

BEVERLY SHORES BURNS HARBOR CEDAR LAKE CHESTERTON CROWN POINT DUNE ACRES DYER EAST CHICAGO



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September, 2008

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The following NIRPC staff members contributed to the development of this report:

Mitch Barloga
William Brown
Eman Ibrahim
Shannan Lefever
Kathy Luther
Sarah Nerenberg
Belinda Petroskey
Lauren Rhein
John Smith
Steve Strains
Thomas Vander Woude

For information on a copy of this document in an alternate format please contact NIRPC:

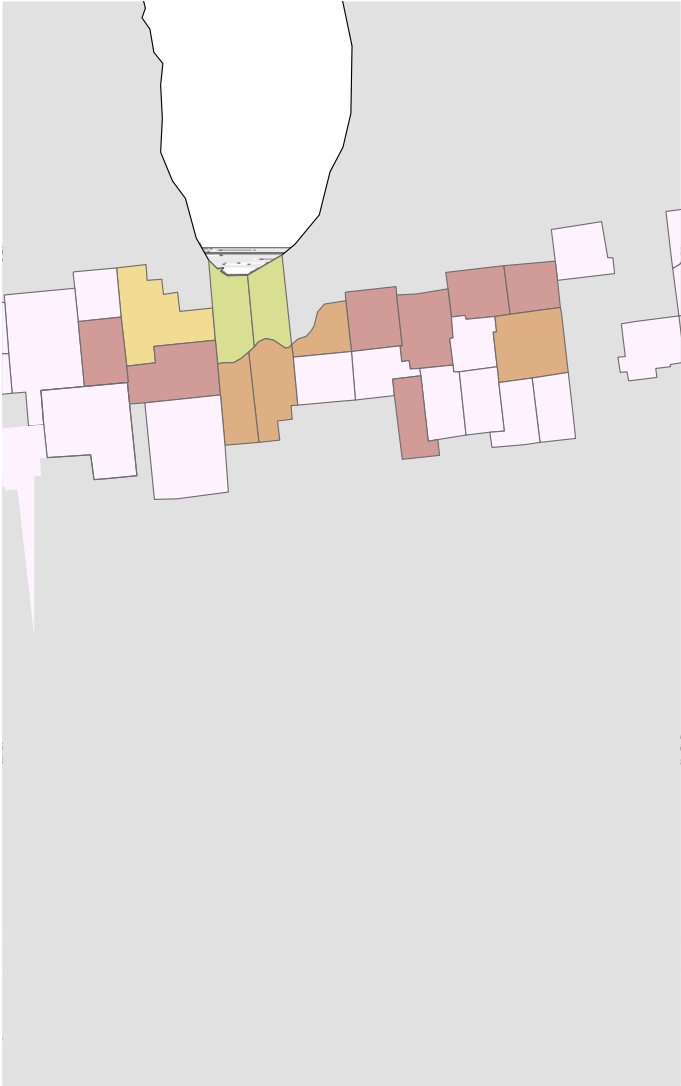
Northwestern Indiana Regional Planning Commission
6100 Southport Road
Portage, IN 46368
219.763.6060 / Relay Indiana 711
www.nirpc.org
nirpc@nirpc.org

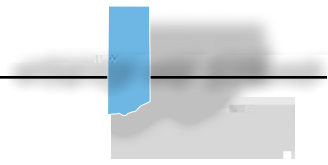


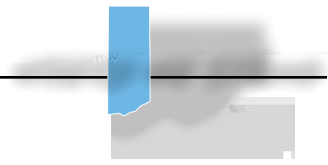


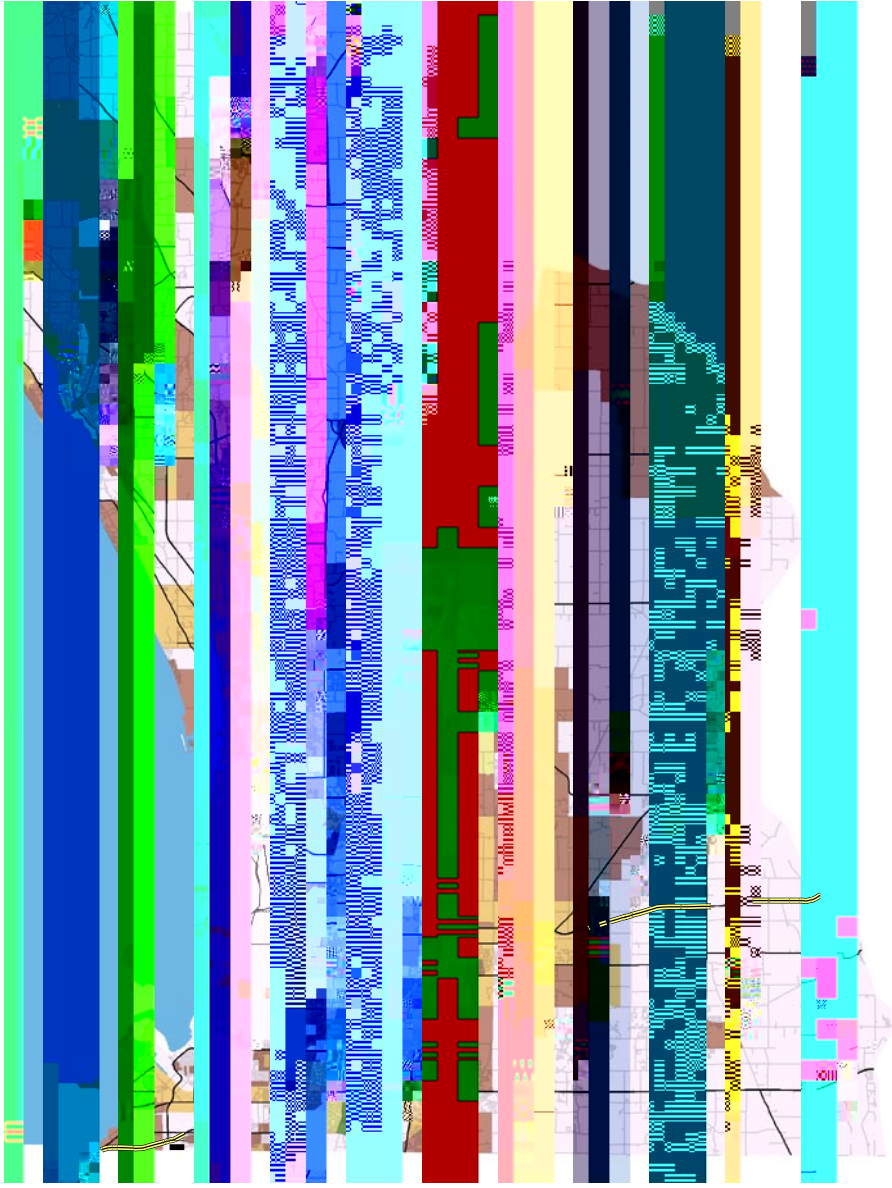
Source: "Projection Implications on the Economy: Land Use" John R. Ottensmann

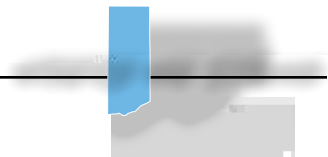








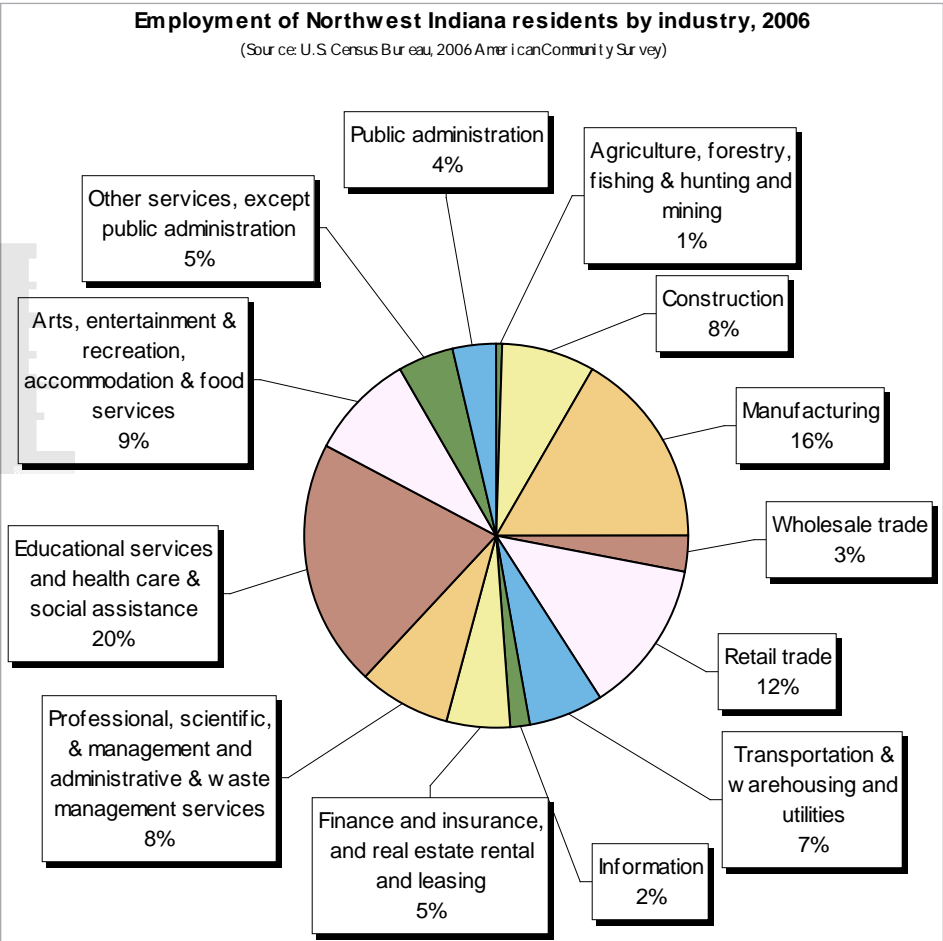


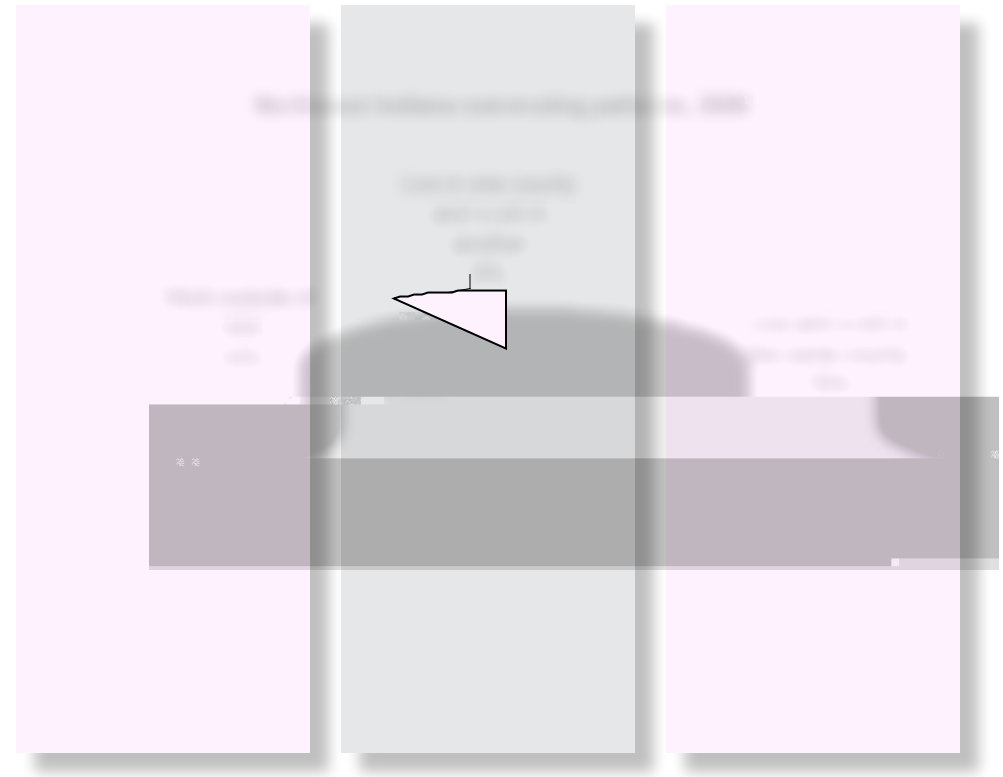


the issue: economic development in the new economy



| Growing industries, 2002-2006 | | | |
|-------------------------------|------------------------|----------------------|---------------------------------|
| Industry classification | Percent change in jobs | Number of jobs added | Average annual earnings per job |
| Management of companies | 18.15% | 246 | \$75,476 |
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Northwest Indiana Regional Council



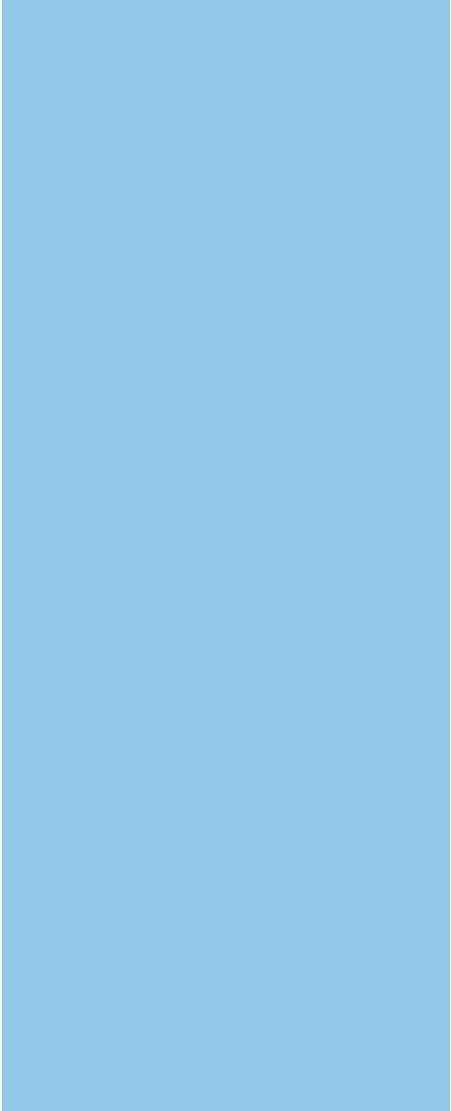
On the whole, Northwest Indiana has a strong foundation in secondary edu-



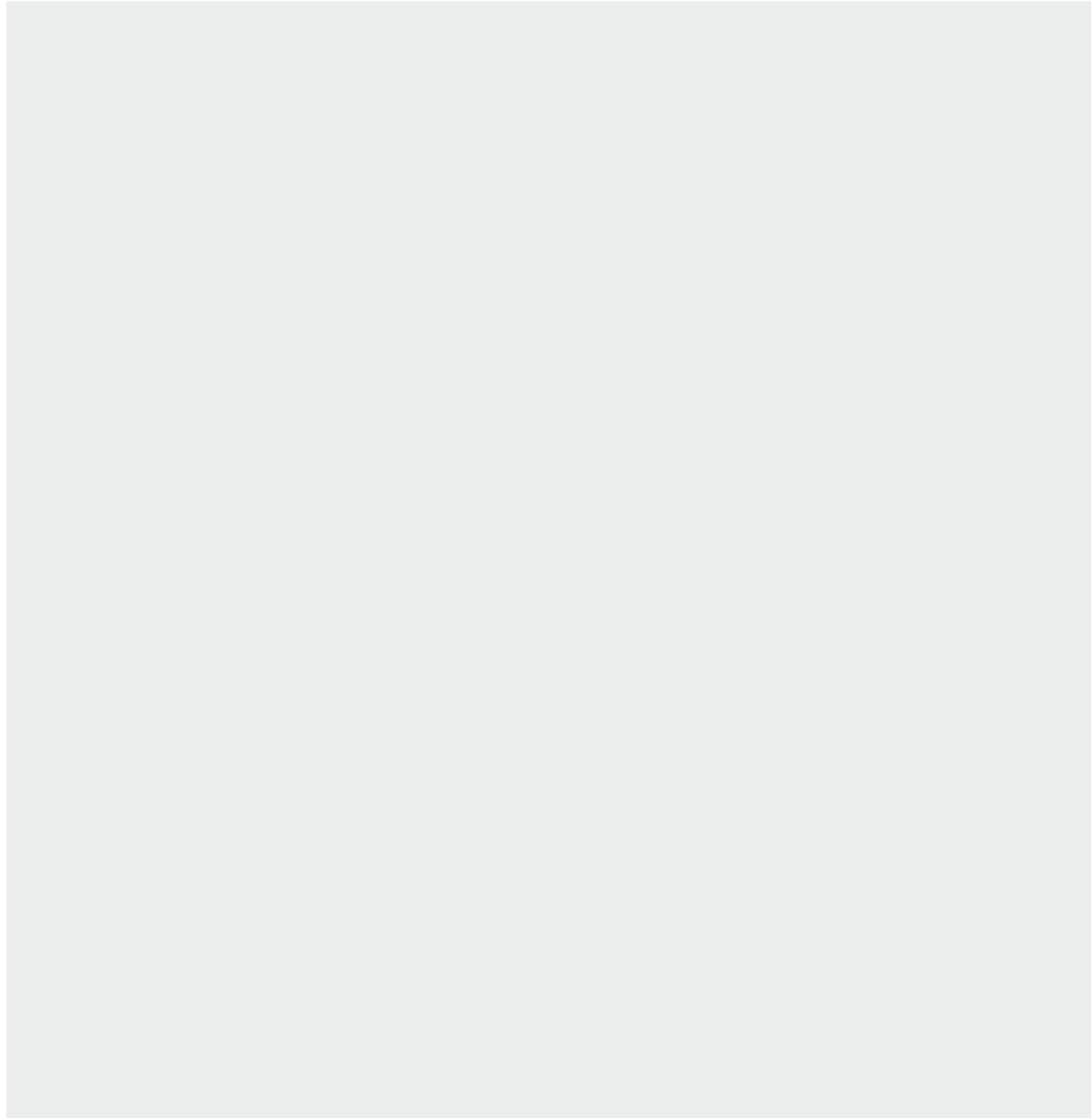
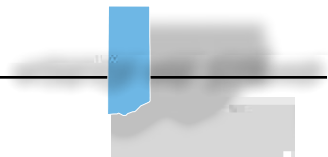


INCOME

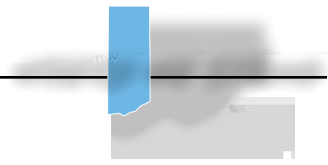
Median household incomes in the Northwest Indiana counties are generally lower than that of the Chicago metropolitan region, but to different degrees. For example, our wealthiest county, Porter, is closest to the level of the



the issue: maintaining an efficient transportation network



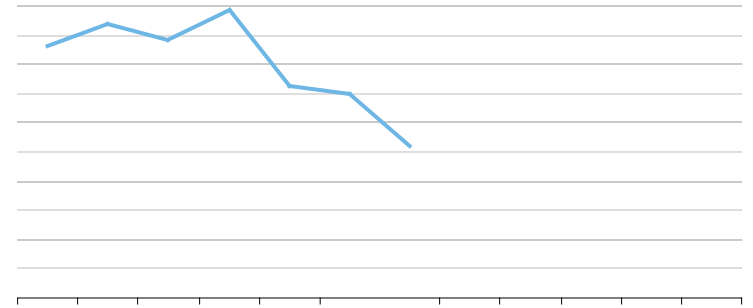
Traffic congestion also imposes heavy environmental costs. Although air quality has improved, Northwest Indiana is still a designated non-attainment area for ground level ozone (), particulate matter (PM10), and fine particulate matter (PM2.5). This means that the air in our region exceeds National Ambient Air Quality Standards for these pollutants, both of which



BUS TRANSIT

Currently, only the cities of Hammond, East Chicago, Gary, Michigan City and Valparaiso offer fixed route bus lines. These municipal bus lines (excluding the Valpo V-Line, which opened in October 2007) carried 1,699,551 passengers in 2007. Overall ridership on municipal transit peaked in 2006 and then dropped in 2007. The Gary Public Transportation Corporation showed the greatest decline, plummeting 64 percent from 1996 levels. During that same time period, East Chicago Public Transit posted the highest gains, 120 percent, while both Hammond and Michigan City's ridership also increased by over 5 percent.

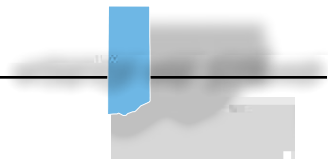
Outside of Valparaiso, the central and southern areas of the region are served by demand-response transit services. These services carried 400,729 passengers in 2007.



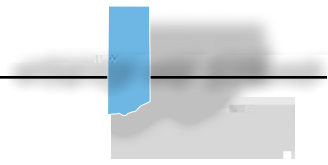


AN ALTERNATIVE

In addition to motorized transportation, Northwest Indiana is developing an extensive network of bicycle and pedestrian trails. The coast-to-coast American Discovery Trail, set to pass through Lake County, will link Northwest Indiana with the rest of the country. Frequently built on abandoned railroad rights-of-way, these trails are opening connections between towns and cities and providing important recreation and open space opportunities. While it certainly improves the quality of life in the region, whether this trail



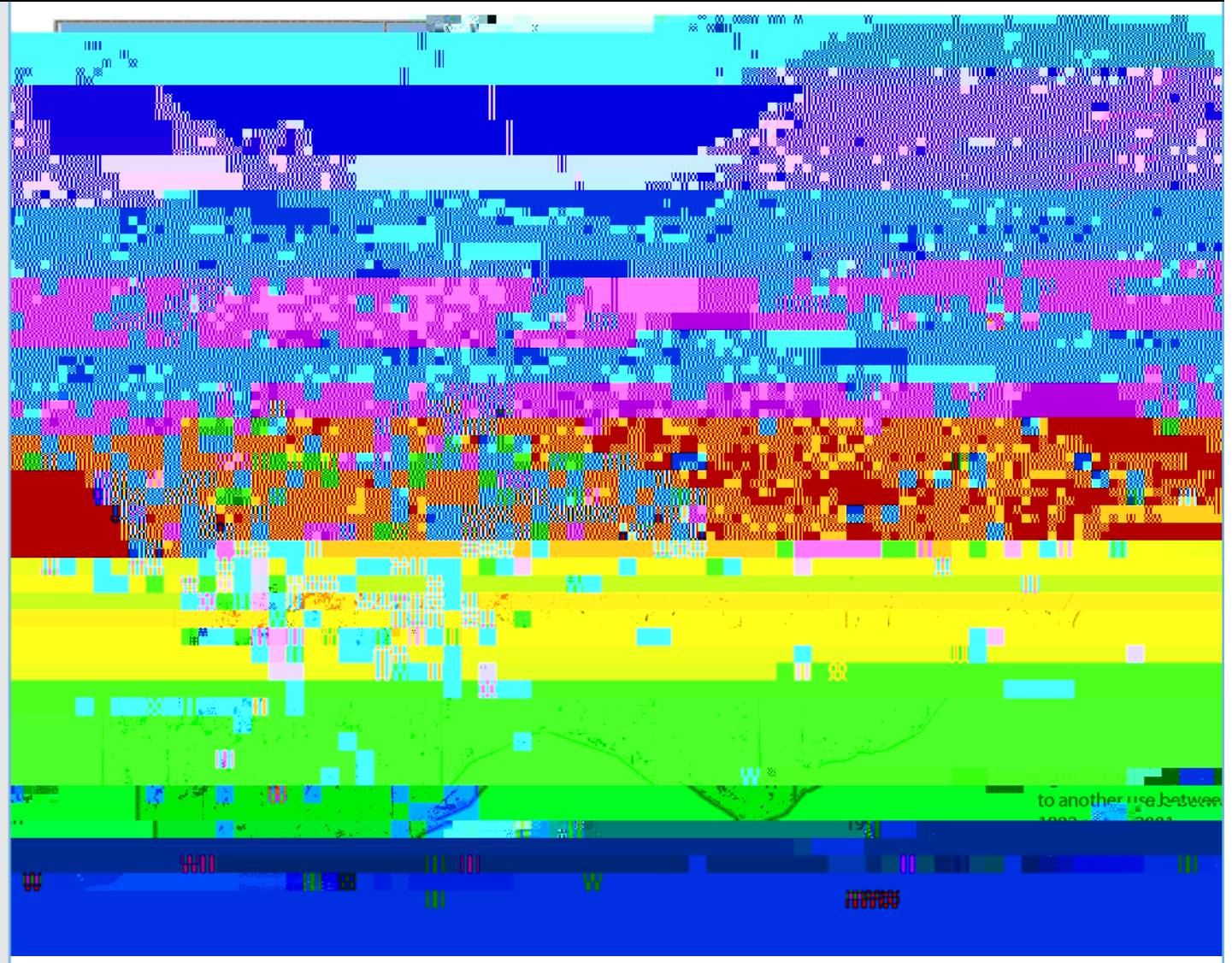
the issue: striking a balance in future land use

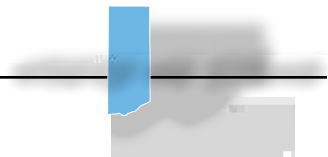


Regional land use changes between 1992 and 2001

Declining farmland - 77 square miles

This map shows where agricultural land was converted into commercial or residential land. It also bears testimony to a vanishing way of life, a breaking with our history, and a disappearing landscape. The small farms that were once a part of nearly every Northwest Indiana town, even in the highly industrialized north Lake County, are

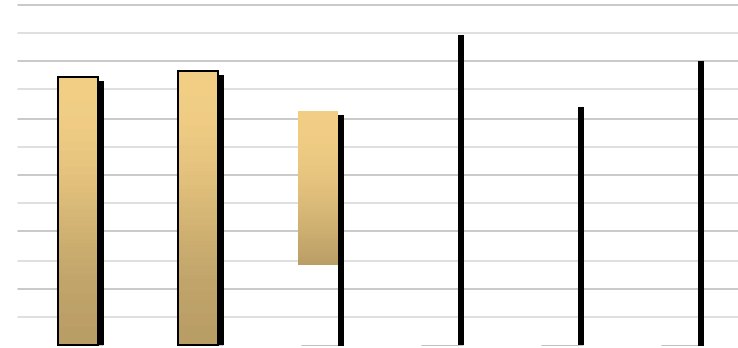




HOUSING

Housing in Northwest Indiana is among the most affordable in the Chicago Metropolitan region. As a result, homeownership rates are fairly high in much of our region. The median housing value is slightly more than half that of the entire Chicago region, a competitive advantage which has done much to attract home-buyers from Illinois. On the national scale, the average home sells for 40 to 60 thousand dollars more than it does in Northwest Indiana.

Similarly, median gross rent is more than a hundred dollars less in our most expensive county than it is in the rest of Chicagoland. Unfortunately, a higher proportion of renters is paying at least 30 percent of their income on housing. This may reflect less upon the affordability of the housing stock and more upon the quality of jobs available.





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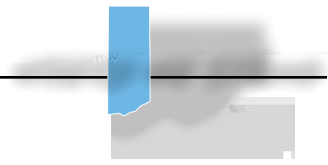
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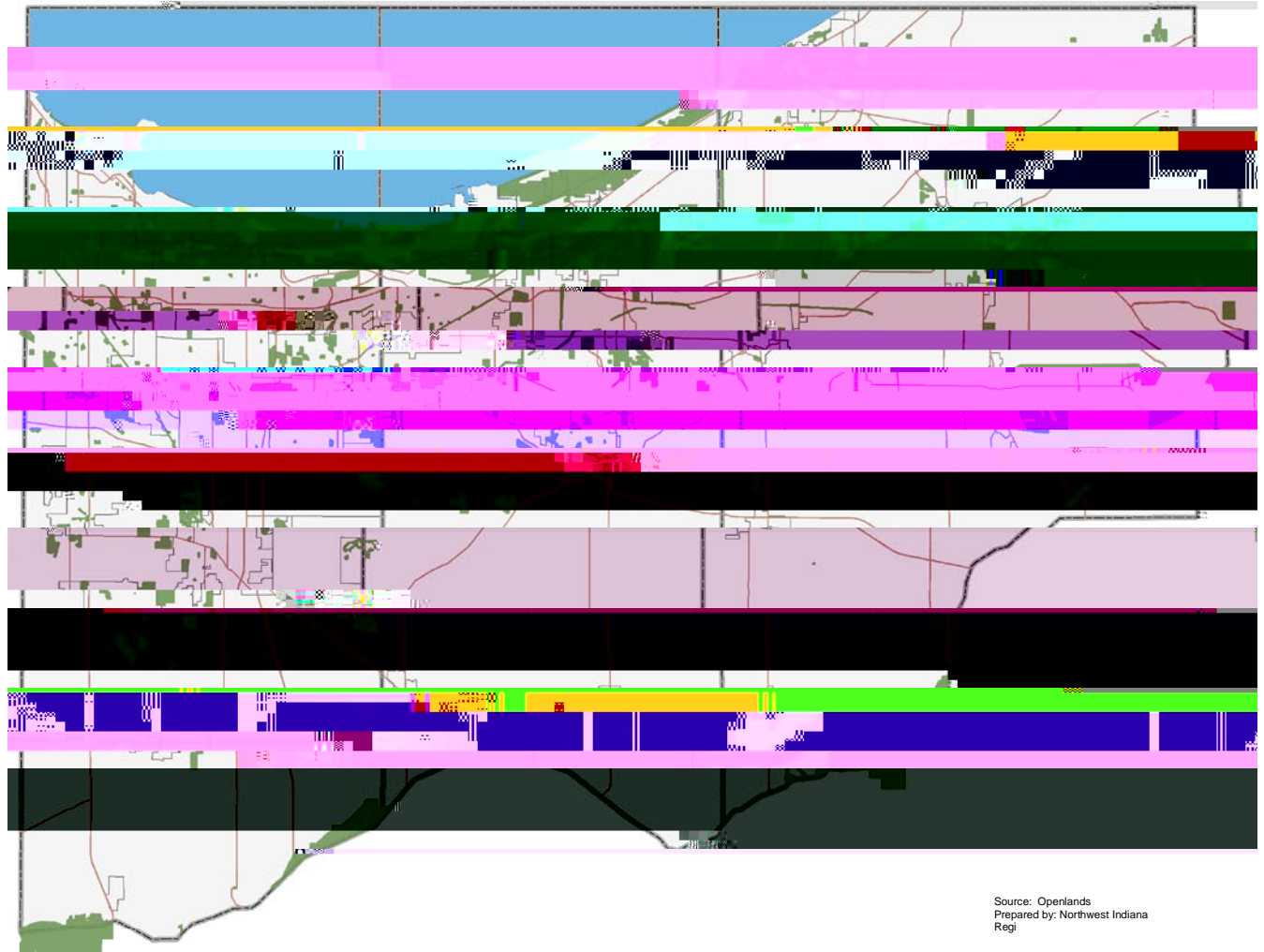


LIMITING FACTORS

Northwest Indiana is divided into three general soil type areas. In the northern and southern portions of the region, the soil is sandy, allowing for good infiltration and replenishment of groundwater. In the central area, which follows the Lake Michigan-Kankakee River basin divide, the soil is clay, meaning less infiltration, poorer qualities of shallow groundwater and slower groundwater recharge.

This knowledge is important as we make decisions regarding future development. A significant portion of new residential and commercial development is taking place outside of the Lake Michigan basin. Consequently, in the central area of our region, more demand is being placed on groundwater that, due to the less permeable clay soil, is not easily replenished. Increased risk of flooding is also an issue.





Source: Openlands
Prepared by: Northwest Indiana
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