroad tracks, and Clark Road) are maintained as residential areas but allow for greater flexibility with open space and potential for other uses. While many blocks are stable, others are in transition and land use regulations need to be flexible to account for decreasing housing demand.
- **Stable Neighborhoods.** The City will continue to target services and public investments in stable West Side residential areas, particularly around active schools and other key neighborhood anchors like West Side High School and Brunswick Park.
- **Contiguous Landscape Reserve.** Existing open spaces between the railroad tracks and Burr Street will continue as unmanaged landscape reserve to provide natural buffers and leverage Gary's natural beauty.
- **Expanded Employment Uses.** Industrial uses will be maintained and expanded along Cline Avenue and around the Budd Plant, including potential redevelopment of the Tri-City Plaza Shopping Center and former Ivanhoe housing site for employment-generating activities.
- **Reorientation Toward the Grand Calumet River.** The Calumet River is a great resource. Blight elimination and investment will continue to occur to re-orient Brunswick toward the river regardless of future land use as open space, employment, or housing.

FIGURE 6-2. BRUNSWICK AND WEST SIDE



BRUNSWICK + WEST SIDE

Entertainment District	Neighborhood Mixed-Use Corridor	Light Industrial/Employment Flex	Public/Institutional
Transit-Oriented Development	Residential	Heavy Industrial	Schools and Universities
Highway Commercial	Flexible Residential	Managed Conservation Land	Inactive Schools
Neighborhood Commercial and Services	Transition to Employment	City Parks	Inactive Parks
Flexible Commercial		Landscape Reserve	Trails and Bikeways
			Complete Street or Road Diet

BLACK OAK

OVERVIEW AND EXISTING CONDITIONS

Much of the Black Oak neighborhood consists of open space in the floodplain around the Little Calumet River. Some of this land is actively managed conservation land directly adjacent to the river, and includes sections of the Gary Green Link trail. Sparsely populated single-family residential areas can be found just north and south of I-94 between Cline Avenue and Burr Street. The neighborhood north of I-94 between the railroad tracks and Burr Street has particularly high vacancy rates and a high percentage of homes in poor or dangerous condition. Mobile home parks and low-density residential pockets are scattered amidst light industrial and auto-related uses along W Ridge Road between Colfax Street and Grant Street.

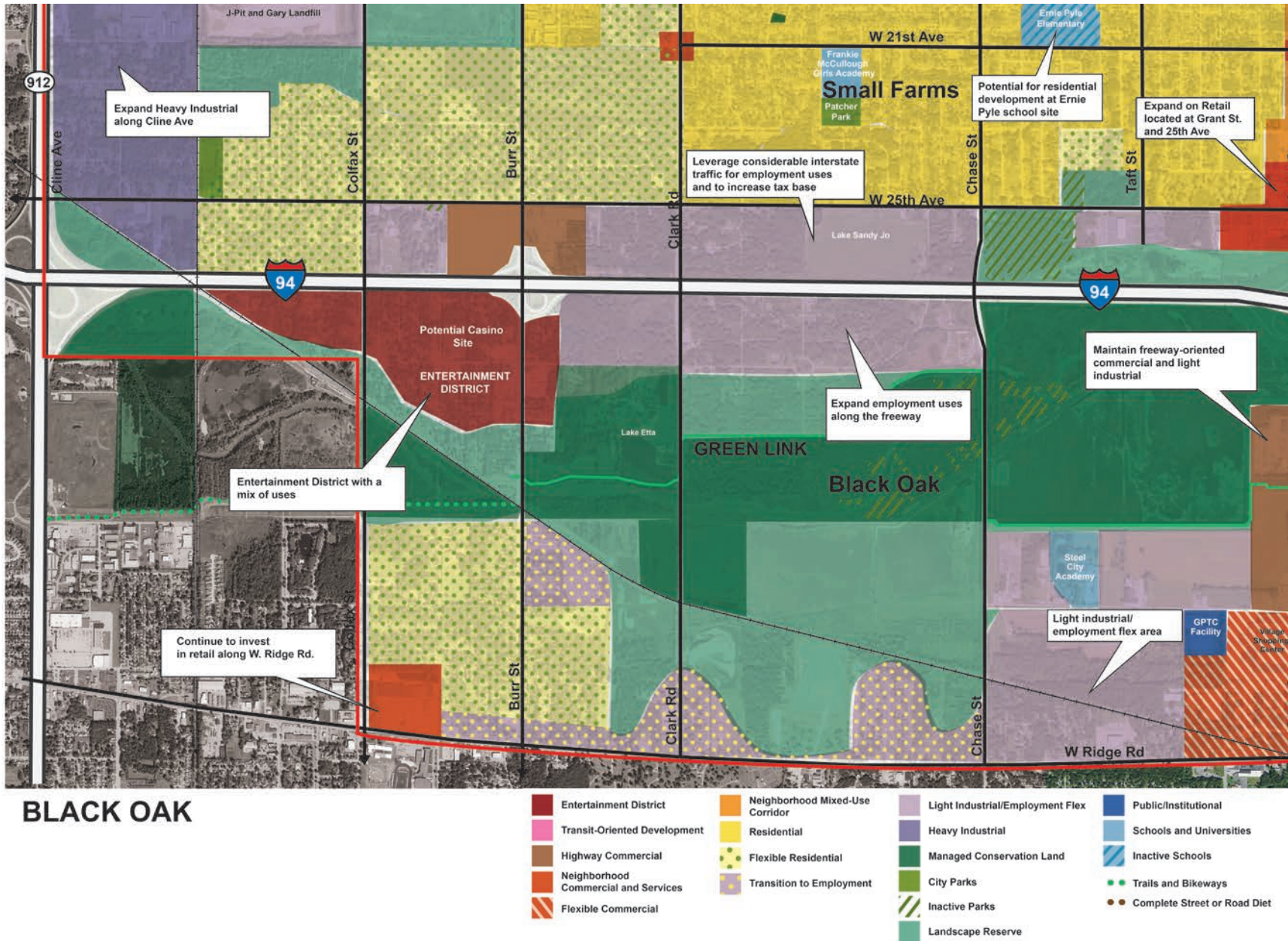
Black Oak is relatively isolated from other areas of the city, with few, if any neighborhood anchors or amenities. While open space is prevalent, there is only one City park in the neighborhood at 25th and W. Bell Street, though Lake Etta (a County park) is nearby. There is also one school in the neighborhood – Steel City Charter Academy – which is surrounded by light industrial uses and lacks safe pedestrian and bike access for students.

Key commercial areas in Black Oak include truck stops and auto-related commercial uses around the I-94/Burr Street interchange, the Ridge Plaza Shopping Center at Colfax Street and Ridge Road, and the Village Shopping Center on Grant Street.

KEY STRATEGIES

- **Flexible Residential Areas.** Black Oak residential areas north of I-94 and around the Ridge Plaza Shopping Center are maintained as residential but allow for greater flexibility with open space and potential for other uses. While many blocks are stable, others are in transition and land use regulations need to be flexible to account for decreasing housing demand.
- **Key Retail Nodes.** The City will encourage consolidation of commercial uses and provide targeted investments at key retail nodes such as the Ridge Plaza Shopping Center and along Ridge Road. The largely vacant Village Shopping Center presents an opportunity for redevelopment with employment or community uses.
- **Contiguous Landscape Reserve.** Existing open spaces around the Little Calumet River will continue as unmanaged landscape reserve.
- **Expanded Employment Uses.** Industrial and employment-generating uses will be maintained and expanded along Cline Avenue, on either side of I-94, along Grant Street, and along Ridge Road.
- **Entertainment District.** A new entertainment district to the southwest of the I-94/Burr Street interchange will feature a mix of entertainment-related uses that will attract both residents and visitors to the city, taking advantage of the recently announced Hard Rock Casino, with its potential for significant additional development and new amenities.
- **Gary Green Link.** The City will continue to implement the Gary Green Link Plan, including planned trail improvements and extensions along the Little Calumet River.

FIGURE 6-3. BLACK OAK



TOLLESTON AND SMALL FARMS

OVERVIEW AND EXISTING CONDITIONS

Tolleston and Small Farms are predominately single-family residential neighborhoods in stable condition. These neighborhoods have higher occupancy rates and a relatively strong housing market compared to other areas of the city. Nearby community anchors and amenities include two actively managed City parks (Patcher and Tolleston parks), the Boys and Girls Club on 19th Avenue, and several active schools including Frankie McCullough Girls Academy and Beveridge Elementary.

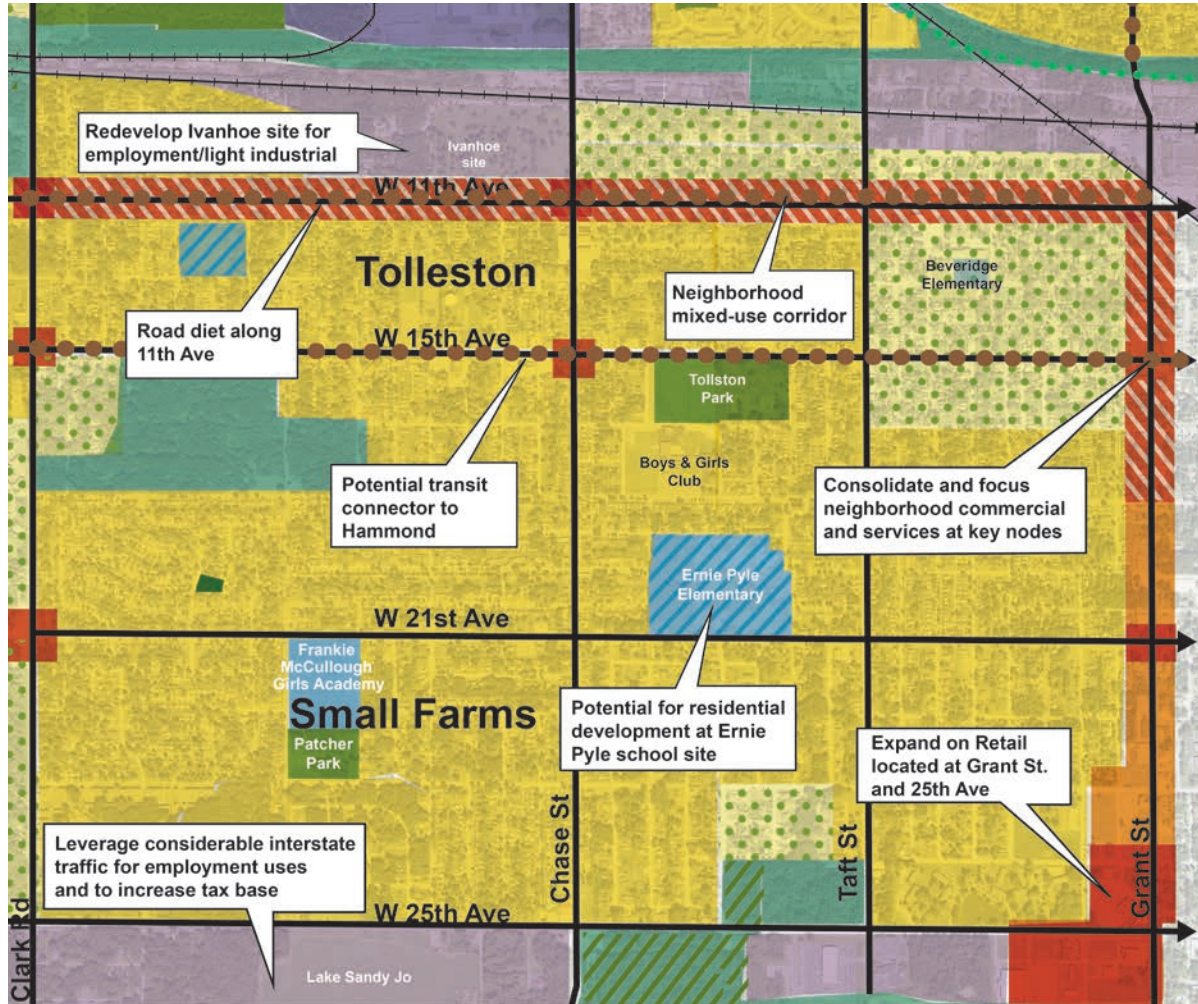
Several neighborhood-oriented commercial corridors run through the area, including 11th Avenue, 15th Avenue, and Grant Street. 11th Avenue was historically a strong retail corridor, but most blocks now contain a high level of vacant storefronts, vacant lots, or non-commercial uses, including churches and residential buildings. 15th Avenue and Grant Street are in similar condition, although new retail development continues at County Market Plaza at Grant Street and 25th Avenue. A limited amount of auto-related commercial and light industrial uses can be found along the Norfolk Southern railroad tracks to the north.

Several large undeveloped open spaces are located along the southern boundary of Small Farms, around 25th Avenue. These include the former MC Bennett Community Park, which is no longer actively managed by the City, and Lake Sandy Jo, a contaminated former landfill site.

KEY STRATEGIES

- **Flexible Residential Areas.** Several small residential pockets, including those just north of the former MC Bennet Community Park and both north and south of 11th Avenue between Chase and Grant Streets, are maintained as residential but allow for more open space, productive landscapes, and green/blue infrastructure. These areas are at a tipping point and may transition to other uses over time. Blight elimination and public investment should focus on stabilizing these areas to complement stronger housing demand and better serve neighboring blocks.
- **Stable Neighborhoods.** The City will continue to provide services and target investments in stable residential areas, particularly around active schools and parks, and other key neighborhood anchors like the Boys and Girls Club and Tolleston Park.
- **Contiguous Landscape Reserve.** Existing open space in the area around 19th Avenue and Whitcomb Street will continue as unmanaged landscape reserve space to highlight the neighborhood's natural beauty, but serve as a placeholder for potential future development.
- **Expanded Employment Uses.** Industrial uses will be maintained and expanded along the Norfolk Southern railroad and south of 25th Avenue, where demand continues to grow in numerous commercial and industrial employment sectors.
- **Key Retail Nodes.** The City will encourage consolidation of neighborhood retail and services at key nodes along 11th Avenue, 15th Avenue, and Grant Street and provide targeted investments at key retail centers such as County Market Plaza.

FIGURE 6-4. TOLLESTON AND SMALL FARMS



TOLLESTON + SMALL FARMS

- | | | |
|--------------------------------------|----------------------------------|------------------------------|
| Highway Commercial | Light Industrial/Employment Flex | Public/Institutional |
| Neighborhood Commercial and Services | Heavy Industrial | Schools and Universities |
| Flexible Commercial | Managed Conservation Land | Inactive Schools |
| Neighborhood Mixed-Use Corridor | City Parks | Trails and Bikeways |
| Residential | Inactive Parks | Complete Street or Road Diet |
| Flexible Residential | Landscape Reserve | |
| Transition to Employment | | |

AMBRIDGE MANN AND HORACE MANN

OVERVIEW AND EXISTING CONDITIONS

Ambridge and Horace Mann contain a mix of older, traditional single-family homes and multi-family residential buildings mainly along 5th Avenue and in the Westbrook area just southwest of the railroad tracks. These neighborhoods are generally stable and in good condition and feature striking historic architecture. Higher vacancy rates and housing in poor condition are limited to a few isolated pockets: north of 5th Avenue between Buchanan and Madison Streets, the area just east of Ambridge Mann Park, north of 3rd Avenue between Chase and Rutledge Streets, and south of 8th Avenue between Tyler and Madison Streets.

There are several key community and institutional anchors in the neighborhood including five active City parks, the Gary Methodist Hospital campus, and various public service buildings such as the Gary Police Department and Gary Health Department. While there is one active school in the neighborhood, most of the former neighborhood schools are now vacant and in disrepair, including Ambridge Elementary, Jefferson Elementary, and Horace Mann High School, which sits directly adjacent to the hospital.

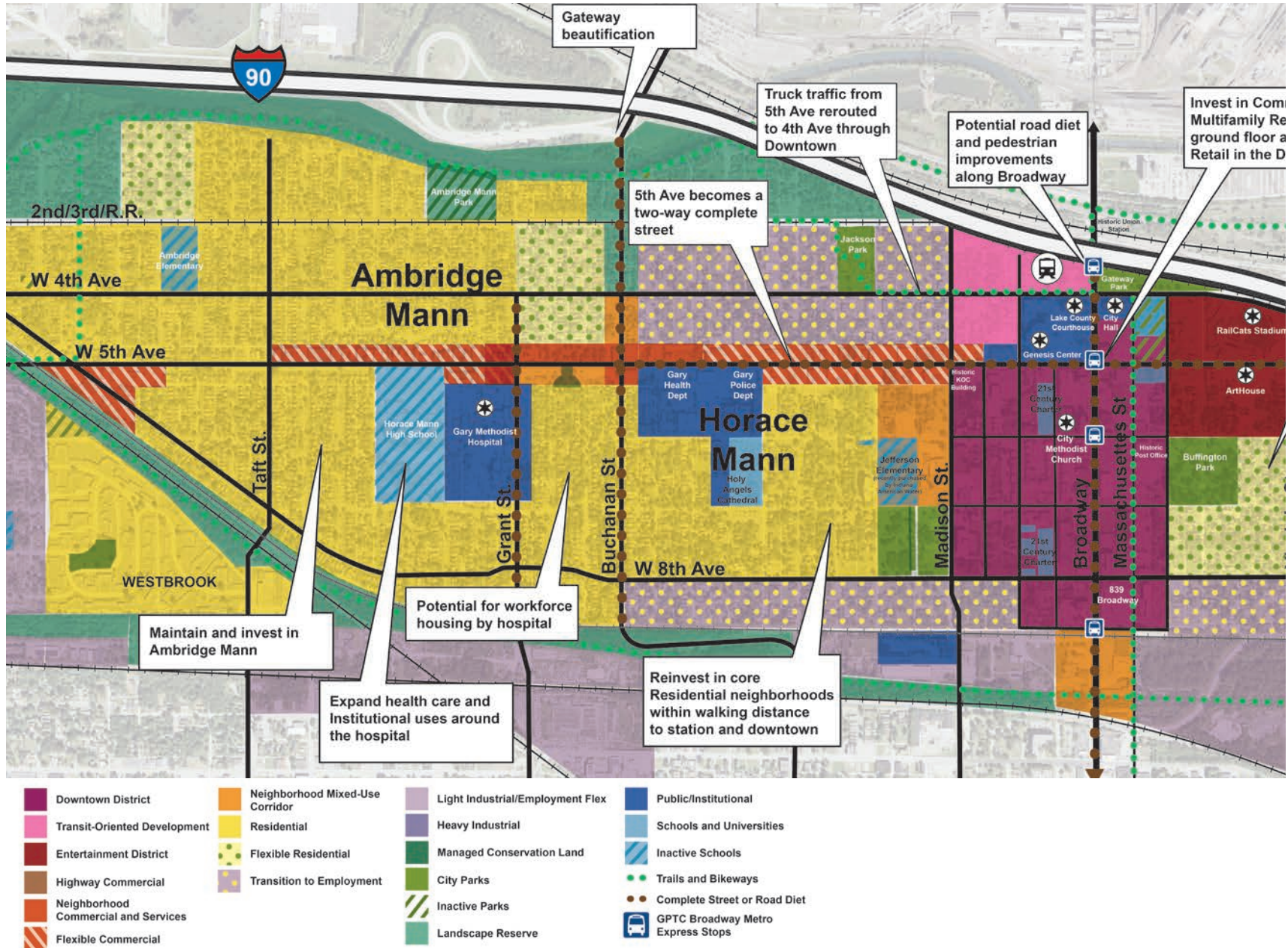
5th Avenue is the main commercial corridor running through the neighborhood. Retail and service uses are scattered along the corridor amidst multi-family residential and non-residential uses such as churches and public facilities. Commercial uses are generally clustered on the eastern side near Downtown and around the 5th Avenue and Bridge Street intersection. Most commercial and retail buildings are in poor physical condition or completely abandoned for large stretches along 5th Avenue. In general, the neighborhood lacks convenient retail amenities,

including a grocery store. Additionally, heavy traffic, including truck traffic, and perceptions of speeding affect properties on 4th and 5th Avenues and create an unpleasant pedestrian environment, coupled with a lack of consistent green space and landscaping.

KEY STRATEGIES

- **Flexible Residential Areas.** Residential areas between Ambridge Elementary and the river and between 5th Avenue, 3rd Avenue, Buchanan and Madison Streets are maintained as residential but allow for more open space, productive landscapes, and green/blue infrastructure. These areas are at a tipping point and may transition to other uses over time. Blight elimination and public investment should focus on stabilizing these areas to complement stronger housing demand and better serve neighboring blocks.
- **Residential Transition Areas.** Residential areas between 3rd Avenue, 5th Avenue, Madison, and Buchanan Streets and south of 8th Avenue are past a tipping point for residential demand and no longer adhere to historical development patterns. These areas should focus on new opportunities for employment and infrastructure and blight elimination should be re-oriented to account for a change in land use in the future.
- **Stable Neighborhoods.** The City will continue to provide services and targeted investments in stable residential areas, particularly around active schools and parks, and other key neighborhood anchors. The City will work with the school district to repurpose or redevelop inactive school sites.
- **Expanded Healthcare and Institutional Uses.** Large inactive school sites and other vacant properties around Methodist Hospital will be targeted for reuse or redevelopment to expand healthcare, institutional, and supportive uses (e.g. office, workforce housing, and community facilities).
- **5th Avenue Flexible Mixed-Use Corridor.** 5th Avenue will contain a flexible mix of uses with neighborhood retail and services consolidated and clustered around the Grant and Buchanan Street intersections.
- **Reconfiguration of 4th and 5th Avenues.** 5th Avenue will be converted to a two-way complete street, with pedestrian and streetscape enhancements. Truck traffic will be rerouted along 4th Avenue.
- **Contiguous Landscape Reserve.** High-vacancy residential areas along the Grand Calumet River will transition to unmanaged landscape reserve, expanding open space and recreational access to the riverfront, beautifying the Buchanan Street entrance to our city, and continuing the Green Link trail.
- **Gary Green Link.** The City will continue to implement the Gary Green Link Plan, including planned trail improvements and extensions along the Grand Calumet River.

FIGURE 6-5. AMBRIDGE MANN AND HORACE MANN



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DOWNTOWN AND EMERSON

OVERVIEW AND EXISTING CONDITIONS

As the traditional center of the City, Downtown and Emerson feature a number of important institutions, including City Hall, the Lake County Superior Court, and various public service facilities along Broadway. Additional activity generators include the Genesis Convention Center, the Railcats baseball stadium, and the ArtHouse Social Kitchen. Public art and historic structures also drive Downtown traffic.

Located just south of I-90 at the axis of two important thoroughfares - Broadway and 5th Avenue - Downtown/Emerson is well-connected to regional destinations and other parts of the City. The Gary Metro South Shore station provides access to jobs and amenities in Chicago. Downtown also serves as the focal point for the City's bus transit network, with rapid bus service along Broadway from Downtown to Merrillville, and a Greyhound bus hub in the Adam Benjamin Metro Center.

With the exception of several multi-family developments west of Broadway, most residential uses consist of single-family homes located east of Broadway in Emerson. Most of Emerson suffers from vacant lots and blocks, numerous vacant buildings, and older housing stock in poor condition.

Commercial uses are concentrated along 5th Avenue and Broadway, although these corridors feature numerous vacant lots and abandoned buildings that contribute to blight. An active shopping center strip is located on Broadway between 9th and 10th Avenue and provides needed amenities for the neighborhood.

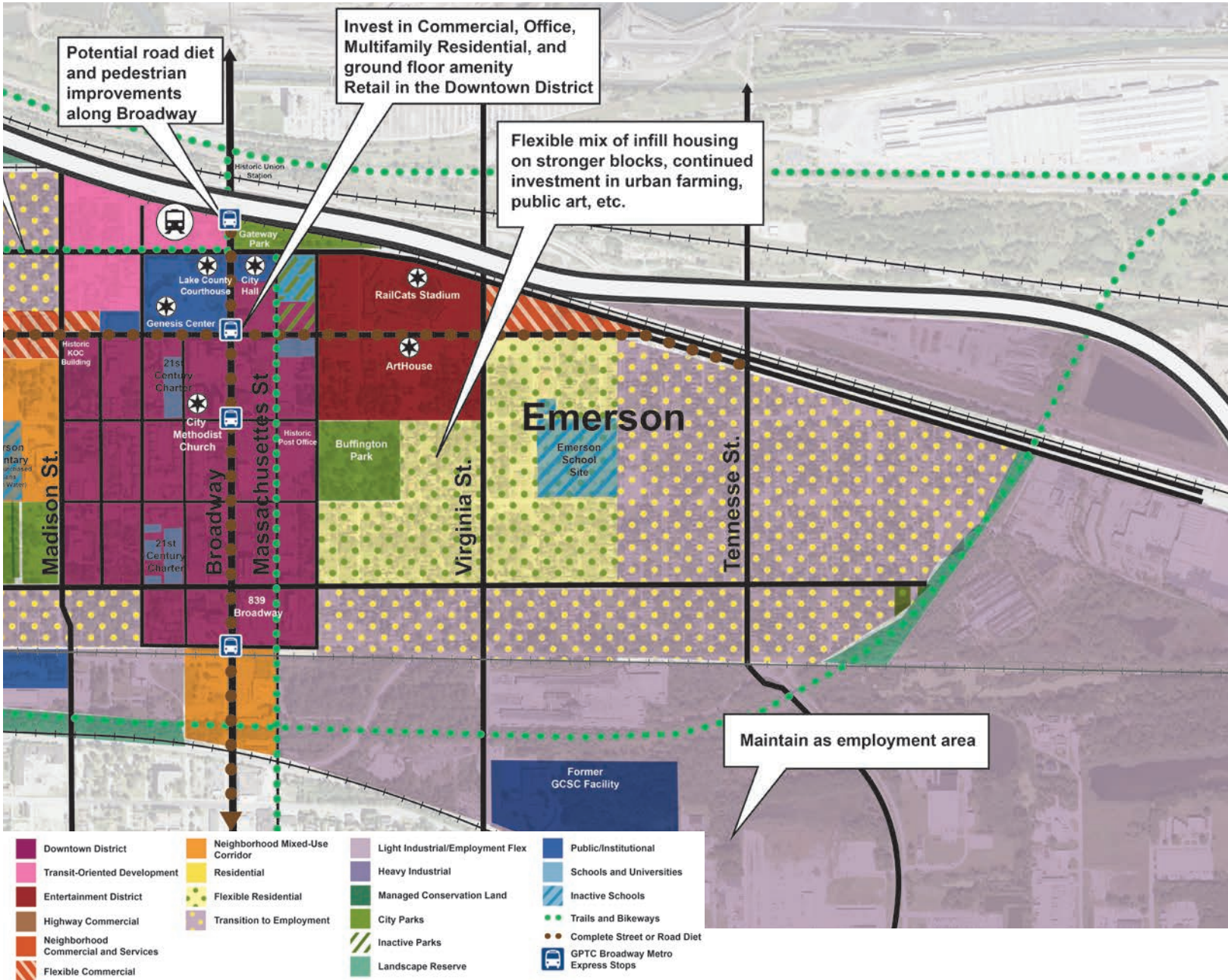
Downtown and Emerson are generally surrounded by industrial uses on two sides. U.S. Steel Gary Works is located directly north of Downtown and I-90. Homes in Emerson are bordered by undeveloped open space and several large light industrial

properties south of the railroad tracks, east of Alabama Street, and between Route 20 (Dunes Highway) and I-90.

KEY STRATEGIES

- **Flexible Residential Areas.** Residential areas east of Rhode Island Street are maintained as residential but allow for more open space, productive landscapes, and green/blue infrastructure. These areas are at a tipping point and may transition to other uses over time. Blight elimination and public investment should focus on stabilizing these areas to complement stronger housing demand to the west and better serve neighboring Downtown blocks.
- **Residential Transition Areas.** The majority of Emerson, east of Rhode Island Street and south of 8th Avenue, are past a tipping point for residential demand and no longer adhere to its historical development patterns. A focus on new opportunities for employment, art, and urban farming should continue in these areas. Potential new residential development should allow for strategic in-fill housing that build on stronger blocks, and zoning should provide for creative new possibilities like tiny houses or cooperatives around activity centers pursuant to neighborhood demand and tastes.
- **Downtown District.** Vacant properties and large inactive public parcels will be targeted for reuse or redevelopment with a mix of ground-floor retail, commercial, office, multi-family residential, arts, and entertainment uses that will serve residents and attract visitors to the city. Higher-density transit-oriented development (TOD) including homes and a variety of everyday goods and services for residents and commuters will be encouraged around the Gary Metro station.
- **Reconfiguration of 4th and 5th Avenues.** 5th Avenue will be converted to a two-way complete street, with pedestrian and streetscape enhancements, to further foster Downtown amenities and pedestrian traffic. Truck traffic will be rerouted along 4th Avenue.

FIGURE 6-6. DOWNTOWN AND EMERSON



MIDTOWN

OVERVIEW AND EXISTING CONDITIONS

Midtown features a mix of single-family and multi-family homes, including several Gary Housing Authority (GHA) developments. Generally, Midtown has suffered from disinvestment and high rates of vacancy. Blocks with higher concentrations of vacant lots and homes in poor condition are located northeast of the railroad tracks between Pierce Street and Madison Street, southwest of the railroad tracks between Broadway and Virginia Street, and in several pockets south of 25th Avenue.

Several active City parks, including Roosevelt, Norton, and Reed Park, are all located in Midtown. The neighborhood contains two active schools as well as several inactive former school sites. Other community assets include numerous block clubs, community gardens, and churches.

Commercial blocks are found on Broadway, Grant Street, 15th Street, 21st Avenue, and 25th Avenue. While all of these corridors contain numerous vacant lots and abandoned buildings, there are a few retail and service clusters including Broadway between 11th and 15th Avenues, Broadway and 25th Avenue, and the County Market Plaza at 25th Avenue and Grant Street.

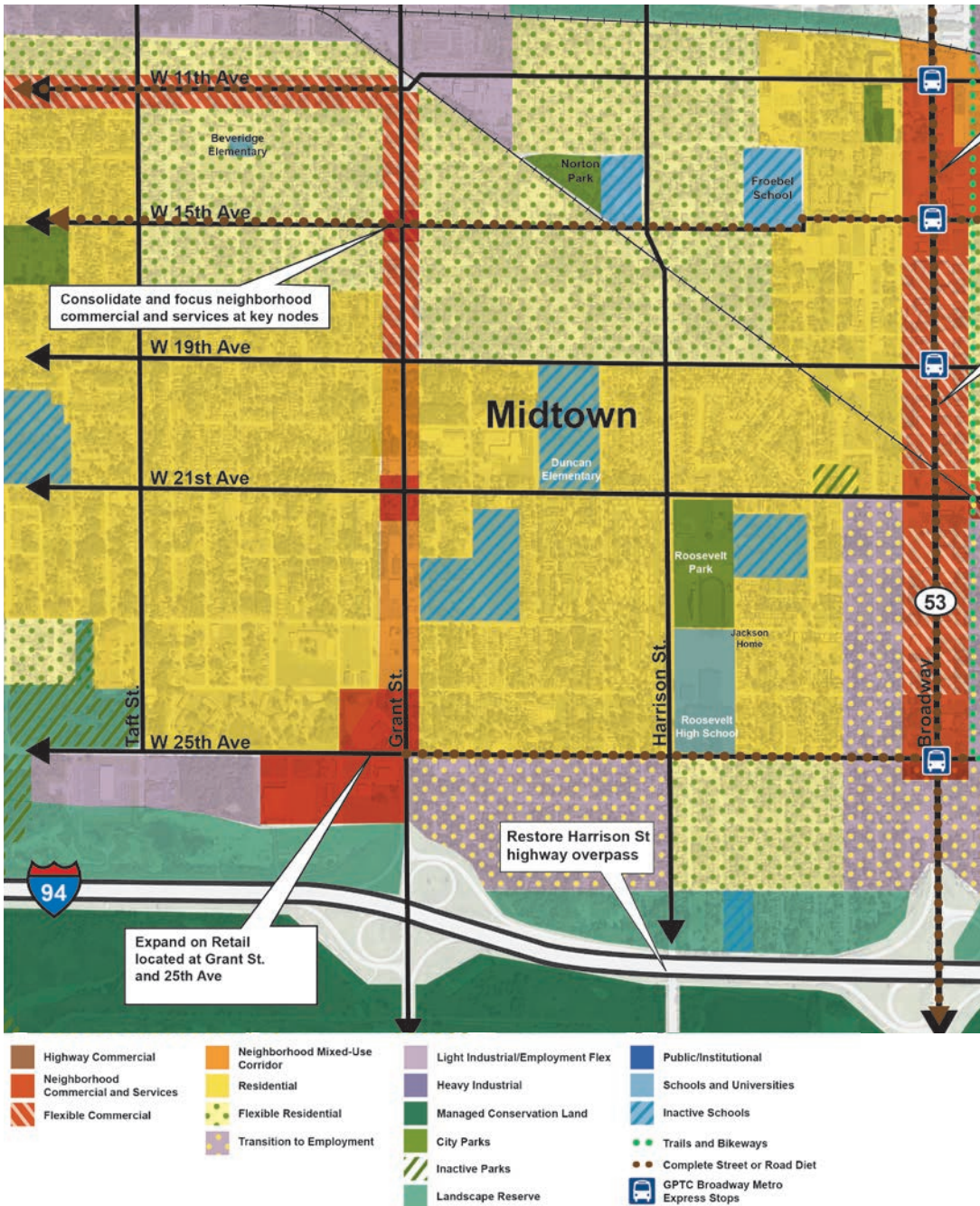
Midtown has several light industrial areas along the diagonal railroad corridor and the area near the intersection of Grant Street and 10th Avenue, including auto body repair and auto part recycling centers. Many have outdoor storage areas with equipment, materials, and vehicles that lack property screening and buffering from adjacent residential homes.

Midtown has good access to regional locations via I-94, as well as both Downtown Gary and Merrillville via the GPTC Metro Express, which has bus stops at regular intervals along Broadway.

KEY STRATEGIES

- **Flexible Residential Areas.** Residential areas south of 25th Avenue between Harrison and Jefferson Streets and generally north of 19th Avenue between Taft and Monroe Streets are maintained as residential, but land use regulations allow for more open space, productive landscapes, and green/blue infrastructure. These areas are at a tipping point and may transition to other uses over time. Blight elimination and public investment should focus on stabilizing these areas to complement stronger housing demand in neighboring blocks.
- **Residential Transition Areas.** The areas on either side of Broadway and south of 25th Avenue between Grant and Harrison Street are past a tipping point for residential demand and no longer adhere to historical development patterns. These areas should focus on new opportunities for employment and infrastructure and blight elimination should be re-oriented to account for a change in land use in the future.
- **Stable Neighborhoods.** The City will continue to provide services and provide targeted investments in stable residential areas particularly around active schools and parks, within walking distance to GPTC stops, and by other key neighborhood anchors.
- **Broadway Flexible Mixed-Use Corridor.** Broadway will allow a flexible mix of uses with neighborhood retail and services consolidated and clustered at key intersections such as 11th Avenue, 15th Avenue, 21st Avenue, and 25th Avenue.
- **Green Corridor.** Existing open space between the railroad tracks and 10th Avenue will be maintained as a contiguous green corridor and buffer from Broadway past Colfax Street to the west.
- **Landscape Reserve.** High-vacancy residential areas south of 27th Avenue and areas in the Little Calumet floodplain will transition to unmanaged landscape reserve to allow for a wide range of potential development in the future should market conditions support investment.

FIGURE 6-7. MIDTOWN



PULASKI

OVERVIEW AND EXISTING CONDITIONS

Most of Pulaski consists of single-family neighborhoods and natural open space to the southeast in the Little Calumet River floodplain. Homes around Dunbar-Pulaski Middle School are in fair to good condition with low vacancy rates. Areas between Virginia Street and the railroad tracks and east of MLK Drive, particularly Marshalltown, contain a number of residential blocks with a high percentage of vacant properties and small, poorly maintained homes. The Pulaski neighborhood has several strong blocks scattered among areas of high vacancy and blighted property.

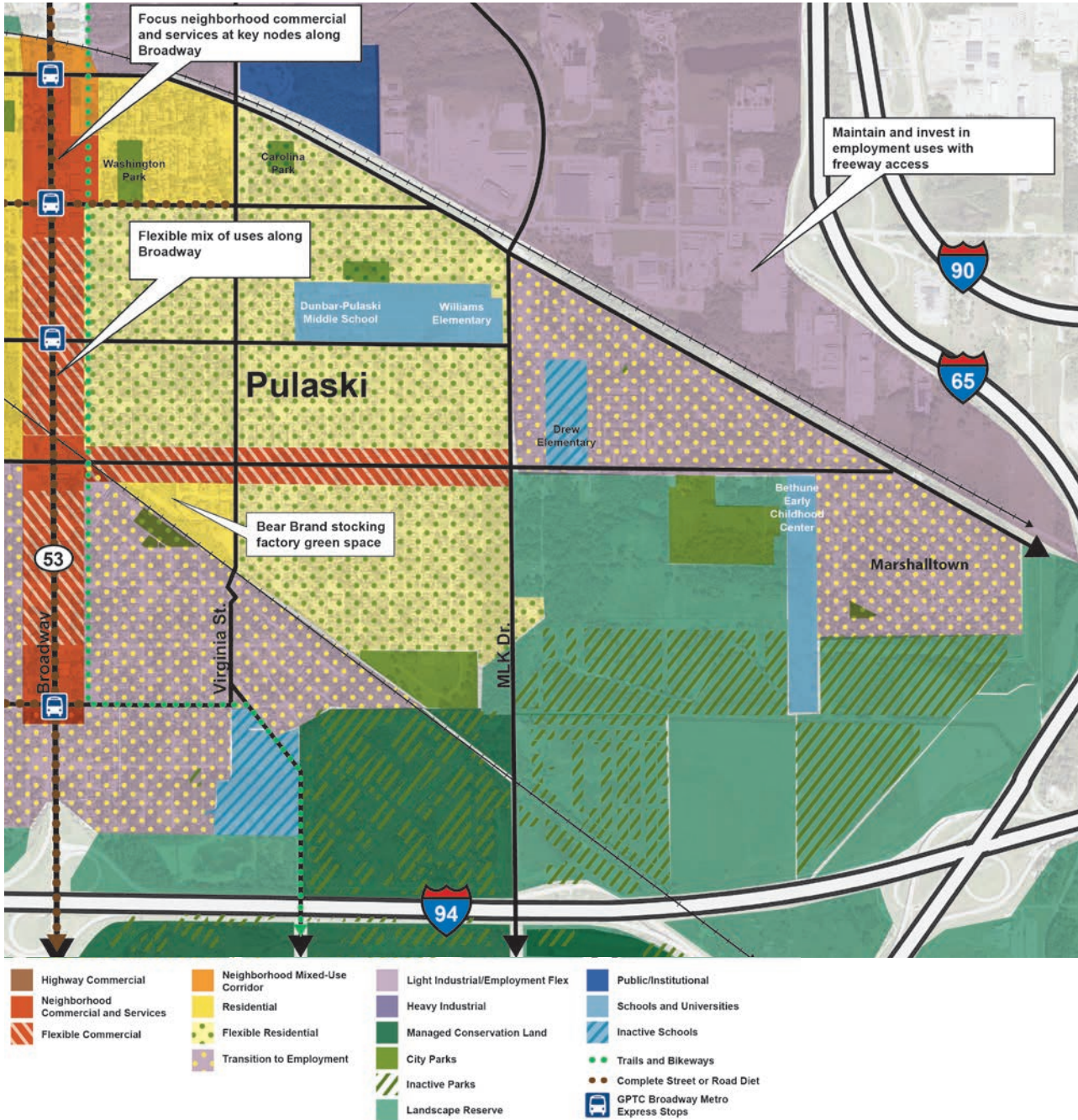
Some neighborhood-oriented commercial uses are present along 21st Avenue, such as small grocery/convenience stores, take-out food, and gas stations. Several of the blocks along the corridor now contain institutional uses, such as churches, and multi-family buildings. Other community amenities and anchors include Dunbar-Pulaski Middle School and several small City parks. However, Drew Elementary on 21st Avenue is now closed and the adjacent GHA housing site is soon to be vacated as well, which will leave a large central portion of the neighborhood vacant and inactive.

The Midwest Center for Industry economic development area is located just northeast of Pulaski along 15th Avenue at I-65. This area has experienced steady development since 2010 and contains a mix of logistics and light industrial uses, as well several public uses, including a NIPSCO facility and a US Postal Service branch.

KEY STRATEGIES

- **Flexible Residential Areas.** Residential areas are maintained as residential, but land use regulations allow for more open space and green/blue infrastructure. Areas between Broadway, I-94, and the railroad tracks and east of MLK Drive will transition over time to employment uses, complementing recent development along I-65 and 15th Avenue.
- **Flexible Commercial Corridor.** 21st Avenue will continue as a flexible mix of uses including single- and multi-family residential, office, service, retail, and institutional uses. This corridor will provide a broad range of uses and could ultimately transition to another role over time.
- **Expanded Employment Uses.** Industrial uses will be maintained and expanded along 15th Avenue between Central Avenue and I-65.
- **Contiguous Landscape Reserve.** Existing open spaces in the Little Calumet River floodplain will continue as a combination of both managed conservation land and unmanaged landscape reserve.

FIGURE 6-8. PULASKI



UNIVERSITY PARK AND GLEN PARK

OVERVIEW AND EXISTING CONDITIONS

University Park and Glen Park consist of several fair- to well-maintained residential neighborhoods, largely west of Broadway, but challenged residential areas east of Broadway. Most of the housing is single-family although there are some concentrations of multi-family housing including senior housing, and some apartments along 35th Avenue along Gleason Park and the Indiana University (IUN) campus. West Glen Park and the areas just south of Gleason Park are strong and stable residential areas with a high level of well-maintained homes and historic architecture. The highest concentrations of vacant lots and blighted homes include the blocks around the now vacant Franklin Elementary School, the area between the railroad and former rail right-of-way that bisects the community, and the areas east of Georgia Street. The historic Morningside neighborhood contains many architecturally significant homes in the southwest side of Glen Park, but it lies adjacent to vacant former Lew Wallace High School, creating a threat to this neighborhood's property values.

University Park contains a number of strong institutions including Indiana University Northeast, Ivy Tech Community College, and the Gary Career Center. Other key community anchors include the large Gleason Park and golf course, Bailly Middle School, Glen Park Academy, and Pittman Square Park. However, quite a few of the neighborhood schools are closed and now lie vacant and in disrepair, creating large abandoned properties that threaten the quality of life of surrounding neighborhoods, absent action to repurpose or demolish the schools.

The Grant Street corridor is a highly trafficked commercial corridor, though the stretch just south of I-80/94 largely serves trucking and interstate traffic. Neighborhood retail along Ridge Road and Cleveland Street serves Glen Park residents. Several strong commercial nodes exist along Broadway, though blighted and long-vacant commercial buildings are scattered along the main thoroughfares. The most active retail sections of Broadway are around IUN, at Ridge Road, and south of 45th Avenue. The Village Shopping Center provides low-yield retail amenities and could be reinvigorated with new investment, or may be redeveloped entirely to serve a new purpose, leveraging the high-traffic Grant Street corridor and access to I-80/94. Limited small-scale industrial properties are scattered along the railroad and former rail right-of-way through the neighborhood. Many of these properties are located adjacent to single-family homes and lack buffers and screening.

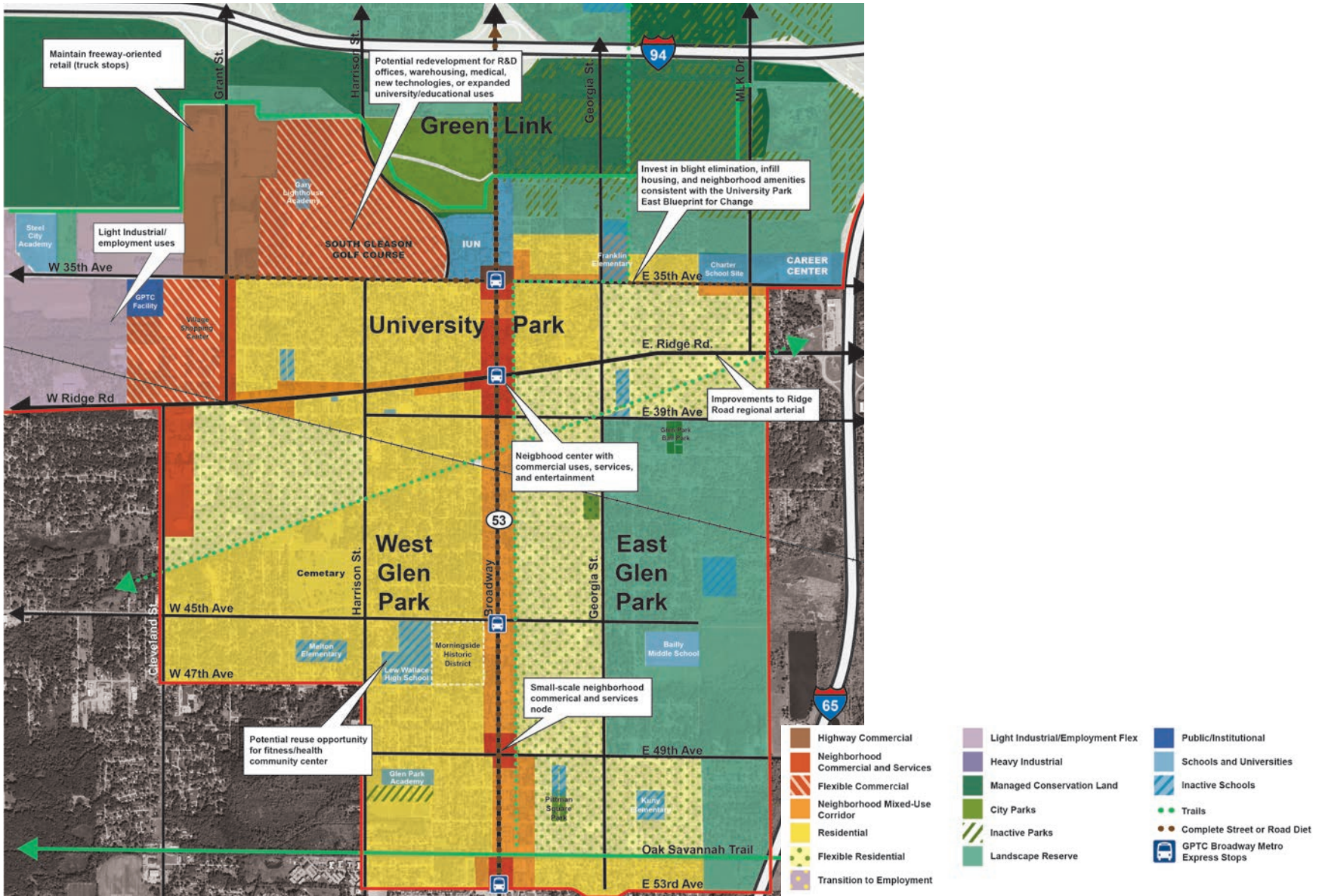
The northernmost portion of University Park consists of managed conservation land and open space including wetlands, forests, farmlands, and floodplain along the Little Calumet River. This area provides wildlife habitat and recreational opportunities, including a multi-use trail as part of the Gary Green Link network.

One of the primary assets of the University Park and Glen Park neighborhoods is its excellent access to other parts of the city and Northwest Indiana through regional connectors such as I-80/94 and I-65. In addition, several bus routes run through the neighborhood, including bus rapid transit service along Broadway.

KEY STRATEGIES

- **University Park East Plan.** The City will continue to implement the recommendations in the University Park East Blueprint for Change, a community-led neighborhood revitalization plan developed in 2016. The Plan calls for expansion of education and technology-related uses around the University and redevelopment of inactive school sites and other vacant properties with supportive uses such as new infill housing, retail, office, research, institutional, and recreational facilities. New retail development and streetscape improvements along Broadway will create a vibrant and pedestrian-oriented environment.
- **Key Retail Nodes.** The City will encourage consolidation of commercial uses and provide targeted investments at key retail nodes such as around IUN, West Ridge Road, and along Grant Street.
- **Expanded Employment Uses.** Industrial and employment-generating uses will be maintained and expanded in the western part of the neighborhood along Grant Street, 35th Avenue, and West Ridge Road west of Grant Street. Additional opportunity for employment may emerge in high-vacancy neighborhoods in Glen Park's southeast side where housing demand is minimal and supply of vacant homes precludes new development absent significant blight clearance and reinvestment. Zoning should accommodate a wide range of potential re-uses for Gleason Park, focusing on neighborhood revitalization and increasing the tax base.
- **Flexible Residential Uses.** The majority of east Glen Park residential areas are maintained as residential but allow for more open space, greater flexibility in development opportunities, and green/blue infrastructure.
- **Contiguous Landscape Reserve.** Existing open spaces around the Little Calumet River and north of 33rd/34th Avenue will continue as a combination of both managed conservation land and unmanaged landscape reserve. High vacancy areas east of Georgia Street will be held as natural areas until market demand emerges for redevelopment.
- **Gary Green Link.** The City will continue to implement the Gary Green Link Plan, including planned trail improvements and extensions along the Little Calumet River.

FIGURE 6-9. UNIVERSITY PARK AND GLEN PARK



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AETNA, MILLER, AND GLEN RYAN

OVERVIEW AND EXISTING CONDITIONS

Miller north of Route 12, Glen Ryan north of Route 12 just east of Clay Street, and Aetna make up the city's East Lakefront district. The neighborhoods are centered around Route 12/20 and the Miller South Shore Line Station and consist of mainly single-family homes. Most homes in the neighborhood are in good condition and occupancy rates are high. However, pockets of Aetna, particularly west of Aetna Street, have a large number of vacant lots and homes in poor condition. The Woodlake Village subdivision, somewhat isolated from the rest of the neighborhood just north of Route 20 along the City boundary at County Line Road, contains a mix of single-family and multi-family housing with moderate vacancy rates.

The majority of commercial uses in the neighborhood are along Route 12 (Dunes Highway), Route 20 (Melton Road), and Lake Street. Several restaurants and auto-oriented establishments are active along Route 12/20 although many parcels are inactive or underutilized. From Clay Street to Old Hobart Road, most of Melton Road development is incoherent with little connectivity, no landscaping, a hodgepodge of signage, and generally poorly maintained auto-oriented establishments. Lake Street, however, is a lively neighborhood-oriented retail corridor with small-scale shops and restaurants. In addition, there is a small node of neighborhood retail at Locust and Shelby Streets in the "Miller Beach" area that serves both residents and tourists during the summer months.

Aetna and Miller contain several industrial properties, mostly on the far western side of the neighborhood. A large Indiana Department of Transportation facility is located on the west side of Aetna at the corner of I-90 and Route 12/20, manufacturing

exists just to the west of Glen Ryan, and several light industrial properties lie just to the north of Route 12/20 off the I-65 terminus. Light industrial and auto-related commercial uses can be found along Route 20 east of Lake Street. The Ripley Street/Melton Road interchange is highly accessible from I-80, I-94, I-90, and I-65, creating one of the most ideal locations in the country for shipping, warehousing, trucking, or other high-volume logistics operations.

Miller contains some of Gary's greatest recreational and open space assets, including Indiana Dunes National Park and Marquette Park. Indiana Dunes National Park provides walking trails, large natural areas, and lakeshore access. Marquette Park is a Gary landmark that includes landscaped grounds, play structures, and a historic pavilion and bathhouse. The neighborhood still contains several active schools and small parks, but several key community anchors such as Wirt High School and the former Ralph's grocery at 6300 Miller Avenue are now closed and vacant.

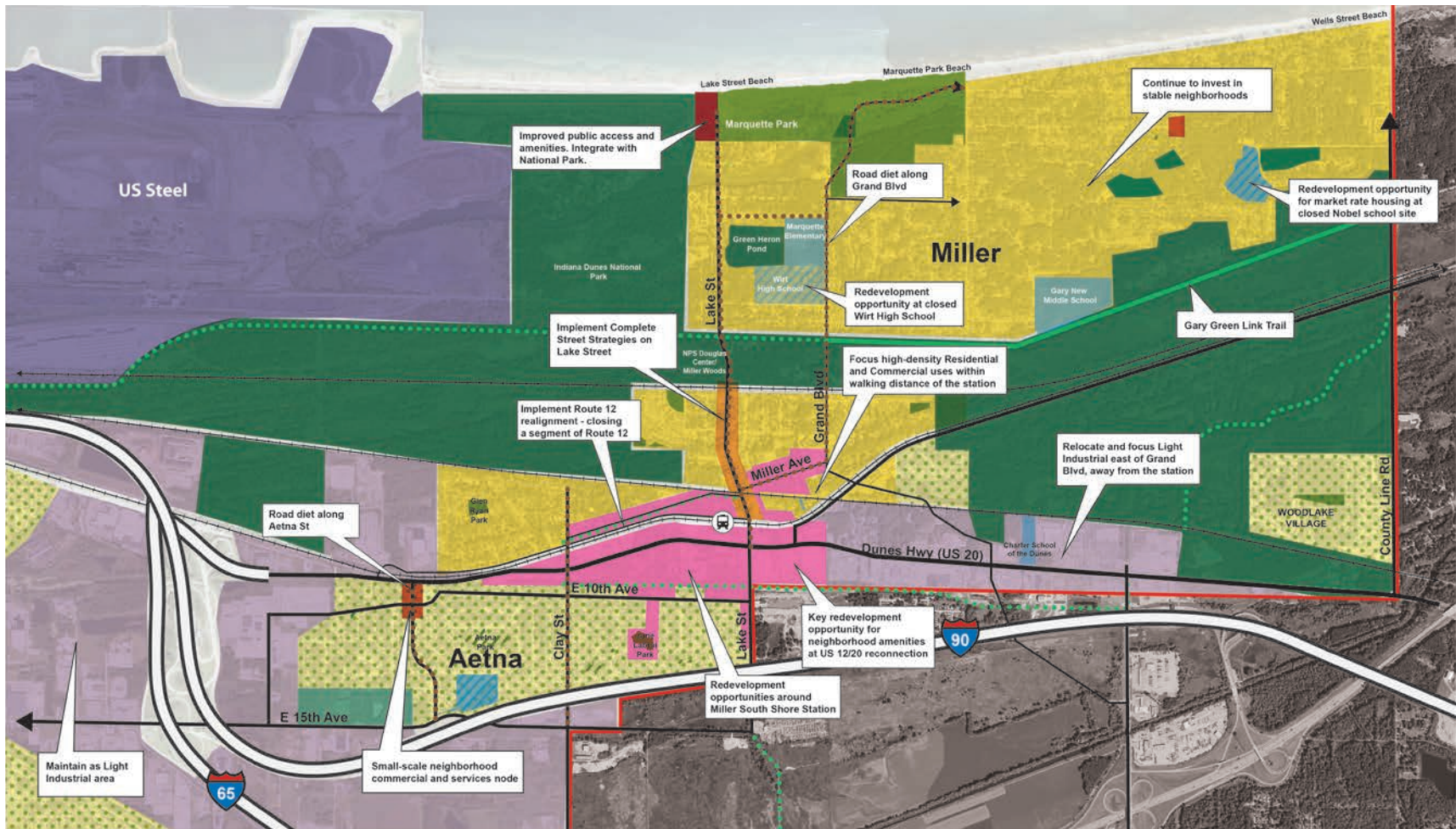
Aetna, Glen Ryan, and Miller are well-served by highway and transit connections. US Route 12 and 20 provide access to Downtown Gary to the west and Porter County to the east. The Miller South Shore Line Station at Lake Street provides access to regional destinations, including the Chicago job market. I-65 is a major national north-side highway providing access to south Lake County and, ultimately, Indianapolis downstate.

KEY STRATEGIES

- **East Lakefront District Plan.** The City will continue to implement the East Lakefront District Plan, which includes zoning and land use design guidance to facilitate transit-oriented development around the Miller Station. The plan promotes higher density, mixed-use development within walking distance of the train station, and lower density commercial and industrial uses moving outwards along Route 20. The Plan also provides guidance to improve access and create safe, attractive, and efficient circulation for all modes of transportation.
- **Route 12 Realignment.** The Route 12 Realignment project involves closing a portion of Route 12 redundant with Route 20 to the west of Lake Street, realigning the existing railroad, and relocating Miller Station. This will provide benefits in terms of reduced road maintenance, enhanced opportunities for site aggregation, and improved rail operations.
- **Complete Streets.** The City will continue to implement complete streets improvements along Lake Street and Melton Road to enhance accessible pedestrian and bicycle mobility.
- **Consolidated Industrial Areas.** Industrial and auto-related uses will be consolidated along Route 20 east of the Lakefront District TOD area.
- **Stable Neighborhoods.** The City will continue to maintain services and provide targeted investments in stable residential areas, and along the thriving retail corridors.
- **Flexible Residential Areas.** Most blocks in Aetna, and Woodlake Village residential areas are maintained as residential but allow for more open space and green/blue infrastructure. These areas may transition to other uses over time, but may remain residential as housing demand increases due to continued development and build out of the Miller Station area and increased National Park traffic.
- **Gary Green Link.** The City will continue to implement the Gary Green Link Plan, including planned trail improvements and extensions through Indiana Dunes National Park.

The East Lakefront District Plan, adopted in 2016, can be found at: https://garyin.us/redevelopment/wp-content/uploads/sites/2/2015/10/East_Lakefront_District.compressed-1.pdf

FIGURE 6-10. AETNA, MILLER, AND GLEN RYAN



AETNA + LAKE ST TOD NEIGHBORHOODS



BUFFINGTON HARBOR AND INDUSTRIAL AREAS

OVERVIEW AND EXISTING CONDITIONS

The northwestern portion of the city between Lake Michigan and the I-90 toll road contains much of the city's heavy industrial facilities. This area is home to Gary Works, which is US Steel's largest manufacturing plant and one of the largest employers in the city. To the west of Gary works are several steel supply and processing companies, warehouse/distribution-related companies, and Carmeuse Lime & Stone, a large lime mining operation. Just south of Gary Works is the Kirk Yard, a rail yard for the Canadian National (CN) Railroad serving the steel mill and greater Northwest Indiana and Chicago areas.

In addition to its excellent highway and freight transportation access, this area contains two of Gary's most important transportation assets - Buffington Harbor and the Gary/Chicago International Airport. Buffington Harbor includes the Gary port/marina, two Majestic Star casino boats, and a hotel. While casino operations currently dominate use of the harbor, recent State legislation will enable the casino to relocate, facilitating expansion of the port and surrounding properties for transportation and logistics. The Gary/Chicago Airport is often billed as Chicago's unofficial third airport and has robust highway and rail access, including the Gary/Chicago Airport South Shore Line station located just south of the airport on Clark Road. The airport has undergone extensive infrastructure improvements in recent years including an extension of the main runway in 2015, the construction of a new US Customs and Border Control (CBP) facility in 2018, and various runway and apron rehabilitation projects. Vacant and underutilized land around the airport provide opportunities for expansion, but redevelopment may be complicated due to environmental constraints such as contaminated properties and a high water

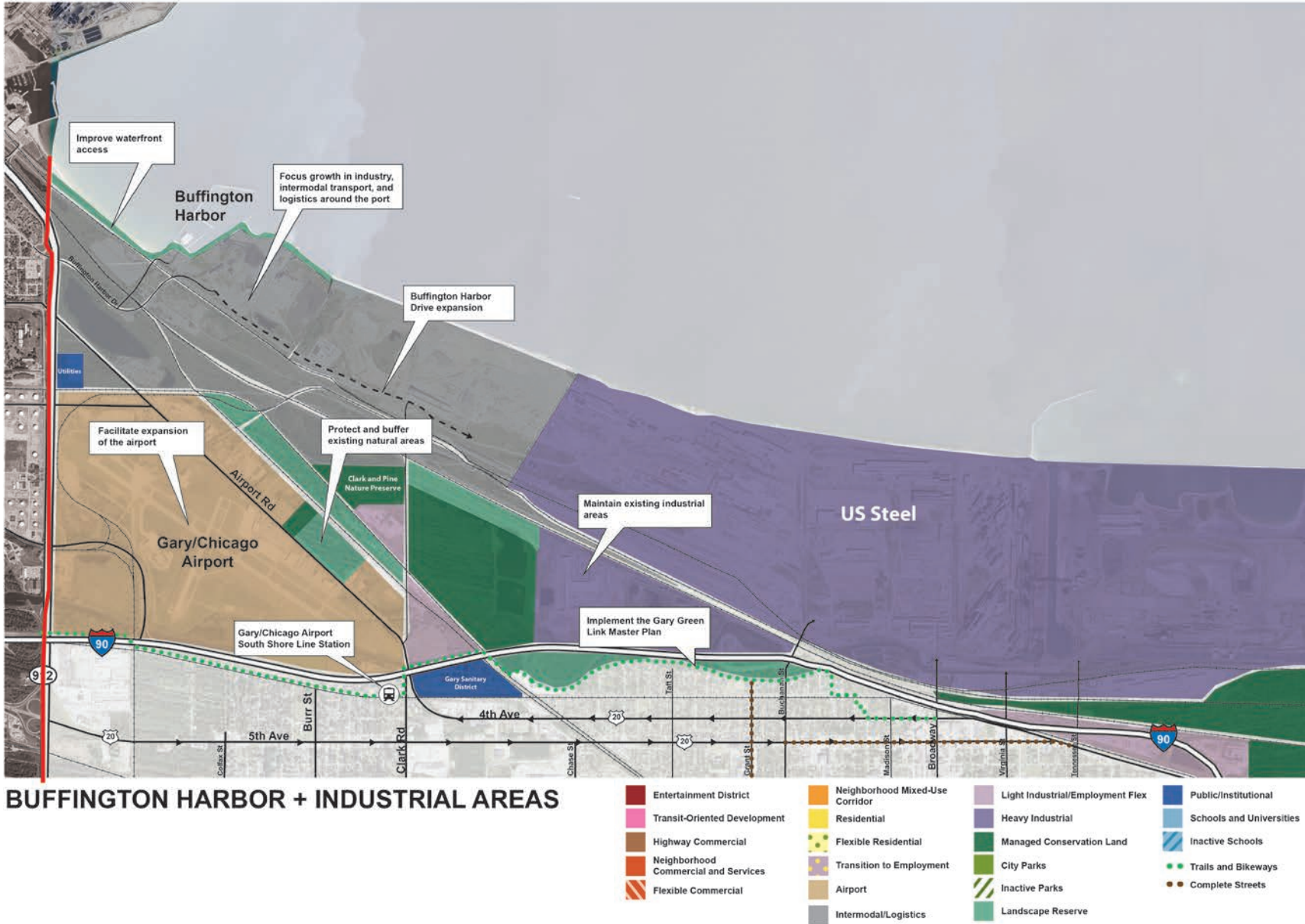
table in this area. The airport is currently in the process of updating its Master Plan, which is expected late 2019.

This area of the City also contains several large natural areas, including permanently protected conservation land and unprotected wetlands. The Clark and Pine Nature Preserve is located along N Clark Road and contains 300 acres of globally-rare dune and swale landscape that is completely surrounded by industrial uses and heavy infrastructure. Some of the natural open space land directly adjacent to the Clark and Pine Nature Preserve will remain undeveloped as part of the Gary Green Link. Future development in this area will need to carefully balance industrial redevelopment and wetland preservation.

KEY STRATEGIES

- **Gary Green Link.** The City will continue to implement the Gary Green Link Plan, including conservation of high-value natural areas and planned trail improvements and extensions.
- **Buffington Harbor Redevelopment.** The City plans to develop Buffington Harbor into a larger-scale shipping port by relocating casino operations and expanding transportation and logistics uses around the port.
- **Gary/Chicago Airport Expansion.** The City plans to expand the airport to handle additional passenger and freight traffic, which would provide an economic boost to the City and region. Opportunity exists for additional intermodal transport, logistics, and business park development around the airport and port to take advantage of the extensive rail, water, air, and roadway transportation network.
- **Gary/Chicago Airport Station Improvements.** The City will upgrade and improve the Gary/Chicago Airport South Shore Line Station to transform it into a commuter hub for the airport, future business, and industry.
- **Airport Road Green Corridor.** The City will implement green infrastructure improvements along Airport Road to manage stormwater runoff.
- **Buffington Harbor Drive Expansion.** Access to industrial facilities on the lakefront is challenging and needs major improvement. The Buffington Harbor Drive Expansion project includes planned extension of Buffington Harbor Drive, rehabilitation, and upgrades including intersection improvements to better accommodate truck traffic, particularly oversize loads.
- **Rail Line Consolidation.** The area north of the airport has numerous grade-level railroad tracks that impede ingress and egress to Buffington Harbor and industrial properties. The Clark Road crossing, in particular, has been identified as one of the most dangerous at-grade crossings in the State of Indiana and nationwide.

FIGURE 6-11. BUFFINGTON HARBOR AND INDUSTRIAL AREAS





South Shore Line train arrives at Adam Benjamin Metro Center

TRANSPORTATION PLAN

This section describes the planned citywide transportation network. Key objectives of this Comprehensive Plan include ensuring that transportation and land use decisions are coordinated, promoting the safe and efficient transport of goods, efficient use and maintenance of existing facilities, and improving multimodal mobility for Gary residents. Gary residents and visitors should have multiple options for the routes they take to reach destinations and for the mode of travel, whether it be by car, transit, bicycle, or walking. The system should also be consistent with and sensitive to the surrounding context of the future land use it serves. Topics covered in this section include planned and programmed roadway, transit, rail, airport, bicycle, and pedestrian facility improvements. The future transportation network and planned improvements described herein will complement existing and planned development and support Gary's broader economic and sustainability goals.

PLANNED AND PROGRAMMED PROJECTS

The City of Gary and regional agencies such as GPTC, INDOT, and the Northern Indiana Commuter Transportation District (NICTD), operator of the South Shore Line, have a variety of transportation plans and anticipated network improvements planned or programmed throughout the city. It is important to understand these existing and planned projects to ensure that potential improvements in Gary integrate with the larger local and regional multi-modal transportation network. The most relevant existing plans and anticipated improvements are summarized in this section. Unless otherwise specified, the following list references key plans, programs, and projects in the City of Gary and correlates to the map feature on Figure 6-12.

Exact termini of planned transportation projects, such as the 4th and 5th Avenue reconfiguration, will be determined during engineering and design.

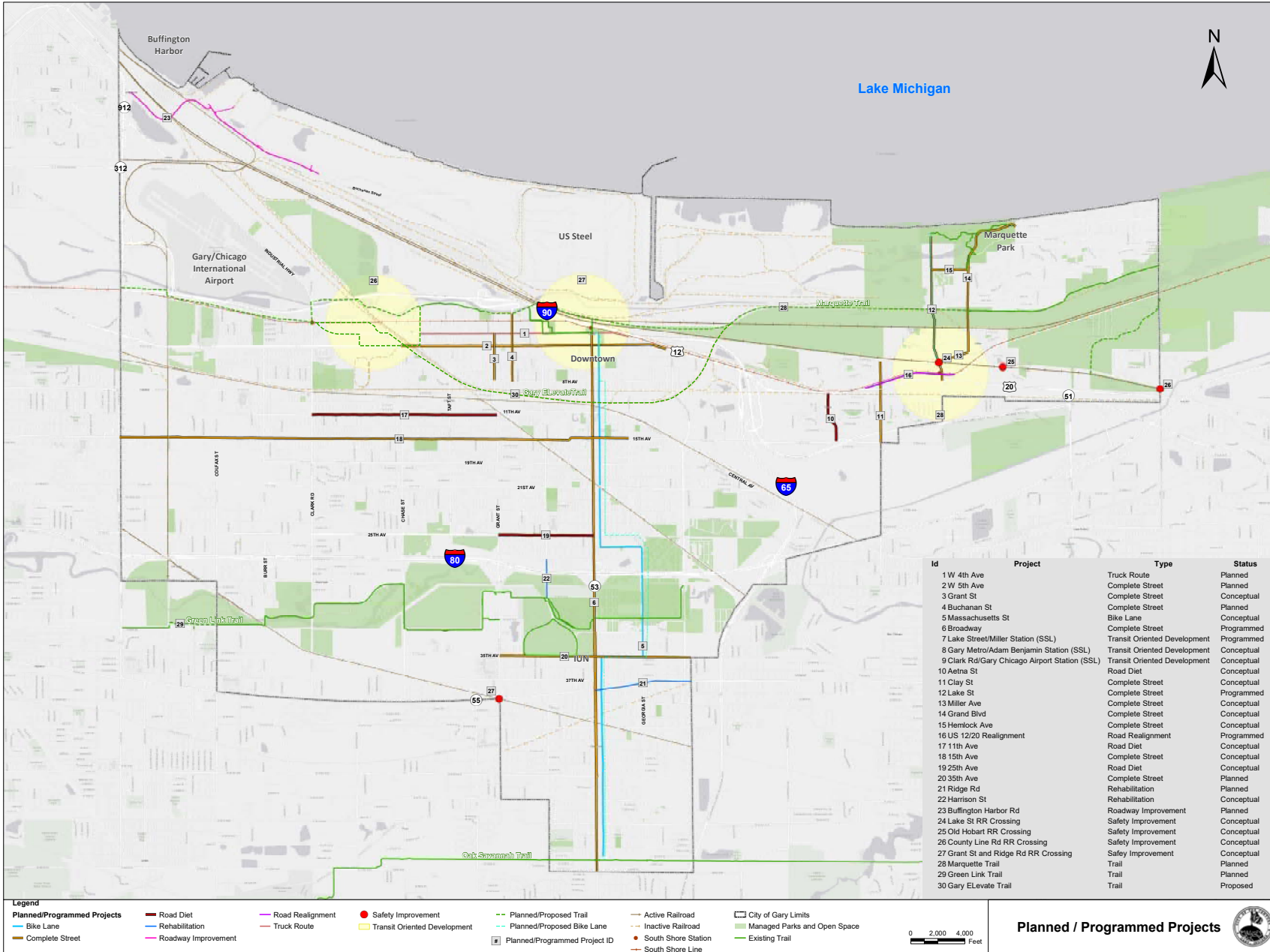
TABLE 6-1. PLANNED AND PROGRAMMED PROJECTS

Map ID	General Location	Termini	Type	Description	Status
1, 2	W 4 th Avenue and 5 th Avenue	Bridge Street/ Buchanan Street to split between Tennessee Street and Virginia Streets	Complete streets on 5 th Avenue and 3-lane truck route on 4 th Avenue	Two-way street (truck route) on 4 th Avenue and two-way complete street (non-truck) on 5 th Avenue Downtown to enhance pedestrian safety around City Hall, the ballpark, and other Downtown amenities.	Planned
3	Grant Street	W 8 th Avenue to 4 th Avenue	Complete street	Pedestrian-oriented improvements adjacent to Methodist Hospital	Conceptual
4	Buchanan Street	Toll Road entrance (I-90) to 8 th Avenue	Green infrastructure project, gateway beautification	Greenway at the Buchanan Street entrance to the Toll Road	Planned
5	Massachusetts Street	W. 4 th Avenue to 53 rd Avenue	Bike lane	Dedicated north-south bike route	Conceptual
6	Broadway	4 th Avenue to 53 rd Avenue	Complete street	2018 Broadway resurfacing studies show excess right-of-way that would allow potential complete street elements to enhance walkability and pedestrian safety	Programmed
7	Lake Street/ Miller Station (SSL)	1/2 mile around station	Transit-Oriented Development (TOD)	Pedestrian and multi-modal improvements adjacent to station	Programmed
8	Gary Metro/ Adam Benjamin Station (SSL)	1/2 mile around station	Transit-Oriented Development (TOD)	Pedestrian and multi-modal improvements adjacent to station	Conceptual
9	Clark Road/ Gary-Chicago Airport Station (SSL)	1/2 mile around station	Transit-Oriented Development (TOD)	Pedestrian and multi-modal improvements adjacent to station	Conceptual
10	Aetna Street	Dunes Highway to 15 th Avenue	Road diet	Reduce travel lanes to enhance pedestrian safety and lessen burden on infrastructure	Conceptual
11	Clay Street	15 th Avenue to 6 th Avenue	Complete streets	Better, safer connectivity from Aetna and Glen Ryan to Miller TOD	Conceptual
12	Lake Street	US 20 to Lake Street Beach (860 N. Lake Street)	Complete streets and stormwater improvements	Better, safer connectivity from US 20 to Lake Michigan amenities	Programmed

Map ID	General Location	Termini	Type	Description	Status
13	Miller Avenue	Lake Street to Grand Blvd, including intersection	Complete streets and intersection improvements	Connection in a continuous loop of complete street elements connecting Marquette Park, Lake Street, and the Miller TOD	Conceptual
14	Grand Blvd	Miller Avenue intersection to Hemlock Avenue	Complete streets	Connection in a continuous loop of complete street elements connecting Marquette Park, Lake Street, and the Miller TOD	Conceptual
15	Hemlock Avenue	Grand Blvd to Lake Street	Complete streets	Connection in a continuous loop of complete street elements connecting Marquette Park, Lake Street, and the Miller TOD	Conceptual
16	US 12/20 Realignment	US 12 vacated east of Clay Street, US 20 reconnecting to US 12 via new road west of Lake Street	Road realignment	Vacation of parallel highway accommodates SSL improvements and associated development	Programmed
17	11 th Avenue	Clark Street to Grant Street	Road diet	Reduce travel lanes to enhance pedestrian safety and lessen burden on infrastructure	Conceptual
18	15 th Avenue	Virginia Street to Cline Avenue	Complete streets	Improvements to better, more safely connect 15 th Avenue corridor to amenities to the west, including Purdue NW	Conceptual
19	25 th Avenue	Broadway to Grant Street	Road diet	Reduce travel lanes to enhance pedestrian safety and lessen burden on infrastructure	Conceptual
20	35 th Avenue	Grant Street to Mississippi Street	Complete streets	Improve safety and connectivity within University Park	Planned
21	Ridge Road	Broadway to Mississippi Street	Rehabilitation	Complete connection along regional arterial	Planned
22	Harrison Street	80/94 Overpass	Rehabilitation	Restore north-south connectivity across I-80/94	Conceptual
23	Buffington Harbor Road	Buffington Harbor Bridge termini to Buchanan Street	New Construction	Continued development of industrial grade road serving Buffington Harbor industrial area	Planned
24	Lake Street RR Crossing	Lake Street and CSX RR Tracks	Safety Improvements	Conduct feasibility study for safety and mobility improvements; implement recommendations	Conceptual

Map ID	General Location	Termini	Type	Description	Status
25	Old Hobart Rd RR Crossing	Old Hobart Road and CSX RR Tracks	Safety Improvements	Conduct feasibility study for safety improvements; implement recommendations	Conceptual
26	County Line Road RR Crossing	County Line Road and NS RR Tracks	Safety Improvements	Conduct feasibility study for safety and mobility improvements; implement recommendations	Conceptual
27	Grant Street and Ridge Road RR Crossing	Grant Street and Ridge Road @ NS Tracks	Safety Improvements	Conduct feasibility study for safety and mobility improvements; implement recommendations	Conceptual
28	Marquette Trail	Grand Blvd to Ambridge Mann Park and Bridge Street to Cline Ave	Multiuse trail	Continue design and construction of trail segments: Grand Blvd to Broadway (Union Station) Union Station to Ambridge Mann Park Bridge Street to Clark Rd Clark Rd to Cline Avenue	Planned/ Programmed
29	Green Link Trail	Burr Street to EJE RR	Multiuse trail	Continue design and construction of trail segments: County Line Road to CSX RR Burr Street to Colfax Street Colfax Street to CN RR	Planned
30	Gary Elevate	5 th and Chase Street to Green Link Trail along/ south of Mason Street	Multiuse trail	Redevelop the abandoned, elevated train line through the Midtown neighborhood of Gary. The trail will connect key neighborhoods and residents to other proposed trail extensions including the Marquette Trail and Gary Greenlink Trail.	Planned

FIGURE 6-12. PLANNED AND PROGRAMMED TRANSPORTATION PROJECTS



GREEN INFRASTRUCTURE PLAN

In collaboration with the Delta Institute, Alliance for the Great Lakes and many other local and regional partners, the City completed the Gary Green Infrastructure Plan in February 2019. The Green Infrastructure Plan (see Appendix A) is informed by over two years of research, planning, and engagement and provides a citywide framework for green infrastructure that is integrated with the broader land use planning and redevelopment efforts described throughout the Comprehensive Plan. By creating a blueprint for planning, implementing, regulating, and managing green infrastructure, the Plan provides a comprehensive strategy that addresses the following objectives:

- Strengthening and expanding environmental assets and addressing environmental problems in the City.
- Providing solutions for blight elimination and vacant land management.
- Balancing environmental protection with positive and impactful redevelopment projects.
- Improving public health and quality of life in Gary.

Based on an existing conditions and property suitability analyses as well as existing and planned land uses and redevelopment projects, the team developed the Green Infrastructure Framework Map (see Figure 6-13) and Priority Project List which identify recommended green infrastructure strategies throughout the city. Some of these strategies include conservation corridors, stormwater parks, green buffer areas, wetland banks, rain gardens, bioswales, permeable paving, neighborhood pocket parks, urban agriculture, and green flex spaces.

Additionally, the Plan includes Model Zoning and Permitting Guidelines, developed by the Alliance for the Great Lakes and Delta Institute, which establishes recommended codes and permitting processes for implementing green infrastructure on new construction and significant renovation projects. The Plan concludes with a Financial Analysis that details the return of investment from citywide implementation of the Plan's Priority Projects, as well as suggested Management, Funding, and Financing Strategies for implementing and maintaining green infrastructure.



Green infrastructure project

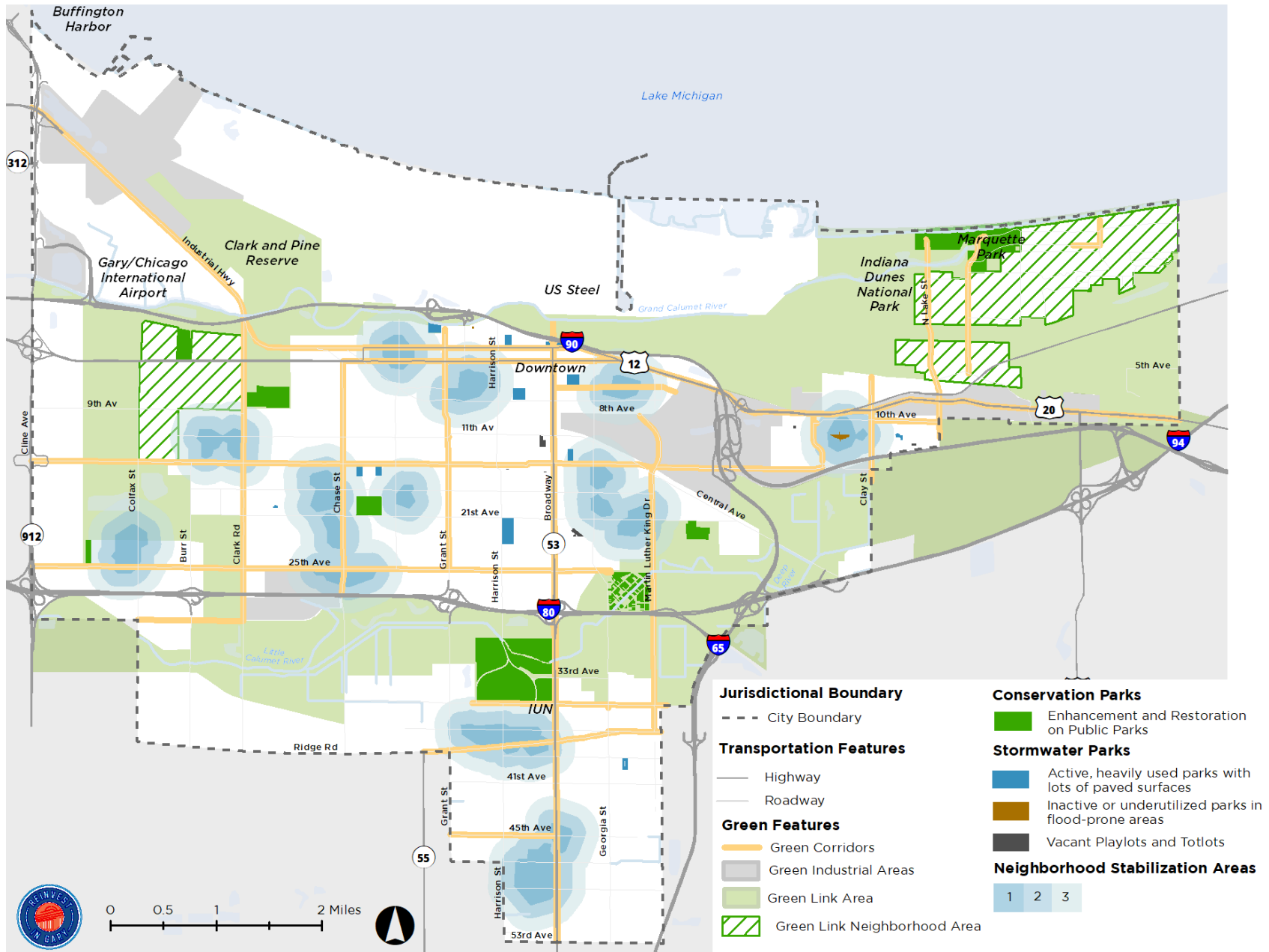
WHAT IS GREEN INFRASTRUCTURE?

Green stormwater infrastructure is defined as “planned systems and practices that use or mimic natural processes to manage and reuse stormwater, including green roofs, trees, rain gardens, vegetated swales, pocket wetlands, infiltration planters, vegetated median strips.”* Given the scale of Gary’s flooding problems, the increase in severe precipitation events with climate change, and the financial barriers to building more conventional gray infrastructure, retrofitting the city’s impervious surfaces with green infrastructure serves as a critical strategy for addressing its stormwater problems.

LOCAL HAZARD MITIGATION

In December 2018, the Lake County Multi-Hazard Mitigation Plan (MHMP) was adopted. The Lake County MHMP Update is a multi-jurisdictional planning effort led by the Lake County Homeland Security & Emergency Management Agency and was prepared in partnership with Gary and other communities in the county. The MHMP is a requirement of the Federal Disaster Mitigation Act of 2000. A FEMA-approved MHMP is required in order to apply for and/or receive project grants under the Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM), Flood Mitigation Assistance (FMA), and Severe Repetitive Loss (SRL). The local adoption of this plan shall serve as the implementation program for the coordination of the hazard mitigation planning within the city and is incorporated by reference in the Plan.

FIGURE 6-13. GREEN INFRASTRUCTURE PLAN FRAMEWORK



Source: Gary Green Infrastructure Plan

City of Gary Comprehensive Plan

appendix A

**green
infrastructure
plan**

appendix B

**plan
summaries**