2020 COMPREHENSIVE PLAN

TOWN OF DYER, INDIANA

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DISCOVER DYER

"What had once been an ancient shoreline of Lake Michigan, mired with swamp and sand dunes, is today the town of Dyer. Its history consists of the old Sauk Trail-turned-highway, strong-willed and hardworking visionaries such as Aaron Hart who drained the swamps and created farmlands, entrepreneurs who developed the early businesses and established Dyer as a town in 1910, and events such as the arrival of the locomotive and automobile that altered the lives of its citizens and shaped Dyer into the populated and bustling town it is today. From a sleepy farming community to a distant suburb of Chicago, the town of Dyer has a history both rich in its own right and very much tied to American history. One will see how a small American town unique to its geological location is impressed onto the land and how influences by events unfolding beyond its borders can help create, and sometimes jeopardize, its identity."

From "Dyer" Images of America by Paul Anthony Benninghoff for the Dyer Historical Society 2010

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TOWN OF DYER, INDIANA

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This document is laid out as facing pages intended for double sided printing.

1 INTRODUCTION

One Cohesive Plan.

The Town of Dyer initiated the development of a new Comprehensive Plan and Zoning Ordinance in Spring of 2019. The Town aimed to create one cohesive plan that would guide future development and infrastructure investments and consolidate the following past plans:

- **2012 Comprehensive Plan**
- **2009 Sheffield Avenue Corridor Plan**
- **2013 Calumet Avenue Corridor Plan**
- **2013 US 30 Corridor Plan**

A Redevelopment Focused Comprehensive Plan.

Dyer is a mature built-up community with minimal vacant land remaining for new development. As such, this 2020 Comprehensive Plan focuses on redevelopment opportunities along existing major corridors along Route 30, Hart Street, Sheffield Avenue, Main Street and Calumet Avenue.

The following four districts (see map of next page) are envisioned along these corridors to meet the goals and vision identified by the community during the Comprehensive Plan process:

1. Downtown District
2. Sheffield and Main District
3. Calumet District
4. Route 30 District

These four districts are also intended to become Zoning Districts in the new Zoning Ordinance for the Town.

This 2020 Comprehensive Plan encompasses the community's vision and goals, redevelopment plans and projects for each district in individual sections. The Zoning Code will provide detailed regulations that can support these Comprehensive Plan elements.

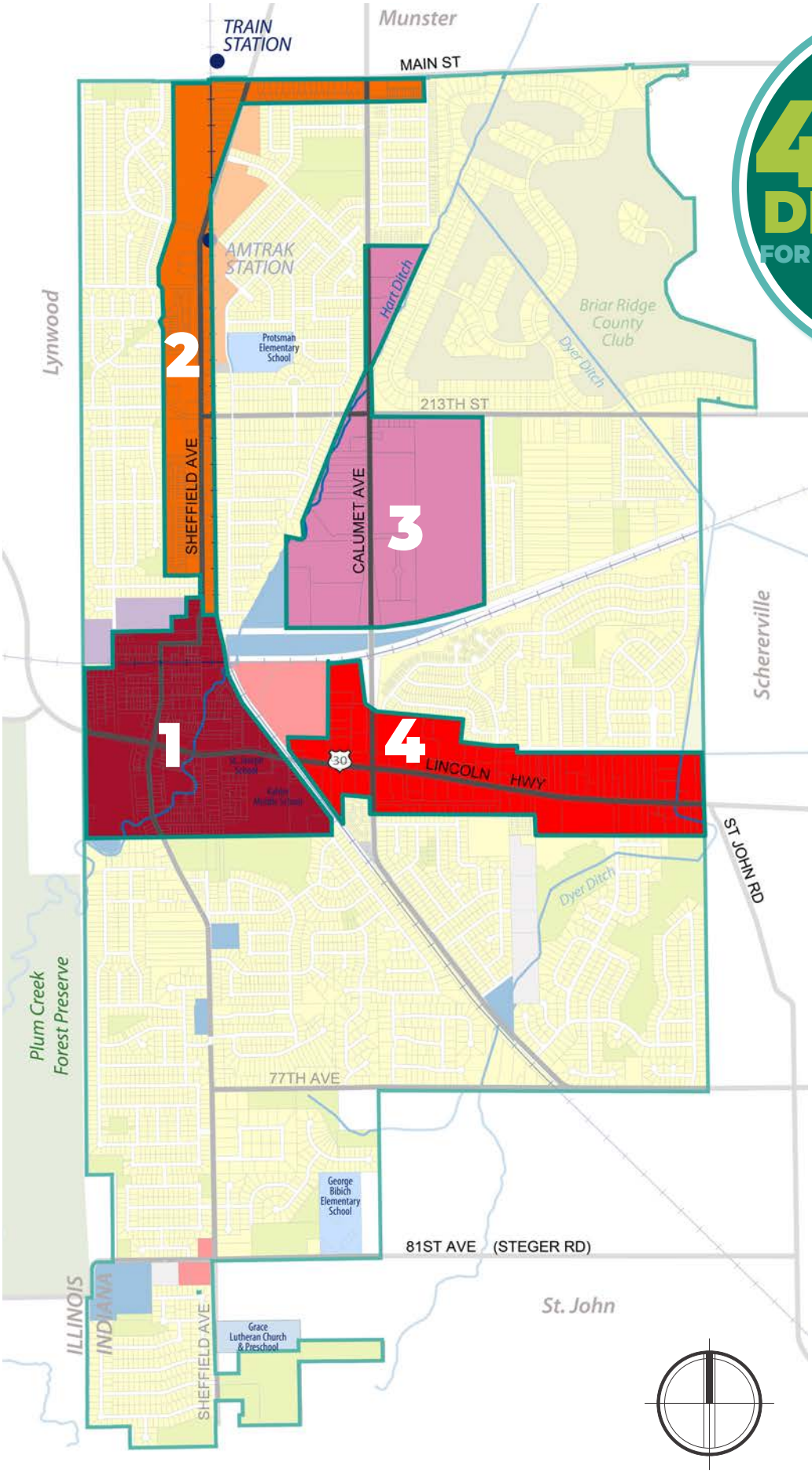
A Plan shaped by the Community.

With regular monthly Steering Committee meetings, working meetings with staff, web outreach, and two public forums, the community of Dyer has been actively involved in shaping the plan. A summary of community feedback is provided in the appendix.

A Concise and Graphic Plan.

This new 2020 Plan reflects the Town's desire to create a concise and implementation focused plan that is different from the typical text and policy laden document. Key features of this plan include:

- A Graphic Plan that is communicated primarily with maps and illustrations, with concise text used to supplement images.
- A User-Friendly Plan that is easy to use both by Village and developers.
- A Buildable Plan that gives a clear path for moving forward to implementation.
- A Colorful Marketing Tool that can be used to attract new development to the Village.
- Most importantly, this is a Bold Plan that captures community vision and hopes to inspire leaders into action.



4 UNIQUE DISTRICTS FOR NEW DEVELOPMENT

1 DOWNTOWN DISTRICT

2 SHEFFIELD/MAIN DISTRICT

3 CALUMET DISTRICT

4 ROUTE 30 DISTRICT

These four districts together offer significant opportunities to create walkable and mixed-use areas in the Town of Dyer without impacting existing single family neighborhoods.

Small Town America

Small Town Feel

Friendly Town Feel

Home Town Feel

Feeling of community in the neighborhoods

Owners take care of their homes

Low taxes

Low Traffic

Great Public Works and Police Departments

Many community events, especially for families and children

Great schools

What are the things you love about Dyer and want to preserve?

Parks, trees, native plants and wildlife

Member of Tree City, USA

Family oriented

Single family owner occupied houses

Good restaurants

Close to City of Chicago, airports, lakes, shops.

Safe place to live, low crime rate.

Quietness, uncluttered and not over commercialized franchised town.

Many activities through Parks Department

SEE APPENDIX FOR FULL COMMUNITY FEEDBACK

COMMUNITY MEMBERS PARTICIPATED IN A HIGHLY INTERACTIVE PUBLIC FORUM ON OCTOBER 19,

A Plan Shaped by the Community

7 BOLD GOALS IDENTIFIED BY THE COMMUNITY

STRENGTHEN DYER'S IDENTITY AS A LIVABLE AND A FAMILY FRIENDLY "HOME TOWN" IN LAKE COUNTY.

CREATE A NEW WALKABLE DOWNTOWN CORE.

CAPTURE THE ECONOMIC POTENTIAL OF THE NEW TRAIN STATION ALONG THE MAIN STREET CORRIDOR.

TRANSFORM THE SHEFFIELD CORRIDOR INTO A VIBRANT MULTIMODAL STREET.

MAXIMIZE ECONOMIC DEVELOPMENT POTENTIAL ALONG THE CALUMET CORRIDOR.

INVEST IN LONG-TERM REDEVELOPMENT OF THE ROUTE 30 CORRIDOR.

PRIORITIZE INVESTMENTS IN CREATING A CONNECTED TRAIL SYSTEM.

Plan Goals

A Snapshot of Dyer's History

1830s

Circa 1830s
First permanent white settlers arrive at Northwest Indiana, home to the Pottawatoomie Indians under Chief Pokagan. Early settlers were primarily Prussian farmers, but also included carpenters, millers, masons, shoemakers, saloon keepers, and a doctor.

1838
The earliest known records documenting what is now known as Dyer, Indiana date back to 1838. In that year, the original State Line House was built facing Sauk Trail, named after the Sauk Indians. The State Line House was used to house travelers going to Chicago, and became the overnight stopping place for Union soldiers during the Civil War.

1850s

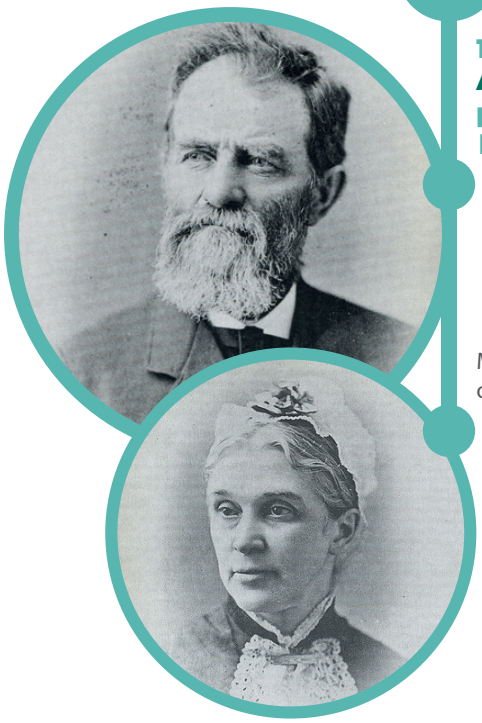
1855
The original plat for the town is dated June 1, 1855, and has a notation which reads, "No doubt an error in date of record," but does not give a corrected date. The original plat shows Illinois, Indiana, Matteson, Calumet, Ross, Lake, East, and West streets; the Joliet and Northern Indiana Railroads; and the State Line. A plat dated March 28, 1858 also shows Hart and Joliet Streets.

1857
Michigan Central Railroad establishes a station at Dyer and builds a grain elevator nearby. A few years later, the Monon Railroad runs a north-south line through the town, and the Elgin, Joliet and Eastern Railway build an east-west route.

1860s

1860s
Aaron Hart builds a fifteen-room colonial style home at 135 Joliet Street and later another home at Hartsdale on the Hart farm. He oversaw the extensive ditch system to properly control the immense Cady Marsh and the large pond called Lake George.

With the completion of the Hart Ditch, 20,000 acres of fertile land were made available for settlement and productivity in contrast to its former boggy condition.



1857
Aaron Norton Hart, a Philadelphia publisher, helped shape the early history of the town. In 1857, he and his wife, Martha Hart, whose maiden name was "Dyer," moved to the area and invested their money and their futures in the region.

Mr. Hart purchased fifteen thousand acres of what was then described as "despised swamp lands" from the government for $0.75 to $1.25 per acre. Many German Catholic immigrants followed the Harts and helped settle the land, including the Bernens, Hilbrichs, Hoffmans, Millers, Nondorfs, Peschels, Scheidts, and Schultes.

1867
Reverend Jacob Schmitz moves to Dyer as the first resident pastor and purchases four aces where the first frame church building, St. Joseph's, was erected at a cost of $4,000 to $5,000.

1870s
The town's population was listed at 400. By this time, five different railroads crossed Aaron Hart's land with each one being required to maintain adequate drainage along their right-of-ways.

1880s

1883
Aaron Hart is killed while supervising the construction of a ditch when the left bank of a twelve foot high bank caved in without warning off a large bend in the Plum Creek.

St. Joseph's Church
St. Joseph's has been a dominant factor in the development of Dyer, and "its imposing steeple reflected that dominance over the surround scene." After the Christmas service held in 1902, the original church was destroyed by fire. The current structure was dedicated in 1903 and has a tower of over 100 feet.

1900-1950s

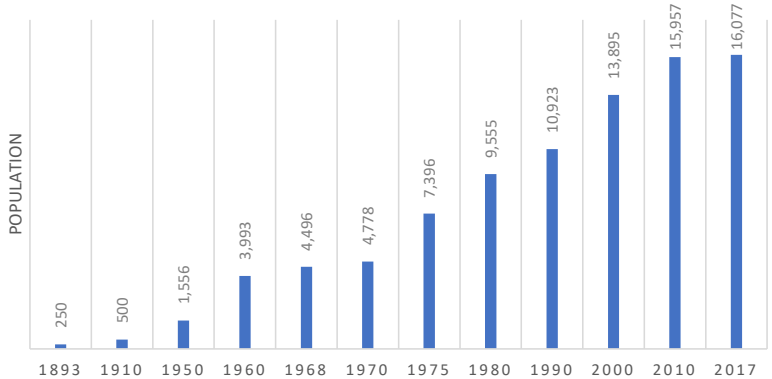
1900 Intersection of Hart Street and Saul Trail (Route 30) looking north

1910
The Town of Dyer was formally incorporated on February 8, 1910. It helped address the housing needs in Lake County for its growing industrial region.

1920's
National attention was focused on Dyer when an experimental model highway was constructed stretching three miles from Dyer to Schererville. Called the "Ideal Section of the Lincoln Highway", this experiment set the standards for highway construction throughout the United States.

1950s-today

Major suburban growth since 1950s.
By 1950, Dyer's population had reached 1,556. New residential subdivisions in the postwar era added rapid popuation growth to the Town. By 2000, the census showed a population of over 13,000 people, an approx. 800% growth in five decades. Today, the town is mostly built-up with little vacant land remaining for new residential subdivisions. Since the last 2010 census, the Town has experienced less than 1% in population growth. Shifts in regional trends in housing, median age and employment are also impacting the low growth in recent years.



This 2020 Comprehensive Plan is a bold opportunity to address these challenges and to reestablish a clear regional identity for Dyer as a "Great Hometown in Lake County".

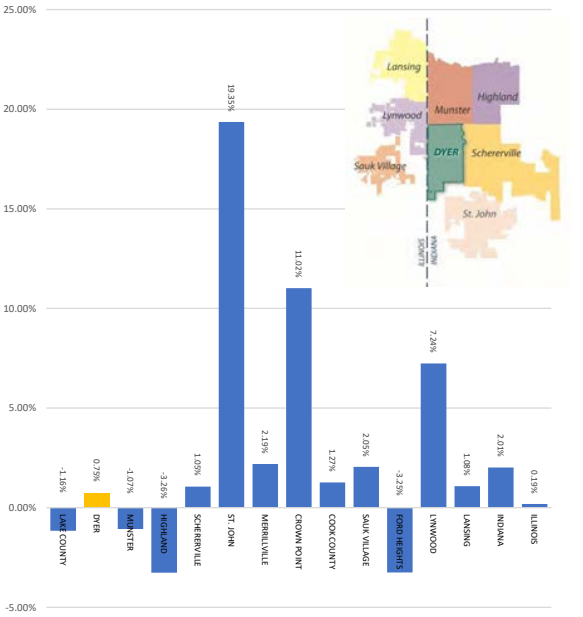
Source: Dyer Historical Society

POPULATION CHANGE COMPARISON

	POPULATION		POPULATION CHANGE
	2017	2010	2010-2017
LAKE COUNTY	**488,694**	**494,417**	**-1.16%**
DYER	**16,077**	**15,957**	**0.75%**
MUNSTER	23,005	23,254	-1.07%
HIGHLAND	22,938	23,710	-3.26%
SCHERERVILLE	28,778	28,478	1.05%
ST. JOHN	16,391	13,733	19.35%
MERRILLVILLE	35,183	34,428	2.19%
CROWN POINT	28,952	26,078	11.02%
COOK COUNTY	**5,238,541**	**5,172,848**	**1.27%**
SAUK VILLAGE	10,572	10,360	2.05%
FORD HEIGHTS	2,765	2,858	-3.25%
LYNWOOD	9,357	8,725	7.24%
LANSING	28,308	28,005	1.08%
STATE			
INDIANA	6,614,418	6,483,802	2.01%
ILLINOIS	12,854,526	12,830,632	0.19%

Between 2010 and 2017, while Lake County and neighboring towns of Munster and Highland saw a decline in population, Dyer had slight growth of 0.75%.

POPULATION CHANGE 2010-2017

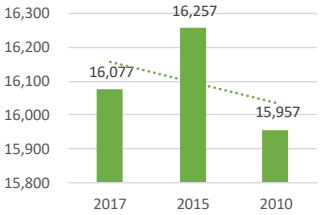


Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

POPULATION. AGE & HOUSING UNITS IN DYER

Between 2010 and 2017:

- 0.75% Population growth
- Median age is has increased from 41 to 46 years
- Approx. 233 housing units added

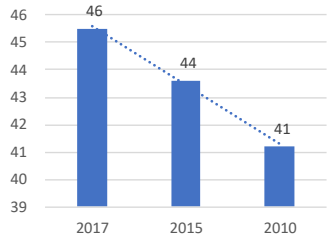


POPULATION, AGE AND HOUSING UNITS

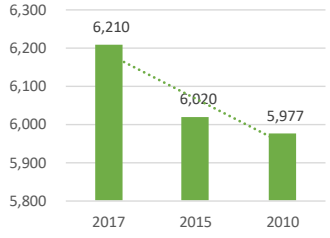
	2017		2015		2010	
Subject	**Estimate**	**Percent**	**Estimate**	**Percent**	**Estimate**	**Percent**
Total population	**16,077**	**16077**	**16,257**	**16257**	**15,957**	**15957**
Male	8,031	0.5	8,227	0.506	7,905	0.495
Female	8,046	0.5	8,030	0.494	8,052	0.505
Under 5 years	799	0.05	827	0.051	873	0.055
5 to 9 years	711	0.044	863	0.053	1,002	0.063
10 to 14 years	969	0.06	888	0.055	1,125	0.071
15 to 19 years	978	0.061	1,097	0.067	1,152	0.072
20 to 24 years	900	0.056	837	0.051	857	0.054
25 to 34 years	1,726	0.107	1,944	0.12	1,690	0.106
35 to 44 years	1,807	0.112	1,933	0.119	2,174	0.136
45 to 54 years	2,415	0.15	2,601	0.16	2,692	0.169
55 to 59 years	1,214	0.076	1,168	0.072	1,058	0.066
60 to 64 years	1,428	0.089	1,324	0.081	1,097	0.069
65 to 74 years	1,911	0.119	1,776	0.109	1,280	0.08
75 to 84 years	809	0.05	625	0.038	605	0.038
85 years and over	410	0.026	374	0.023	352	0.022
Median age (years)	**46**	**(X)**	**44**	**(X)**	**41**	**(X)**
Total housing units	**6,210**	**(X)**	**6,020**	**(X)**	**5,977**	**(X)**

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

MEDIAN AGE



HOUSING UNITS



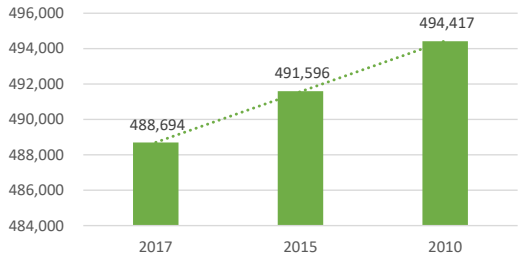
Population

POPULATION & MEDIAN AGE COMPARISON WITH LAKE COUNTY

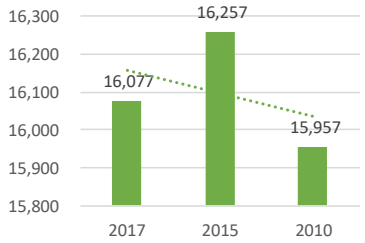
Between 2010 and 2017:
- -1.16 % Population Loss
- Median age has increased from 36.9 to 38.6 years

Between 2010 and 2017:
- +0.75% Population growth
- Median age is has increased from 41 to 46 years

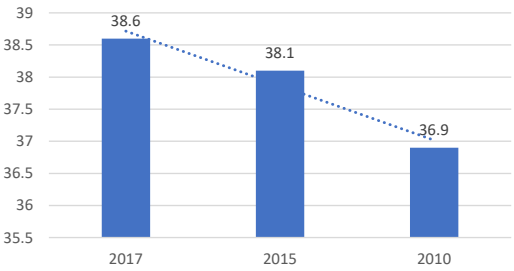
LAKE COUNTY POPULATION



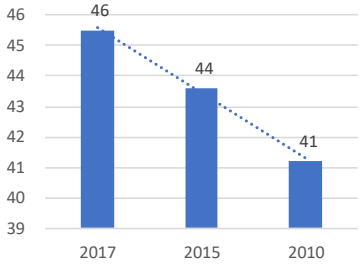
POPULATION GROWTH



LAKE COUNTY MEDIAN AGE



MEDIAN AGE



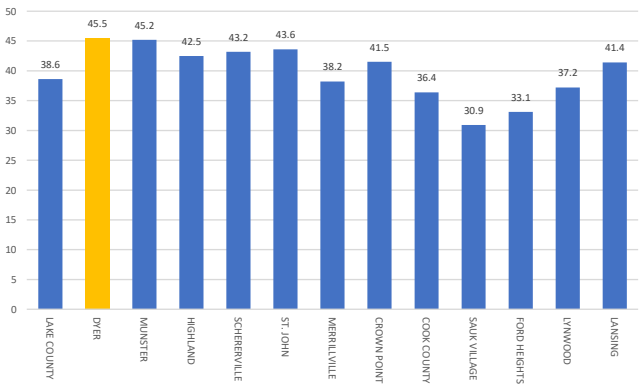
Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

MEIDIAN AGE COMPARISON

	MEDIAN AGE		CHANGE BETWEEN 2010-2017
	2017	2010	
LAKE COUNTY	**38.6**	**36.9**	**1.7**
DYER	**45.5**	**41.2**	**4.3**
MUNSTER	45.2	44.3	0.9
HIGHLAND	42.5	41.3	1.2
SCHERERVILLE	43.2	40.6	2.6
ST. JOHN	43.6	38.8	4.8
MERRILLVILLE	38.2	36.4	1.8
CROWN POINT	41.5	37.6	3.9
COOK COUNTY	**36.4**	**35.1**	**1.3**
SAUK VILLAGE	30.9	28	2.9
FORD HEIGHTS	33.1	26.6	6.5
LYNWOOD	37.2	36.3	0.9
LANSING	41.4	37.2	4.2

Between 2010 and 2017, median age has increased across the region, with an increase of approx. 4.3 years in the Town of Dyer.

MEDIAN AGE in 2017 (YEARS)



Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Median Age

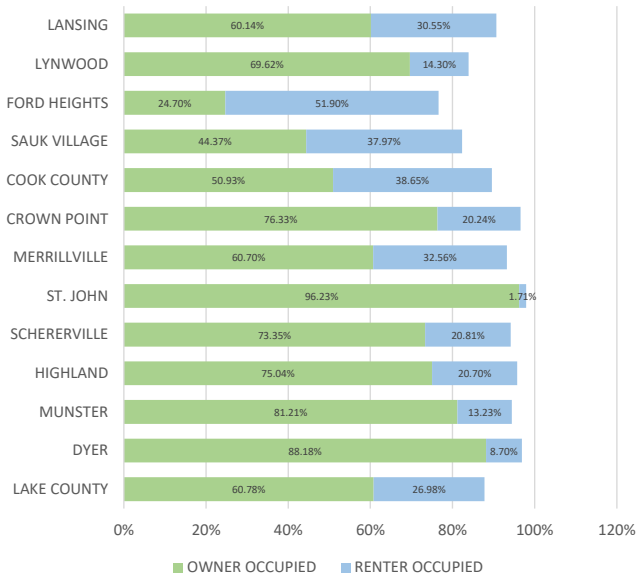
HOUSING TENURE COMPARISON

2017 data indicates that there are more renter occupied units in neighboring communities like Munster, Highland and Schererville than the Town of Dyer.

	TOTAL HOUSING UNITS	HOUSING TENURE 2017			
	2017 TOTAL HOUSING UNITS	OWNER OCCUPIED	PERCENTAGE OF TOTAL	RENTER OCCUPIED	PERCENTAGE OF TOTAL
LAKE COUNTY	**211,379**	**128,486**	**60.78%**	**57,038**	**26.98%**
DYER	**6,210**	**5,476**	**88.18%**	**540**	**8.70%**
MUNSTER	9,271	7,529	81.21%	1,227	13.23%
HIGHLAND	9,958	7,472	75.04%	2,061	20.70%
SCHERERVILLE	12,366	9,070	73.35%	2,573	20.81%
ST. JOHN	5,803	5,584	96.23%	99	1.71%
MERRILLVILLE	14,961	9,081	60.70%	4,871	32.56%
CROWN POINT	11,564	8,827	76.33%	2,341	20.24%
COOK COUNTY	**2,183,987**	**1,112,383**	**50.93%**	**844,178**	**38.65%**
SAUK VILLAGE	4,269	1,894	44.37%	1,621	37.97%
FORD HEIGHTS	1,316	325	24.70%	683	51.90%
LYNWOOD	3,693	2,571	69.62%	528	14.30%
LANSING	12,398	7,456	60.14%	3,787	30.55%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

HOUSING TENURE 2017

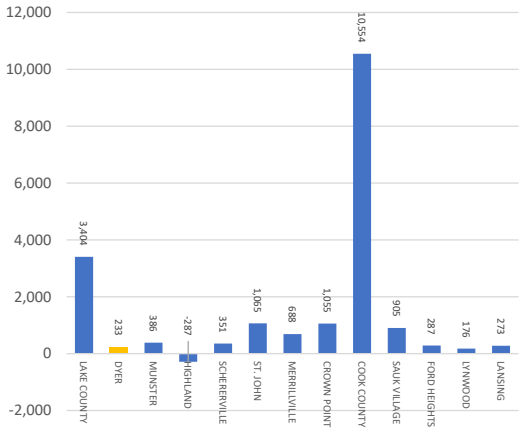


HOUSING UNITS COMPARISON

	TOTAL HOUSING UNITS		CHANGE (2010-2017)
	2017	2010	
LAKE COUNTY	**211,379**	**207,975**	**3,404**
DYER	**6,210**	**5,977**	**233**
MUNSTER	9,271	8,885	386
HIGHLAND	9,958	10,245	-287
SCHERERVILLE	12,366	12,015	351
ST. JOHN	5,803	4,738	1,065
MERRILLVILLE	14,961	14,273	688
CROWN POINT	11,564	10,509	1,055
COOK COUNTY	**2,183,987**	**2,173,433**	**10,554**
SAUK VILLAGE	4,269	3,364	905
FORD HEIGHTS	1,316	1,029	287
LYNWOOD	3,693	3,517	176
LANSING	12,398	12,125	273

Between 2010 and 2017, number of new housing units added generally increased in the overall region, including approx. 233 units in the Town of Dyer. St. John to the south of Dyer had one of the highest growths in the NW Indiana region.

CHANGE (2010-2017)



Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

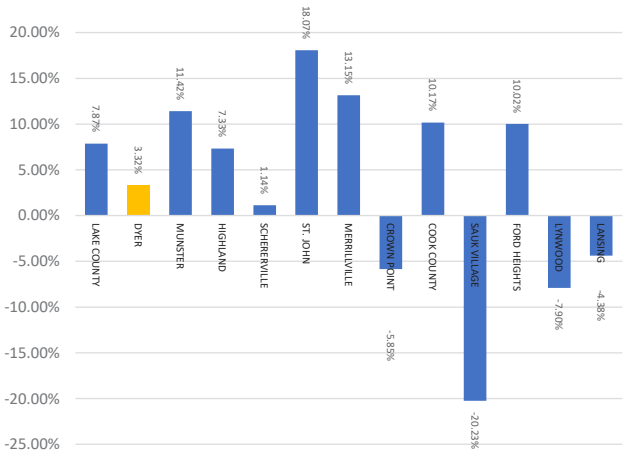
Housing

MEDIAN HOUSEHOLD INCOME COMPARISON

Between 2010 and 2017, median household income increased in Lake County and neighboring NW Indiana communities, with a 3.32% increase in the Town of Dyer. Median household income decreased in neighboring communities on the Illinois side.

	MEDIAN HOUSEHOLD INCOME		CHANGE (2010-2017)
	2017	2010	
LAKE COUNTY	**52,559**	**48,723**	**7.87%**
DYER	**79,167**	**76,620**	**3.32%**
MUNSTER	78,251	70,231	11.42%
HIGHLAND	62,345	58,086	7.33%
SCHERERVILLE	68,166	67,398	1.14%
ST. JOHN	103,701	87,830	18.07%
MERRILLVILLE	56,330	49,785	13.15%
CROWN POINT	69,471	73,787	-5.85%
COOK COUNTY	**59,426**	**53,942**	**10.17%**
SAUK VILLAGE	41,408	51,908	-20.23%
FORD HEIGHTS	24,113	21,916	10.02%
LYNWOOD	52,445	56,946	-7.90%
LANSING	48,348	50,563	-4.38%

MEDIAN HOUSEHOLD INCOME CHANGE (2010-2017)



Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

While Lake County and neighboring towns of Munster and Highland saw a decline in population, Dyer had an increase of 0.75%.

Median household income increased in Lake County and neighboring communities, with a 3.32% increase in the Town of Dyer.

Dyer Demographic Snapshot Summary 2010-17

Median age increased across the region, with an increase of approx. 4.3 years in the Town of Dyer from 41 to 46 years.

Number of new housing units added generally increased in the overall region, including approx. 233 units in the Town of Dyer.

Summary

Existing Land Uses

RESIDENTIAL USES

Dyer is a mature built up community of predominantly single family residences distributed evenly throughout the Town. There are some areas of multi-family residential uses that are primarily located along Sheffield Avenue.

COMMERCIAL USES

Route 30, Lincoln Highway, is Dyer's main commercial east-west corridor. It consists of smaller scaled retail west of Calumet Avenue and and larger footprint, auto oriented, commercial uses east to the Town's border. Major uses today include Jewel-Osco Grocery center, banks, fast food restaurants and gas stations.

North-south commercial corridors include the Hart Street/ Sheffield corridor and emerging Calumet Avenue corridor. Hart Street is the historic Main Street around which Dyer grew originally. The street today has some small neighborhood commercial uses. Sheffield Avenue has major retail anchors at the 213th Street intersection and a variety of small local businesses to the north.

Calumet Avenue has significant land available for new development that can capitalize on the strong medical and health related uses that have emerged along the corridor in the Dyer-Munster area .

CIVIC AND INSTITUTIONAL USES

Major civic and Institutional uses include publicly owned land, three public schools, one private school and a hospital, Franciscan Health. Since 1898, Franciscan Health has been a major acute-care hospital serving Dyer and the larger Northwest Indiana region.

INDUSTRIAL USES

Dyer has a small amount of Industrial uses located mostly along the CN tracks around the area where Hart Street and Sheffield Avenue meet. These industrial uses are mostly longtime local businesses.

PARKS & OPEN SPACES

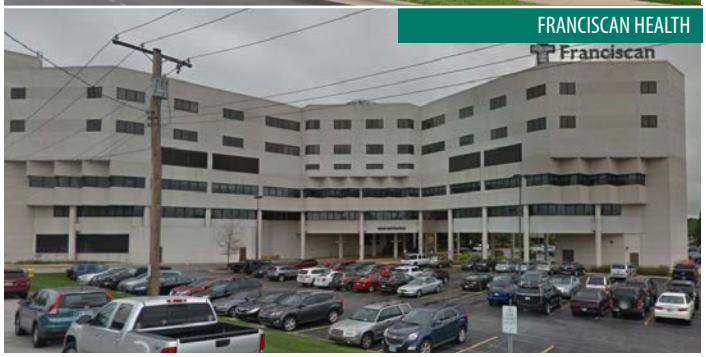
Dyer is home to twenty-two parks. The 77 acre Central Park on Calumet Avenue is envisioned to be the major public open space for the community.

NEW SINGLE FAMILY HOMES

ROUTE 30 COMMERCIAL USES

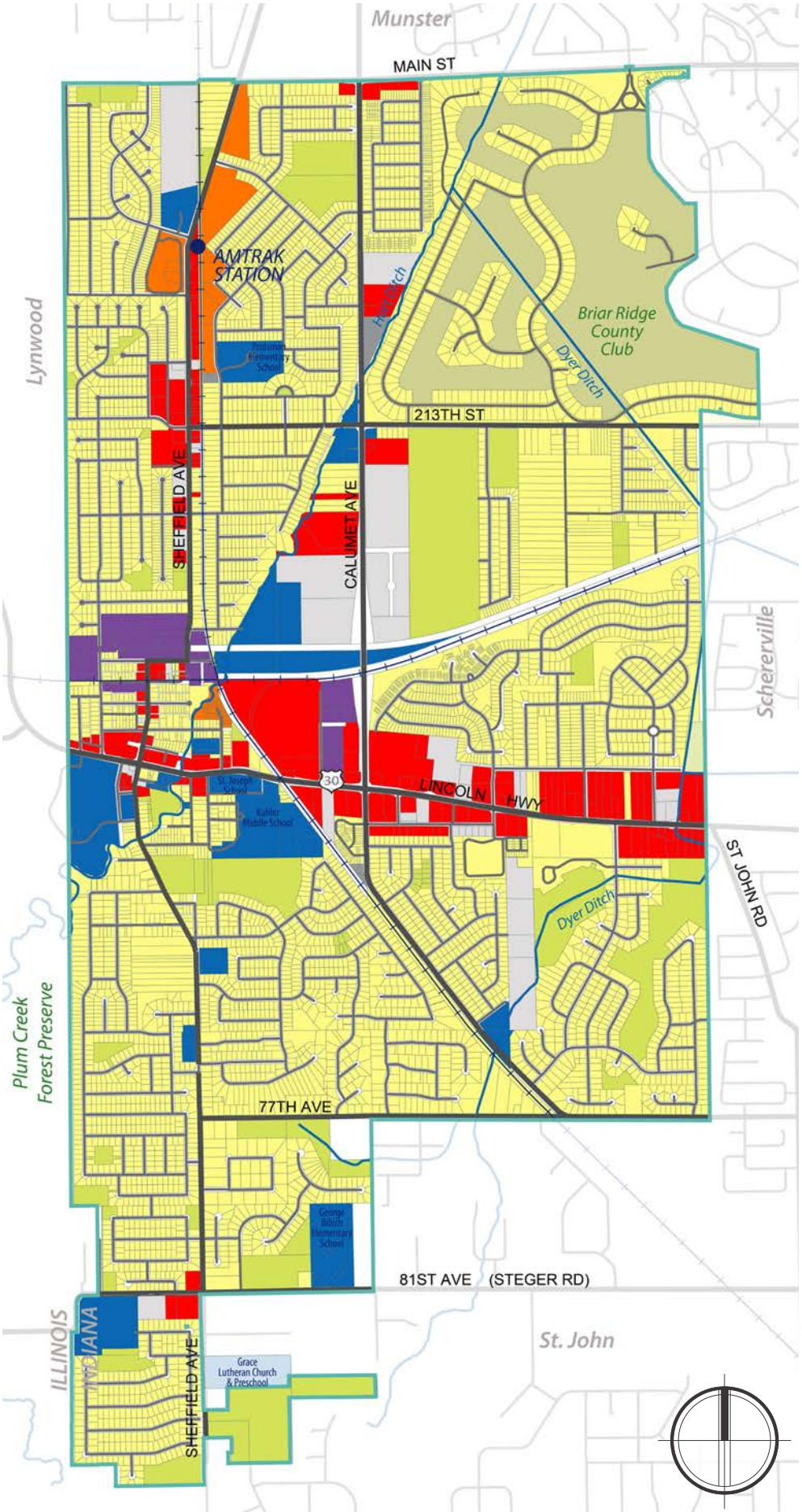
TOWN HALL

POLICE & FIRE DEPARTMENT



FRANCISCAN HEALTH

EXISTING LAND USES



- MUNICIPAL BOUNDARY
- SINGLE FAMILY RESIDENTIAL
- MULTIFAMILY RESIDENTIAL
- COMMERCIAL
- CIVIC / INSTITUTIONAL
- INDUSTRIAL USES
- UTILITY
- PARKS AND OPEN SPACE
- PRIVATE GOLF COURSE
- AGRICUTLURAL
- VACANT

Single family residential neighborhoods occupy the majority of the six square miles of land in Dyer. Commercial, civic, institutional and multifamily uses are primarily concentrated along major traffic corridors, including Route 30, Sheffield Avenue, Calumet Avenue and Hart Street.

Dyer's roadway network provides good continuity through the Village and to the adjoining communities, linking local neighborhoods and commercial corridors and providing direct access to the regional expressway system to the north, east and west.

As a mature and built-up Town, Dyer does not have significant opportunities to add major new roadways to the existing transportation framework.

Barriers to the road network include the CN and CSX Railway and make it challenging to add new major and minor arterials to the system. The CSX and CN Railroads main-line tracks through the town result in eight at-grade railroad crossings. The only grade separated crossing is the Calumet Avenue overpass over the CN Railroad tracks.

The average daily traffic counts show that Dyer's major roads are well traveled by both residents and traffic passing through the town. The significant traffic counts for Route 30 and Calumet Avenue support the opportunity for continued commercial development.

Major roads that move the majority of traffic through town include:

1. Route 30 Lincoln Highway
2. Calumet Avenue
3. Sheffield Avenue/Hart Street
4. 213th Street
5. Main Street
6. 77th Avenue

Dyer roads comprise five of the INDOT functional classifications: Principal Arterial, Minor Arterial, Major Collector, Minor Collector and Local.

Principal Arterial

- ROUTE 30, LINCOLN HIGHWAY: Route 30 is the only road in Dyer under INDOT jurisdiction. Route 30 provides a major regional east-west connector through Dyer and connects Dyer residents to other major routes and commercial centers in both Indiana and Illinois. This is primarily a car oriented arterial with limited pedestrian amenities.
- CALUMET AVENUE: Calumet Avenue from Route 30 northward is classified as a Principal Arterial. It is a major north-south connector and the primary route for going north towards Munster and to connect to Interstate 80-94. South of Route 30 Calumet Avenue is designated a Minor Arterial.

Minor Arterial

- SHEFFIELD AVENUE/HART STREET: This route is a major connector within the town and also a main route north into Munster. This road also has significant daily traffic counts.
- MAIN STREET: Main Street provides an east-west connection through the Town and to neighboring destinations to the east. Main Street will become even more important with the future commuter rail service and planned new train station.
- 77TH AVENUE, EAST OF CALUMET: This part of 77th Avenue is an important route to the east connecting Calumet Avenue to Indianapolis Boulevard.

Major Collector

- 213TH STREET: 213TH is a main east-west connector through the north half of the town.
- 81ST AVENUE (STEGER ROAD): This street is a main east-west connecter from Dyer to St John Rd.
- Other major collectors are; Lake Street, Deer Creek Drive, Flagstone Drive, and Great Lakes Drive.

Minor Collector

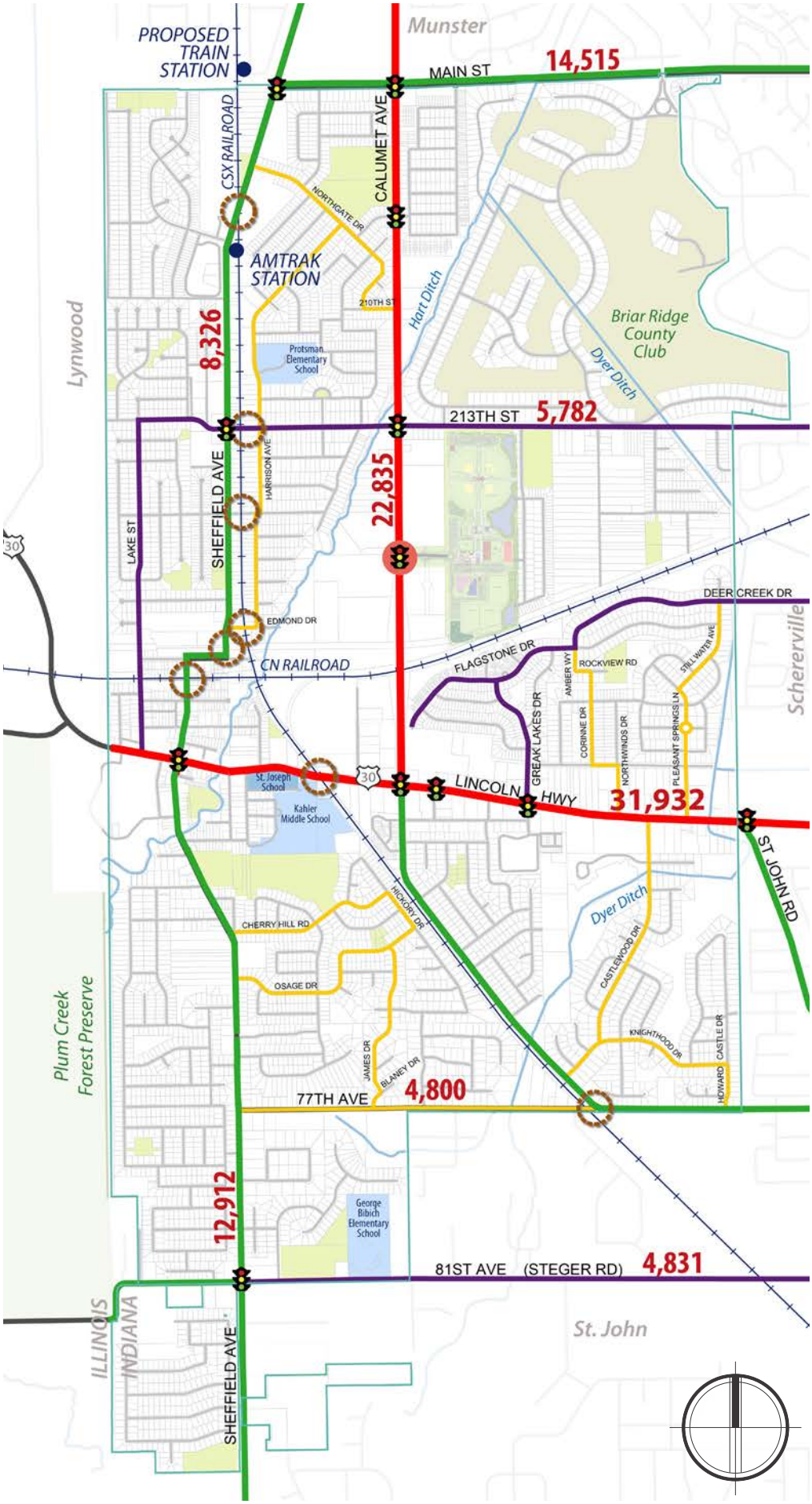
The minor collector routes are primarily residential streets. Most of these streets only run partially through the neighborhoods. Therefore the minor collector routes are grouped together to provide connections from the neighborhoods to the minor and principal arterials.

Local

Dyer has a complete system of local roads which are primarily residential roads. However, because many do not connect across subdivisions, residents still need to use one of the minor or principal arterials to access other neighborhoods and many village destinations.

Roadways

EXISTING ROADWAYS



DYER BOUNDARY

PRINCIPAL ARTERIAL

MINOR ARTERIAL

MAJOR COLLECTOR

MINOR COLLECTOR

LOCAL ROAD

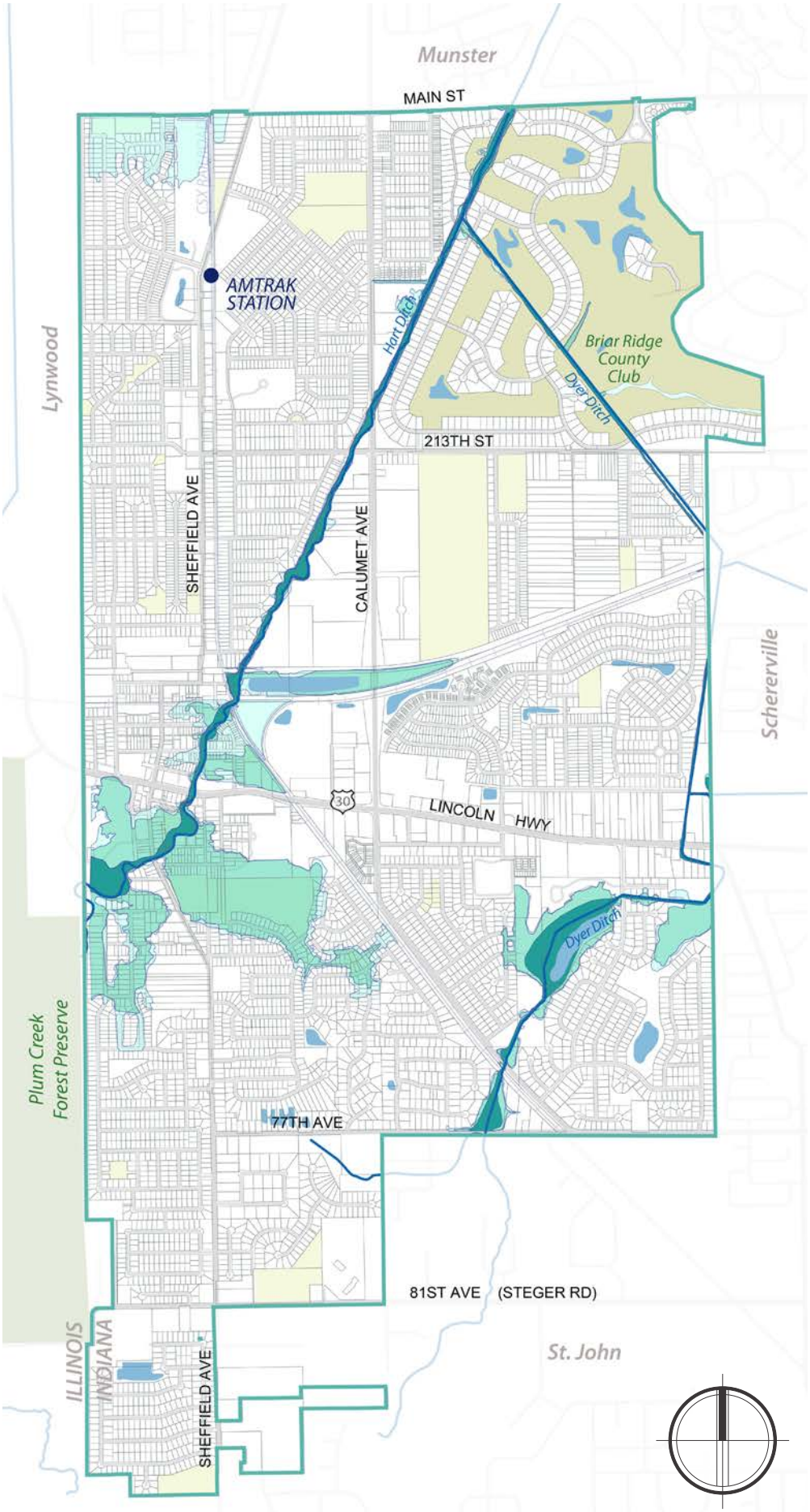
WATERWAYS

RAILROAD

RAILROAD GRADE CROSSINGS

X,XXX
AVERAGE DAILY TRAFFIC COUNTS
Source: Traffic Count Database System (TCDS), 2020 Data, Indiana Department of Transportation

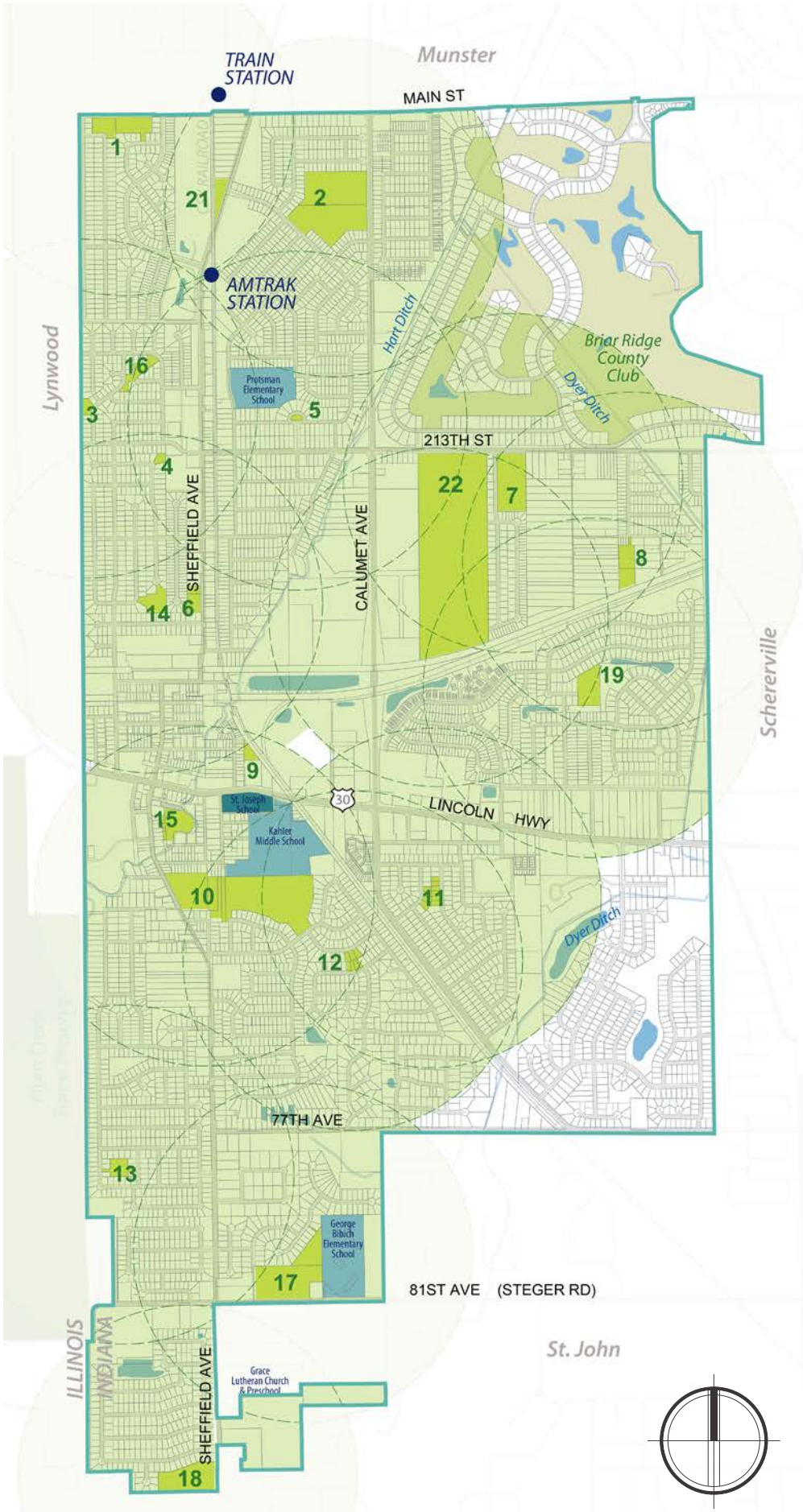
EXISTING WATERWAYS



Hart Ditch and Dyer Ditch are the two main waterways running through Dyer. While the majority of the Town is not in a floodplain, there are areas near Hart Ditch, especially near the downtown and south of the downtown that have experienced significant flooding in recent years. The last major flooding event prompted a study to identify possible locations for floodwater storage facilities, berms, and pumps to determine flood reduction benefits throughout the Plum Creek/Hart Ditch watershed.

As part of the study, the Town has developed the Hart Ditch 2-Stage Ditch Project in the area around Elmer Miller Park. The project will establish a 2-stage ditch profile and create 19.5 Acre-Feet of on-line storage volume.

EXISTING PARKS & SCHOOLS

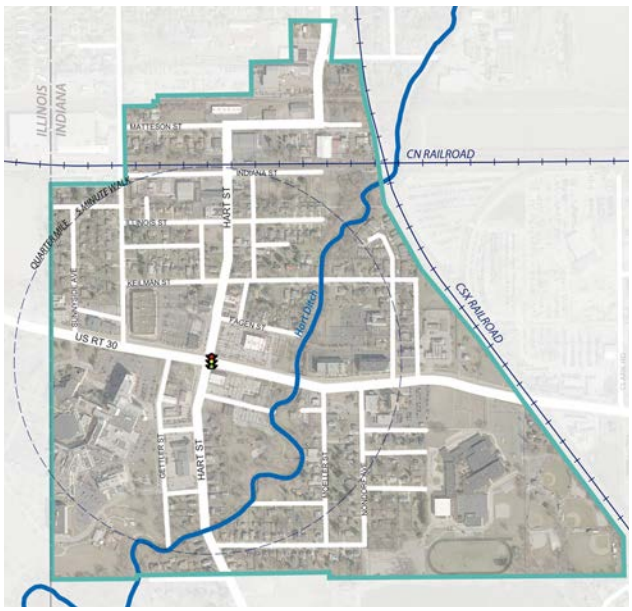


Dyer is home to twenty-two parks that range from small neighborhood lots to larger community parks which host different programs for residents. The largest is Central Park, just east of Calumet Avenue which, at full build-out, will provide a variety of sports and recreational opportunities for the community.

1 VETERANS PARK
2 NORTHGATE PARK
3 HERITAGE PARK
4 SUNSET PARK
5 BERKLEY DRIVE PARK
6 WILDFLOWER PARK
7 BRIAR CROSSING PARK
8 GREEN MEADOWS PARK
9 LINCOLN PARK
10 PHEASANT HILLS PARK
11 CHERRY HILL TOT LOT
12 SANDY RIDGE PARK
13 COTTONWOOD TOT LOT
14 AUTUMN CHASE PARK
15 SHEFFIELD ESTATES PARK
16 ELMER MILLER PARK
17 AMOCO PIPELINE
18 MALLARD COVE PARK
19 FUTURE EBERLY PARK
20 FUTURE HEARTHSTONE PARK
21 AMEL WILKING PARK
22 CENTRAL PARK

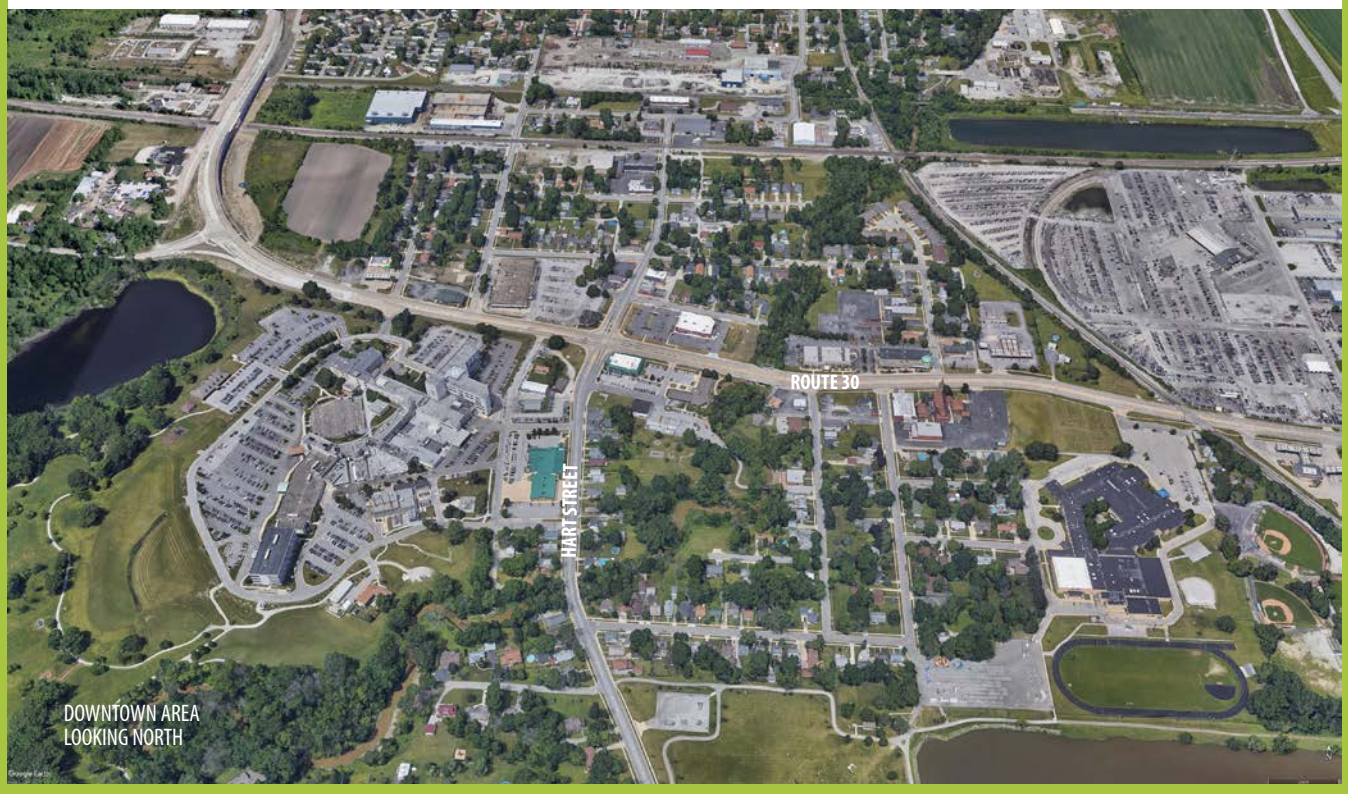
DYER BOUNDARY
PARKS
PRIVATE OPEN SPACE
FOREST PRESERVE
PUBLIC SCHOOL
PRIVATE SCHOOL

2 DOWNTOWN DISTRICT



Goals for a New Downtown

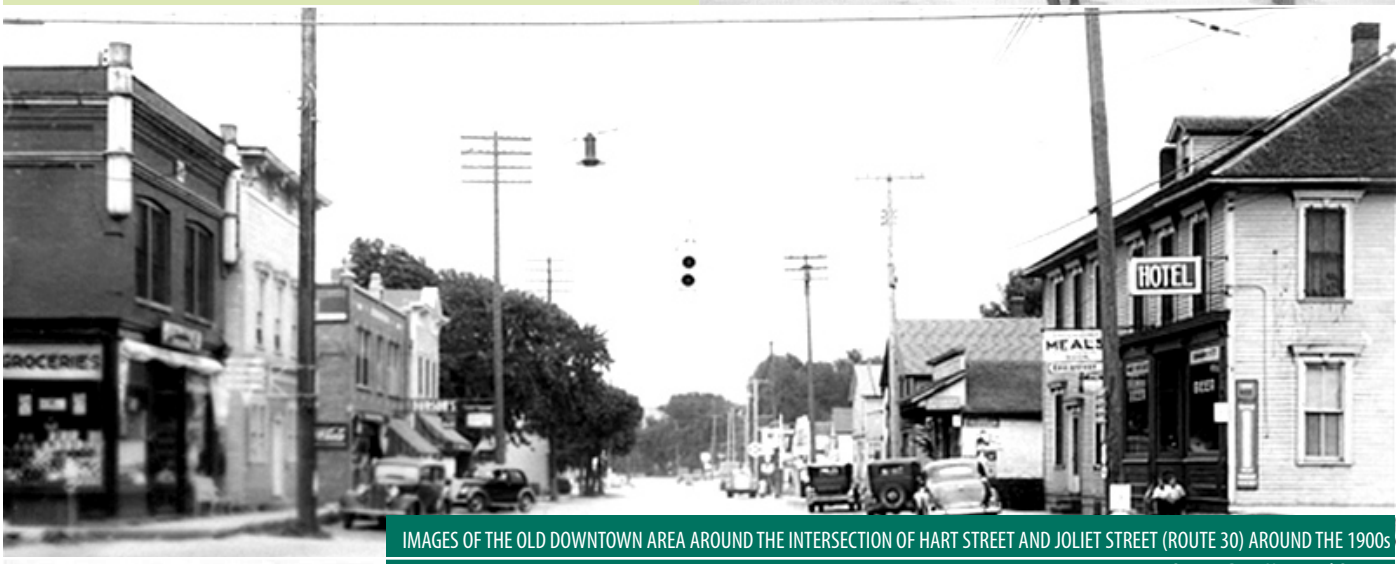
- Create a walkable Downtown that is safe and attractive for pedestrians
- Make Hart Creek a major public greenway with trails and outdoor activities
- Create a stronger Civic Core with a potential new Village Hall and other municipal facilities along Hart Creek
- Create a new Public Square to replace the S curve where Hart Street and Sheffield Avenue meet today
- Streetscape Hart Street and Route 30 to add street trees, continuous sidewalks, way finding signage, decorative paving and landscaping
- Make Downtown a major hub for the bike trail system



DOWNTOWN AREA
LOOKING NORTH

Dyer's Old Downtown

The 2020 Plan lays out a bold framework to reinvest in the area around the Hart Street and Route 30 intersection to create a new walkable Downtown Core for Dyer. This is where Dyer's original historic downtown was located around the early 1900s. The heart of the small town included a hotel, a creamery, a sauerkraut and pickle factory, saloons and stores. While most of the historic buildings were lost with the widening of U.S. 30., Hart Street still retains the scale and character of old Dyer. This plan is an opportunity to build a new 21st century Downtown Core with a small town feel at this historic crossroad in the Town.



IMAGES OF THE OLD DOWNTOWN AREA AROUND THE INTERSECTION OF HART STREET AND JOLIET STREET (ROUTE 30) AROUND THE 1900s

Source: Dyer Historical Society

DOWNTOWN DISTRICT MAJOR USES TODAY

1. Existing Dyer Town Hall
2. Dyer Fire and Police
3. Franciscan Health
4. 2 story mixed-use commercial buildings
5. Strip retail center
6. Restaurant and retail
7. CVS
8. St. Joseph
9. Kahler Middle School
10. Park
11. Mix of old houses and local businesses along Hart Street
12. Strip retail center
13. Industrial and commercial uses
14. Existing residential areas

DOWNTOWN AREA
LOOKING NORTH

DOWNTOWN OPPORTUNITIES

Route 30

- Route 30, a major five lane traffic arterial, bisects the area and creates an unsafe barrier for pedestrians at the heart of Downtown.
- New streetscaping (street lights, landscaping and signage) is needed to make the street greener and more attractive. Center turn lanes can become landscaped medians to add greenery to the street and minimize mid-block turn movements and traffic conflicts.

Hart Street

- While Hart Street has retained its original pedestrian scale, it needs new streetscaping (street lights, landscaping and signage) to have a stronger pedestrian appeal.

Route 30 and Hart Street Intersection

- The intersection is at the heart of the Downtown area and is geared towards car traffic. The intersection needs to be redesigned and upgraded with pedestrian and bike signals, decorative and wider crosswalks, and potential landscaped refuge islands in the center.
- The southwest corner, owned by the hospital, is an underutilized parcel that could become a great plaza at the heart of Downtown.

Hart Creek

- Hart Creek is an underutilized open space asset that runs through the Downtown area. The creek could be transformed as a major greenway with trails connecting all the way to the Plum Creek Preserves in Illinois to the west.

New Town Hall Campus

- A new Town Hall combined with other municipal facilities could be built on Hart Street across the Fire and Police building. This would create a new development site on Route 30 where the current Town Hall is located.

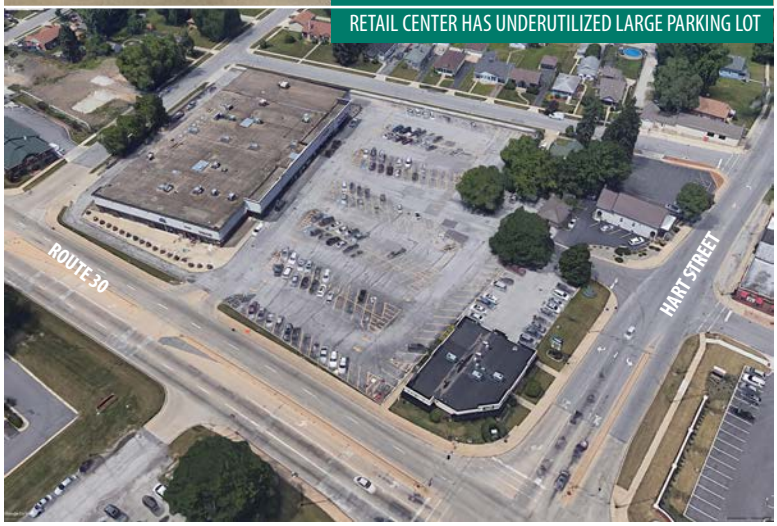
Dated commercial buildings

- While newer mixed-use buildings have parking to the rear, many older commercial buildings have large underutilized parking lots along the street. These are good opportunities for infill and redevelopment.

ROUTE 30 HAS MINIMAL PEDESTRIAN APPEAL TODAY

HART ST. & ROUTE 30 INTERSECTION NEEDS TO BE SAFER

TOWN HALL FACILITY NEEDS UPDATING



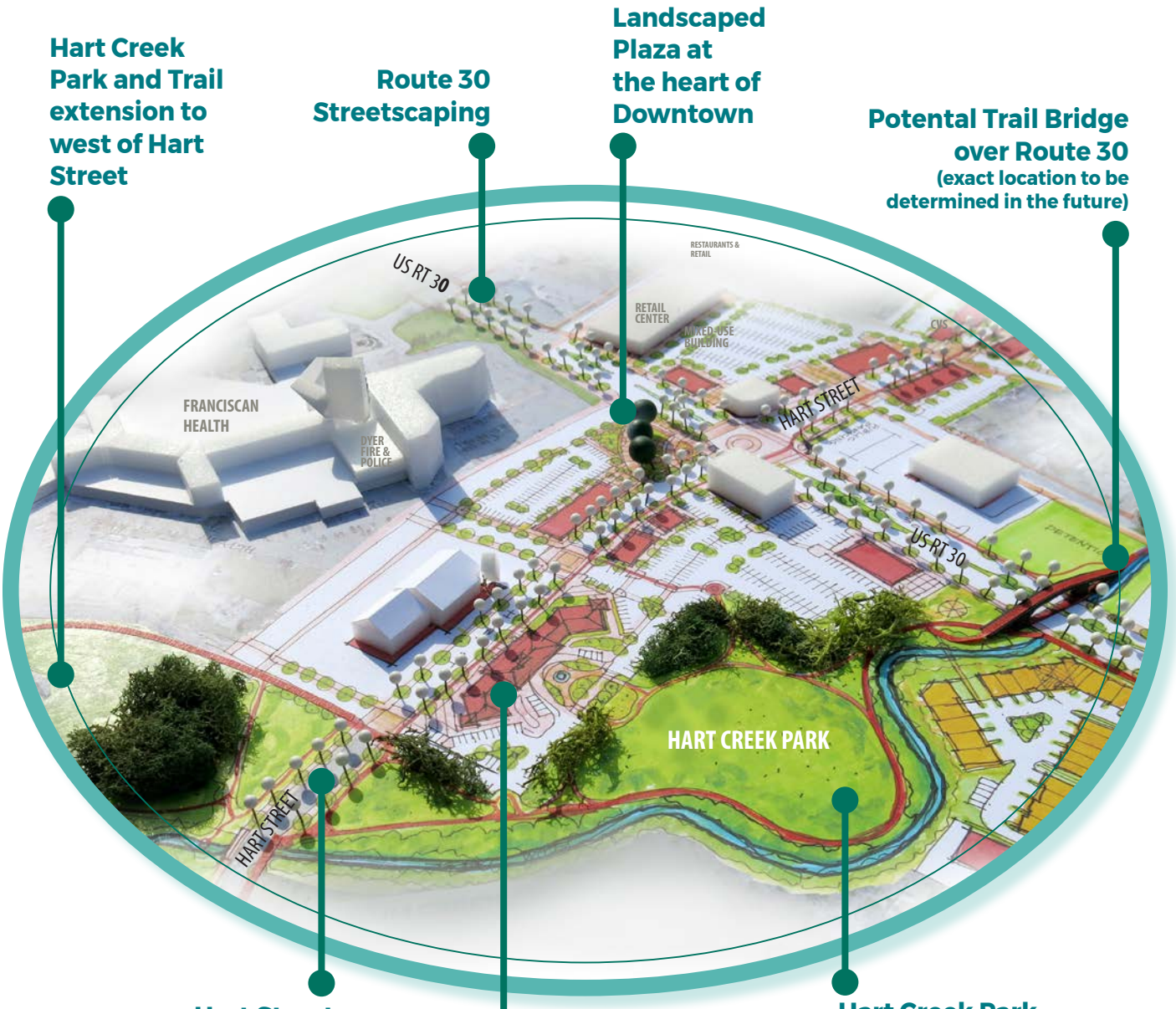
RETAIL CENTER HAS UNDERUTILIZED LARGE PARKING LOT

DOWNTOWN DISTRICT ILLUSTRATIVE PLAN

1. New Town Hall and municipal facility as a major anchor on Hart Street.
2. Enhanced Public Park along Hart Ditch with new trails, amenities and programmed outdoor space.
3. Extension of Public Park and trails along the creek to the west side of Hart Street.
4. Redevelopment of existing Town Hall site with new commercial, mixed-use and municipal uses.
5. New pedestrian plaza at the southwest corner of Hart Street and Route 30, with signage for the hospital, and seating, lighting and landscaping elements.
6. Improved intersection to create an attractive and safe pedestrian and bike crossing.
7. Route 30 Streetscape improvements.
8. Hart Street Streetscape improvements.
9. Potential redevelopment of commercial parcels.
10. Potential redevelopment of parcels east of Hart Ditch.
11. Potential redevelopment of parcels along Hart Street.
12. New roadway connection between Sheffield Avenue and Hart Street.
13. New 2.5 acre Public Square as a terminus for Sheffield Avenue and Hart Street.
14. Redevelopment of parcels around the new square.
15. New east-west trail connection.

DOWNTOWN DISTRICT MAJOR PLAN ELEMENTS

An opportunity to build a new 21st century Downtown Core with a small town feel at this historic crossroad in the Town.



Hart Creek Park and Trail extension to west of Hart Street

Route 30 Streetscaping

Landscaped Plaza at the heart of Downtown

Potental Trail Bridge over Route 30 (exact location to be determined in the future)

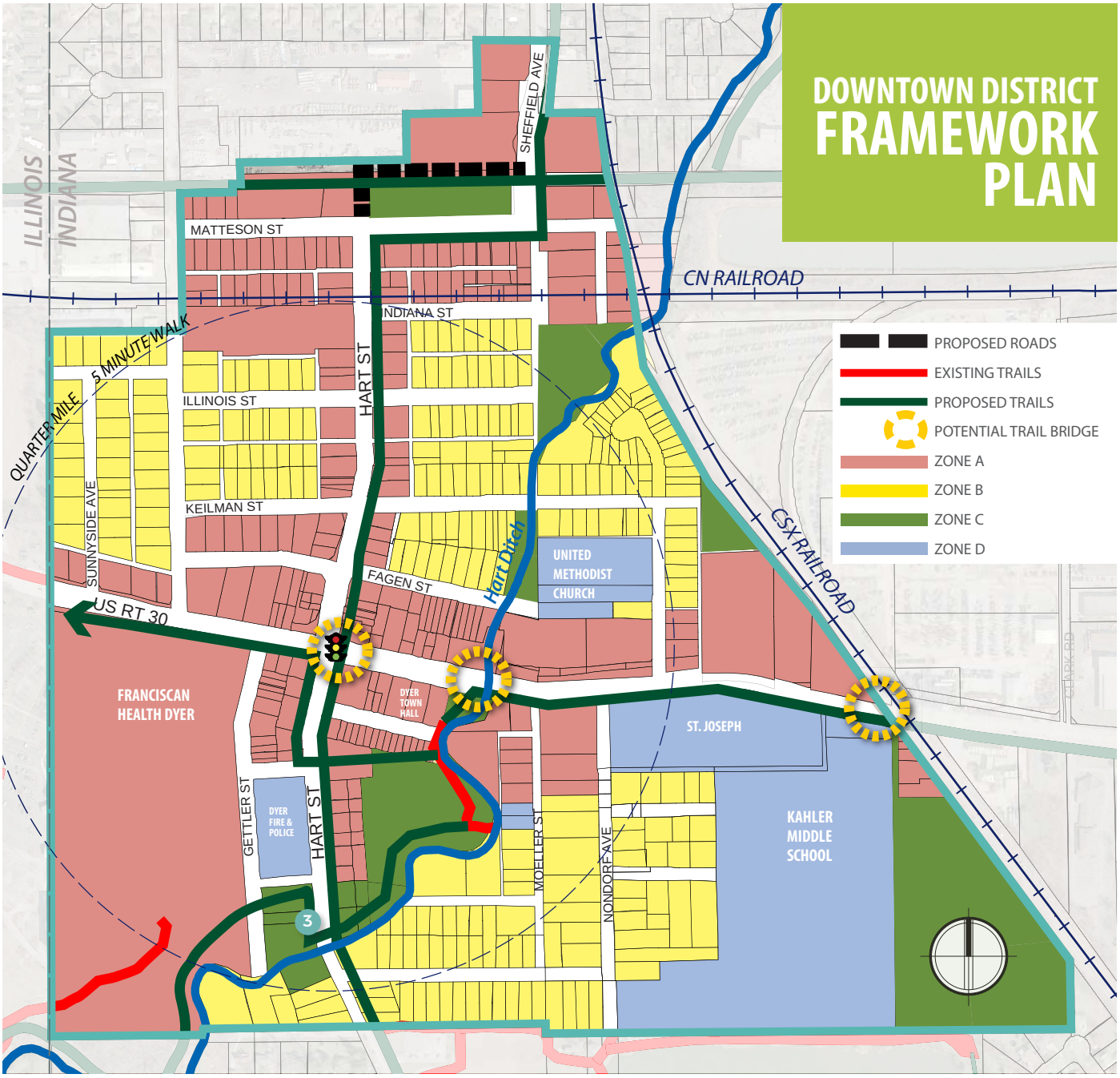
Hart Street Streetscaping

New Town Hall & Municipal Facility

Hart Creek Park with trails and outdoor amenities

Illustrative model shows improvements to the Downtown Core with potential new building locations shown in red.

DOWNTOWN DISTRICT FRAMEWORK PLAN



Proposed Land Use Zones

To maximize the mix of uses needed to create a vibrant Downtown, following land use zones are proposed:

Zone A

- **Mixed-use including Commercial, Medical, Commercial, Civic, Institutional and Multi-family Residential**

Zone B

- **Single and Multi-Family Residential**

Zone C

- **Public Open Space and Public Facilities**

Zone D

- **Civic and Institutional**

New Public Roads

- **See following page for potential Sheffield and Hart connection**

Trails & Bridges

- **See Section 6: Trail Framework Plan for details.**

Regulations for these zones will be provided in greater detail the new Zoning Ordinance currently underway.

FIXING THE SHEFFIELD-HART CONNECTION

EXISTING SHEFFIELD-HART CONNECTION

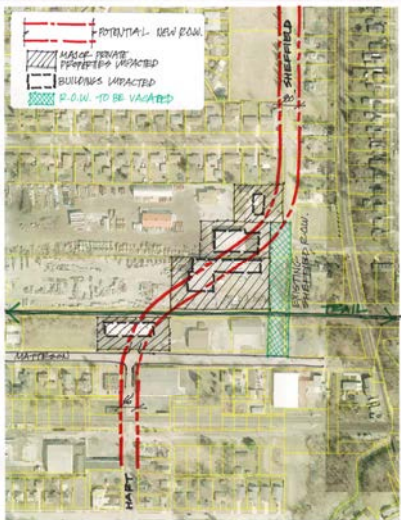
Sheffield Avenue and Hart Street, two of the main streets in the Downtown Area, are not directly connected today. Instead, a small leg of Matteson Street connects the two streets, creating an awkward jog. The Town is interested in options that directly connect these streets and meet the following goals:

- Create a continuous north-south street to help local traffic.
- Provide a better direct access to the future Main Street train station.
- Make the desired "Main Street" character of Hart & Sheffield more seamless.

Various options for potential alignments and their impacts that were studied are shown below. The Final option selected by the Town is shown on the following page.

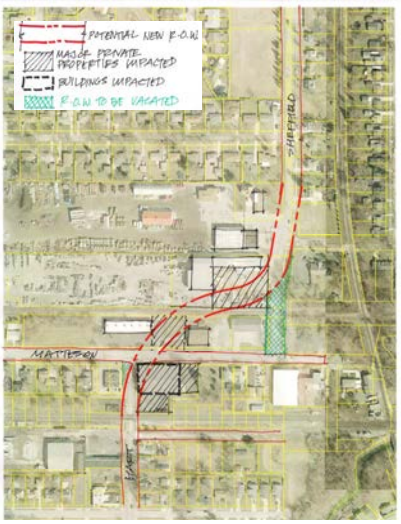
Option 1

- **"S CURVE"** FOR SMOOTH TRANSITION FROM SHEFFIELD AVENUE TO HART STREET
- SIGNIFICANT IMPACT ON PROPERTIES NORTH OF MATTESON



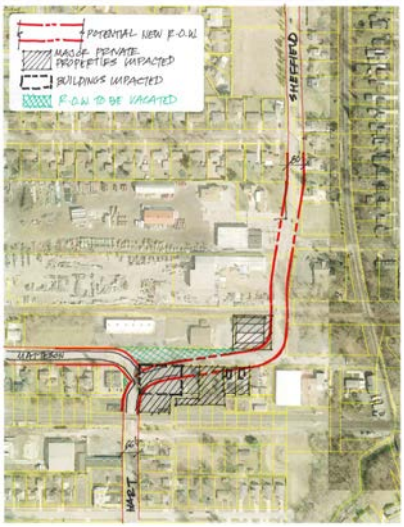
Option 2

- LESS IMPACT ON EXISTING BUILDINGS & PROPERTIES NORTH OF MATTESON
- IMPACTS EXISTING BUILDING AT SE CORNER



Option 3

- MINIMAL IMPACT ON PROPERTIES NORTH OF MATTESON
- SIGNIFICANT IMPACT ON BUILDINGS AND PROPERTIES IN THE SE CORNER

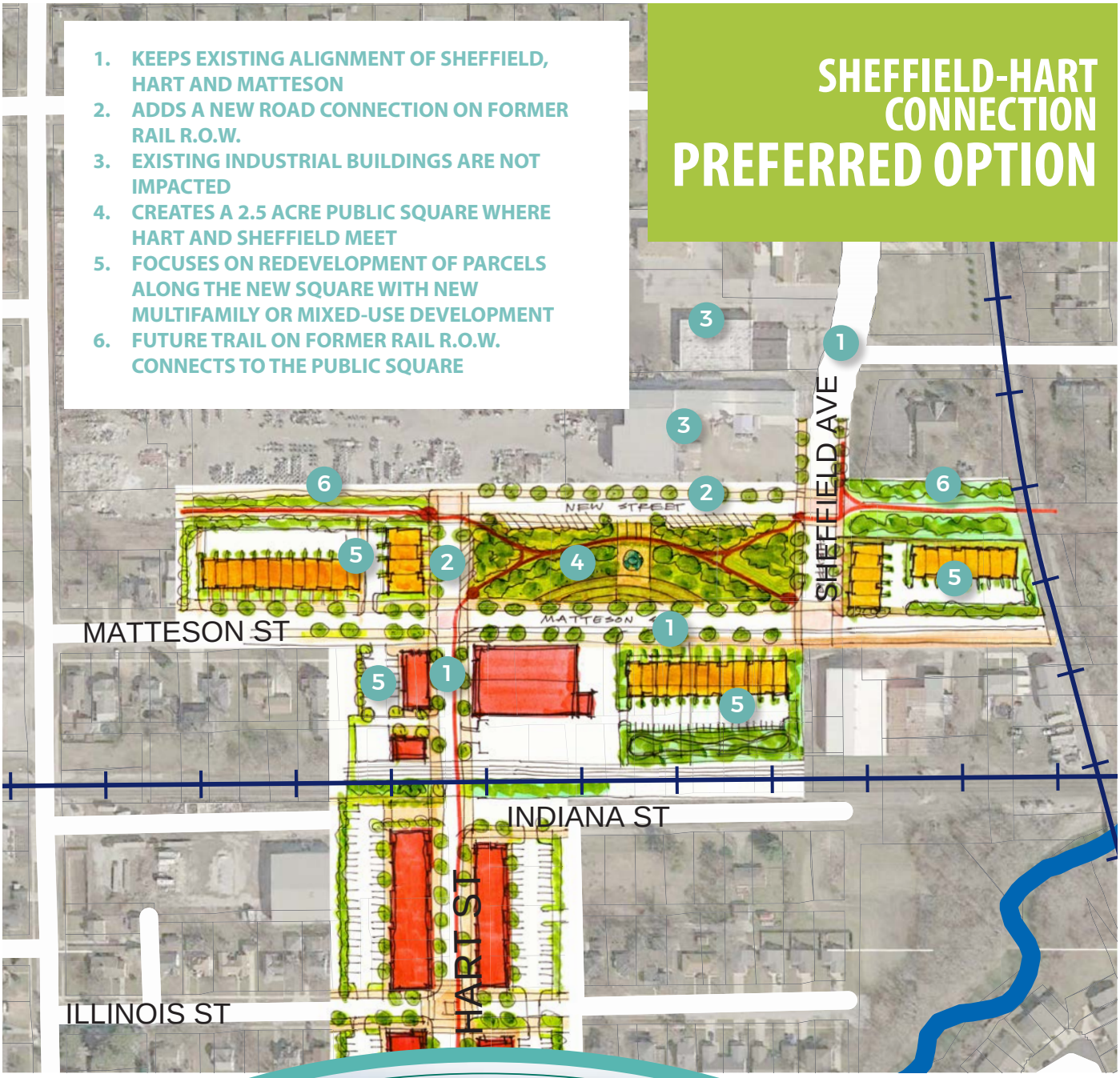


Option 4

- KEEPS EXISTING ALIGNMENT AND CREATES TWO SMOOTHER TURNS
- PRIMARILY IMPACTS SW CORNER

SHEFFIELD-HART CONNECTION
PREFERRED OPTION

1. KEEPS EXISTING ALIGNMENT OF SHEFFIELD, HART AND MATTESON
2. ADDS A NEW ROAD CONNECTION ON FORMER RAIL R.O.W.
3. EXISTING INDUSTRIAL BUILDINGS ARE NOT IMPACTED
4. CREATES A 2.5 ACRE PUBLIC SQUARE WHERE HART AND SHEFFIELD MEET
5. FOCUSES ON REDEVELOPMENT OF PARCELS ALONG THE NEW SQUARE WITH NEW MULTIFAMILY OR MIXED-USE DEVELOPMENT
6. FUTURE TRAIL ON FORMER RAIL R.O.W. CONNECTS TO THE PUBLIC SQUARE

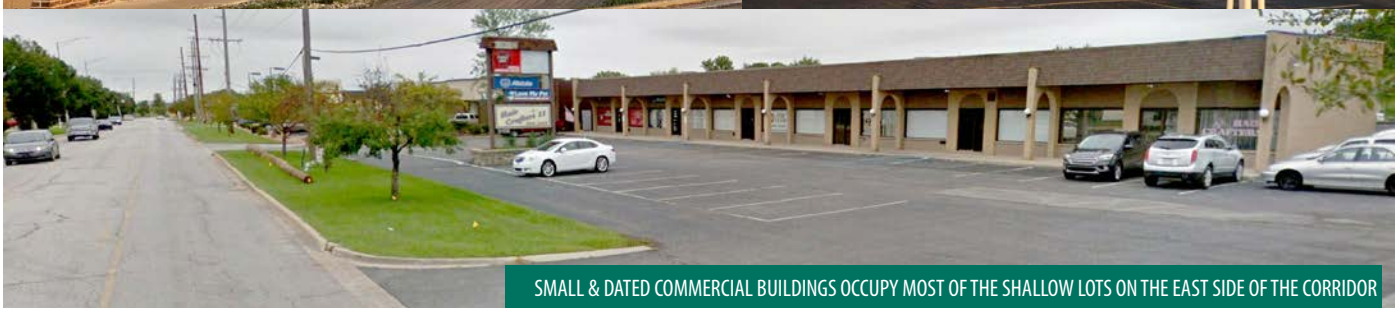


Illustrative model of new 2.5 acre public square

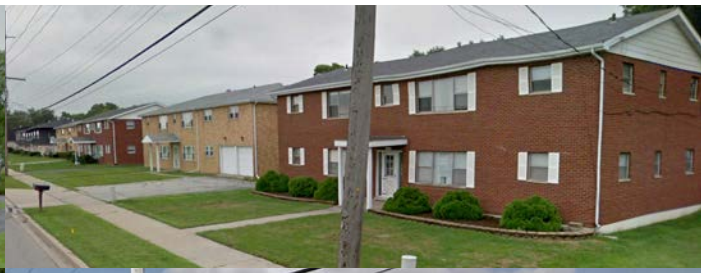
3 SHEFFIELD & MAIN DISTRICT

SHEFFIELD CORRIDOR TODAY

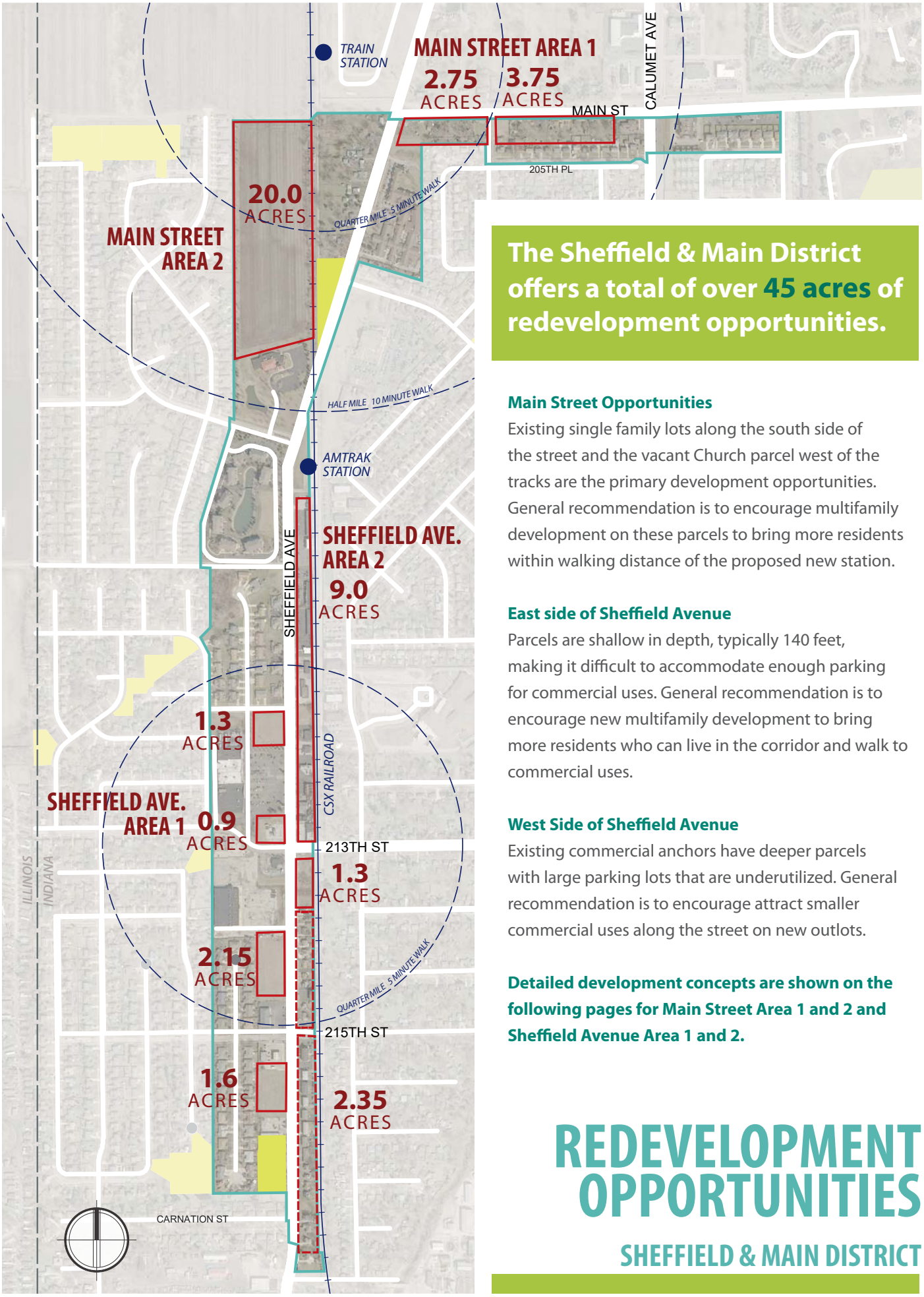
WALT'S PLAZA IS THE MAJOR COMMERCIAL CENTER ON THE WEST SIDE OF THE CORRIDOR TODAY



SMALL & DATED COMMERCIAL BUILDINGS OCCUPY MOST OF THE SHALLOW LOTS ON THE EAST SIDE OF THE CORRIDOR



OLDER MULTIFAMILY UNITS & SINGLE FAMILY HOMES ARE LOCATED TOWARDS THE SOUTHERN END OF THE CORRIDOR



The Sheffield & Main District offers a total of over 45 acres of redevelopment opportunities.

Main Street Opportunities

Existing single family lots along the south side of the street and the vacant Church parcel west of the tracks are the primary development opportunities. General recommendation is to encourage multifamily development on these parcels to bring more residents within walking distance of the proposed new station.

East side of Sheffield Avenue

Parcels are shallow in depth, typically 140 feet, making it difficult to accommodate enough parking for commercial uses. General recommendation is to encourage new multifamily development to bring more residents who can live in the corridor and walk to commercial uses.

West Side of Sheffield Avenue

Existing commercial anchors have deeper parcels with large parking lots that are underutilized. General recommendation is to encourage attract smaller commercial uses along the street on new outlots.

Detailed development concepts are shown on the following pages for Main Street Area 1 and 2 and Sheffield Avenue Area 1 and 2.

REDEVELOPMENT OPPORTUNITIES

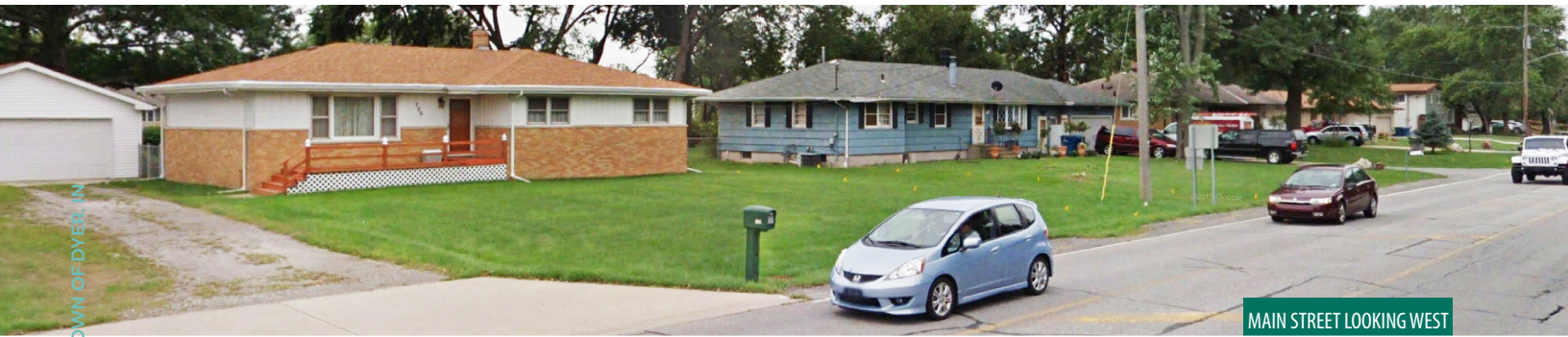
SHEFFIELD & MAIN DISTRICT

MAIN STREET REDEVELOPMENT AREA 1

MAIN STREET REDEVELOPMENT AREA 1, LOOKING WEST

The Main Street Corridor, where the towns of Dyer and Munster meet, is a key redevelopment opportunity area with the proposed train station as a major anchor.

- On the Dyer side, south of Main Street, there are old single family homes on approx. 20,000 sf lots with a general size of 100 feet by 200 feet. Most of the homes are single story with one car garages.
- Along 205th Place, the street south of Main Street, there are one and two-story homes with one garage. The lots are approx. 9,700 sf, with a general size of 67 feet by 145 feet.
- Main Street needs to be improved with curb and gutters, sidewalks, lighting and landscaping.

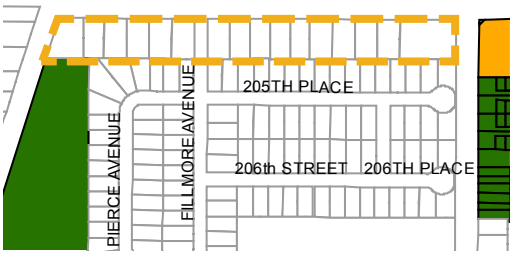


MAIN STREET LOOKING WEST

205TH PLACE LOOKING EAST

MAIN STREET AREA 1
ILLUSTRATIVE CONCEPT PLAN

An opportunity to create a walkable and green neighborhood within walking distance of the train station



EXISTING ZONING (map above):
R-2 RESIDENTIAL SINGLE FAMILY

REDEVELOPMENT AREA:
APPROX. 8 ACRES TOTAL

EXISTING USE:
APPROX. 14 SINGLE FAMILY HOMES

Illustrative concept plan shows a potential build out of the site with approx. 62 rowhouse units.

All units are have front doors facing a public street with garage access to the rear from private drives.

Generous open spaces, landscaped buffers and connected sidewalks create a green and walkable neighborhood.

Major Plan Elements

1. **Private green spaces, potential detention and 15' feet landscaped area as a buffer to single family homes to the south**
2. **22' private drive to the rear**
3. **Pedestrian connection to proposed train station**
4. **Bike trail along the south side of Main Street**

EXAMPLE: SHEFFIELD SQUARE, ORAND PARK
GREEN AND WALKABLE ROWHOUSE DEVELOPMENT NEXT TO THE 153RD ST. METRA STATION

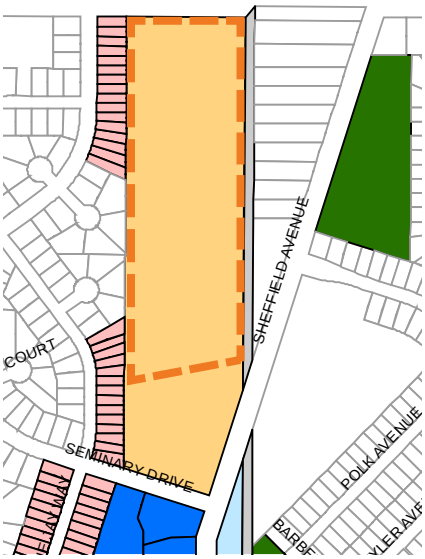
MAIN STREET REDEVELOPMENT AREA 2

MAIN STREET REDEVELOPMENT AREA 2, LOOKING EAST

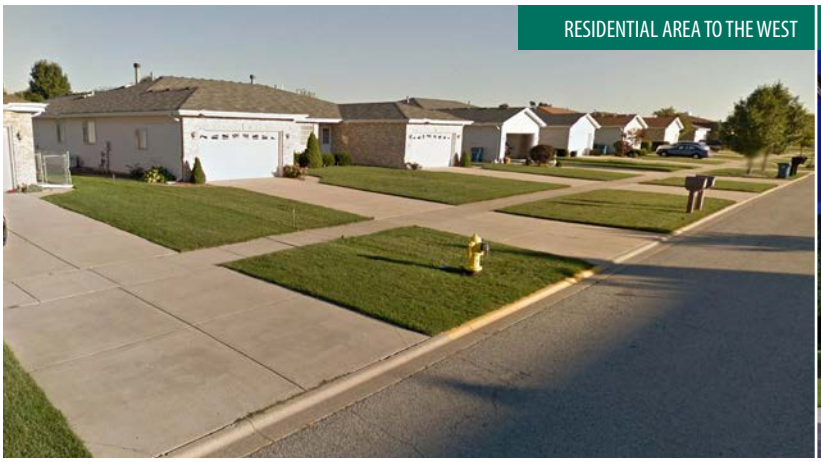
Redevelopment area 2 is the only large vacant site within a 5 minute walk from the proposed new station.

This 20 acre site offers great potential for new multifamily development where residents can easily walk to the station.

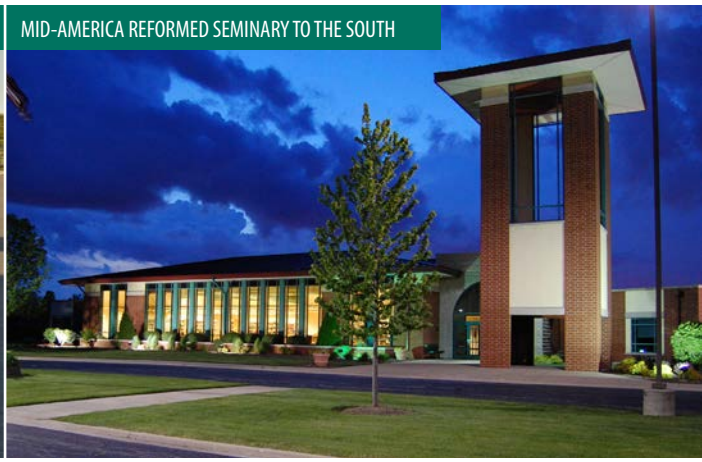
- Access to the site would be only from the proposed extension of Main Street.
- Safe pedestrian connections have to be provided across the tracks and to the proposed pedestrian and bike bridge as Main Street extension is constructed.



EXISTING ZONING:
RD RURAL DEVELOPMENT DISTRICT



RESIDENTIAL AREA TO THE WEST



MID-AMERICA REFORMED SEMINARY TO THE SOUTH

An opportunity to create a walkable and green neighborhood within walking distance of the train station

SITE: APPROX. 20 ACRES
USE: VACANT
OWNER: CHRIST OUR HOPE COMMUNITY CHURCH

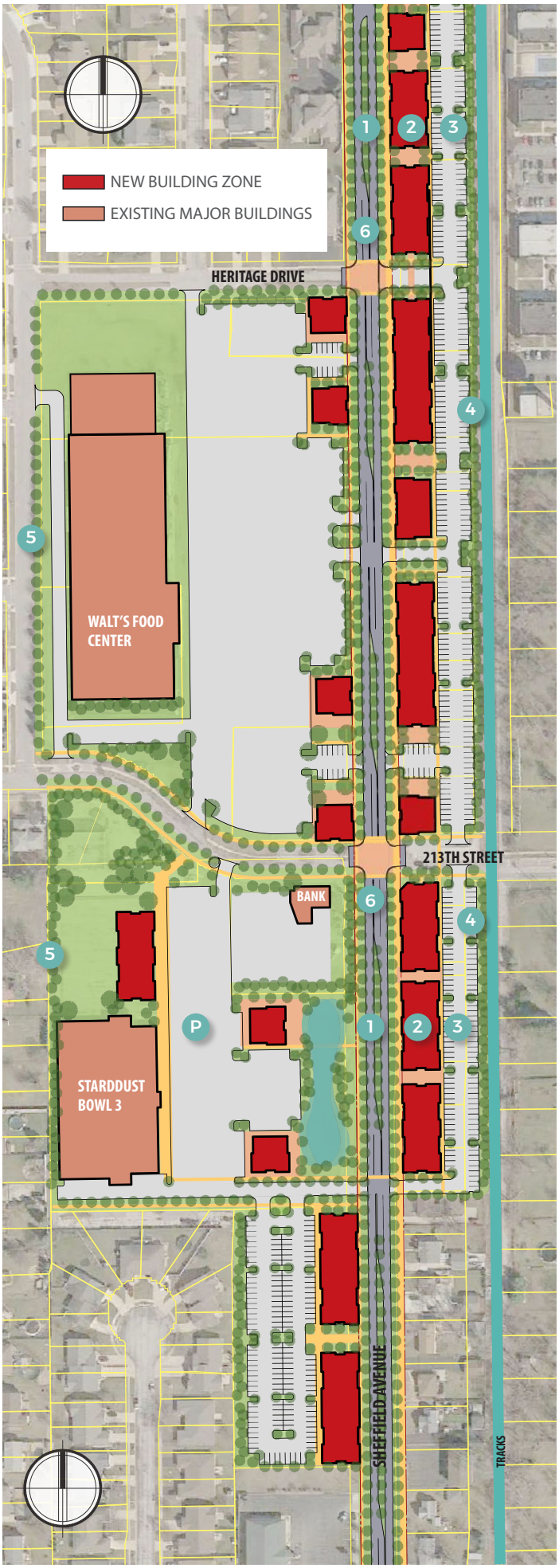
Illustrative concept plan shows a potential build out of the site with approx. 135 rowhouse units. All units are have front doors facing a public street with garage access to the rear from private drives. Generous open spaces, landscaped buffers and connected sidewalks create a green and walkable neighborhood.

Major Plan Elements

1. 60' feet landscaped buffer along tracks with potential bioswale
2. Private green space for residents to enjoy
3. 25' rear landscaped setback as buffer to existing single family homes to the west
4. 66' public street with sidewalks and street trees
5. 22' private drive to the rear
6. Potential detention and open space area as a buffer to single family homes to the west and Church to the south
7. Pedestrian connection to proposed train station
8. Bike trail along the south side of Main Street

Potential commercial, mixed-use or multifamily area

MAIN STREET SITE 2
ILLUSTRATIVE CONCEPT PLAN



An opportunity to create a walkable center at 213th Street & Sheffield Avenue at the heart of the corridor

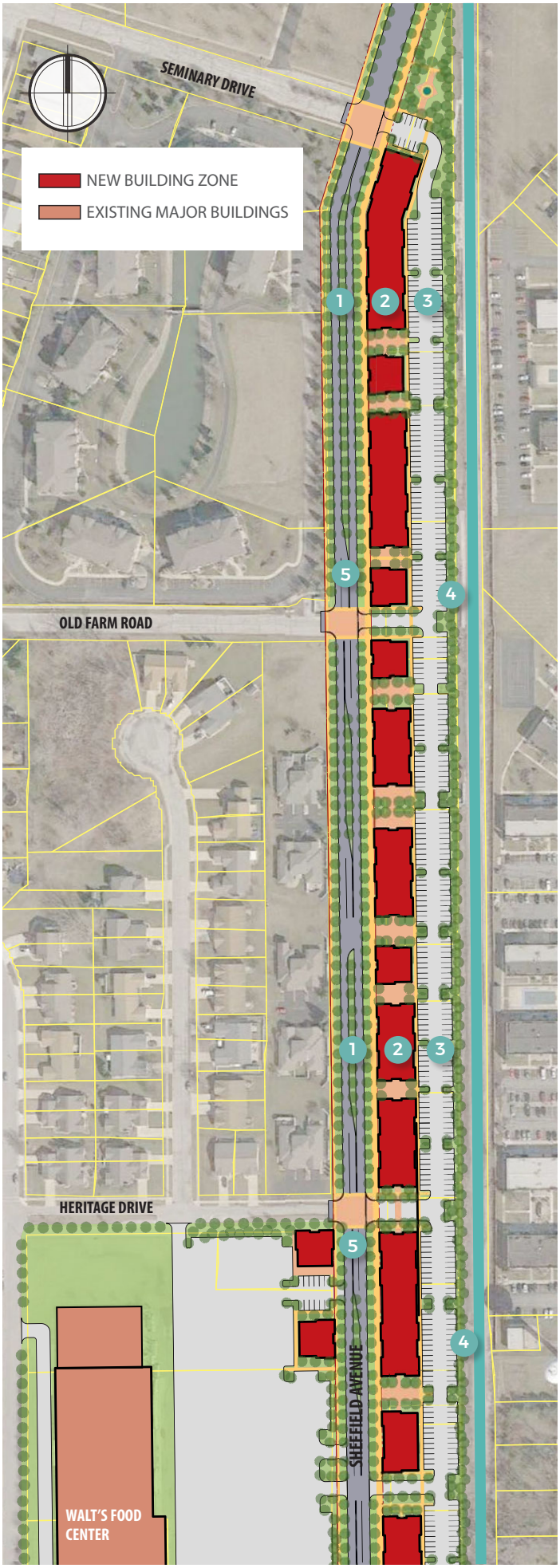
SHEFFIELD CORRIDOR AREA 1, LOOKING NORTH

Major Plan Elements

1. Redesigned Sheffield Avenue R.O.W. with landscape medians and streetscaping. Curbcuts are minimized to create continuous sidewalks.
2. New buildings placed along street to support a variety of uses, including commercial and multifamily.
3. Parking to the rear shared between adjacent properties with cross access easements.
4. 12' rear landscaped setback as buffer to tracks.
5. 12' rear landscaped setback as buffer to existing homes to the west.
6. Improved crosswalks designed for safe and convenient pedestrian and bicyclist crossing.

SHEFFIELD CORRIDOR AREA 1

ILLUSTRATIVE CONCEPT PLAN



Redevelopment of narrow sites to attract new residents closer to the new Main Street station

SHEFFIELD CORRIDOR AREA 2, LOOKING NORTH

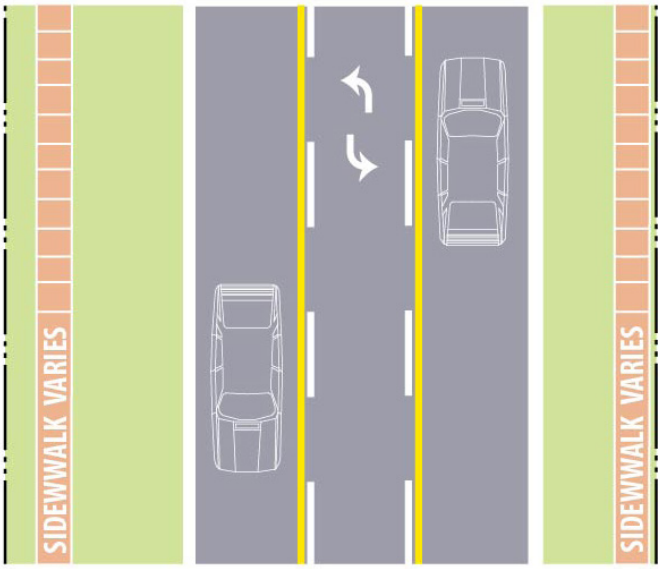
Major Plan Elements

1. Redesigned Sheffield Avenue R.O.W. with landscape medians and streetscaping. Curbcuts are minimized to create continuous sidewalks.
2. New buildings placed along street to support a variety of uses, including multifamily and commercial uses.
3. Parking to the rear shared between adjacent properties with cross access easements.
4. 12' rear landscaped setback as buffer to tracks.
5. Improved crosswalks designed for safe and convenient pedestrian and bicyclist crossing.

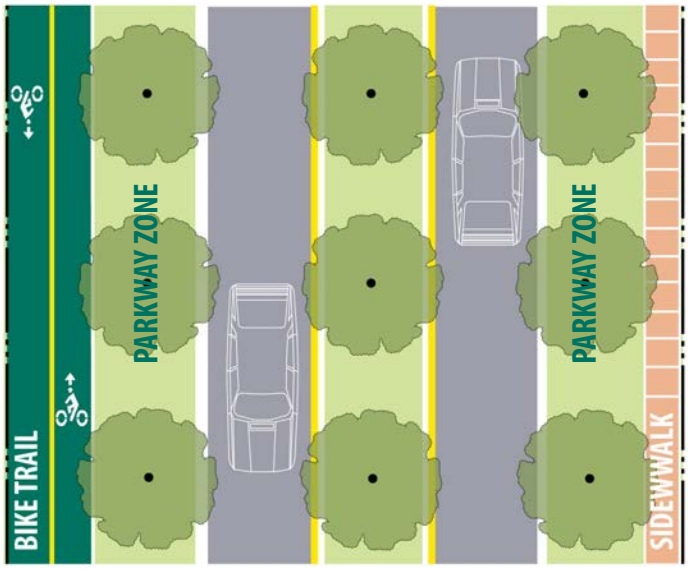
SHEFFIELD CORRIDOR AREA 2

ILLUSTRATIVE CONCEPT PLAN

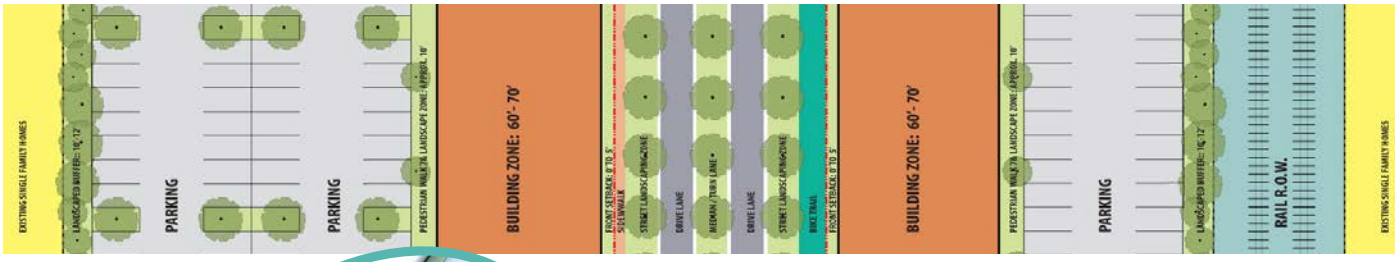
EXISTING SHEFFIELD AVENUE R.O.W.



PROPOSED SHEFFIELD AVENUE R.O.W.



PROPOSED BUILDING AND PARKING ZONES



Sheffield Avenue is a three lane minor arterial today with a center turn lane. To add more landscaping to the street and minimize mid-block left turn movements, the plan recommends the following:

- Replace the center turn lane with landscaped medians in mid-block locations
- Provide a 5' sidewalk on one side and a 10' bike trail on the other within the R.O.W.
- Create a landscaped parkway zone (approx. 16.5') for streetscaping elements, including street trees, decorative lighting, signage etc.
- Require all new buildings to be placed along the street with shared parking to the rear.
- Strongly encourage outdoor seating along the sidewalks in the parkway zone.

SHEFFIELD AVENUE RO.W.

4 CALUMET DISTRICT

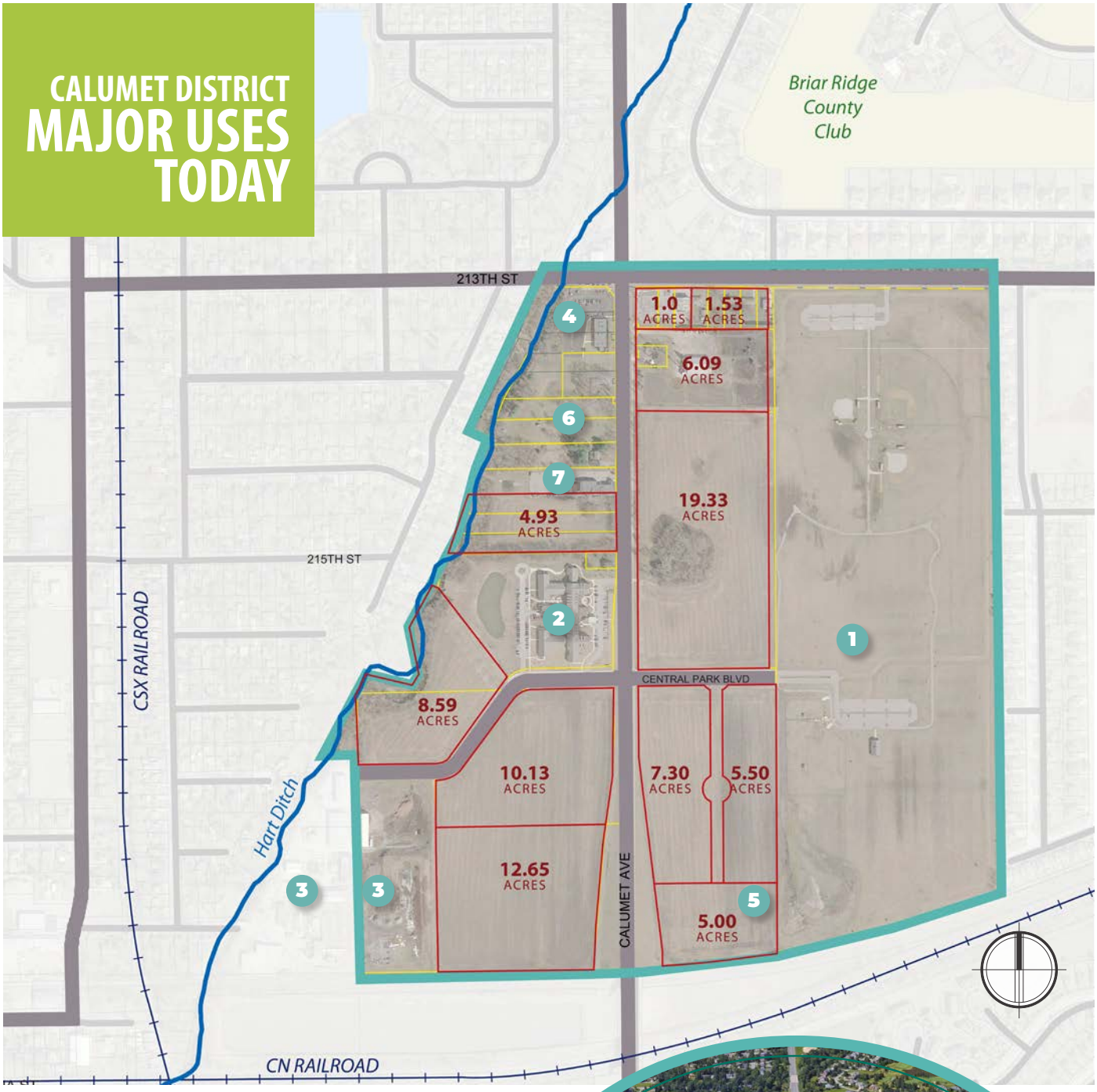
With over 70 acres of vacant land, the Calumet District is the only area in Dyer that offers significant potential to attract new large scale developments to the Town.

Goals for this high-impact development area include:

- Attract new developments that can maximize economic revenue and create quality jobs
- Ensure that new developments reinforce the Town's vision for the 77 acre Central Park
- Capitalize on the strong medical and health related uses that have emerged along the Calumet Corridor in the Dyer-Munster area
- Discourage low density small developments that can break up these last remaining large parcels

CALUMET DISTRICT
LOOKING NORTHEAST

CALUMET DISTRICT MAJOR USES TODAY



1. Central Park
2. Symphony of Dyer Senior Living
3. Dyer Public Works and Waste Water Plant
4. Plum Creek Christian Academy
5. Proposed Cedarhurst of Dyer
6. Existing Single Family Homes
7. Smokehouse & Craft Bar and Liquor Store

Vacant Parcels and Redevelopment Sites

CALUMET DISTRICT OFFERS MORE THAN 70 ACRES OF LAND FOR ATTRACTING NEW DEVELOPMENT TO DYER.

CALUMET AVENUE
DISTRICT LOOKING NORTH

CALUMET DISTRICT MAJOR ANCHORS

Central Park

- The 77 acre park is envisioned to become "a hub of activity" for the community. Since purchasing the property in 2007, the three baseball fields, a dog park and a shelter have been constructed.
- When completed, the park is planned to offer baseball and soccer fields, tennis and volleyball courts, playground, splash pad, mini golf, amphitheater, veterans memorial, a recreation center and a variety of ponds and trails.

Plum Creek Christian Academy (PCAA)

- PCCA is a K3-12th grade school located on the southwest corner of 213th and Calumet. PCCA, a ministry of Dyer Baptist Church, opened its doors in 2005, and celebrated the first high school graduation in 2020. The Academy is an open-enrollment school, and offers one of the lowest tuition rates in the region.
- PCCA plans to expand the current building to the south within the 8 acres owned along Calumet. The expansion will significantly enlarge the building footprint and will accommodate more classrooms and a gym, .

Cedarhurst of Dyer

- Cedarhurst of Dyer is a proposed senior living facility that was approved in 2018 on a 5 acre parcel at the end of the proposed Avenue. The project proposes 55 assisted living apartments and 20 memory care apartments specifically designed to meet the needs of individuals living with Alzheimer's and related memory loss.

Symphony of Dyer

- One of Northwest Indiana's newest "Medical Resorts", the development offers 30 service-rich Senior Living apartments and 100 Recovery Suites for those in need of nursing and rehabilitative care.

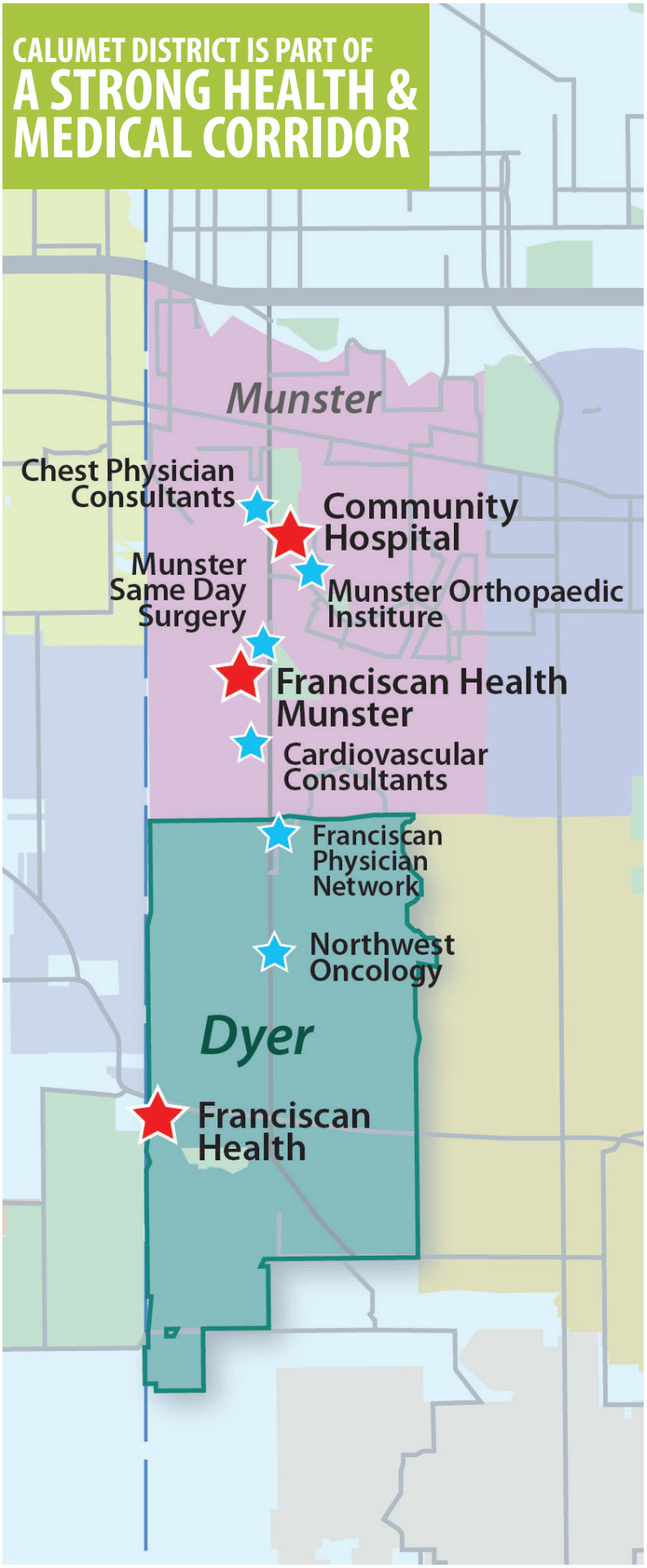
CENTRAL PARK PAVILLION

FIRE STATION TO BE RELOCATED

PROPOSED CEDARHURST DEVELOPMENT

SYMPHONY OF DYER

CALUMET DISTRICT IS PART OF A STRONG HEALTH & MEDICAL CORRIDOR



THE CALUMET DISTRICT OFFERS OPPORTUNITIES TO CAPITALIZE ON THE STRONG MEDICAL AND HEALTH RELATED USES THAT HAVE EMERGED ALONG THE CORRIDOR IN THE DYER-MUNSTER AREA .

Major Medical and Health Use Anchors in the corridor include:

Franciscan Health Dyer

- Since 1898, Franciscan Health Dyer has been a major acute-care hospital serving the Northwest Indiana region.
- The hospitals' off-site facilities include an adult and pediatric rehabilitation institute, and a health and fitness club, in Schererville, Indiana.

Franciscan Health Munster

- The 63-bed acute-care facility offers nearly 50 medical specialties and subspecialties including heart care, orthopedic surgery, imaging and diagnostic procedures, laboratory and more.

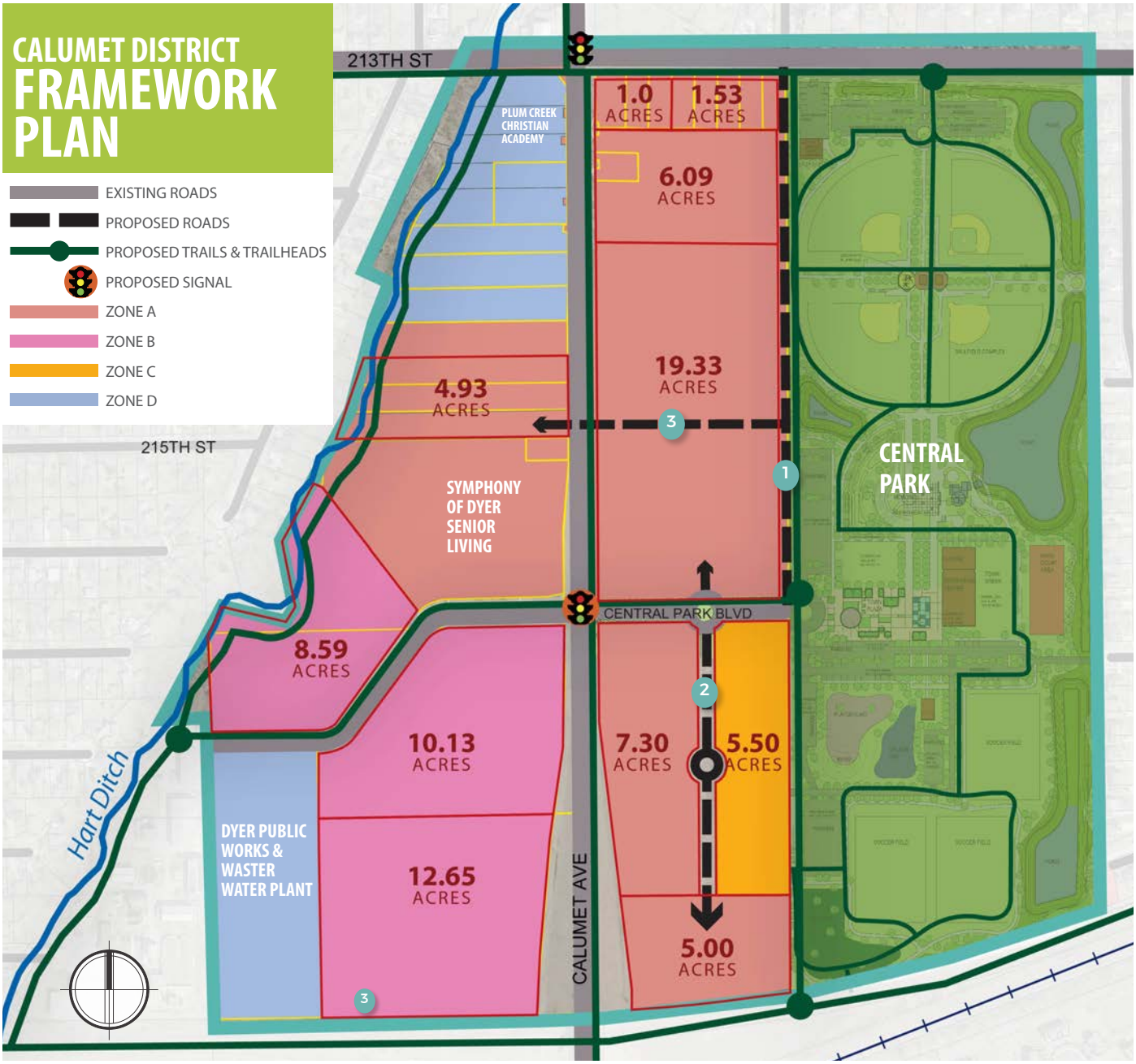
Community Hospital in Munster

- The 458-bed hospital is a not-for-profit, non-sectarian, acute care facility with a medical staff of more than 600 physicians.
- The hospital opened Fitness Pointe on Calumet Avenue in Munster in 1988. The health club facility is for general fitness, health and wellness education and support, physical therapy and sports medicine.

Northwest Oncology Dyer (below)

- Completed in 2018, the 30,000 sf facility offers an academic level of cancer care to Northwest Indiana, and is a major new anchor on the Calumet Corridor.

CALUMET DISTRICT FRAMEWORK PLAN



Proposed Land Uses

Calumet Avenue offers the last remaining concentration of large vacant land in the Town of Dyer. The corridor has emerged as a strong address for health, medical and senior housing related uses through the towns of Dyer and Munster to the north. The new Central Park has added significant value to the development potential of the area.

To maximize job producing and revenue generating uses, following land uses are proposed:

Zone A

- Medical, Commercial, and Senior Care Facilities.
- Multifamily uses are only allowed along Central Park or Hart Ditch as a special use.

Zone B

- Medical, Commercial, and Senior Care Facilities.
- Light Industry as a special use.

Zone C

- Multifamily uses with no parking or garages facing Central Park.

Zone D

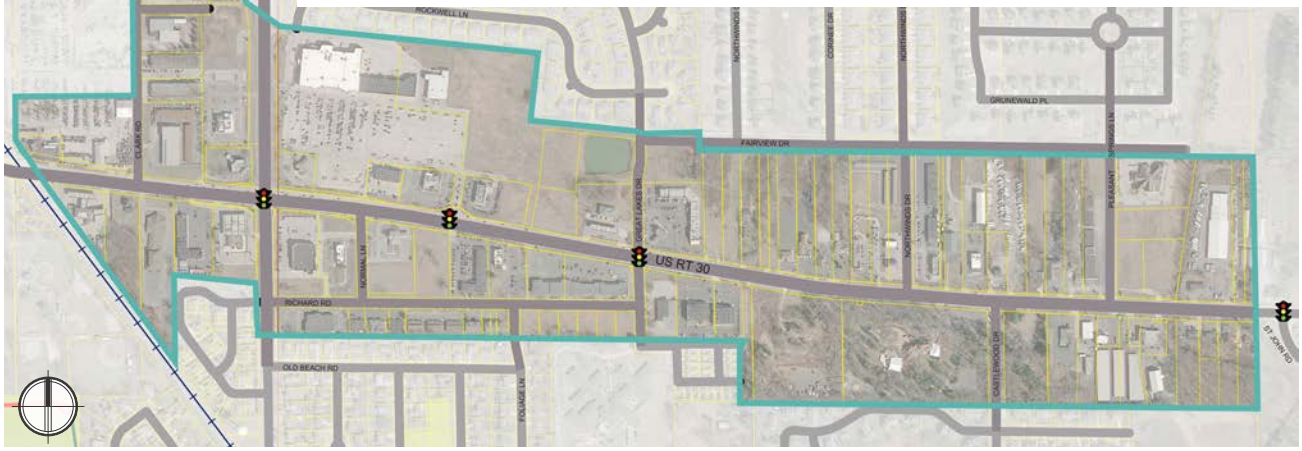
- Medical, Commercial, Senior Care Facilities and Institutional uses

New Public Roads

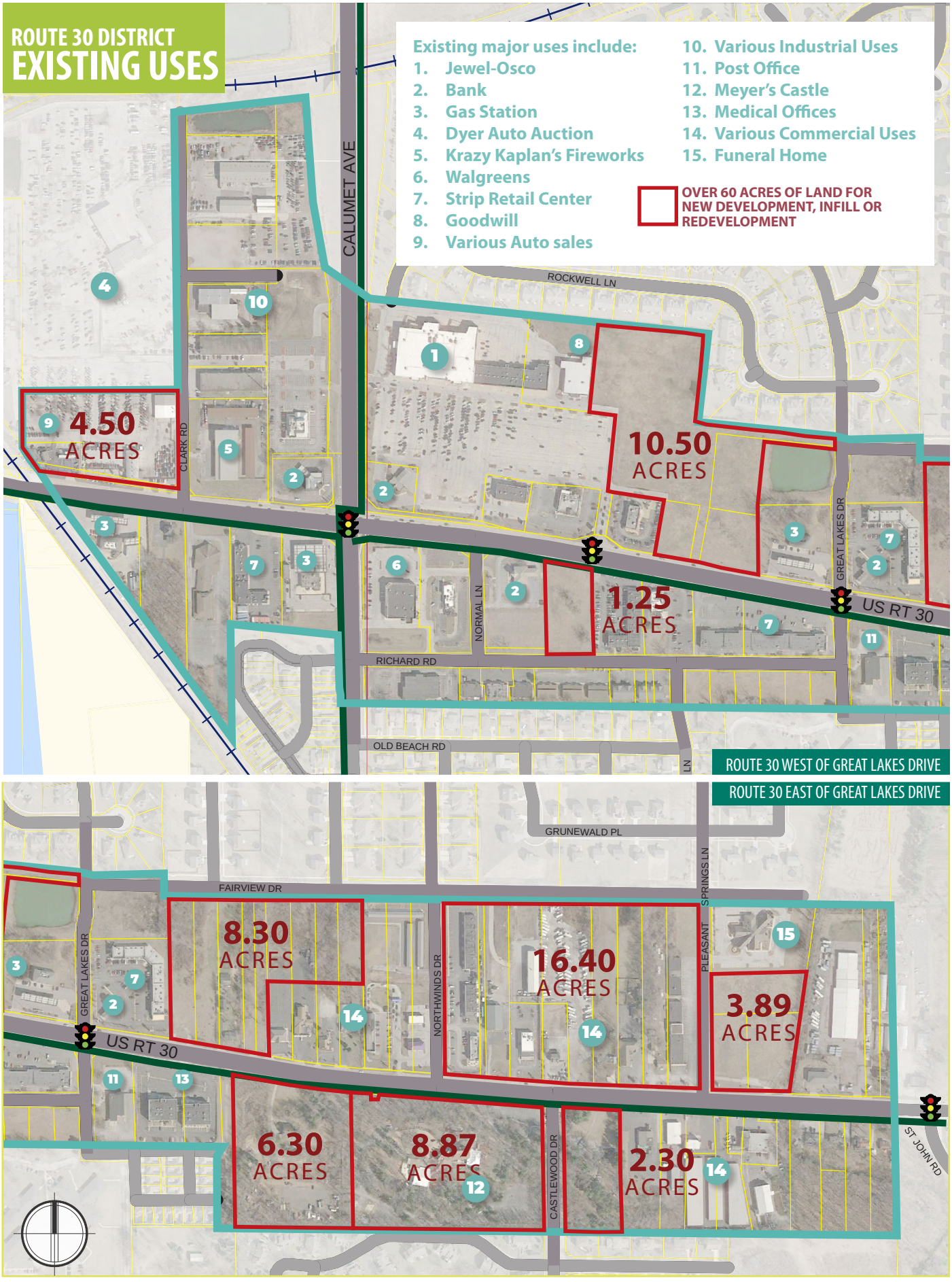
1. New public road to clearly define the west edge of Central Park and connect to 213th Street to the north. The road creates a desirable address for new development facing the park.
2. New roadway serving proposed development south of Central Park Boulevard
3. New east-west road connection between Calumet Avenue and Central Park

5 ROUTE 30 DISTRICT

Route 30 is a major commercial corridor through Dyer and Northwest Indiana. The five lane INDOT car-oriented road has no pedestrian appeal today. With over 60 acres of land offering redevelopment and infill opportunities, the area offers potential for long-term transformation into a more attractive corridor.



ROUTE 30 DISTRICT
EXISTING USES



ROUTE 30 MAJOR ANCHORS

Meyer's Castle

- Meyer's Castle was constructed from 1927-1931 in the Jacobethan style by architect Cosbey Bernard, Sr., as a replica of a Scottish castle. The castle was built for Joseph Ernest Meyer as his private residence, a herbologist and one of the area's first millionaires. The building now serves as a wedding and party reception venue.
- There are 6.3 acres of vacant land to the west of the Castle with significant grading and access challenges. This is an opportunity to create a long-term master plan for the full Castle site to avoid piecemeal development of a critical anchor on Route 30.

Jewel-Osco Retail Center

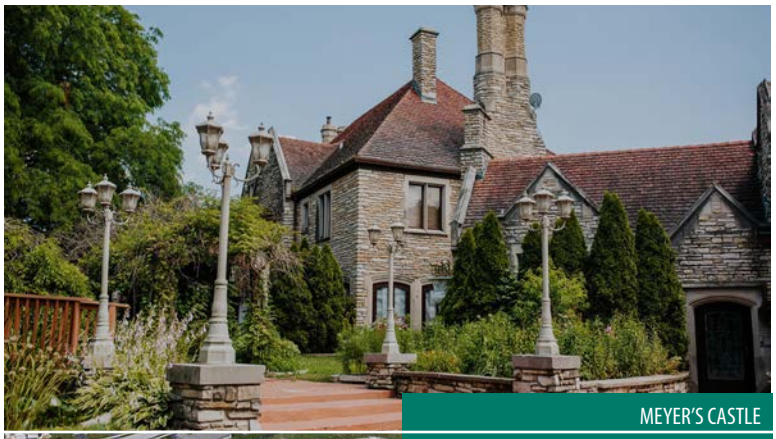
- The typical auto-oriented retail development has massive parking areas that are underutilized. These paved areas are opportunities for adding more commercial development to the center. Parking areas have minimal landscaping and could be improved with landscape islands.

Midwest Neurology Associates

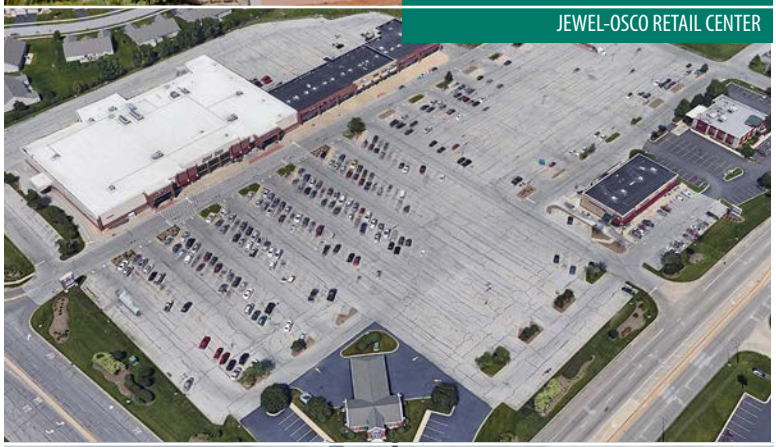
- This is an adult and child neurology two-story facility that provides care for patients of all ages from 0 to 65+. The facility specializes in common neurological conditions, including seizures, dementia, multiple sclerosis, neuropathy and pain management.

Strip Retail Centers

- There are few strip retail centers along the corridor, with typical large parking lots in the front and single story commercial buildings behind. While these are generally well tenanted today, given the changing national trends in retail, these centers may be an obsolete development pattern over the long term. New strip retail center development should be strongly discouraged in the Route 30 corridor.



MEYER'S CASTLE

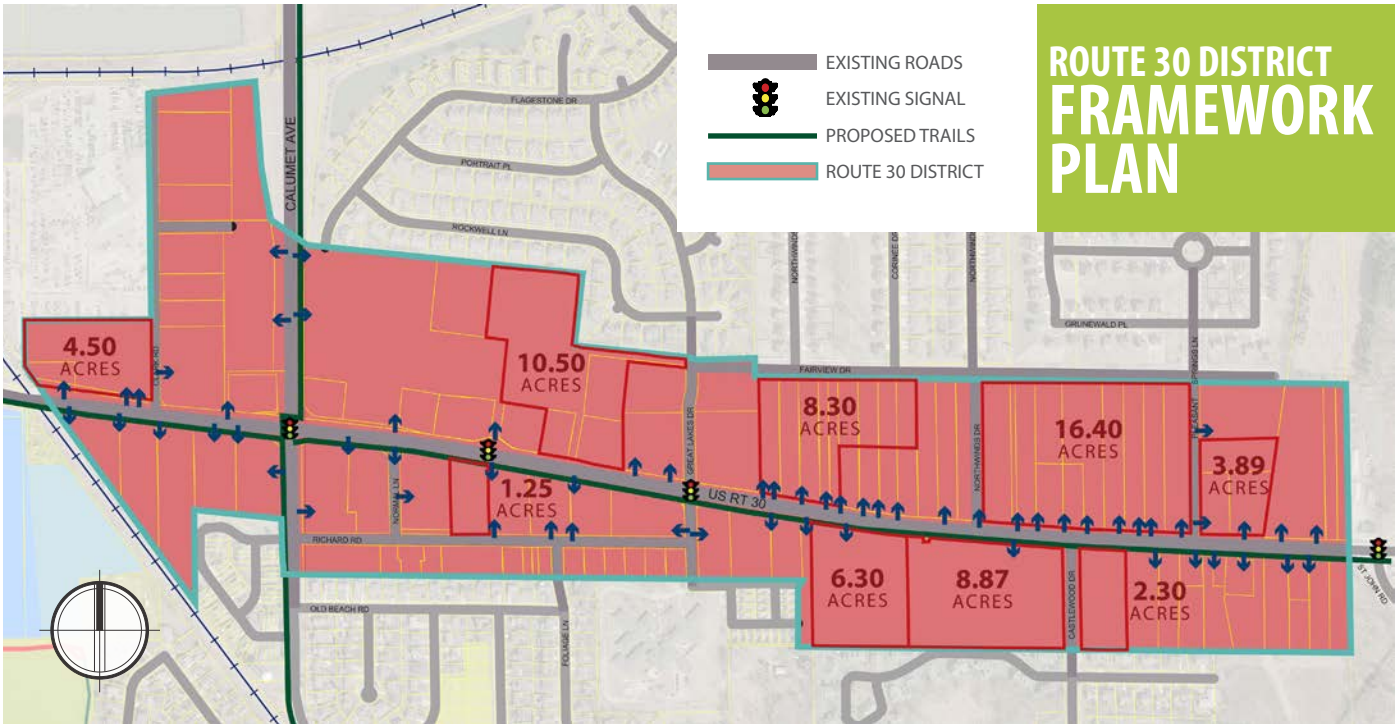


JEWEL-OSCO RETAIL CENTER

MIDWEST NEUROLOGY ASSOCIATES

STRIP RETAIL CENTERS (BELOW)

ROUTE 30 DISTRICT FRAMEWORK PLAN



Route 30 is a major commercial corridor through Dyer and Northwest Indiana. The five lane INDOT car-oriented road has no pedestrian appeal today. Large parking lots, many curbcuts, lack of landscaping, streetscaping and bike trails have created an unattractive corridor at the heart of town.

General Recommendations

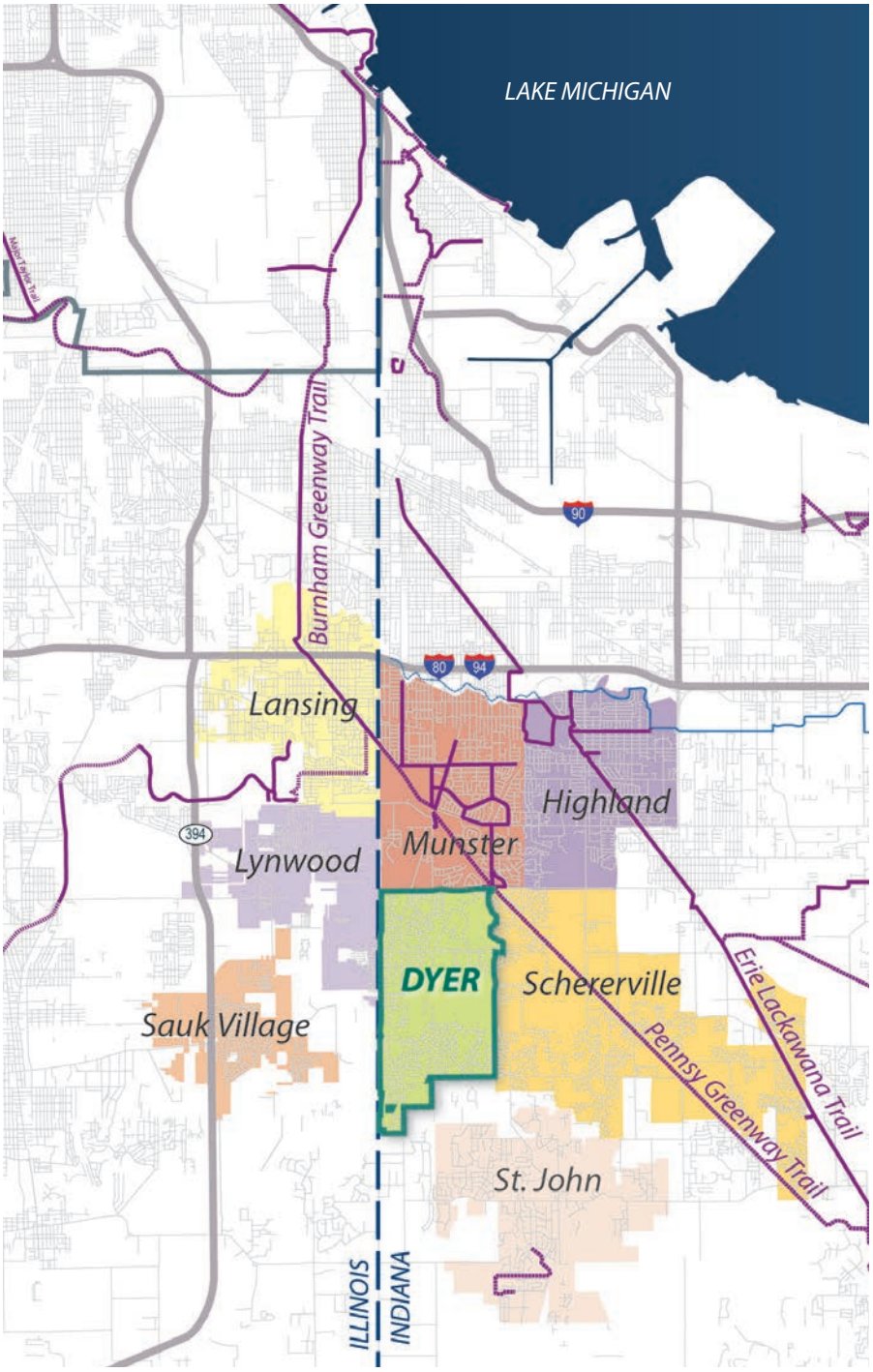
- **Consolidate curbcuts to minimize turn movements and allow for continuous sidewalks.**
- **Transform existing intersections with pedestrian and bicycle amenities.**
- **Install landscaped medians wherever feasible.**
- **Install new street trees, wayfinding, signage and decorative paving to make the street more attractive.**
- **Install a bike trail along the south side of the road.**
- **Require all new buildings to be along the street with parking to the rear or side and to provide cross access easements to share parking.**

Proposed Land Uses

- **Commercial, medical, institutional, recreational and civic uses as major use.**
- **Senior housing and Multifamily uses are allowed in areas that do not directly front on Route 30.**

US ROUTE 30, LOOKING NORTH

6 TRAIL FRAMEWORK



GOALS

1
CONNECT TO PENNSY GREENWAY

2
MAKE CALUMET AVENUE A MAJOR NORTH-SOUTH TRAIL SPINE

3
CREATE TRAIL ACCESS TO NEW STATION with trails along Sheffield Avenue and Main Street

4
CREATE TRAIL CONNECTIONS TO DOWNTOWN along Route 30, Hart Street and the Creek

5
CREATE TRAIL CONNECTIONS TO THE NEW CENTRAL PARK

6
COMPLETE LOCAL PARK TRAILS

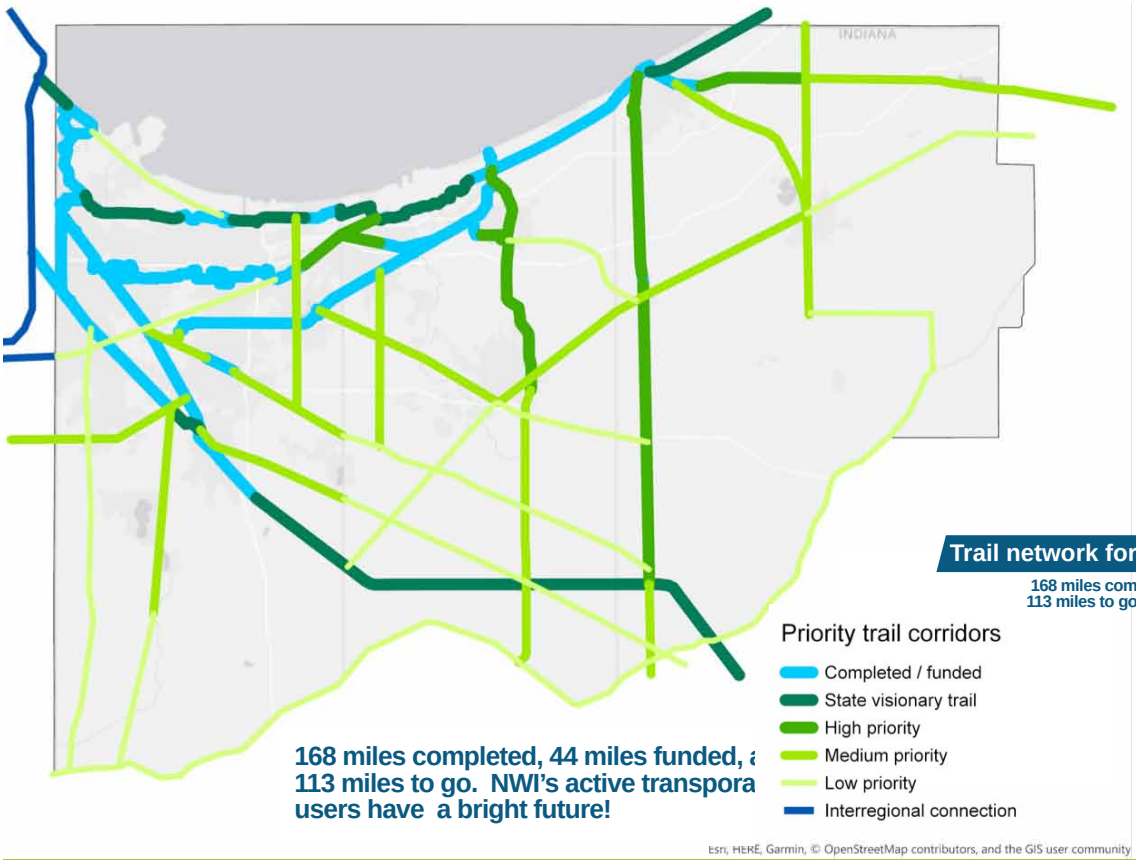
REGIONAL TRAILS

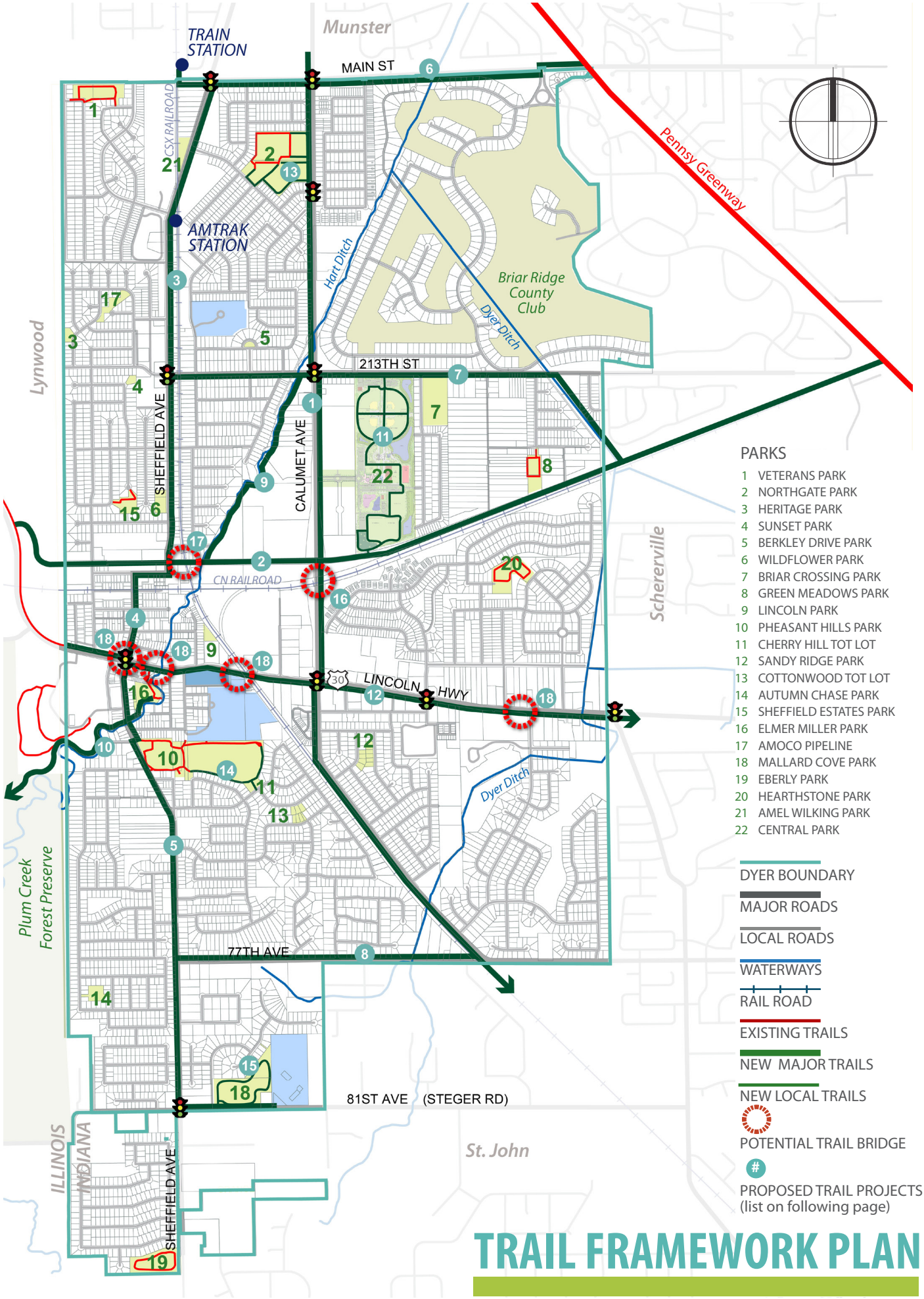
NWI 2050 PLAN BY NIRPC

The NWI 2050 Plan was adopted by the Northwestern Indiana Regional Planning Commission (NIRPC) in 2019. "A Connected NWI"was a key element of the plan, with a strong emphasis on a connected regional trail network, as stated in the following excerpt:

"NWI has made its way to becoming a connected region by expanding its 13 miles of off-roadtrails in 1900 to well over 160 miles in 2019. Regional leaders were able to leverage the abandoned rail corridors with federal funding to create an expansive trail network. ***However, gaps in the regional bicycle and pedestrian infrastructure network are still commonplace, especially in the region's main centers. These gaps are known as the "first-mile and last mile" problem.*** *It is a term that summarizes a chronic issue where to start or end a trip by bicycle, foot, or bus. On a route, the trip is complicated because critical infrastructure at the beginning or end of the trip is missing. The missing infrastructure could be sidewalks connecting to and from a bus stop, a protected bicycle lane on a street to or from a multi-use trail, or a bus from the South Shore Line to a neighborhood beyond walking distance from a station. This is a critically important issue for NWI's transportation network because it too often makes the travel choices of bicycling, walking, or taking transit unsafe. This is especially problematic for individuals with disabilities in the region that must have accessible infrastructure to provide mobility options."*

The 2020 Comprehensive Plan for Dyer builds on the NIRPC Trail Network Plan by identifying local trail corridors that can address "missing gaps" in the area. The proposed overall Trail Framework Plan for Dyer and detailed concepts for critical sections are provided in the following pages.





TRAIL FRAMEWORK PLAN

Following are major trail projects recommended in the Trail Framework Plan. Priority trail projects that can be implemented in the near-term and provide the greatest benefits are discussed in detail on following pages.

1. The Calumet Avenue Trail: New trail along the west side of Calumet Avenue, beginning at Main Street and extending south to the 213th Avenue trail on the south side of 213th Avenue. Then crossing to the east side of Calument Avenue continuing south to Rt. 30, then crossing back to the west side of Calument Avenue and continuing south to 77th Avenue.
2. East-West Trail: New trail along decommissioned CN Railroad Spur R.O.W. (former EJ&E), from the Town's west boundary to the east boundary, with a potential to connect to the Pennsy Greenway Trail.
3. Sheffield/ Hart Trail - First Leg: New trail along west side of Sheffiled, beginning at Main Street near the new West Lake station, continuing south to Matteson Street.
4. Sheffield/ Hart Trail - Second Leg: Continuing from the First Leg traveling west along the south side of Matteson Street to Hart Street. Then continuing south on the east side of Hart Street to Pheasant Hills Park.
5. Sheffield/Hart Trail - Third Leg: Continuing from the Second Leg, crossing to the west side of Hart and continuing to 81ST Avenue, then crossing Sheffield Avenue and continuing east to George Bibich Elementary School.
6. Main Street Trail: New trail along north side of Main Street from new West Lake station to the Pennsy Greenway Trail.
7. 213th Street: New trail along the south side of 213th Street from the Sheffield Trail to Dyer Ditch, then southeast along the east side of Dyer Ditch to the East-West Trail.
8. New trail along the north side of 77TH Avenue from the Sheffield Trail to the Calumet Avenue Trail.
9. New trail along the east bank of Dyer Ditch from the East-West Trail north to the 213th Street Trail.
10. New trail along north bank of Hart Ditch from Sheffield Trail west to connect to trails in Plum Creek Forest Preserve.
11. Planned trails in Central Park, subject to revision by the Parks and Recreation Department.
12. New trail along Rt. 30 from Town's west boundary to the Town's east boundary.
13. Complete the trail system in Northgate Park.
14. Complete the trail system in Pheasant Hills Park.
15. New trails in Mallard Cove Park.
16. Trail Bridge over CN Railroad for Calumet Avenue Trail.
17. Trail Bridge over CSX Railroad for East-West Trail.
18. Potential options for a pedestrian and bike trail bridge over Calumet Avenue.

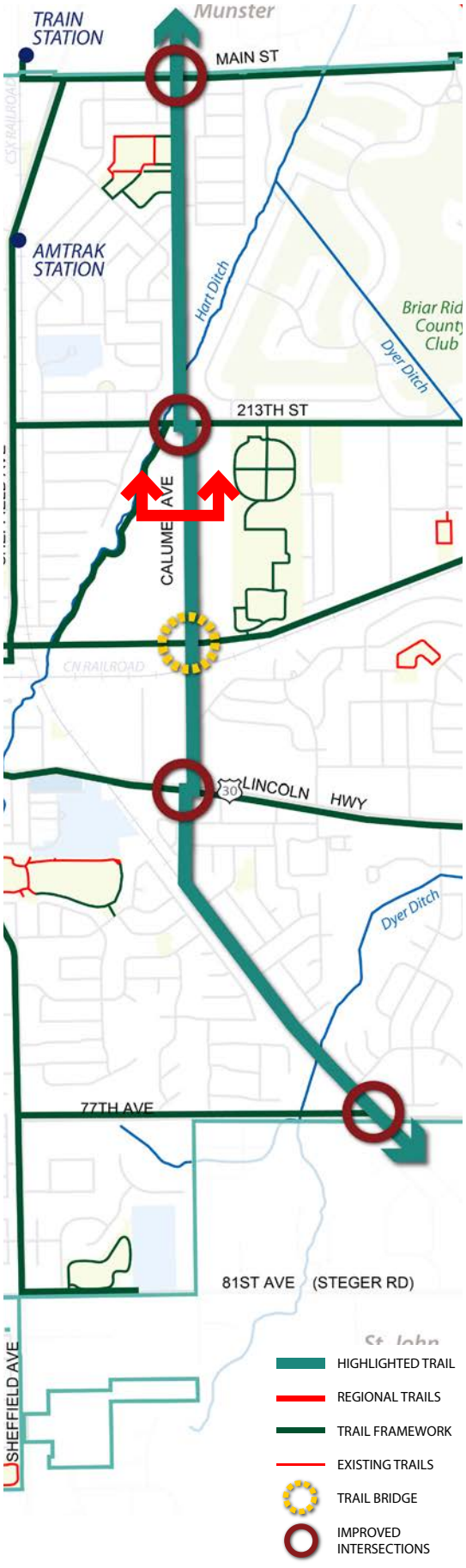
EXISTING TRAIL EXAMPLES

TRAILHEAD AT VILLAGE HALL ON ROUTE 30

NORTHGATE PARK TRAIL

TRAIL ON ROUTE 30 BRIDGE (IL)

TRAIL PROJECTS LIST

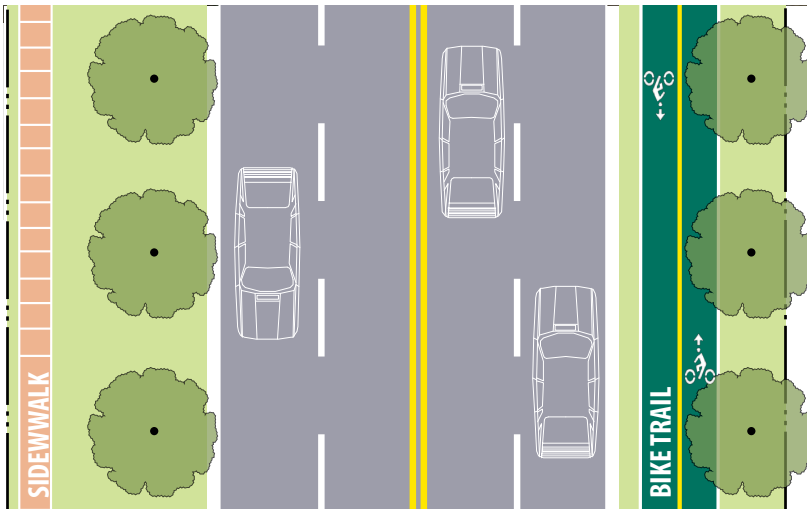


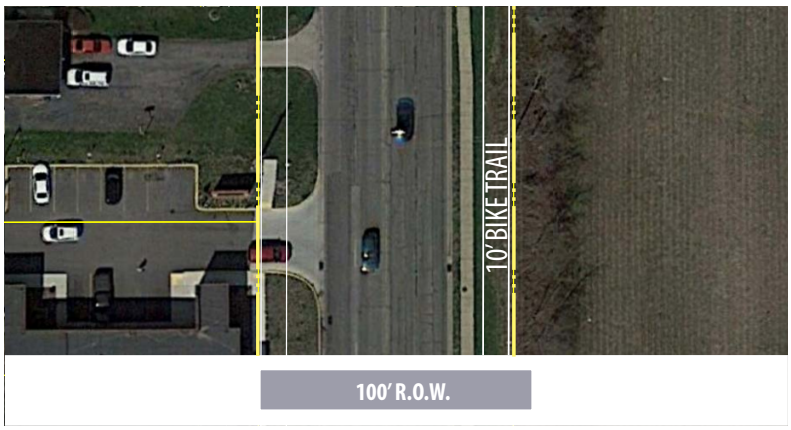
CALUMET AVENUE TRAIL

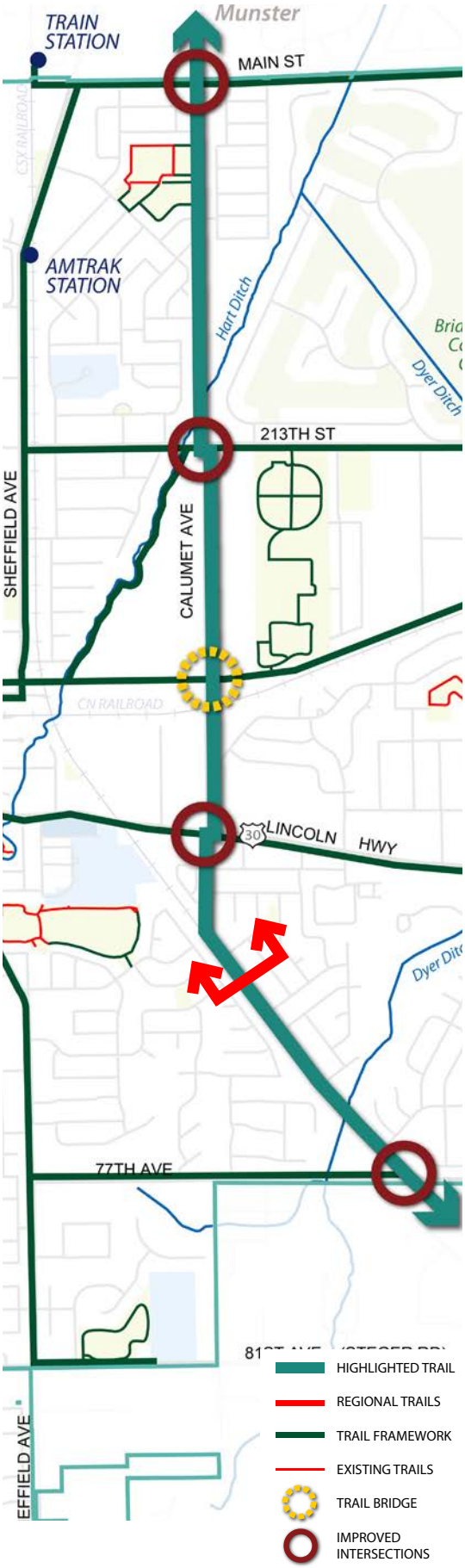
MAIN ELEMENTS OF THE TRAIL

- **Major new north-south trail connecting the whole Town**
- **Connects to Central Park and trails in the park**
- **Connects to Main Street and future Train Station**
- **Connects to East-West trail**
- **Connects to 77TH Avenue trail**

The Calumet Avenue Trail is a new trail along the west side of Calumet Avenue, beginning at Main Street and extending south to the 213th Avenue trail on the south side of 213th Avenue. Then crossing to



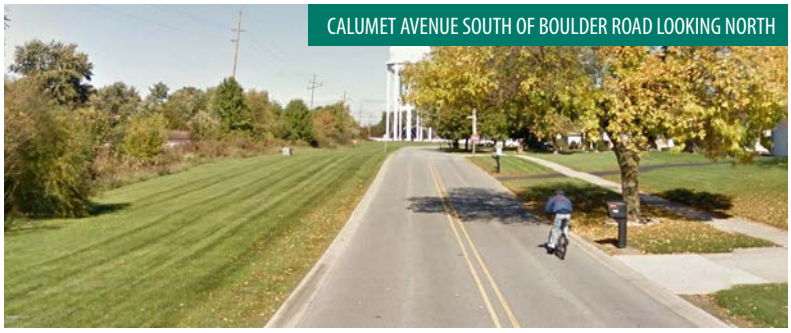


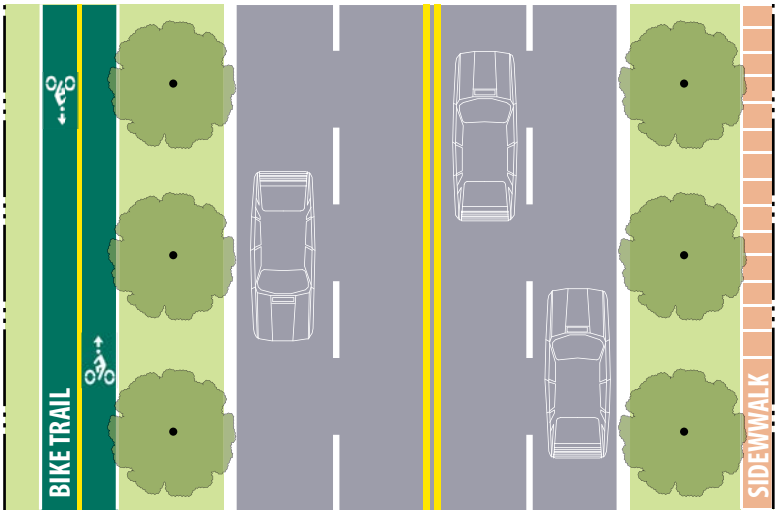


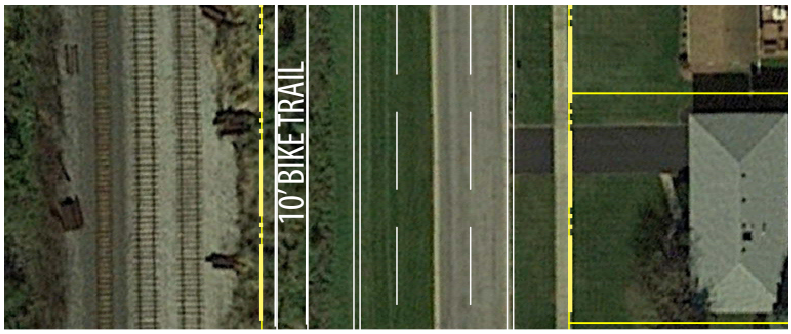
CALUMET AVENUE TRAIL

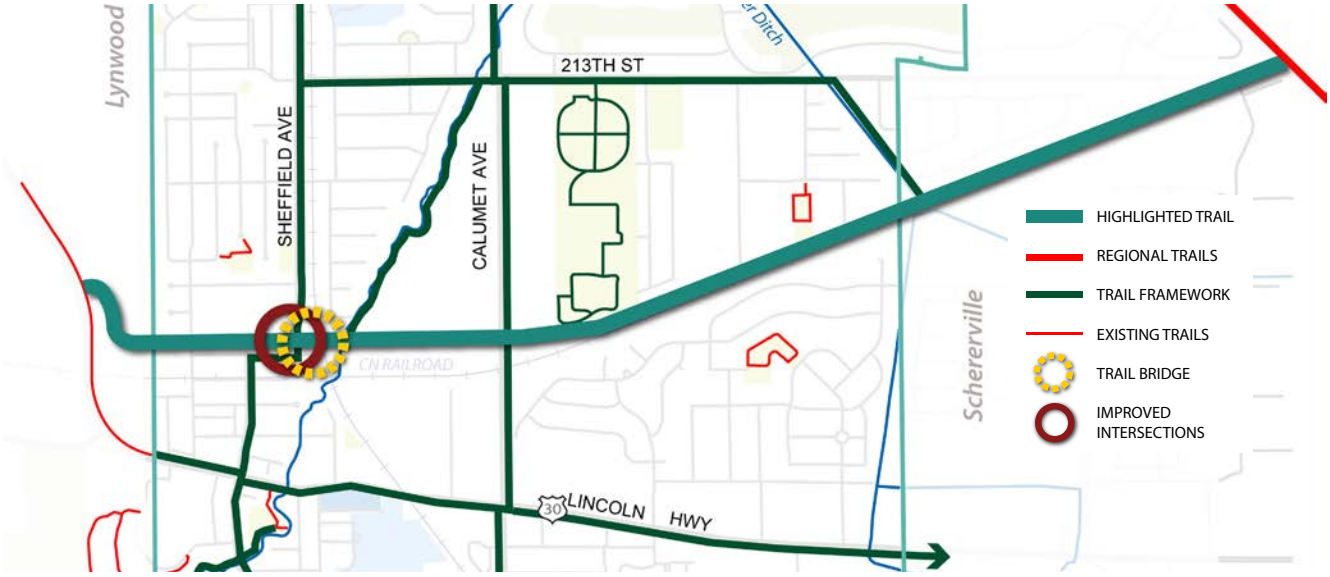
the east side of Calument Avenue continuing south to Rt. 30, then crossing back to the west side of Calument Avenue and continuing south to 77th Avenue.

OVERALL TRAIL LENGTH: 3.2 MILES APPROX.
INTERSECTIONS TO BE IMPROVED: Main Street, 213th Street, Route 30, 77th Avenue
RAIL CROSSINGS: CSX Railroad
TYPICAL R.O.W.: 100 FEET (VARIES AT INTERSECTIONS)
BRIDGE: Trail Bridge over CN Railroad









MAIN ELEMENTS OF THE TRAIL

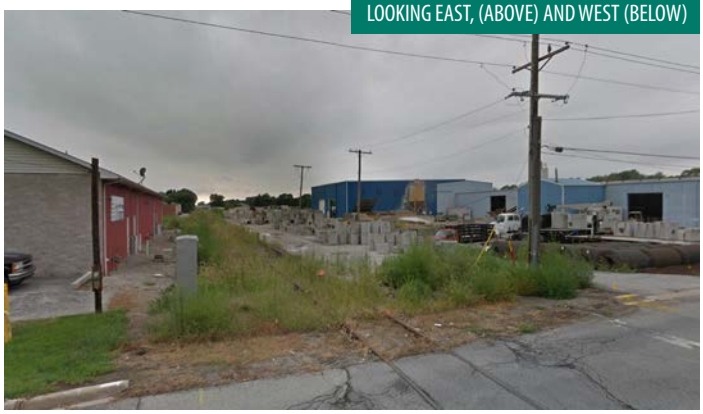
- **Major new East-West trail connecting the whole Town**
- **Connects to existing trail in Illinois, Central Park and park trails. Can also continue through Schererville and connect to the Pennsy Greenway**
- **Connects to Sheffield/Hart trail and future Train Station**
- **Connects to Calumet Avenue Trail**

New trail along decommissioned CN Railroad Spur R.O.W. (former EJ&E), from the Town's west boundary to the east boundary, with a potential to connect to the Pennsy Greenway Trail.

OVERALL TRAIL LENGTH: 2 MILES APPROX. (within Dyer)
INTERSECTIONS TO BE IMPROVED: Sheffield Avenue
RAIL CROSSINGS: Will require a bridge or underpass to cross CSX railroad.
TYPICAL R.O.W.: Varies
BRIDGE: Can use existing railroad bridge over Hart Ditch.

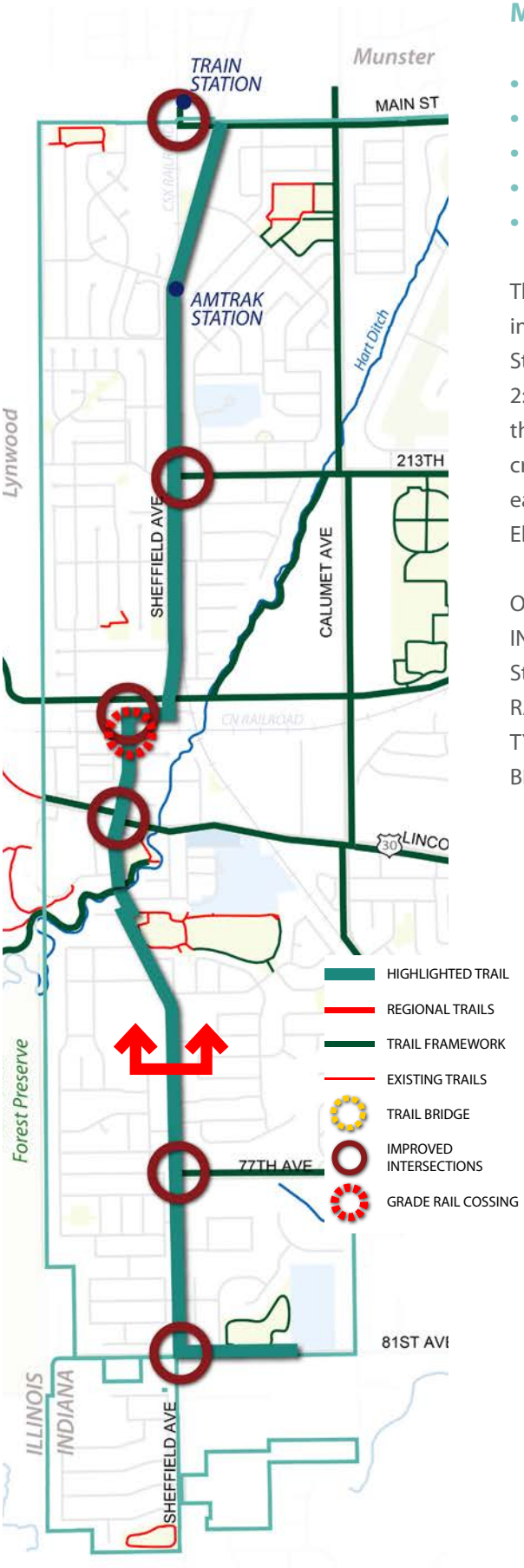
Requires coordination with Schererville to connect to the Pennsy Greenway.

EXISTING RAIL R.O.W. AT SHEFFIELD LOOKING EAST, (ABOVE) AND WEST (BELOW)



EXISTING RAIL R.O.W. LOOKING WEST FROM CALUMET AVENUE BRIDGE

EAST-WEST TRAIL



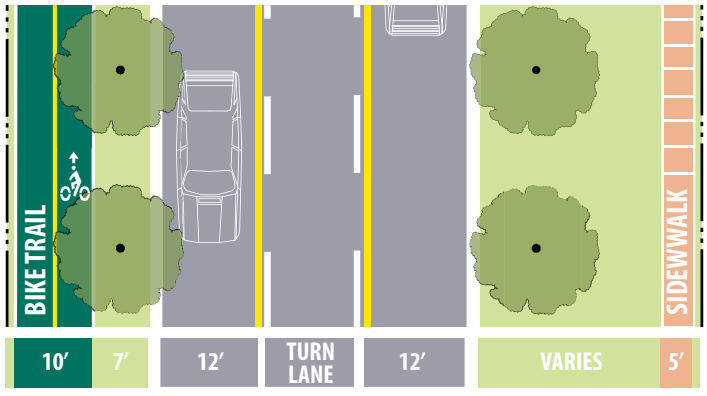
SHEFFIELD/HART TRAIL

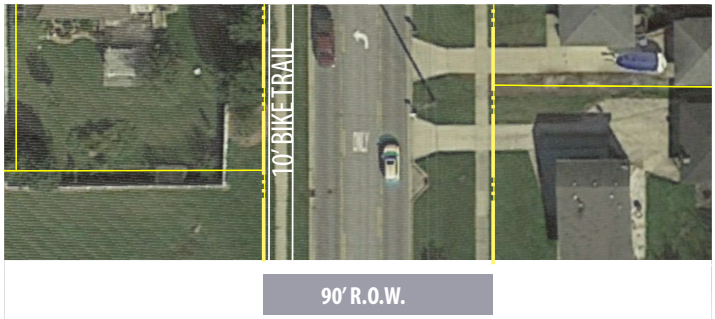
MAIN ELEMENTS OF THE TRAIL

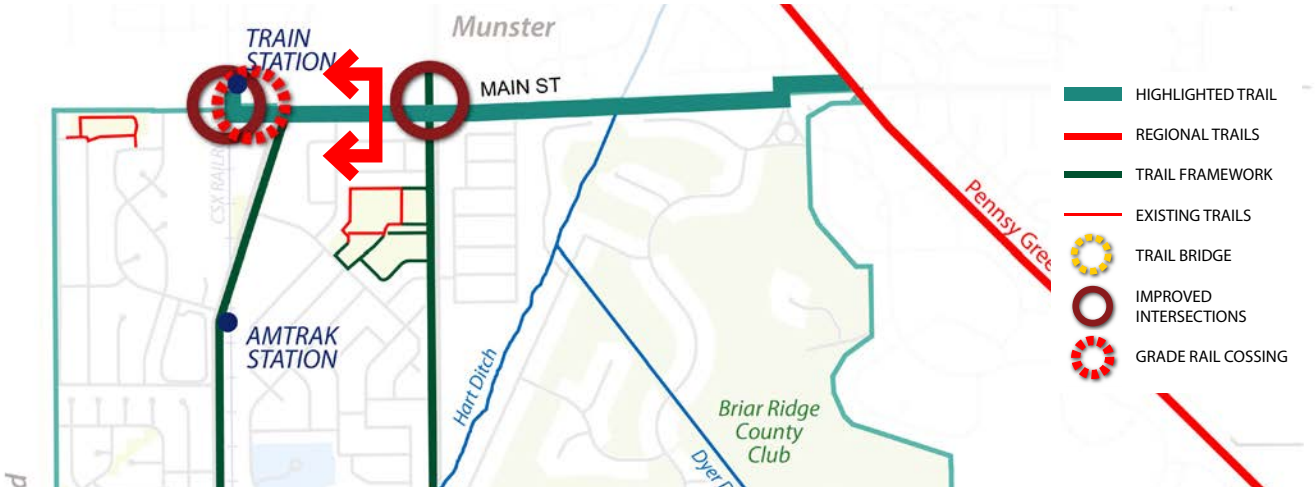
- **Major north-south trail connecting the whole Town**
- **Connects to Main Street trail & Future Train Station**
- **Connects to East-West trail**
- **Connects to 213TH Street trail**
- **Connects to Route 30 trail**

The Sheffield/Hart Trail is comprised of three legs which can be developed in phases. Leg 1: Along west side of the Sheffield beginning at the Main Street trail near the new West Lake station, south to Matteson Street. Leg 2: Continue west along the south side of Matteson Street to Hart Street, then south on the east side of Hart Street to Pheasant Hills Park. Leg 3: crosses to the west side of Hart and continues south to 81ST Avenue then east connecting to future trails in Mallard Cove Park then to George Bibich Elementary School.

OVERALL TRAIL LENGTH: 4.0 MILES APPROX.
INTERSECTIONS TO BE IMPROVED: Main Street, 213TH Street, Matteson Street, Route 30, 77th Avenue, 81st Avenue
RAIL CROSSINGS: Grade Crossing with CN railroad on Hart Street
TYPICAL R.O.W.: VARIES
BRIDGE: None







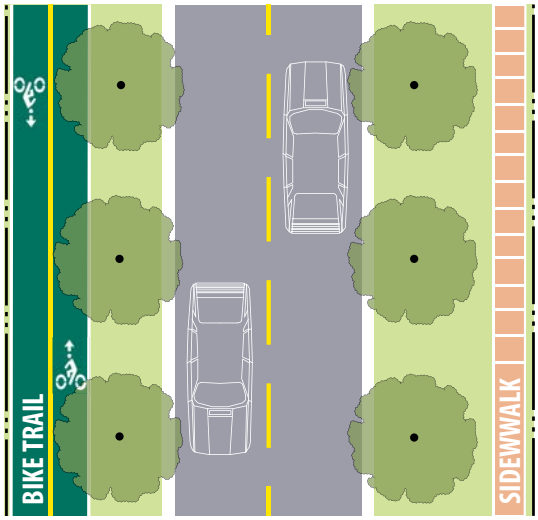
MAIN ELEMENTS OF THE TRAIL

- **Connects to future Train Station**
- **Connects to Pennsy Greenway**
- **Connects to Sheffield/Hart trail**
- **Connects to Calumet Avenue trail**

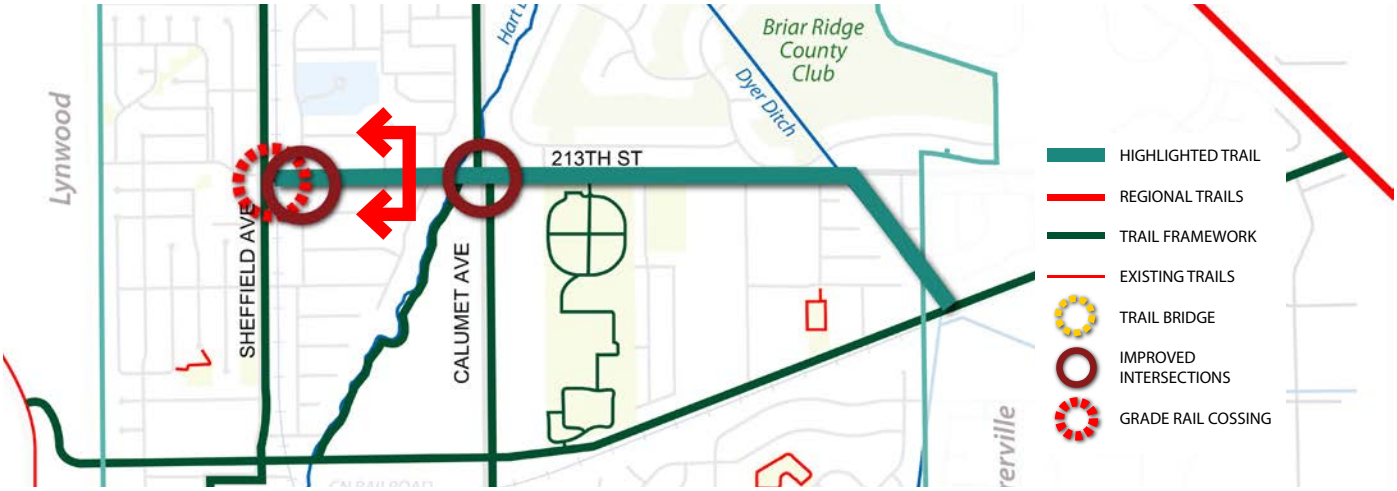
New trail along Main Street from the new West Lake station to the Pennsy Greenway Trail.

OVERALL TRAIL LENGTH: 1.4 MILES APPROX.
INTERSECTIONS TO BE IMPROVED: Calumet Avenue
RAIL CROSSINGS: None
TYPICAL R.O.W.: 68 FEET
BRIDGE: None

This trail will require coordination with Munster and the new Train Station. It will also be important to consider any potential widening of Main Street and acquisition of additional R.O.W.



MAIN STREET TRAIL



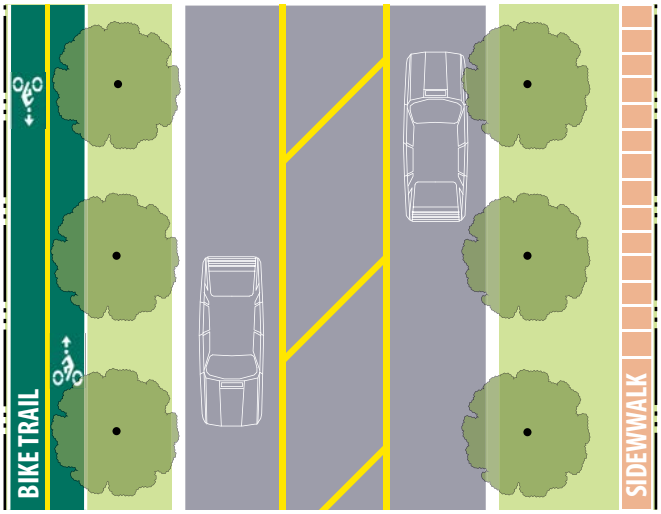
MAIN ELEMENTS OF THE TRAIL

- **Connects to Central Park and trails in the park**
- **Connects to east-west trail**
- **Connects to Calumet Avenue trail**
- **Connects to Sheffield/Hart trail**
- **Connects to Hart Ditch trail**

New trail along the south side of 213th Street from the Sheffield Trail to Dyer Ditch, then southeast along the east side of Dyer Ditch to the East-West Trail.

OVERALL TRAIL LENGTH: 1.6 MILES APPROX.
INTERSECTIONS TO BE IMPROVED: Harrison Avenue, Calumet Avenue
RAIL CROSSINGS: Grade crossing at CSX railroad
TYPICAL R.O.W.: 84 Feet
BRIDGE: Will require a bridge over Dyer Ditch if the current 213th Street road bridge cannot accommodate a trail.

Requires coordination with Schererville to connect to the Pennsy Greenway.



213TH STREET TRAIL

7 DESIGN GUIDELINES

EXAMPLES OF MIXED-USE BUILDINGS, RESTAURANTS AND OUTDOOR SEATING ALONG THE STREET WITH PARKING TO THE REAR

Design Guidelines laid out in this section are primarily intended for new development in the four districts: Downtown, Main & Sheffield, Calumet Aveue and Route 30. These can also be used in other areas of the Village to encourage more pedestrian oriented development patterns.

PRINCIPLES OF THE DESIGN GUIDELINES

- Place buildings along the street with parking to the rear. Do not allow parking lots in front of buildings facing the street.
- Maximize street level transparency with many windows to engage pedestrians.
- Face front doors towards the streets and connect directly to the sidewalk.
- Encourage articulated facades: interesting corner features and varied roof forms. Avoid blank walls facing the streets.
- Encourage awnings and canopies to add shade for pedestrians and add color to the facade.
- Encourage high quality materials for street facing facades.
- Encourage authentic architectural styles and consistency to a selected style in the design.
- Avoid fake architectural treatments, including fake upper stories, windows and other elements.
- Provide landscape buffers when adjacent to existing single family homes.
- Encourage special corner treatments, including corner entrances, architectural corner elements and small corner plazas.
- Encourage outdoor seating with widened sidewalks and small pocket plazas.

BUILDING AND PARKING PLACEMENT

- New buildings should be placed along the streets to create attractive pedestrian oriented street walls.
- No parking areas are allowed between the street and the building facade in the front setback area. Parking has to be provided to the rear or side of buildings, or below grade. Structured Parking will require a special use.
- No drive-thru lanes are allowed between the street and the building facade in the front setback area. Drive-thru lanes must be located to the rear or side of buildings.
- All rowhouse units must be rear loaded with garages and driveways accessed from a rear drive. Front loaded units with garages and driveways facing the streets are not allowed. Visitor Parking has to be provided to the rear or side of buildings.

BUILDING SETBACKS

- Typical Front Setback from Street: 0' (Zero Lot line Building) to 5' max. for non-residential and mixed-use buildings.
- Typical Front Setback from Street: 10' min for multifamily residential and rowhouses.
- Front setback can be increased to accommodate pedestrian oriented amenities, including: outdoor eating for restaurants, landscaped plazas, wider sidewalks, outdoor art or special streetscape features, and porches /stoops for rowhouses.

LANDSCAPED BUFFER

Landscaped Buffer from rear or side lot lines:

- From adjacent residential use: 10' min.
- From adjacent non-residential use: not required

EXAMPLES: 3 STORY ROWHOUSES (TOP TWO) AND SENIOR HOUSING BUILDINGS (BOTTOM TWO) THAT FACE THE STREET. GARAGE ACCESS AND PARKING IS PROVIDED TO THE REAR, AND FRONT DOORS ARE CONNECTED TO THE SIDEWALK.

ARTICULATED CORNERS

MAKE STREET CORNERS ATTRACTIVE WITH DISTINCTIVE ARCHITECTURAL ELEMENTS AND ENTRANCES

- Buildings on corner sites are great design opportunities to create attractive and inviting street intersections. All buildings on corner sites are strongly encouraged to showcase creative corner designs that make the building distinctive and strengthen the pedestrian scale of the street.
-
- Blank, windowless and unarticulated corners are not allowed on public street intersections.
- Corners can be articulated with changes in height, massing, or materials, including distinctive corner towers, roof features, windows, awnings and canopies, balconies or other unique architectural features.
- Articulated corner "Entrances" are highly desirable on all street intersections.
- Architectural style and design of corners must be consistent with overall style used in the building. Fake architectural elements, including fake windows, cornices and roof forms, are not allowed.
- Parking areas, driveways and service areas are not allowed at corner locations.

EXAMPLES OF DISTINCTIVE CORNER TREATMENTS FOR RETAIL, MIXED-USE AND RESIDENTIAL BUILDINGS

AWNINGS AND CANOPIES

ADD AWNINGS AND CANOPIES TO CREATE SHADE FOR PEDESTRIANS AND MAKE STREET FACADES MORE ATTRACTIVE

- Awnings may project up to 5' into the public right of way over a sidewalk.
- Awnings must be located over a window or door and cannot be located over fake windows or fake doors or along a blank wall.
- Canopies for entrances may project up to 8' max. into the public right of way over a sidewalk. Canopies cannot have support columns or poles on the sidewalk.
- An 8-foot minimum clearance above the finished sidewalk must be provided.
- Design should be in scale with the overall building and complement the architectural vocabulary.
- Transom windows and other architectural elements should not be covered.
- Materials must be high quality and durable.
- Backlit and vinyl awnings are not allowed.
- Retractable canvas awnings are strongly encouraged.
- Placement should not conflict with streetscape elements, tree canopies or signage.

EXAMPLES OF ATTRACTIVE AWNINGS AND CANOPIES THAT HIGHLIGHT ENTRANCES, ADD COLOR AND VIBRANCY TO THE STREET WALL AND PROVIDE SHELTER AND SHADE FOR PEDESTRIANS.

ARTICULATION OF THE STREET LEVEL

Ground level building articulation is critical in creating a great street that welcomes and supports pedestrian activity by providing visual interest, creating a sense of safety for pedestrians with more "eyes on the street".

ACTIVE STREET LEVEL USES

Active uses on the first and lower floors of a building include retail, restaurants, offices, lobbies and service uses.

- All building frontages are encouraged to include active uses along street frontages.
- Storefonts have to be at the street level to allow direct visual connections from the sidewalk.
- Arcades at street level are allowed only if these connect through the full length of a block. North facing arcades and arcades that end in a blank wall are discouraged.
- Uses like loading docks and mechanical rooms detract from the pedestrian experience and should not be placed facing the streets.

STREET LEVEL TRANSPARENCY

- A minimum of 60% of the street level facades of non-residential buildings, between 2 feet and 8 feet in height, shall be comprised of clear, non-reflective windows that allow views to the inside and enhances the pedestrian experience.
- Large facades of glass shall incorporate a variety of mullion patterns, bay dimensions, glass types or detailing to provide a human scale.
- Opaque, mirrored and translucent glass should be avoided and should not be considered "transparent."

EXAMPLES OF ATTRACTIVE STREET LEVEL FACADES WITH LARGE WINDOWS THAT ENGAGE PEDESTRIANS DURING THE DAYTIME AND THE EVENINGS

FACADE ARTICULATION

Facades of different buildings along a street together create the "STREET WALL" that defines the public realm, and is a critical element in creating a vibrant and pedestrian oriented environment. Facade articulation creates interesting pedestrian-scaled street walls and helps avoid large, monotonous facades.

Facade articulation can include a variety of architectural treatments including the following:

- Variations in depth, patterning, or fenestration.
- Use of rhythmic bays, planar breaks, curtain walls, window systems, entries, balconies.
- Blank and monotonous facades detract from the pedestrian appeal of the street wall and are strongly discouraged for all buildings.
- Elements for articulation can include cornices, horizontal banding, articulated columns and vertical elements, variations in wall plane and roof features, articulated entrances, street level windows, awnings, and canopies.
- Street level facades are encouraged to be articulated with some form of architectural element every 25 -30 feet to maintain visual interest and a pedestrian scale.
- Large expanses of blank and windowless walls are strongly discouraged on all streets. On facades facing the major streets, blank wall areas should not exceed 25 feet along the street frontage.
- When blank walls are unavoidable, façade articulation elements must be added to break the monotony of the surface.

EXAMPLES OF WELL ARTICULATED STREET FACADES THAT CREATE GREAT PEDESTRIAN STREETS

GREEN BUILDINGS

All new buildings in Dyer are strongly encouraged to employ green building technologies and strive to meet LEED (Leadership in Energy and Environmental Design) certification.

LEED CRITERIA F0R GREEN BUILDINGS

- MATERIALS: Focuses on materials to get a better understanding of what's in them and the effect those components have on human health and the environment.
- PERFORMANCE-BASED: Takes a more performance-based approach to indoor environmental quality to ensure improved occupant comfort.
- SMART GRID: Brings the benefits of smart grid thinking to the forefront with a credit that rewards projects for participating in demand response programs.
- WATER EFFICIENCY: Provides a clearer picture of water efficiency by evaluating total building water use.

EXAMPLES OF LEED CERTIFIED BUILDINGS:
FIRE STATION IN SOUTH BEND, IN (LEED SILVER AWARD) AND HEALTH PROFESSIONS BUILDING AT BALL STATE UNIVERSITY, MUNCIE, IN (LEED GOLD AWARD)

GREEN ROOFS

Green roofs provide layers of living vegetation installed on top of buildings and are strongly encouraged on all buildings with flat roofs. Green roofs offer the following benefits:

- Manage stormwater and improve water quality by retaining and filtering rainwater.
- Provide more building insulation, reducing cooling and heating costs.
- Reduce cadmium, copper and lead in runoff by over 95% and zinc by 16%; nitrogen levels are also diminished.
- Extend the life of roofs two to three times. A vegetated roof, on average, can be expected to prolong the life of a conventional roof by at least 20 years because the vegetation prevents the roof from being exposed to ultraviolet radiation and cold winds.
- Preserve habitat and biodiversity
- Improve air quality and reduce "urban heat island" effect.
- Provide garden areas for occupants and attractive views from surrounding taller buildings.

TYPES OF GREEN ROOFS

The two most effective types of green roofs are:

- Extensive systems, with 2 to 4 inches of soil, plants with shallow root systems, and easy maintenance. Extensive systems absorb storm water and provide insulation.
- Intensive systems are similar to gardens on the ground, with 6 to 12 inches of soil and deeper-rooted plants, This type provides more insulation, water filtration and storage.

EXAMPLE: 30,000 SF GREEN ROOF ON BIRCH BAYH FEDERAL BUILDING AND U.S. COURTHOUSE IN INDIANAPOLIS

EXTERIOR FINISH MATERIALS

The Town of Dyer is committed to "High Quality Materials" in all new buildings. These are materials that are long lasting, add long term value and permanence to a building, and have high energy efficiency.

STANDARDS

- At least 75% of all building facades shall incorporate Primary Materials.
- The remaining 25% may incorporate other "Accent Materials" to add texture and interest to the facade.
- Other new materials that meet the characteristics of high quality materials as outlined below will be considered by the Village on a case by case basis.

GUIDELINES

- Environmentally friendly materials that have a high LEED (Leadership in Energy and Environmental Design) rating are strongly encouraged, along with materials that have high recycled content, local availability, thermal insulation, low construction waste, and potential for reuse.
- The natural color of masonry materials should be retained. Painted brick or stone is not allowed for any new construction.

PRIMARY MATERIALS (75% of Building Facade)

Primary Materials are High Quality Materials that are characterized by:

- Permanence And Durability
- Low Maintenance Costs
- Energy Efficiency

Primary Building Materials:

- Brick
- Stone
- Cast Stone
- Glass and curtain walls
- Metal Cladding
- Copper and Stainless Steel
- Fiber Cement Siding, (e.g. Hardie Board) on upper floors only

Primary Roofing Materials

- Cedar
- Slate
- Asphalt Shingle
- "Green Roofs" provide layers of living vegetation on roofs and are strongly encouraged. Green roofs can help to manage stormwater and reduce cooling and heating costs.

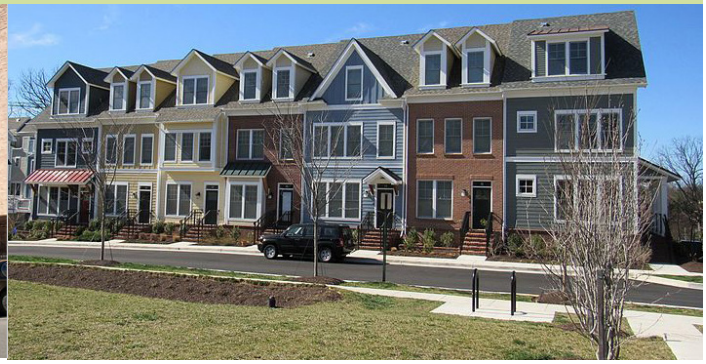
ACCENT MATERIALS (Maximum 25% of Building Facade)

- Fiber Cement Siding, (e.g. Hardie Board)
- EIFS (Exterior Insulation and Finish System). EIFS shall only be allowed when the application is at least 10 feet above grade.
- Stucco
- Wood (not plywood)
- Decorative block
- Concrete panels, smooth or textured
- Synthetic plaster
- Standing Seam Roof (muted tones)

PROHIBITED MATERIALS

- Cinder block
- Smoothface Block
- Mirrored or reflective glass
- Plywood

EXAMPLES OF LEED CERTIFIED RESIDENTIAL BUILDINGS WITH HIGH QUALITY AND ENERGY EFFICIENT MATERIALS



LOCAL FOOD

Enhancing the Local Food System is a robust element of NIRPC's 2040 Comprehensive Regional Plan. New development in Dyer can incorporate design elements that support existing and new local food systems.

BENEFITS OF LOCAL FOOD

According to NIRPC, "Local food has many benefits, such as fresher, more flavorful produce, decreased transportation costs and emissions, building community, and keeping money in the local economy."

NORTHWEST INDIANA (NWI) FOOD COUNCIL

- NIRPC launched the NWI Food Council in 2015, whose mission is to build a just, sustainable, and thriving locally-oriented food system for all through networking, education, advocacy, and projects.
- The Food Council serves as a regional clearinghouse and connects with other food groups and initiatives across the region. NIRPC provides guidance, technical assistance, supports the process, and links communities with resources and partners.

PROMOTING LOCAL "FOOD CORRIDORS"

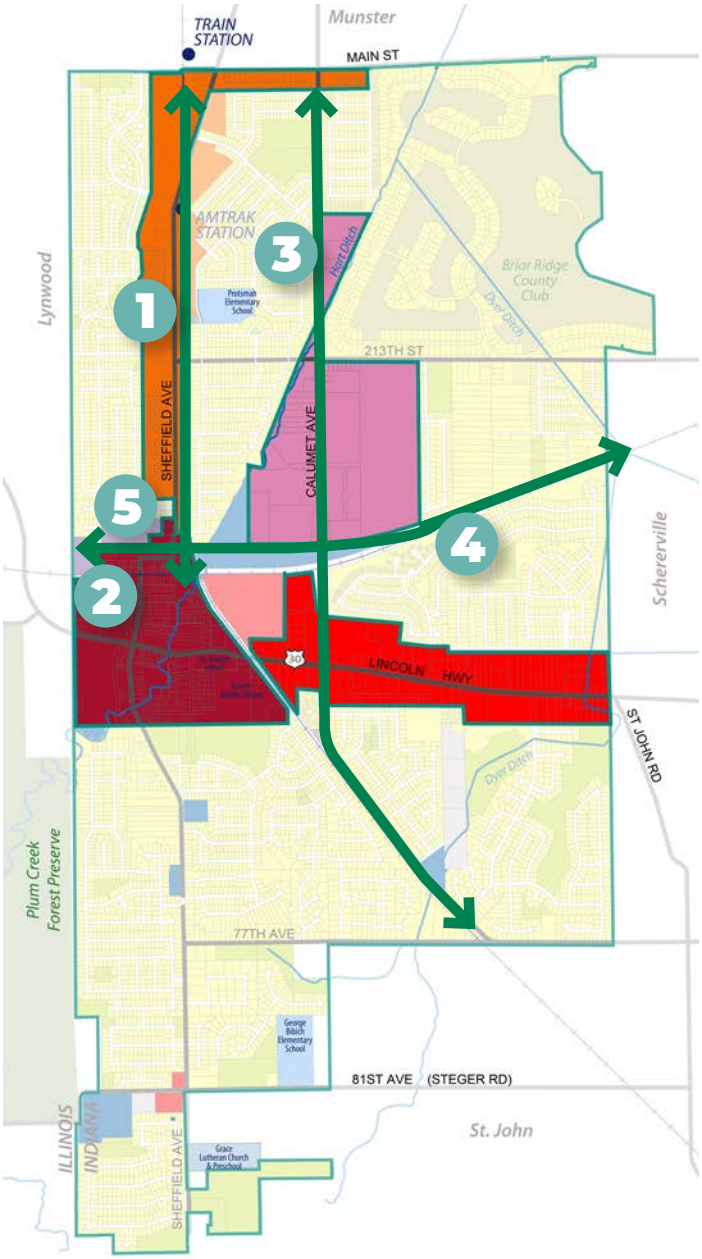
The development of robust and thriving food systems have the capacity to contribute significantly to a cohesive sense of community and establish an industry that is forward-thinking that would still complement the needs and goals of the existing plans for green space and health industry development.

- Encourage new development that supports local food systems and urban farming.
- Design outdoor spaces with the capacity to provide support for re-naturalized ecosystems, pollinator friendly spaces.
- Encourage innovative design solutions that incorporate food forests and other local food initiatives like community gardens, micro-orchards, beehives, etc.
- Encourage Sheffield Avenue to become a "Food Corridor" by supporting local restaurants, breweries, artisanal maker spaces, farmers markets etc. to attract residents as well as outside visitors.
- Incorporate local food supportive policies into the new Zoning Ordinance.

EXAMPLES OF LOCAL FOOD HUBS THAT ALSO SERVE AS GREAT COMMUNITY GATHERING PLACES:

- (BELOW) PORTAGE COMMUNITY GARDEN
- (RIGHT) BLOOMINGTON FARMERS MARKET
- (FAR RIGHT) SUN KING SPIRITS BREWERY IN CARMEL

8 IMPLEMENTATION



This section provides an overall summary of major projects and recommendations offered in the preceding chapters of the Comprehensive Plan. This list can guide both near-term and long-term investments in capital improvements, acquisition and infrastructure projects for the Town of Dyer.

Key priority near term projects are identified below. Implementation of these projects can be pursued over the next 5 years to catalyze redevelopment in key areas. List of potential funding sources are provided at the end of the section.

PRIORITY NEAR TERM PROJECTS

1. SHEFFIELD CORRIDOR STREETSCAPE AND TRAIL, see section 3, page 36-38.
2. HART STREET STREETSCAPE AND ROUTE 30 INTERSECTION, see section 2, page 24-25.
3. TRAIL ALONG CALUMET AVENUE, see section 6, page 52-53.
4. TRAIL ALONG FORMER TRACKS, see section 6, page 54.
5. NEW SQUARE TO CONNECT SHEFFIELD AND HART, see section 2, page 27-28.

SUMMARY LIST OF MAJOR PLAN RECOMMENDATIONS

DOWNTOWN DYER

- New Town Hall and municipal facility as a major anchor on Hart Street.
- Enhanced Public Park along Hart Ditch with new trails, amenities and programmed outdoor space.
- Extension of Public Park and trails along the creek to the west side of Hart Street.
- Redevelopment of existing Town Hall site with new commercial, mixed-use and municipal uses.
- New pedestrian plaza at the southwest corner of Hart Street and Route 30, with signage for the hospital, and seating, lighting and landscaping elements.
- Improved intersection to create an attractive and safe pedestrian and bike crossing.
- Route 30 Streetscape improvements.
- Hart Street Streetscape improvements.
- Potential redevelopment of commercial parcels.
- Potential redevelopment of parcels east of Hart Ditch.
- Potential redevelopment of parcels along Hart Street.
- New Sheffield-Hart Connection and Public Square:
    - New roadway connection between Sheffield Avenue and Hart Street.
    - New 2.5 acre Public Square as a terminus for Sheffield Avenue and Hart Street.
    - Redevelopment of parcels around the new square.
    - New east-west trail connection.

SHEFFIELD AND MAIN DISTRICT

- Pedestrian connection across Main Street, to proposed train station
- Redesigned Sheffield Avenue R.O.W. with landscape medians and streetscaping. Curbcuts are minimized to create continuous sidewalks.
- Improved crosswalks designed for safe and convenient pedestrian and bicyclist crossing.
- Encourage redevelopment of key site along Sheffield with:
    - New buildings placed along street to support a variety of uses, including commercial and multifamily.
    - Parking to the rear shared between adjacent properties with cross access easements.
    - 12' rear landscaped setback as buffer to tracks.
    - 12' rear landscaped setback as buffer to existing homes to the west.

CALUMET DISTRICT

- New public road to clearly define the west edge of Central Park and connect to 213th Street to the north. The road creates a desirable address for new development facing the park.
- New roadway serving proposed development south of Central Park Boulevard
- New east-west road connection between Calumet Avenue and Central Park

ROUTE 30 DISTRICT

- Consolidate curbcuts to minimize turn movements and allow for continuous sidewalks.
- Transform existing intersections with pedestrian and bicycle amenities.

- Install landscaped medians wherever feasible.
- Install new street trees, wayfinding, signage and decorative paving to make the street more attractive.
- Require all new buildings to be along the street with parking to the rear or side and to provide cross access easements to share parking.

TRAIL NETWORK

- The Calumet Avenue Trail: New trail along the west side of Calumet Avenue, beginning at Main Street and extending south to the 213th Avenue trail on the south side of 213th Avenue. Then crossing to the east side of Calument Avenue continuing south to Rt. 30, then crossing back to the west side of Calument Avenue and continuing south to 77th Avenue.
- East-West Trail: New trail along decommissioned CN Railroad Spur R.O.W. (former EJ&E), from the Town's west boundary to the east boundary, with a potential to connect to the Pennsy Greenway Trail.
- Sheffield/ Hart Trail - First Leg: New trail along west side of Sheffiled, beginning at Main Street near the new West Lake station, continuing south to Matteson Street.
- Sheffield/ Hart Trail - Second Leg: Continuing from the First Leg traveling west along the south side of Matteson Street to Hart Street. Then continuing south on the east side of Hart Street to Pheasant Hills Park.
- Sheffield/Hart Trail - Third Leg: Continuing from the Second Leg, crossing to the west side of Hart and continuing to 81ST Avenue, then crossing Sheffield Avenue and continuing east to George Bibich Elementary School.
- Main Street Trail: New trail along north side of Main Street from new West Lake station to the Pennsy Greenway Trail.
- 213th Street: New trail along the south side of 213th Street from the Sheffield Trail to Dyer Ditch, then southeast along the east side of Dyer Ditch to the East-West Trail.
- New trail along the north side of 77TH Avenue from the Sheffield Trail to the Calumet Avenue Trail.
- New trail along the east bank of Dyer Ditch from the East-West Trail north to the 213th Street Trail.
- New trail along north bank of Hart Ditch from Sheffield Trail west to connect to trails in Plum Creek Forest Preserve.
- Planned trails in Central Park, subject to revision by the Parks and Recreation Department.
- New trail along Rt. 30 from Town's west boundary to the Town's east boundary.
- Complete the trail system in Northgate Park.
- Complete the trail system in Pheasant Hills Park.
- New trails in Mallard Cove Park.
- Trail Bridge over CN Railroad for Calumet Avenue Trail.
- Trail Bridge over CSX Railroad for East-West Trail.
- Pedestrian and bike trail bridge over Calumet Avenue, (see plan for potential locations).

DESIGN GUIDELINES

- Enforce recommended Design Guidelines for new development in the four districts: Downtown, Main & Sheffield, Calumet Avenue and Route 30. These can also be used in other areas of the Village to encourage more pedestrian oriented development patterns.

POTENTIAL FUNDING SOURCES

FUNDING SOURCE	DESCRIPTION	PARTNER AGENCIES	LINK
Transportation Alternatives Set-Aside Program (TA Set-Aside)	Preliminary engineering work (survey, design, and construction documents), right-of-way (engineering, management, and acquisition), construction, and construction supervision.	• Federal Highway Administration (FHWA) • INDOT • Northwestern Indiana Regional Planning Committee (NIRPC)	https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm
Indiana Trails Program (ITP) Grant Program	Projects are eligible if they provide public access to trails. Funds can be used for: • Construction of trails • Acquisition of easement or property for trails • Development of trailheads and other support facilities (parking, water fountains, benches, signage, etc.) • Construction of bridges, boardwalks and crossings	• Indiana Department of Natural Resources	https://www.in.gov/dnr/outdoor/10447.htm
Transportation Alternatives (TA)	On- and off-road facilities for pedestrian and bicyclists; safe routes for non-drivers; convert abandoned railroad corridors to trails; historic preservation; rehabilitate historic transportation facilities.	FHWA; INDOT; NIRPC	
Safe Routes to School (SRTS)	Both infrastructure projects and non-infrastructure projects, such as education, are eligible. K-8th grade is the primary focus and these projects should help improve access for children with physical disabilities.	• FHWA • INDOT	https://www.in.gov/indot/files/SRTS_ProgramParameters.pdf
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	Transportation projects or programs that are likely to contribute to the attainment or maintenance of the EPA's minimum standard for air quality. The projects have to be included in NIRPC's current transportation plan and Transportation Improvement plan (TIP).	• USDOT • INDOT • EPA • NIRPC	https://www.oki.org/wp-content/uploads/2015/11/OKI-Indiana-CMAQ-Program-Instructions-and-Application.pdf

FUNDING SOURCE	DESCRIPTION	PARTNER AGENCIES	LINK
2020-2 Community Crossings Matching Grant Program	Launched in 2016, the Community Crossings Matching Grant Program provides funding to cities, towns, and counties across Indiana to make improvements to local roads and bridges.	• INDOT	https://www.in.gov/indot/2390.htm
The Statewide Transportation Improvement Program (STIP)	Indiana's STIP is four-year fiscally constrained planning document that lists all projects expected to be Federally funded in years to 2021, as well as State funded projects that have been deemed regionally significant.	• INDOT	https://www.in.gov/indot/files/STIP_2018-2021-narrative.pdf
Surface Transportation Program (STP)	Highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. Any pedestrian and bicycle projects that were previously funded by federal aid can use this funding to preserve and improve their performance.	• State of Indiana • NIRPC	
Highway Safety Improvement Program (HSIP)	The program aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. The Fixing America's Surface Transportation Act (FAST) continues and refines the HSIP.	• State of Indiana • NIRPC	https://www.in.gov/indot/2357.htm
Tax Increment Financing (TIF)	Redevelopment, infrastructure, or other community improvement projects.	• Town of Dyer	

2020 COMPREHENSIVE PLAN

TOWN OF DYER, INDIANA