- **Existing Land Use Patterns**
- **Population Trends**
- **Past Plans**
- **Housing Trends**
- **Policy Areas**
- **Focus Corridors**

Notes:
Willow Creek corridor -
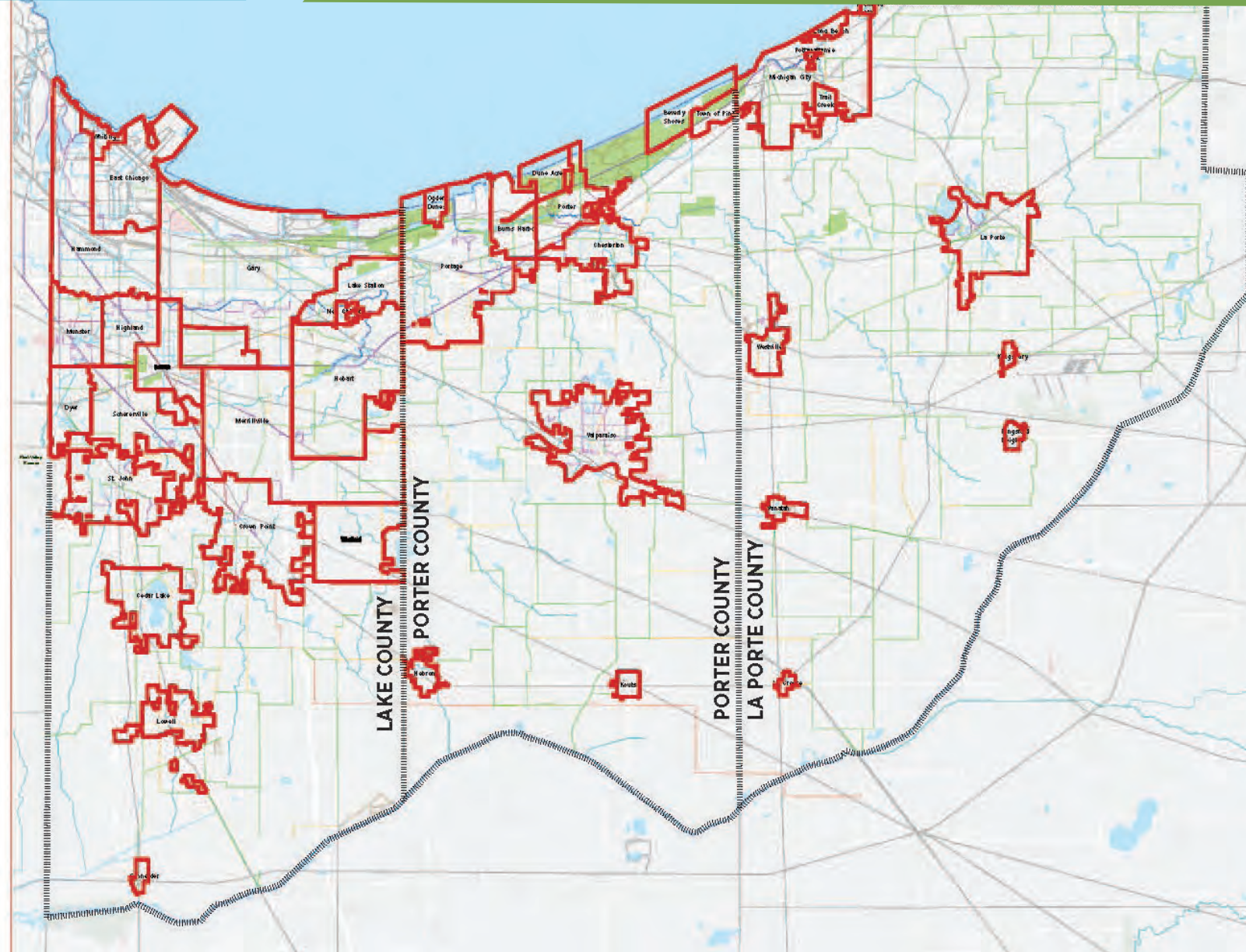
- **Northwest Industrial**
- **Contiguous West Edge Residential**
- **Transect**
- **Issues: Gary coverage, exurban development**
- **Various commercial configurations**
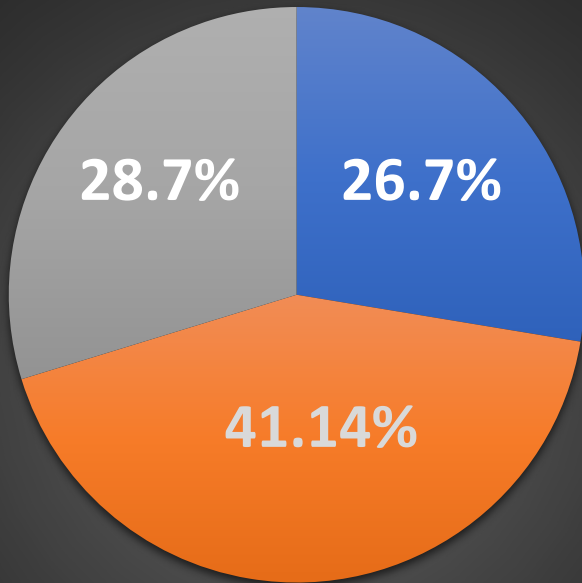- **Major open spaces and natural preserves**

LEGEND

Mixed Use
Residential
Commercial
Industrial/ Warehouse
Civic/ Institutional
Transportation/ Utilities
Open Space
Vacant/ Other
Agriculture
Natural Resources
Natural/ Conservation
Water
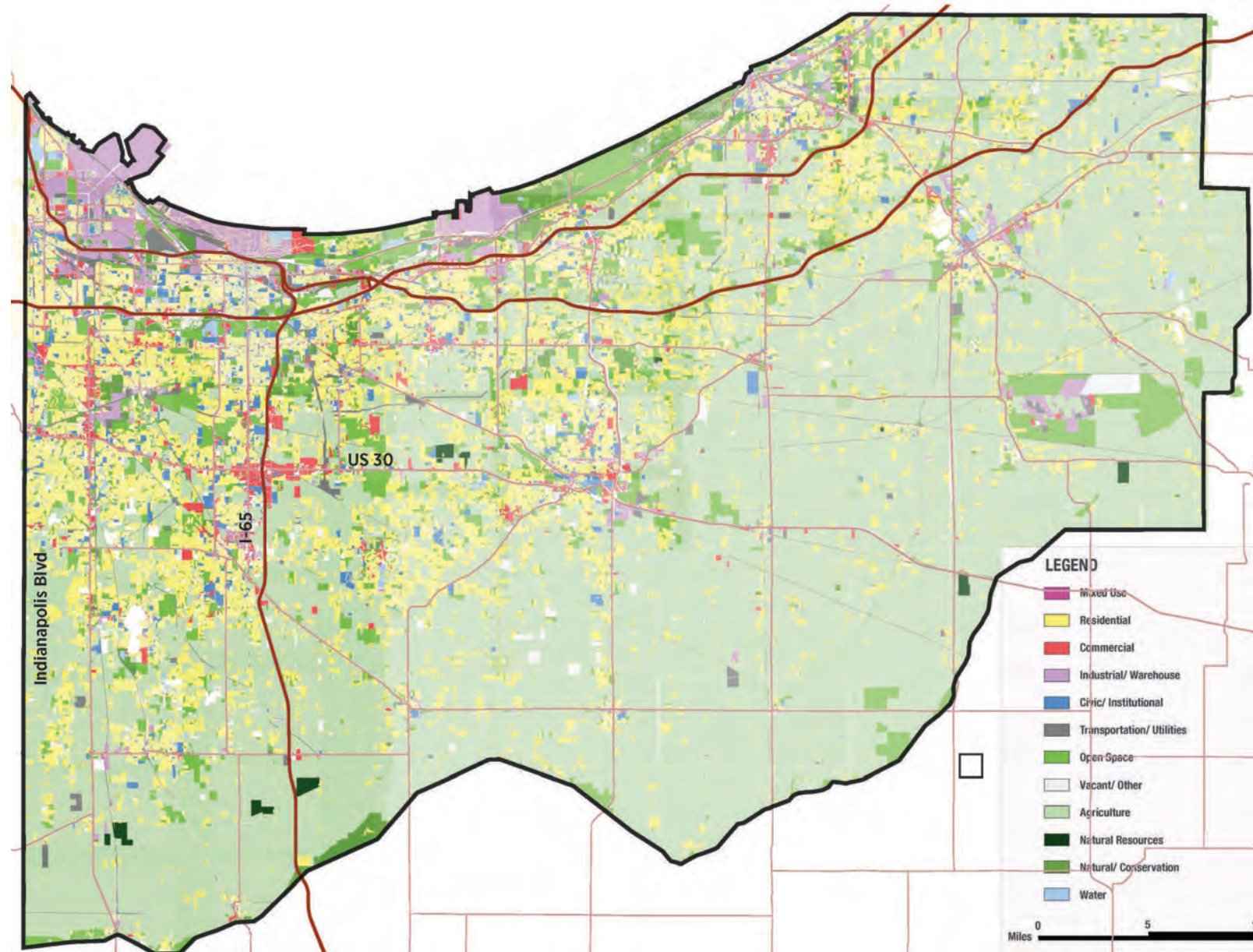
Development Outside Municipalities

Figure 8: Population Change by County, 1980-2020						
	1980		**2010**		**2020**	
	Population	% of Total	Population	% of Total	Population	% of Total
Lake County						
Urban	481,732	92.37%	451,196	90.97%	456,252	91.49%
Rural	39,793	7.63%	44,810	9.03%	42,448	8.51%
Total	521,525		496,006		498,700	
Porter County						
Urban	70,016	58.32%	94,809	57.69%	101,961	58.86%
Rural	50,043	41.68%	69,534	42.31%	71,254	41.14%
Total	120,059		164,343		173,215	
La Porte County						
Urban	70,663	65.01%	67,027	60.13%	66,689	59.32%
Rural	38,032	34.99%	44,440	34.99%	45,728	40.68%
Total	108,695		111,467		112,417	
Total NIRPC Area						
Urban	622,411	82.96%	613,032	79.43%	624,902	79.67%
Rural	127,868	17.04%	158,784	20.57%	159,430	20.33%
Total	750,279		771,816		784,332	

Development Outside Municipalities

% MSA Rural/Exurban Population

- 26.7% Lake County
- 41.14% Porter County
- 28.7% La Porte County

LEGEND

- Mixed Use
- Residential
- Commercial
- Industrial/ Warehouse
- Civic/ Institutional
- Transportation/ Utilities
- Open Space
- Vacant/ Other
- Agriculture
- Natural Resources
- Natural/ Conservation
- Water

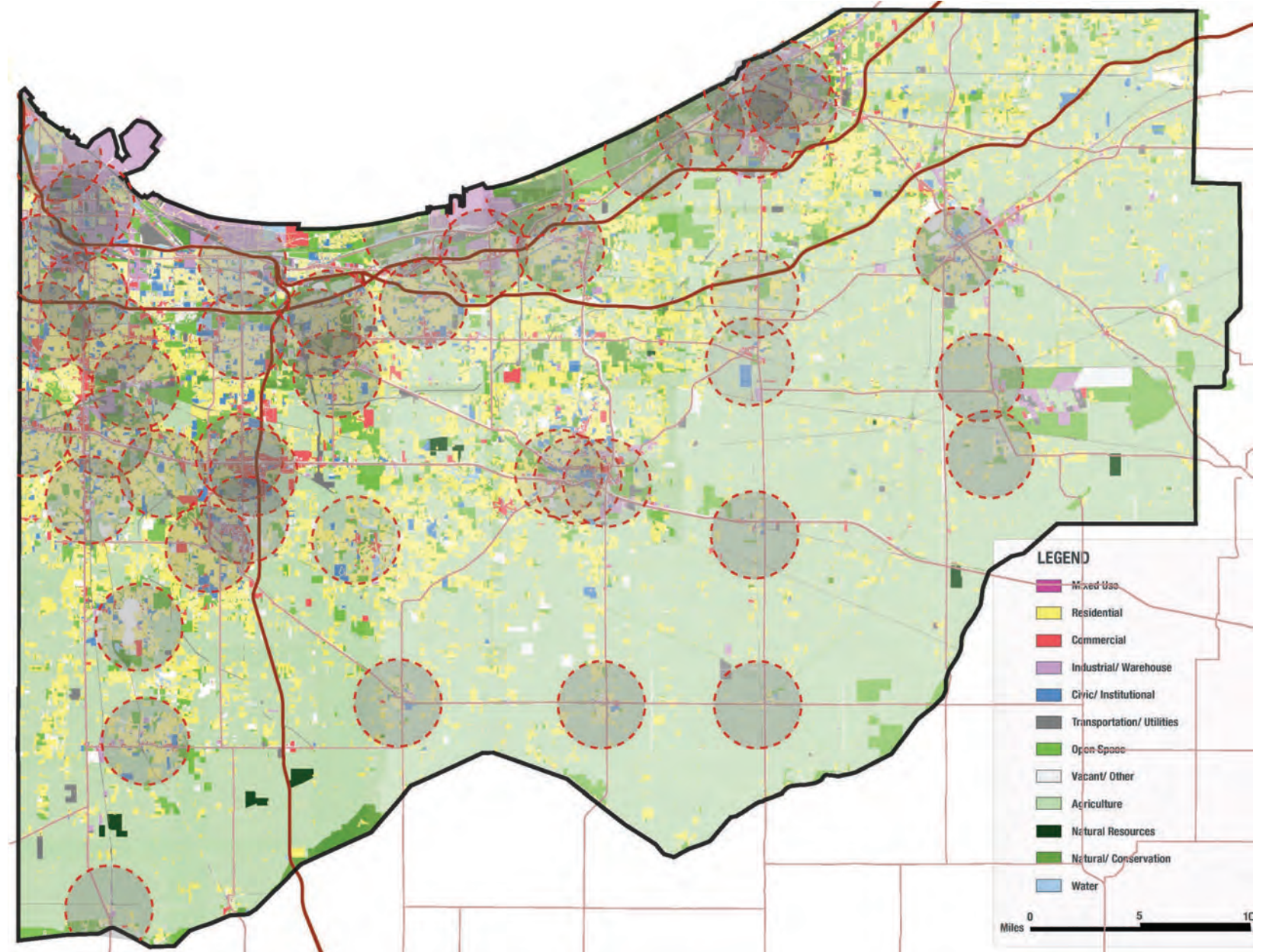Fig. 27—General plan showing neighborhoods.

RADBURN N.J.
PLAN OF NORTHWEST & SOUTHWEST RESIDENTIAL DISTRICTS
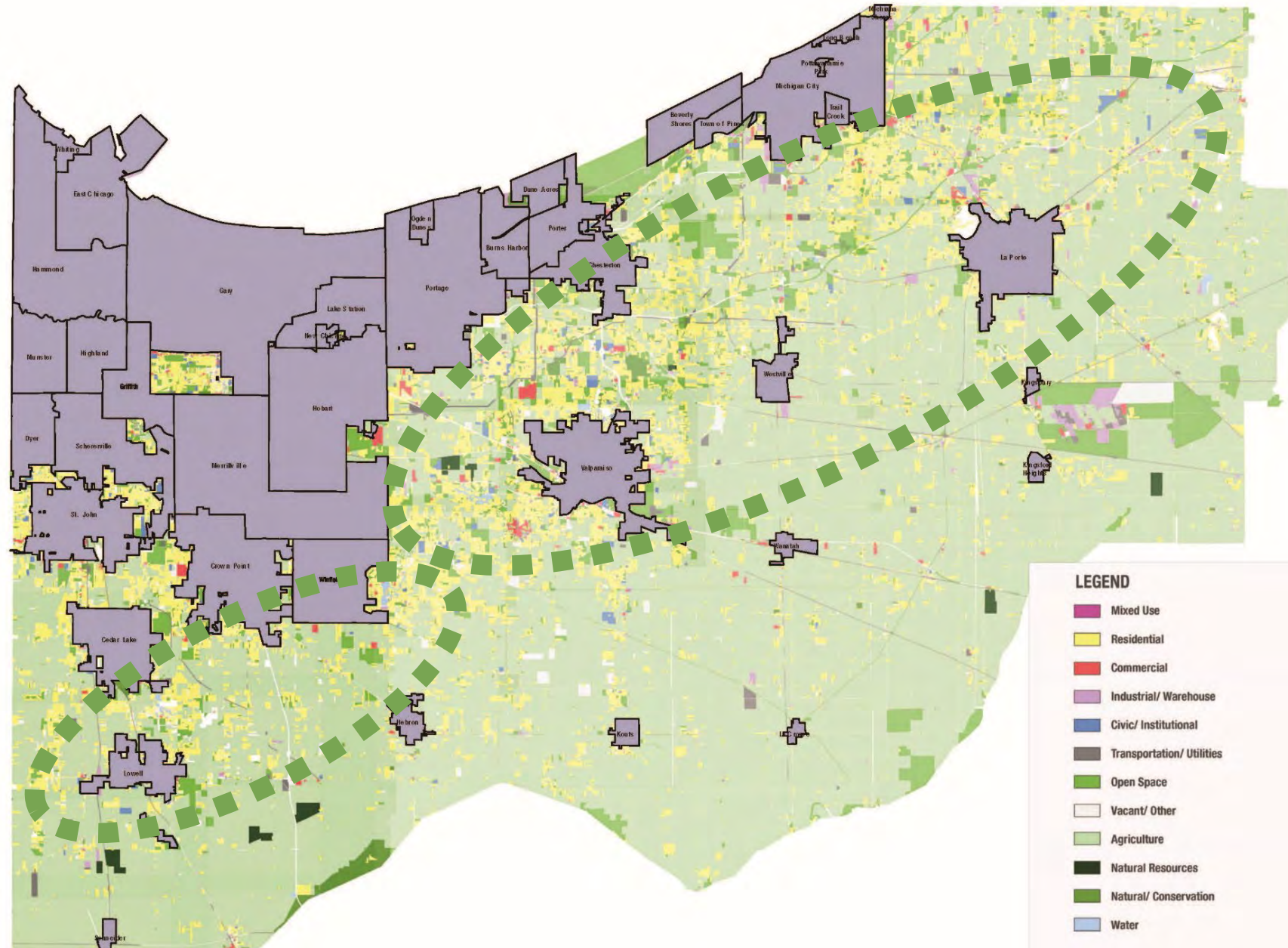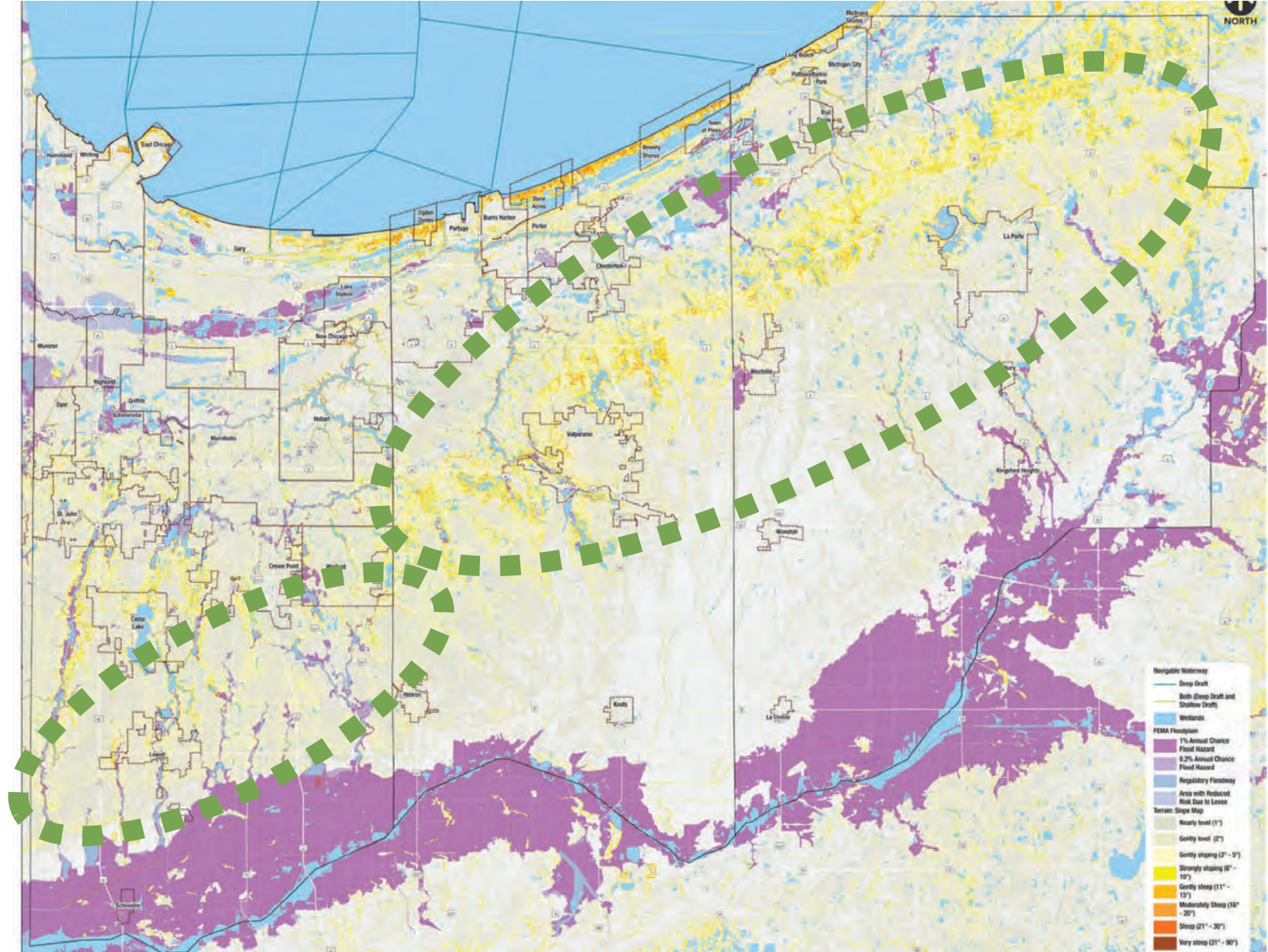
- **40% of all trips are 2 miles or less**

City Centers

University/College Center
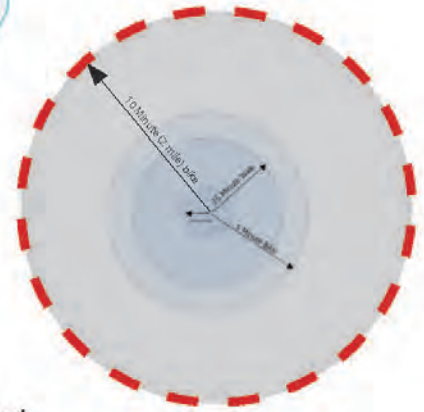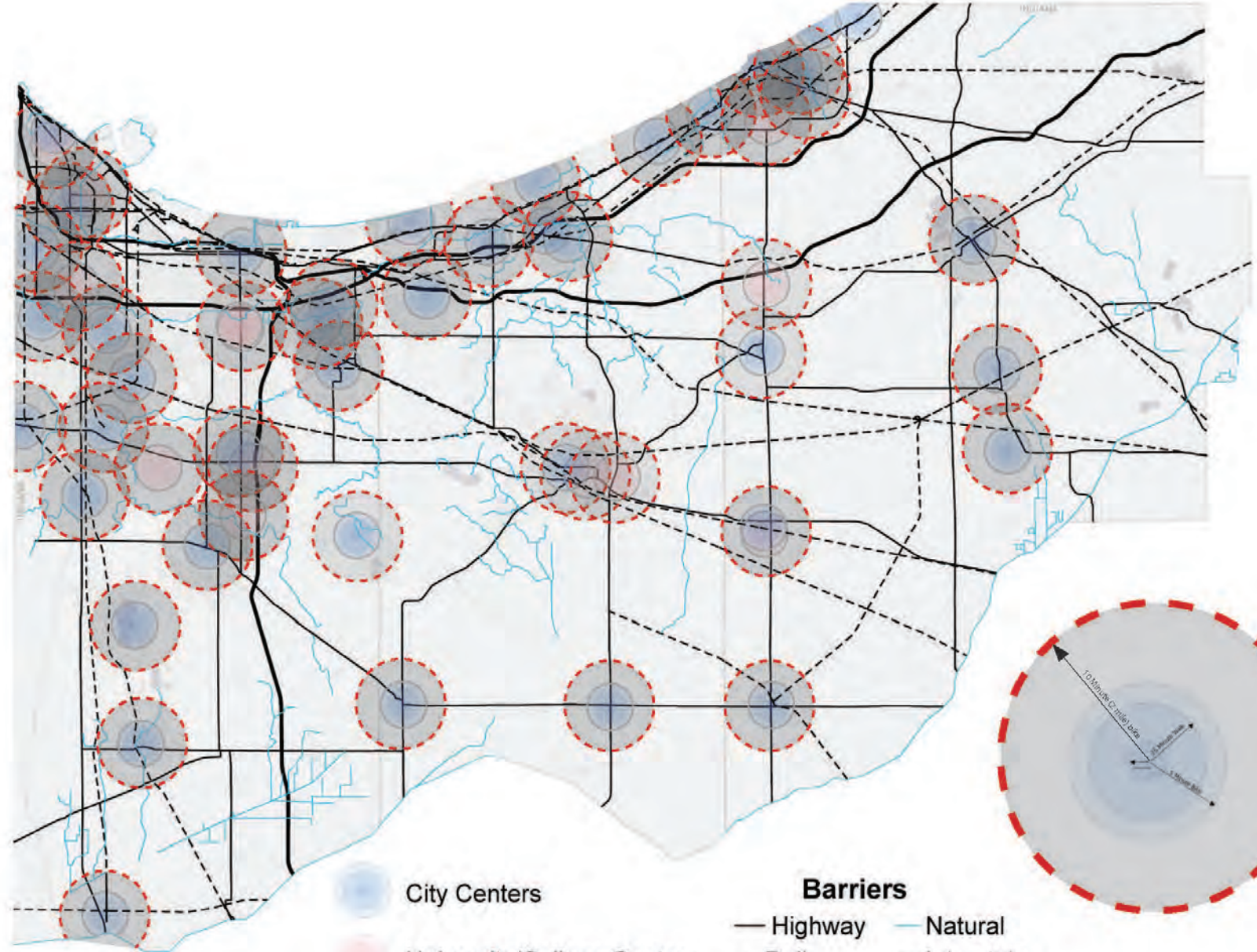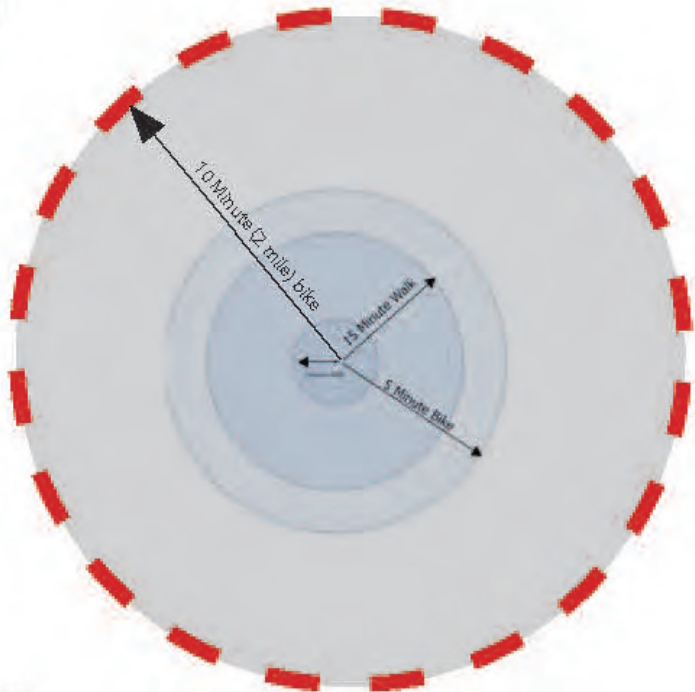
Barriers
— Highway — Natural
-- Rail — Interstate

- **Barrier Remediation**
- **Guidance for New Development**
- **School and Public Facility Locations**

LEGEND
- Mixed Use
- Residential
- Commercial
- Industrial/ Warehouse
- Civic/ Institutional
- Transportation/ Utilities
- Open Space
- Vacant/ Other
- Agriculture
- Natural Resources
- Natural/ Conservation
- Water

Alternative Transportation

Legend:
- **Regional Trails**
- **Local Transit**
- **BRT/Express Transit**
- **South Shore Line**
- ● **South Shore Stations**
- ○ **Westlake Stations**
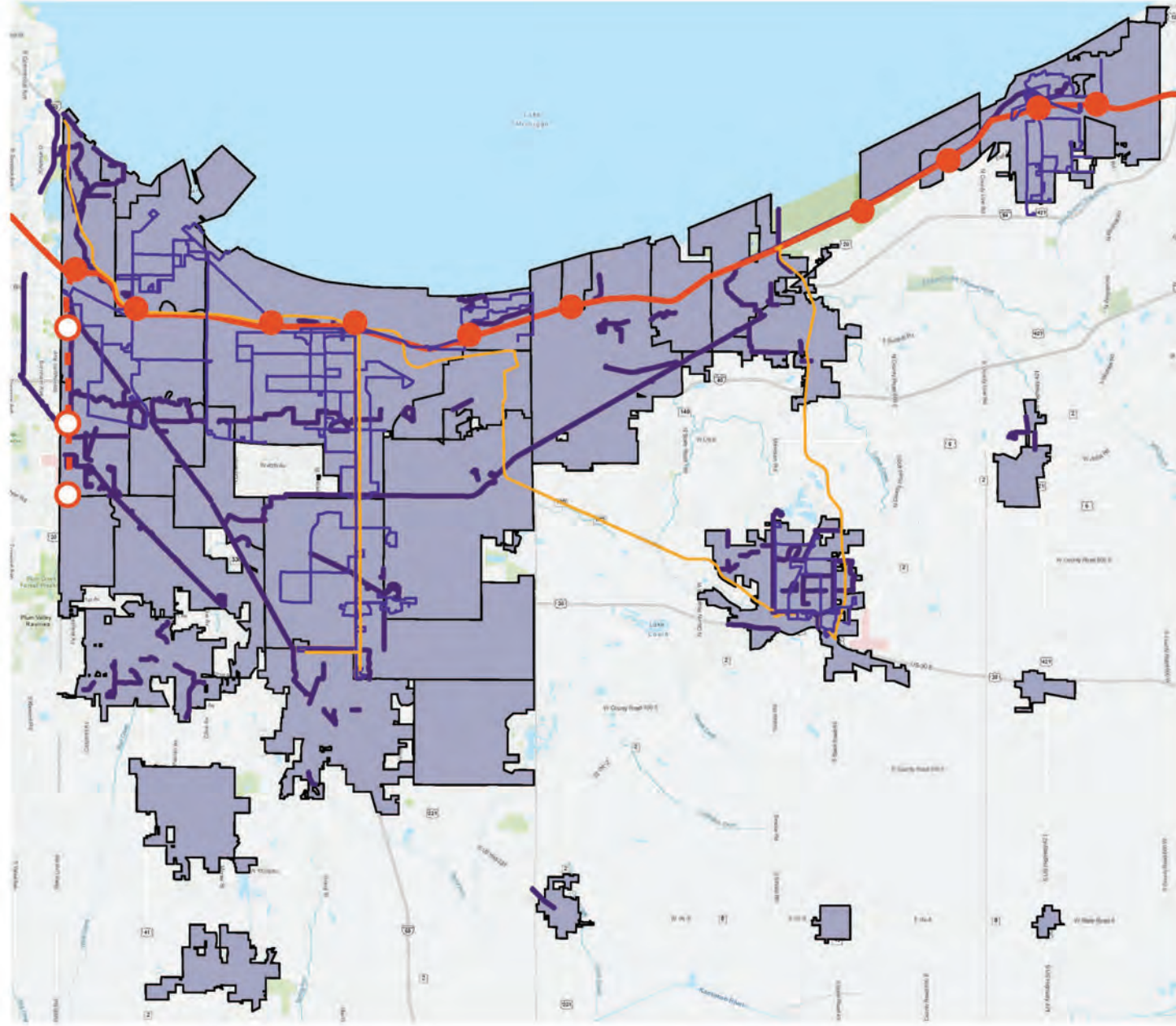
Alternative Transportation: Policy Implications

- **Density along Major Lines: South Shore/ BRT/Regional Trails**
- **Key Regional Trail Extensions**
- **TOD Execution (Transit and Trail-Oriented Development)**
- **Barrier Remediation**
- **Public Facility and Commercial Locations and Standards**
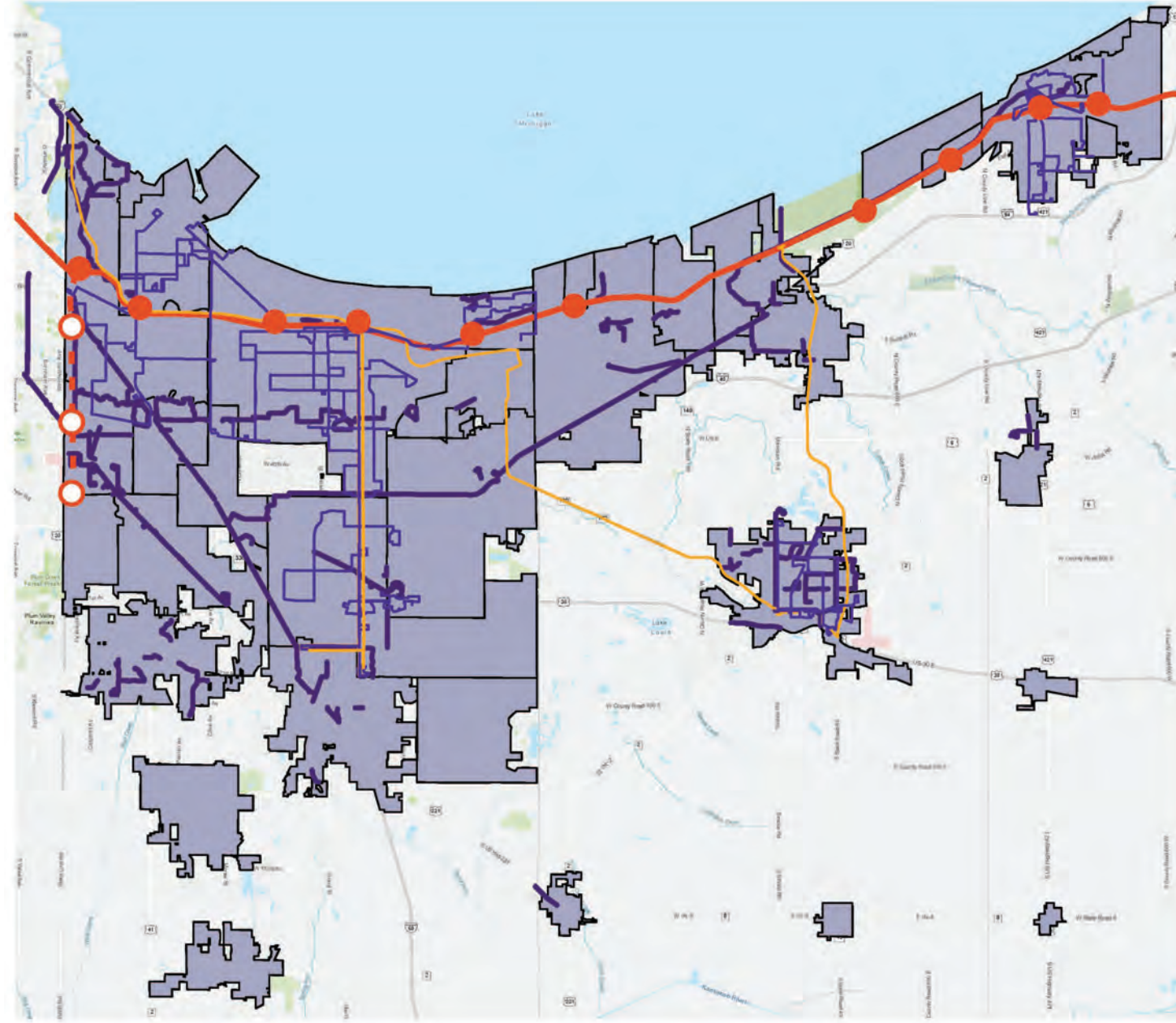
Legend:
- **Regional Trails**
- **Local Transit**
- **BRT/Express Transit**
- **South Shore Line**
- ● **South Shore Stations**
- ○ **Westlake Stations**

Population Rate of Change

| Figure 9: Rate of Population Change by County, 1980-2020						
	1980-2020			2010-2020		
	Number	% Change	Average Annual Growth (Loss) Rate	Number	% Change	Average Annual Growth (Loss) Rate
Lake County						
Urban	-25,480	-5.29%	-0.14%	5,056	1.12%	0.11%
Rural	2,655	6.67%	0.16%	-2,362	-5.27%	-0.54%
Total	-22,825	-4.38%	-0.11%	2,694	0.54%	0.05%
Porter County						
Urban	31,945	45.63%	0.94%	7,152	7.54%	0.73%
Rural	21,211	42.39%	0.89%	1,720	2.47%	0.24%
Total	53,156	44.27%	0.92%	8,872	5.40%	0.53%
La Porte County						
Urban	-3,974	-5.62%	-0.14%	-338	-0.50%	-0.05%
Rural	7,696	20.24%	0.46%	1,288	2.90%	0.29%
Total	3,722	3.42%	0.08%	950	0.85%	0.08%
Total NIRPC Area						
Urban	2,491	0.40%	0.01%	11,870	1.94%	0.19%
Rural	31,562	24.68%	0.55%	646	0.41%	0.04%
Total	34,053	4.54%	0.11%	12,516	1.62%	0.16%
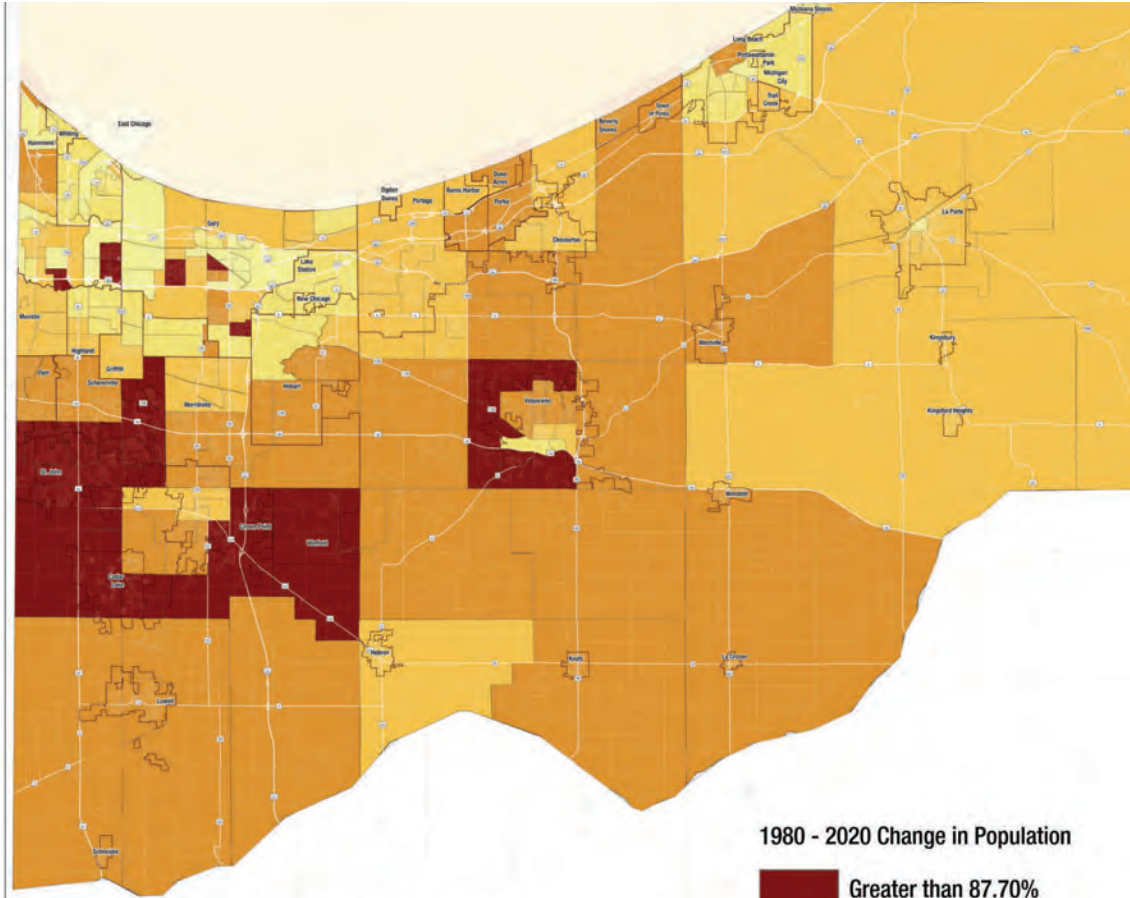
Figure 9: Relative Population Change for Census Tracts, 1980-2020

1980 - 2020 Change in Population

- Greater than 87.70%
- 35.91% - 87.70%
- -3.39% - 35.90%
- -42.69% - -3.40%
- Less than -42.70%
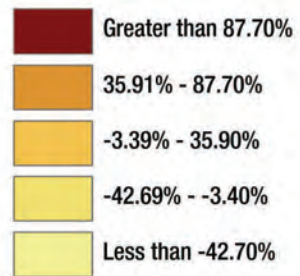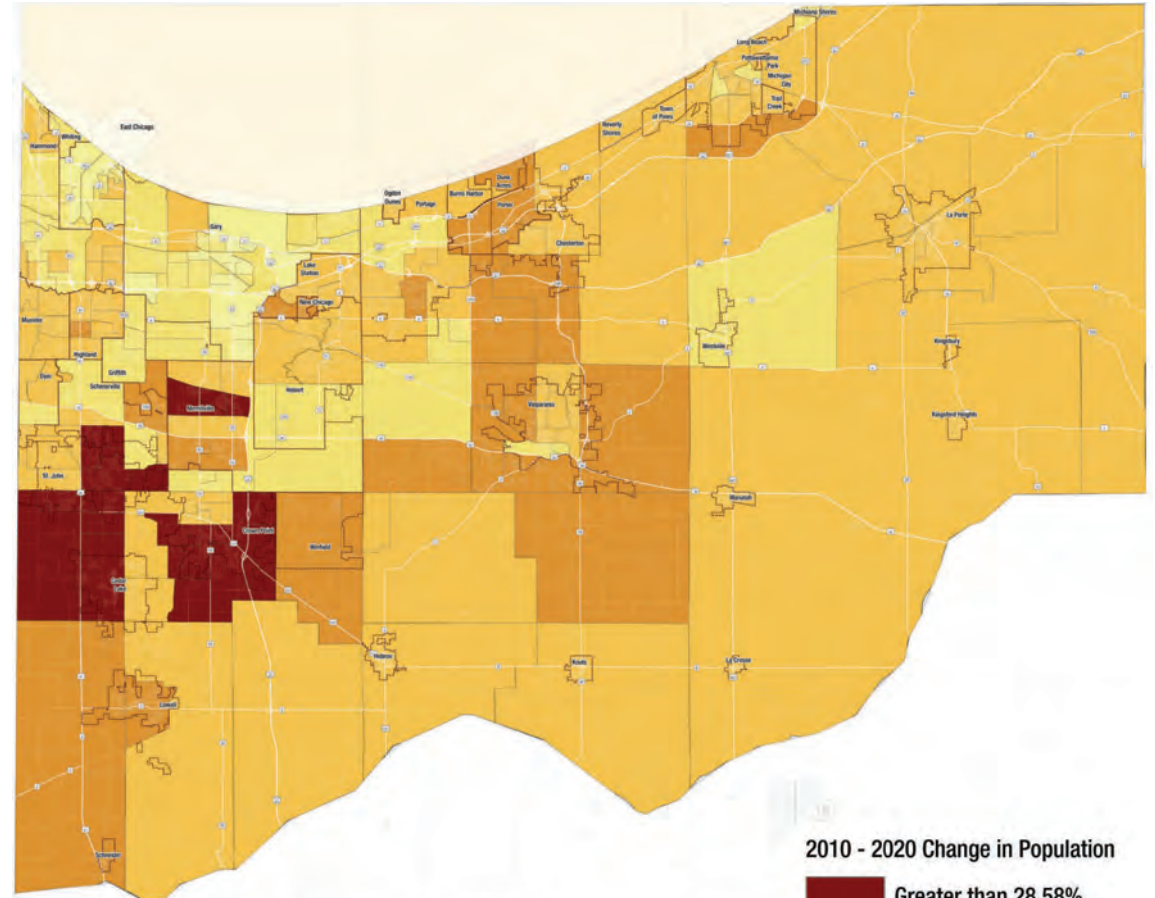
1980-2020

Figure 10: Relative Population Change for Census Tracts, 2010-2020

2010 - 2020 Change in Population

- Greater than 28.58%
- 8.66% - 28.58%
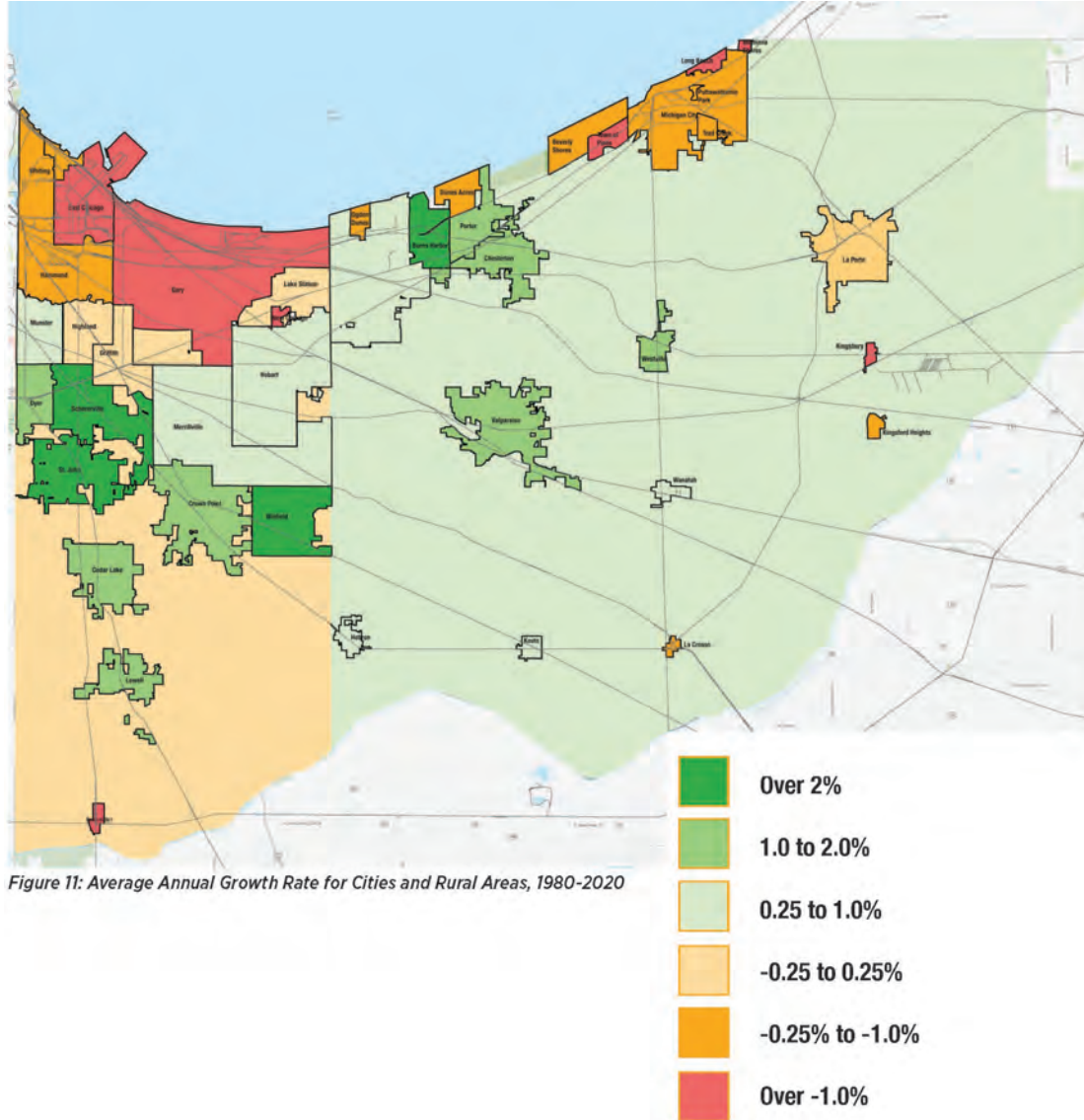- -2.84% - 8.65%
- -16.44% - -2.85%
- Less than -16.45%
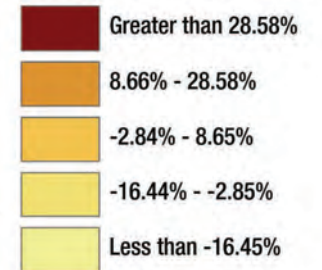
2010-2020

Figure 11: Average Annual Growth Rate for Cities and Rural Areas, 1980-2020
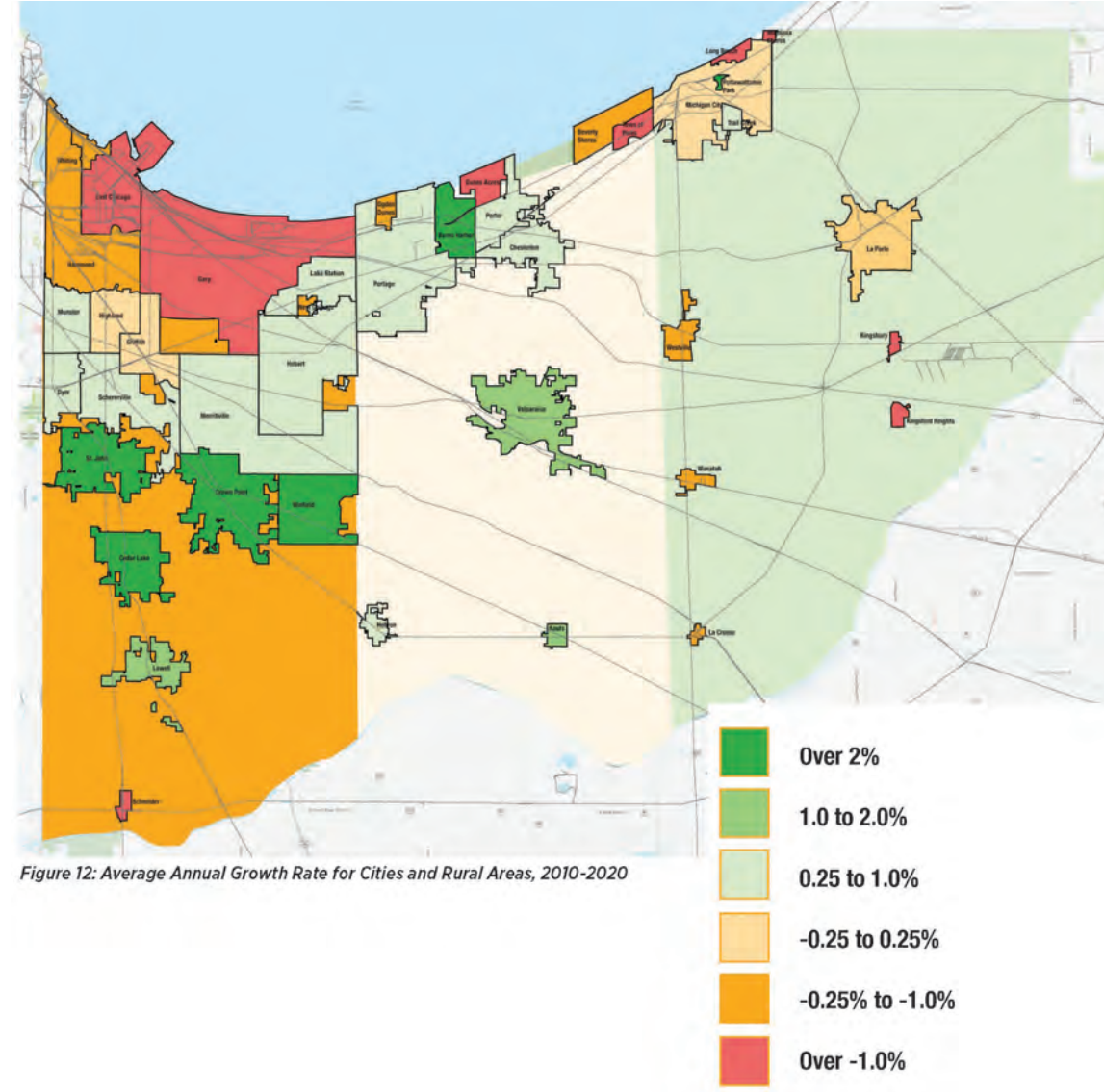
Figure 12: Average Annual Growth Rate for Cities and Rural Areas, 2010-2020

Legend:
- Over 2%
- 1.0 to 2.0%
- 0.25 to 1.0%
- -0.25 to 0.25%
- -0.25% to -1.0%
- Over -1.0%

1980-2020

2010-2020

Legend:

- Very high or increasing positive growth
- Stable positive growth rate
- Positive but declining growth rate
- Negative to positive growth
- Positive to negative rate
- Negative but stable or improving rate
- Continued declining negative rate

Figure 14: Population Density for Northwest Indiana MSA Census Tracts

Figure 15: Population Density for Northwest Indiana MSA Census Tracts

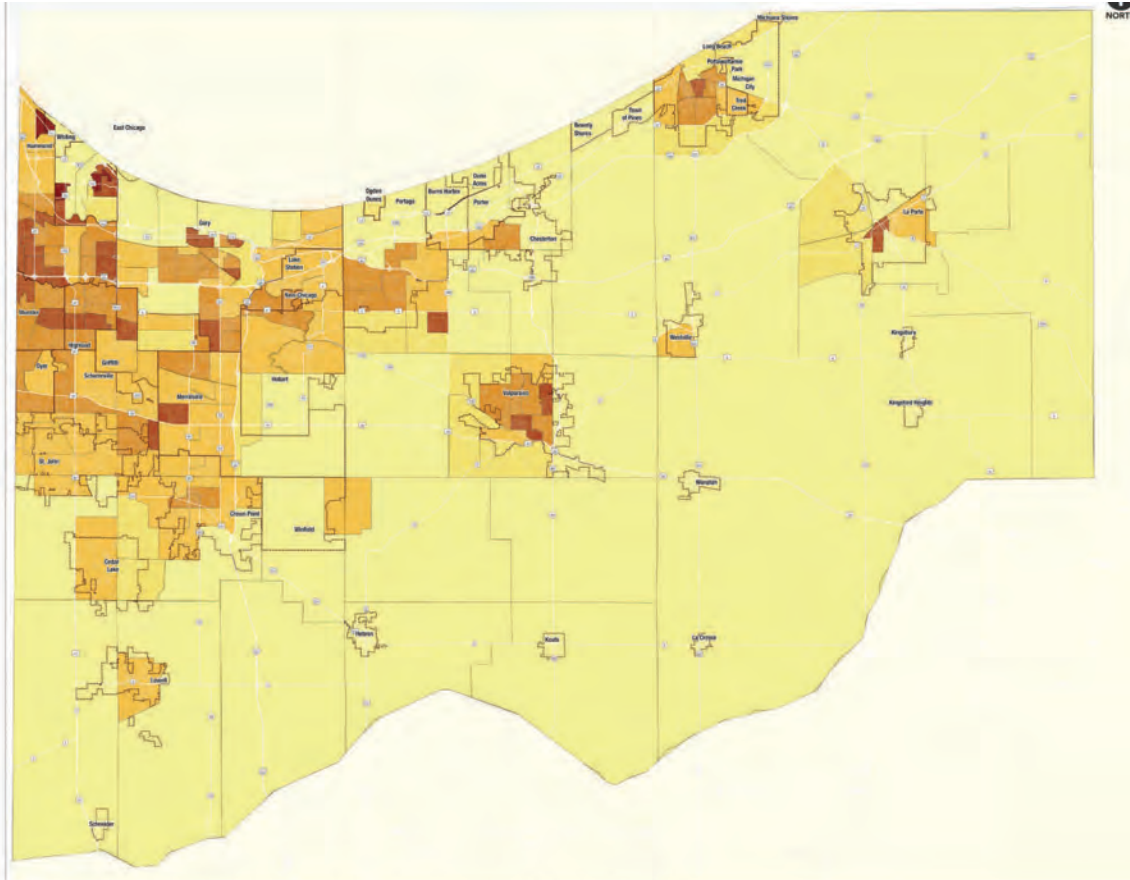**2020 Population Density (People/Square Mile)**

- Greater than 8,000 People
- 4,001 People - 8,000 People
- 2,001 People - 4,000 People
- 1,001 People - 2,000 People
- 501 People - 1,000 People
- Less than 500 People

Housing Unit Density (Units/Acre)

- More than 6.50 Units
- 3.41 Units - 6.50 Units
- 1.91 Units - 3.40 Units
- 0.71 Units - 1.90 Units
- Less than 0.70 Units
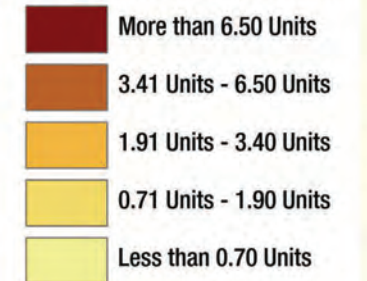
Population and Residential Density, 2020

Assumptions:

- Historic growth rates as a base
- Reduced rate in fast growing cities
- Minor increase in turn-around cities
- Moderate increase along SSL
- Stabilization in negative rate cities
- Reduced rates in mature suburbs
- Sustained high growth rate in growing mature cities
- Flat population in exurban areas

2050 Population Concept

- Municipal Population: 740,000
- Rural/Exurban Population: 160,000
- Total MSA: 900,000
- Average AGR: 0.55% (1980-2020 = 0.11%, 2010-2020 = 0.16%; controlling for Gary: about 0.8%)

Density Model:
Net density: 5 du/acre
Land conversion requirement: 15.6 mi²

Total Land Area Need

LEGEND

- Mixed Use
- Residential
- Commercial
- Industrial/ Warehouse
- Civic/ Institutional
- Transportation/ Utilities
- Open Space
- Vacant/ Other
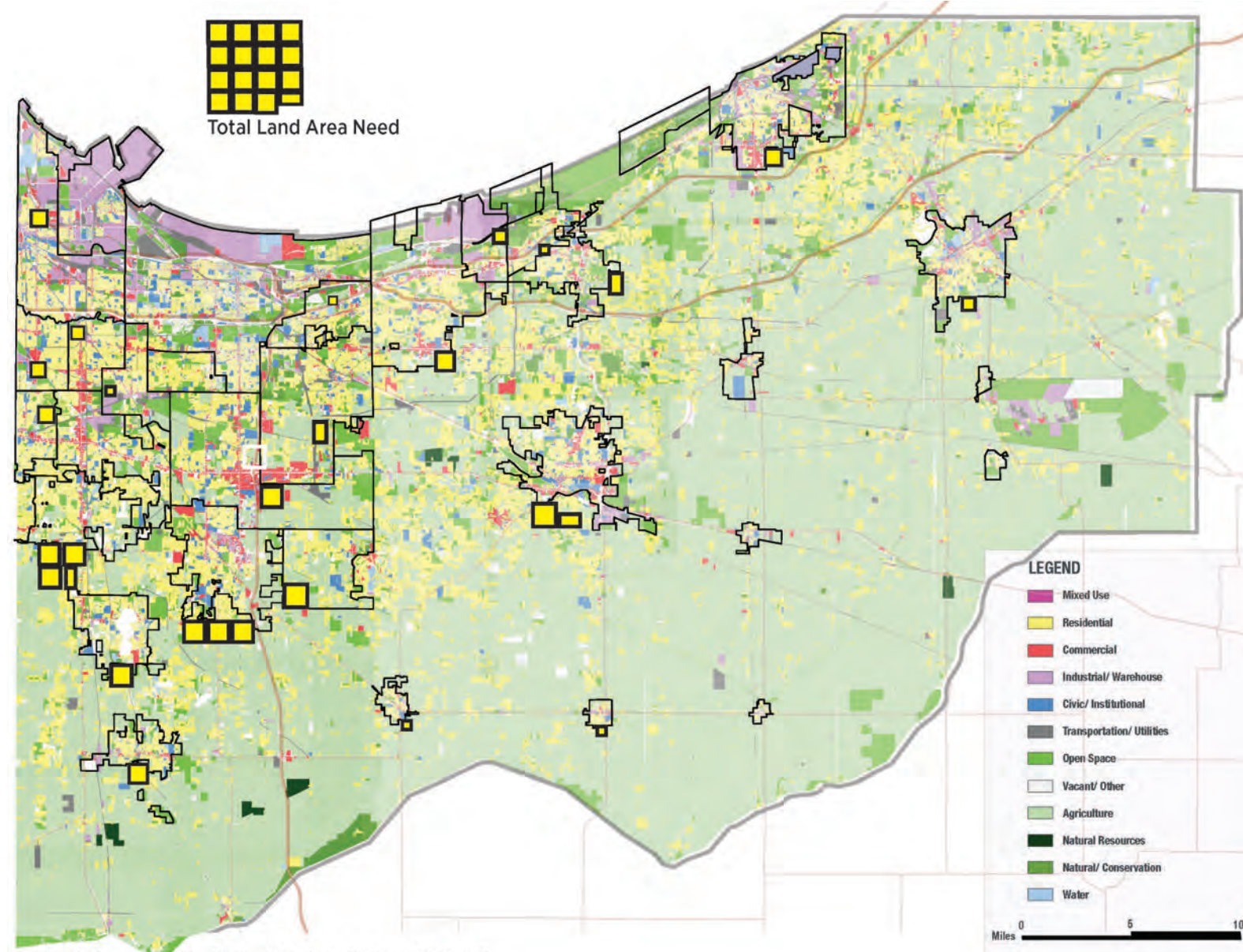- Agriculture
- Natural Resources
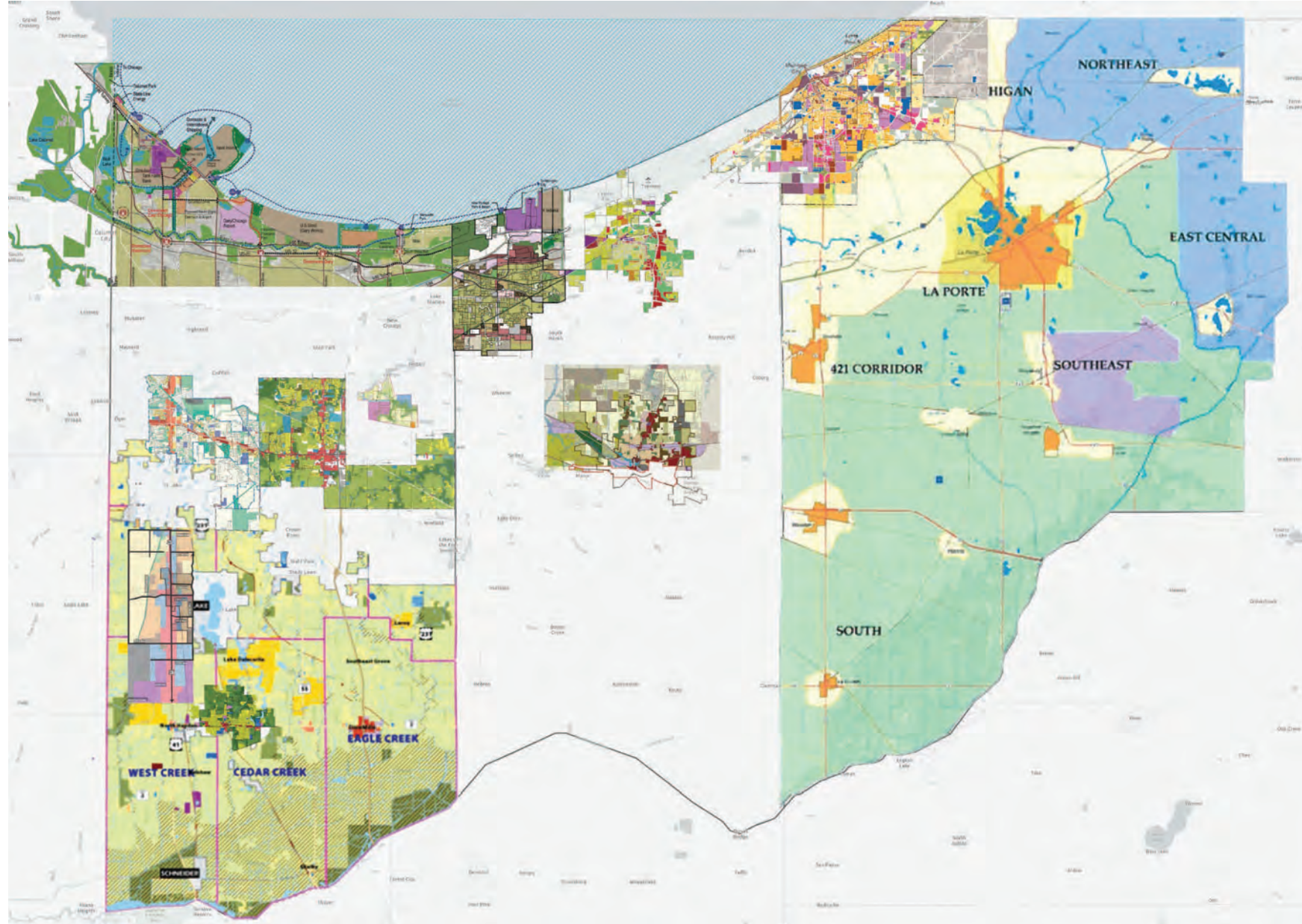- Natural/ Conservation
- Water

Figure 16: Geographic Distribution of Projected 2020-2050 Growth

Common Plan Themes

- Avoid sprawl, focus development within existing city limits
- Improve public transit internally; better connections to South Shore Line and regional rail
- More mixed use development
- Multi-modal transportation
- Improved access to lakefront and recreational areas
- Better transitions between conflicting uses
- Improved urban design and neighborhood appearance
- Sustainable and low impact development
- More local economic development, less dependence on commute to Chicago
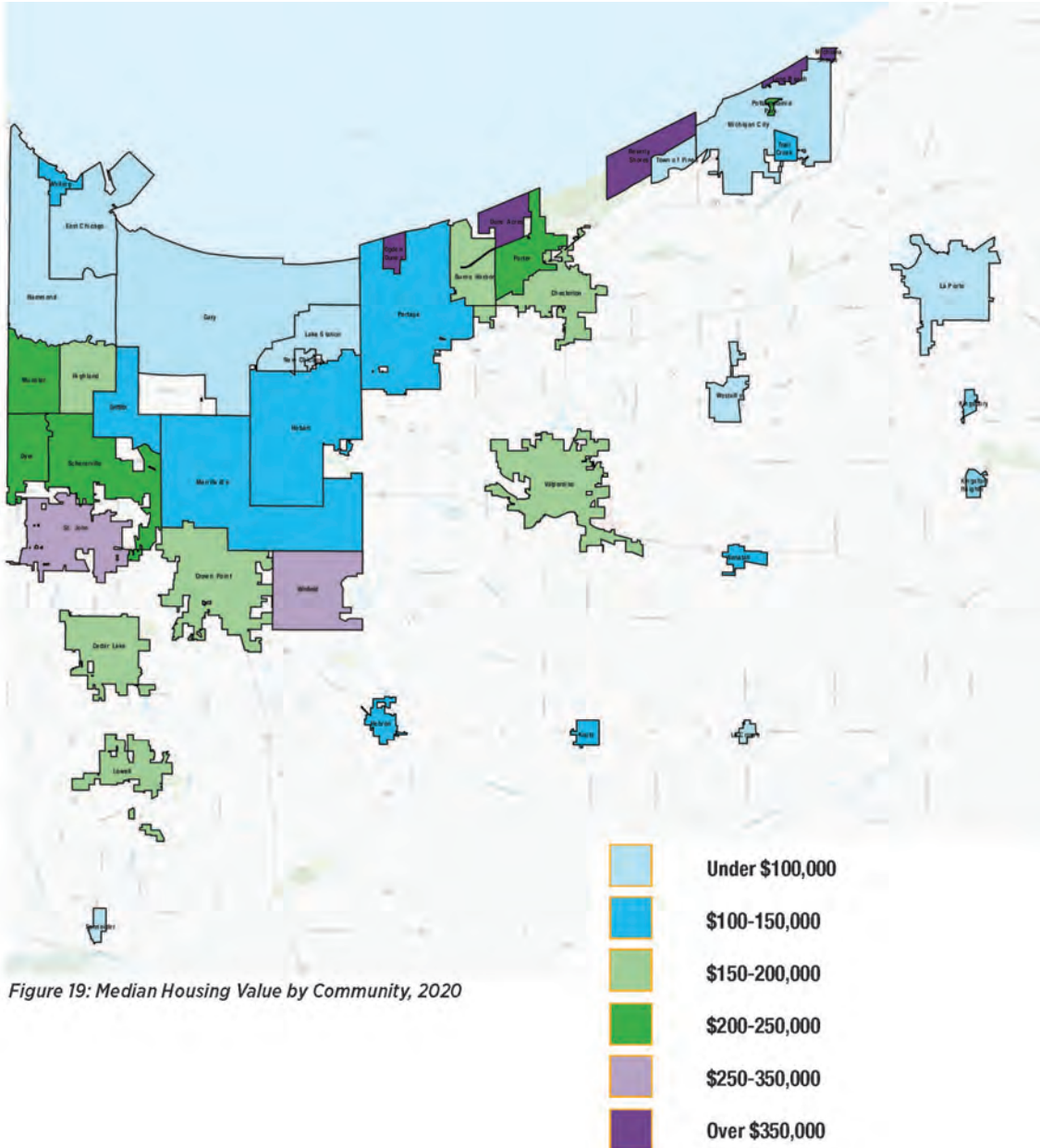- Ag preservation in rural areas
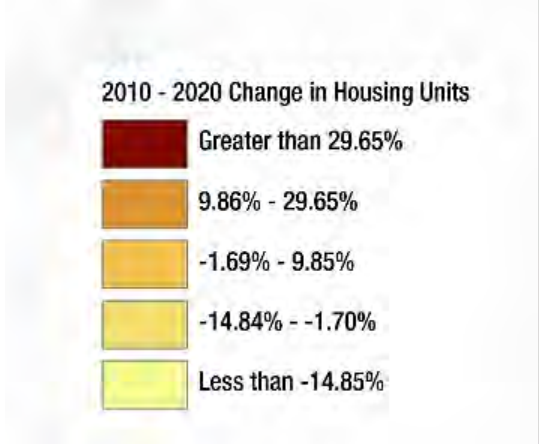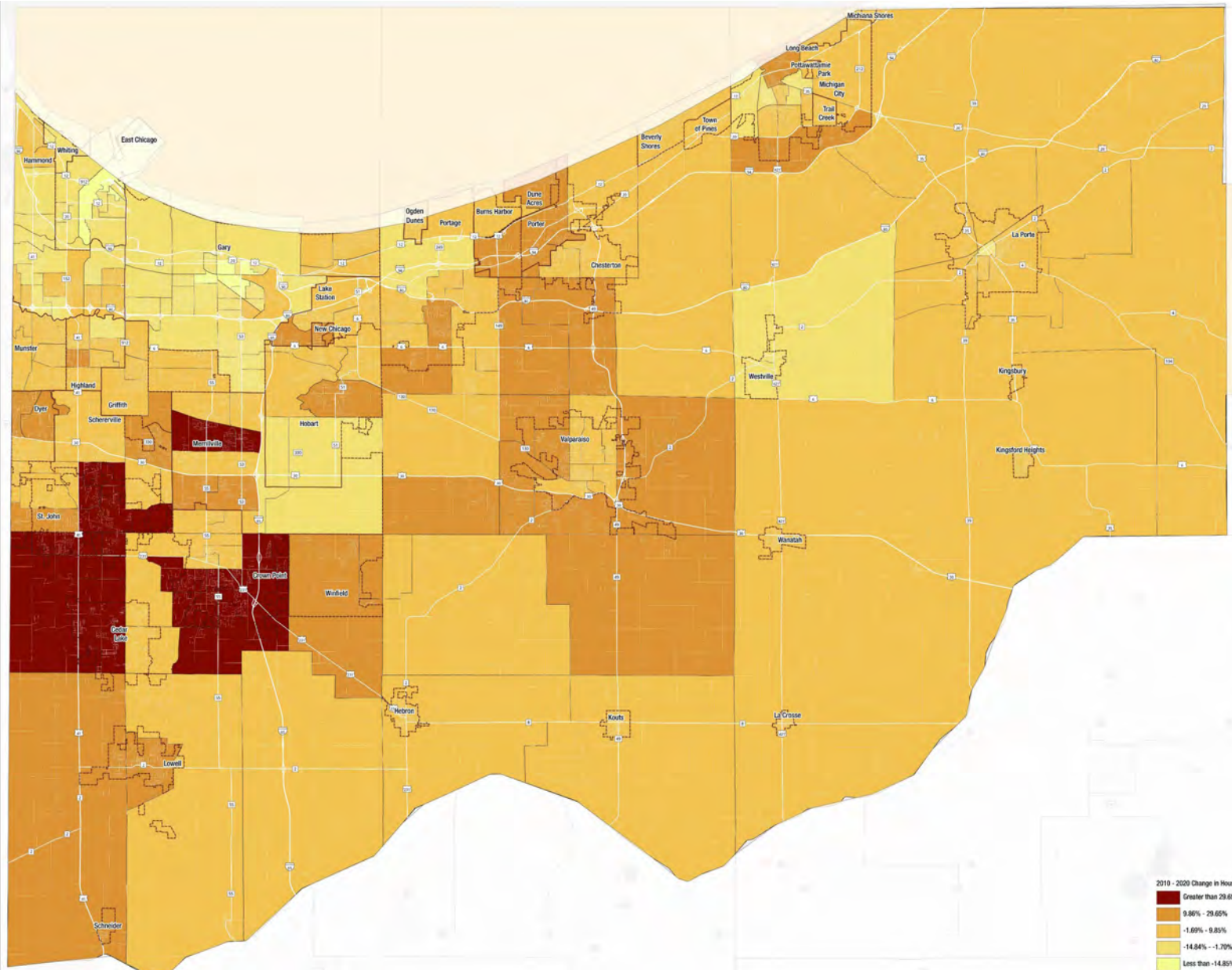
2010 - 2020 Change in Housing Units

- Greater than 29.65%
- 9.86% - 29.65%
- -1.69% - 9.85%
- -14.84% - -1.70%
- Less than -14.85%

Housing Values and Affordability

Figure 19: Median Housing Value by Community, 2020

Legend:
- Under $100,000
- $100-150,000
- $150-200,000
- $200-250,000
- $250-350,000
- Over $350,000

Figure 20: Housing Affordability Analysis for Lake County

Income Range	% of County Median	% of Households	Number of Households in Group	Affordable Range for Owners	Number of Units	Affordable Range for Renters	Number of Rental Units	Total Affordable Units for Income Group	Balance
$0-25,000	Under 44%	21.05%	39,712	>$60,000	15,037	$0-499	11,798	26,835	-12,877
$25,000-49,999	44-87%	22.79%	42,994	$60,000-124,999	35,094	$500-999	35,458	70,552	27,558
$50,000-74,999	88-130%	18.09%	34,128	$125,000-199,999	37,717	$1,000-1,499	7,768	45,485	11,357
$75-99,999	131-174%	12.94%	24,409	$200,000-249,999	16,287	$1,500-1,999	1,112	17,399	-7,010
$100-150,000	175-261%	15.52%	29,282	$250,000-399,999	20,723	$2,000-2,999	149	20,872	-8,410
$150,000+	Over 261%	9.61%	18,121	$400,000+	7,314	$3000+	188	7,502	-10,619
Total		100.00%	188,646.00		132,172		56,474	188,646	0

Figure 21: Housing Affordability Analysis for Porter County

| Income Range	% of County Median	% of Households	Number of Households in Group	Affordable Range for Owners	Number of Units	Affordable Range for Renters	Number of Rental Units	Total Affordable Units for Income Group	Balance
$0-25,000	Under 36%	15.14%	9,863	>$60,000	3,001	$0-499	1,759	4,760	-5,103
$25,000-49,999	36-69%	19.09%	12,439	$60,000-124,999	5,717	$500-999	10,605	16,322	3,883
$50,000-74,999	70-104%	17.42%	11,348	$125,000-199,999	16,944	$1,000-1,499	3,366	20,310	8,962
$75-99,999	105-138%	14.78%	9,631	$200,000-249,999	6,956	$1,500-1,999	283	7,239	-2,392
$100-150,000	139-208%	19.95%	13,001	$250,000-399,999	11,340	$2,000-2,999	250	11,590	-1,411
$150,000+	Over 208%	13.62%	8,871	$400,000+	4,830	$3000+	101	4,931	-3,940
Total			100.00%	65,153.00		48,788		16,365	65,153

Figure 22: Housing Affordability Analysis for La Porte County

Income Range	% of County Median	% of Households	Number of Households in Group	Affordable Range for Owners	Number of Units	Affordable Range for Renters	Number of Rental Units	Total Affordable Units for Income Group	Balance
$0-25,000	Under 45%	20.20%	8,630	>$60,000	2,626	$0-499	3,030	5,656	-2,974
$25,000-49,999	45-88%	24.05%	10,274	$60,000-124,999	11,042	$500-999	7,631	18,673	8,399
$50,000-74,999	89-132%	19.76%	8,444	$125,000-199,999	9,495	$1,000-1,499	596	10,091	1,647
$75-99,999	133-175%	14.01%	5,985	$200,000-249,999	2,913	$1,500-1,999	38	2,951	-3,034
$100-150,000	176-263%	13.85%	5,918	$250,000-399,999	3,555	$2,000-2,999	68	3,623	-2,295
$150,000+	Over 263%	8.13%	3,474	$400,000+	1,666	$3000+	65	1,731	-1,743
Total		100.00%	42,725.00		31,297		11,428	42,725	0

Legend:
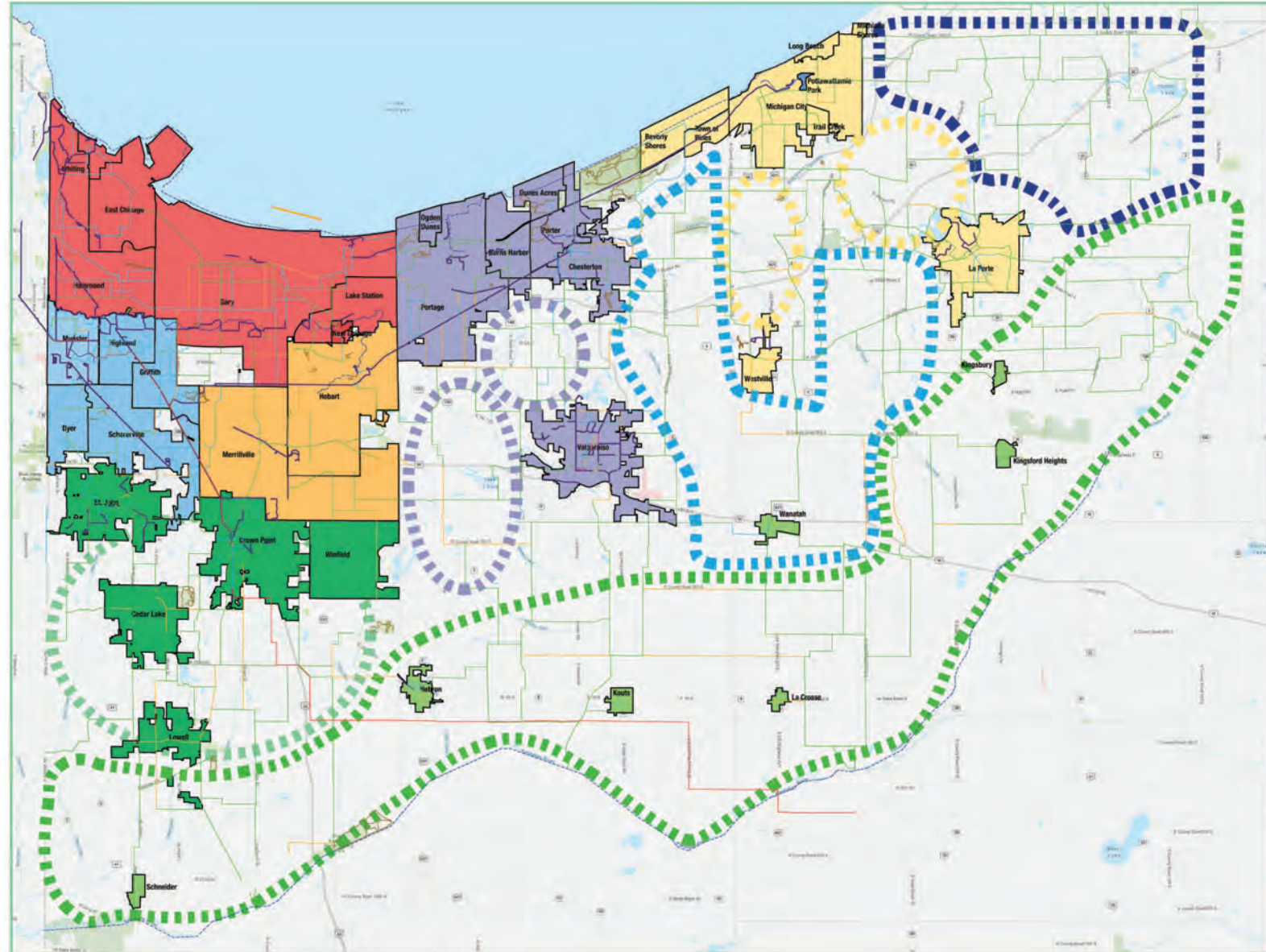
- Regional/Big Box Corridor
- Urban Commercial/Mixed Use Corridor
- Walkable Scale Mixed Use Corridor
- Highway Commercial Corridor
- Emerging Corridor
- Scenic Corridor
- Focus Corridor
- Opportunity Corridor or Sites
- Town or City Centers
- Community Big Box
- Regional Big Box
- Visitor Services
- Existing South Shore Stations
- West Lake Stations
- TOD Development Areas
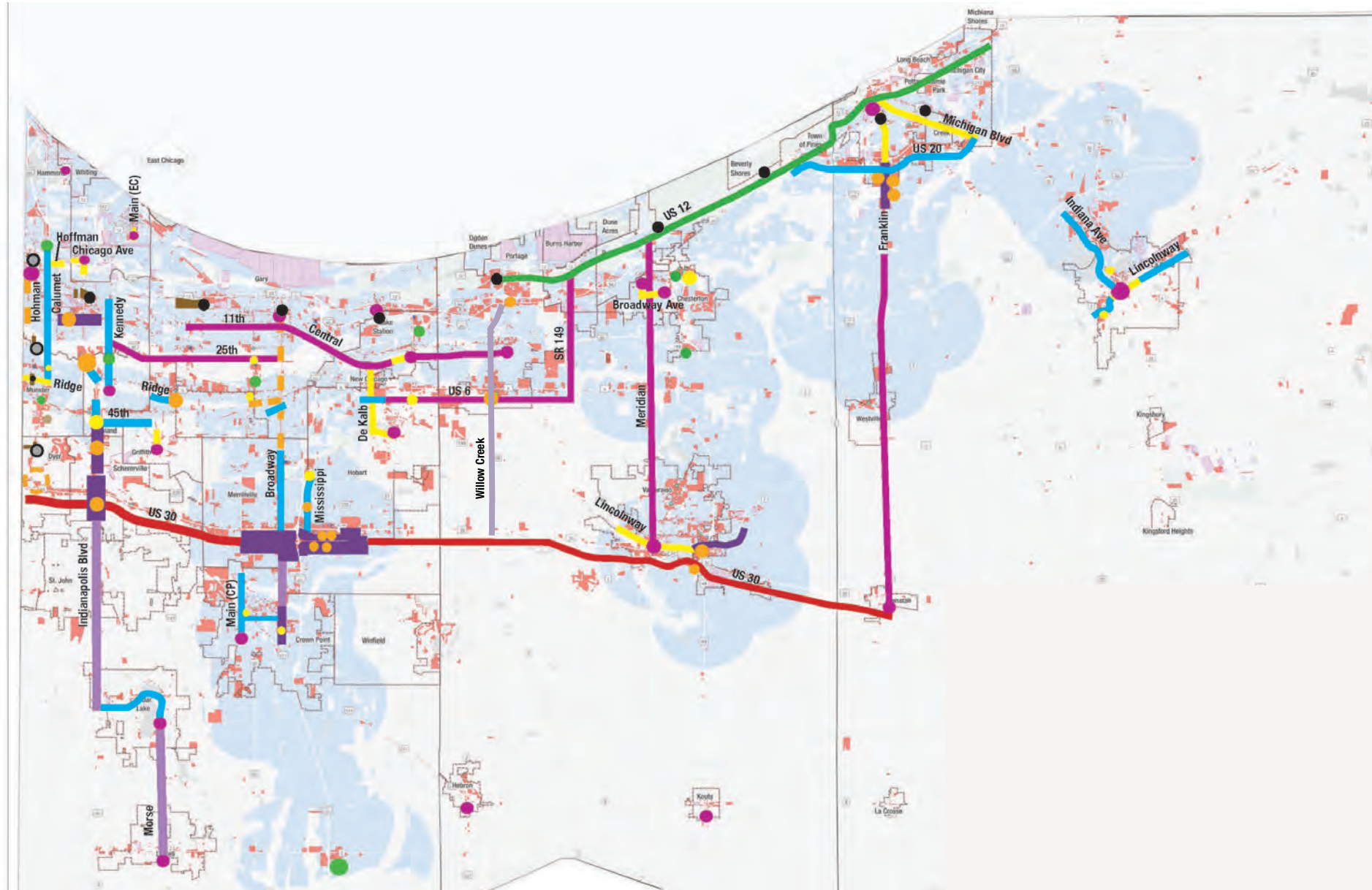
Comments on Part One

Scenario Alternatives

- Density?
- Location?
- Growth Rates?
- Redevelopment?
- Unconventional Approaches/New Development Forms?

Focus Areas/Corridors/Contexts

- Areas or development Types to Consider
- Priority Areas that We've Identified
- Other Areas of Importance

Relationship to Community Plans

- Where can this document be most helpful?
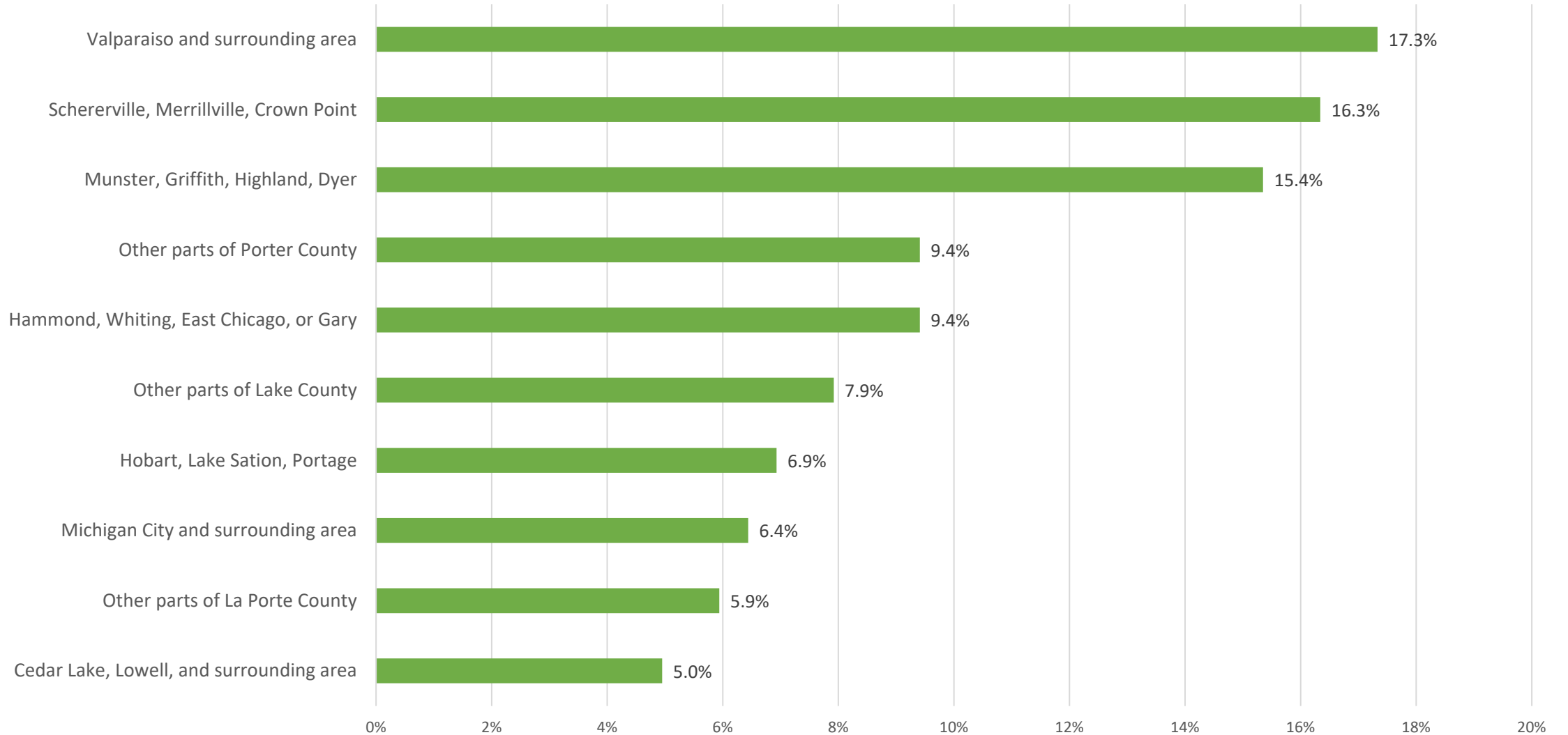- Regional policies: Housing, Growth Management, Transportation, Environment
- Urban Design

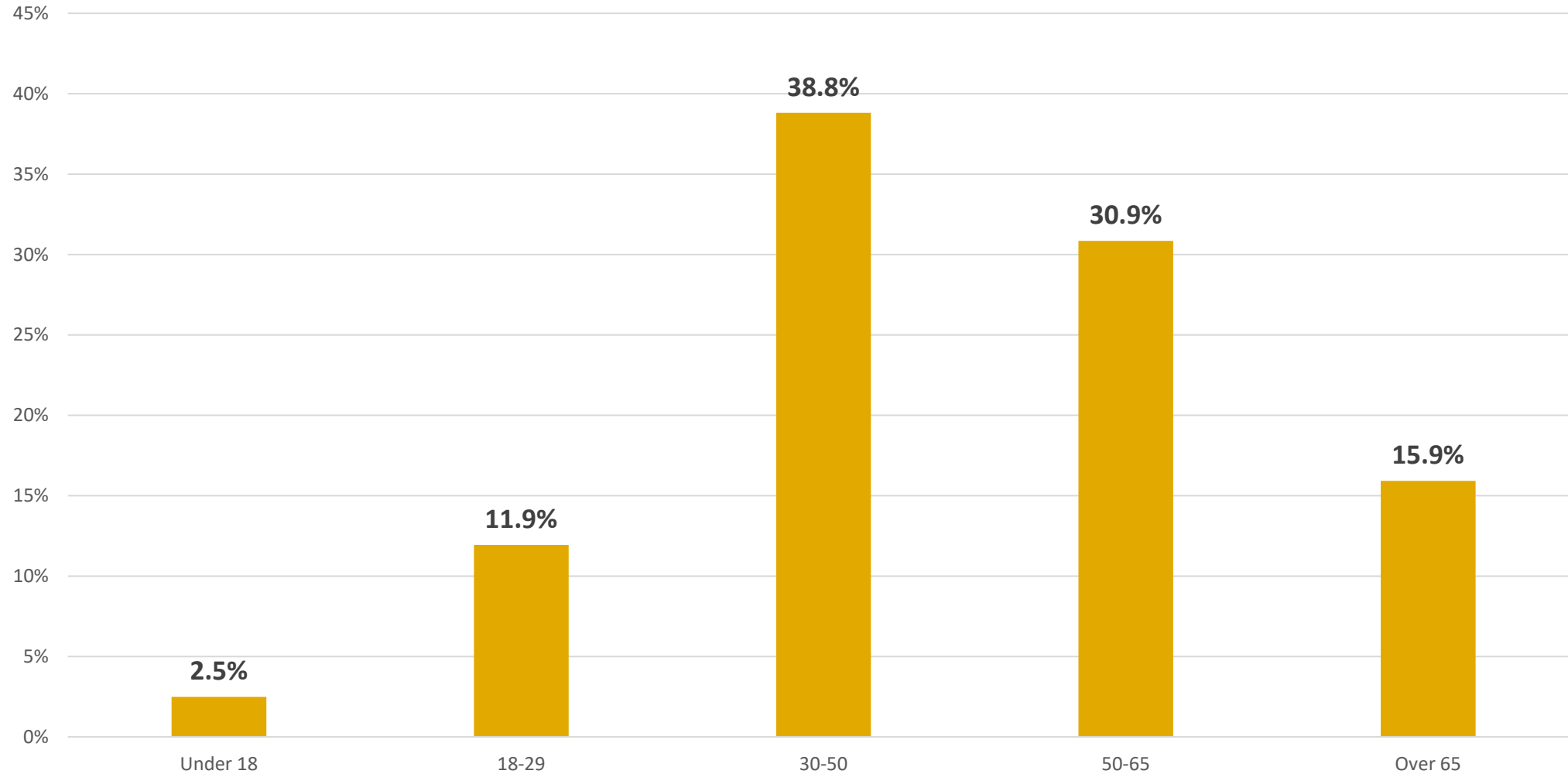**NWI 2050+ Plan**

Land Use Element

**Part One:
Finding Meaning**

RDg
PLANNING • DESIGN

Land Use
Related Survey
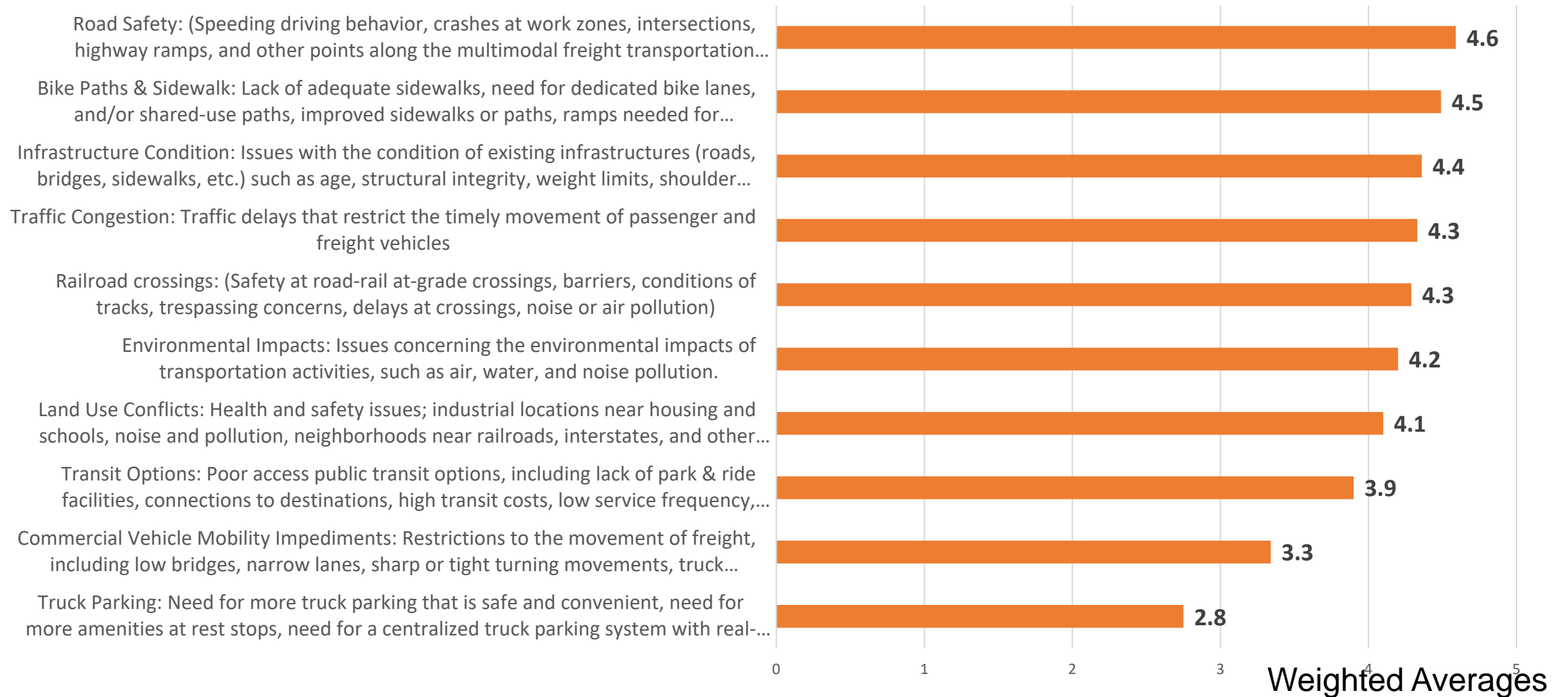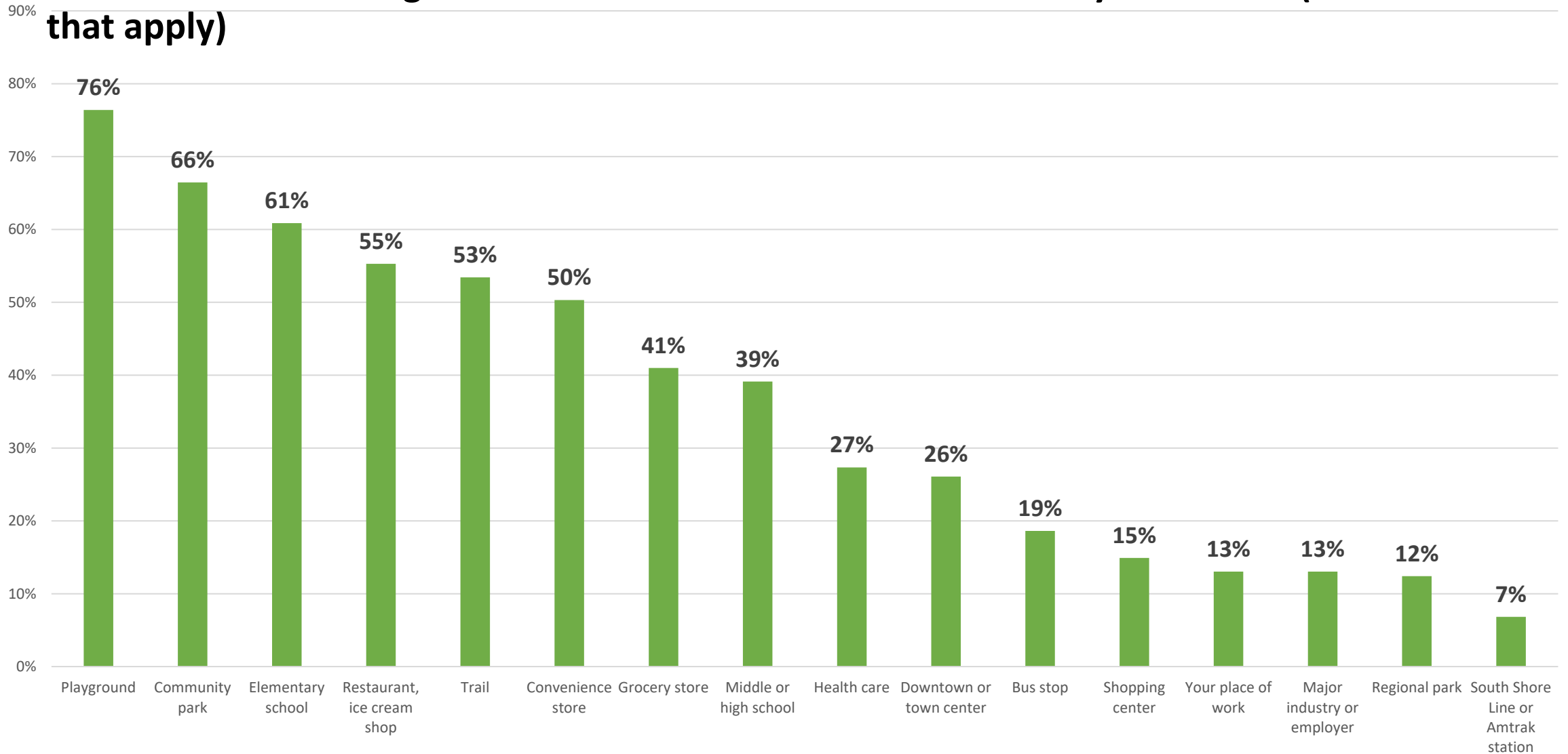Results

Survey Responses on Land Use Items

How **important** are each of the following issues to you and your surrounding region?

Road Safety: (Speeding driving behavior, crashes at work zones, intersections, highway ramps, and other points along the multimodal freight transportation… — **4.6**

Bike Paths & Sidewalk: Lack of adequate sidewalks, need for dedicated bike lanes, and/or shared-use paths, improved sidewalks or paths, ramps needed for… — **4.5**

Infrastructure Condition: Issues with the condition of existing infrastructures (roads, bridges, sidewalks, etc.) such as age, structural integrity, weight limits, shoulder… — **4.4**

Traffic Congestion: Traffic delays that restrict the timely movement of passenger and freight vehicles — **4.3**

Railroad crossings: (Safety at road-rail at-grade crossings, barriers, conditions of tracks, trespassing concerns, delays at crossings, noise or air pollution) — **4.3**

Environmental Impacts: Issues concerning the environmental impacts of transportation activities, such as air, water, and noise pollution. — **4.2**

Land Use Conflicts: Health and safety issues; industrial locations near housing and schools, noise and pollution, neighborhoods near railroads, interstates, and other… — **4.1**

Transit Options: Poor access public transit options, including lack of park & ride facilities, connections to destinations, high transit costs, low service frequency,… — **3.9**

Commercial Vehicle Mobility Impediments: Restrictions to the movement of freight, including low bridges, narrow lanes, sharp or tight turning movements, truck… — **3.3**

Truck Parking: Need for more truck parking that is safe and convenient, need for more amenities at rest stops, need for a centralized truck parking system with real-… — **2.8**
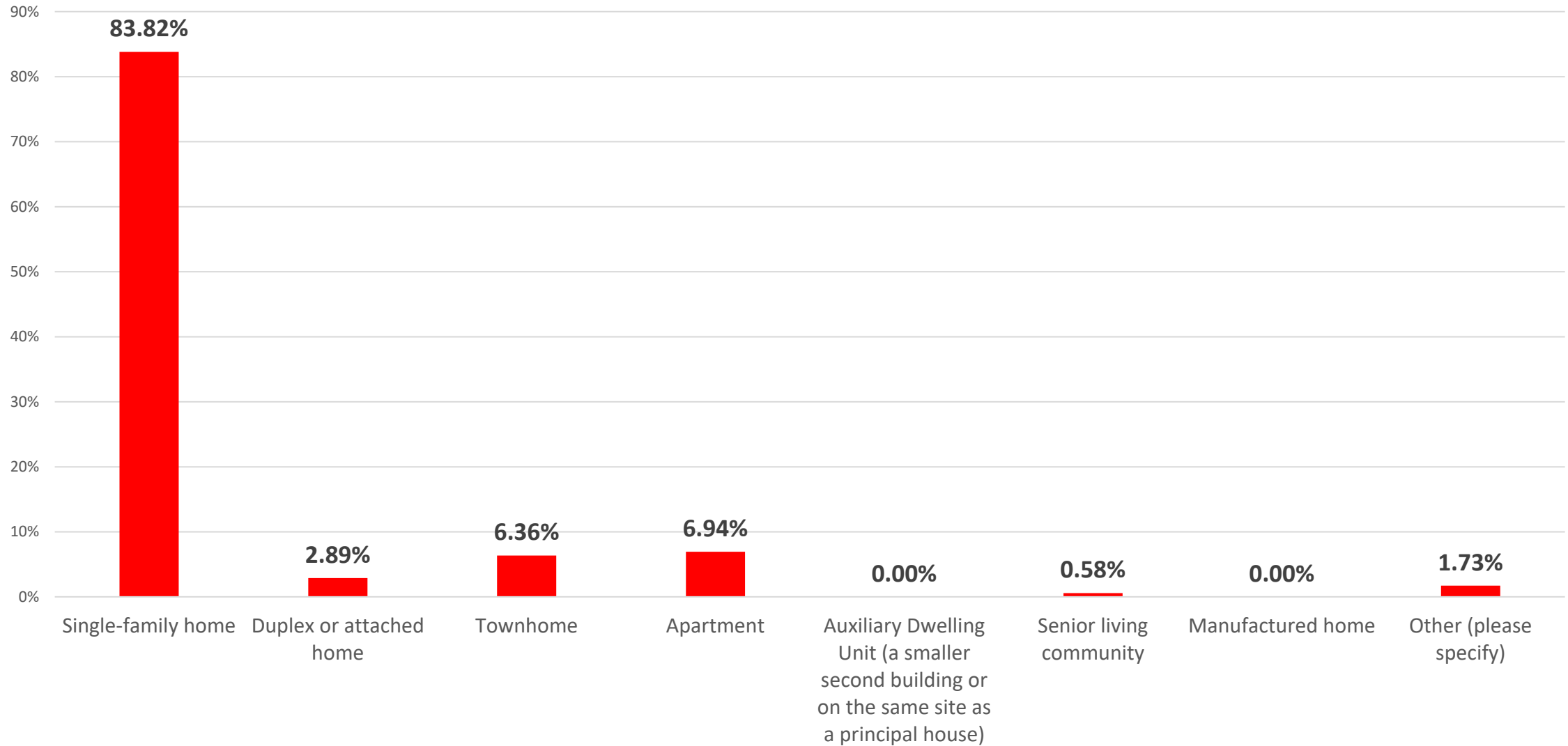
Weighted Averages

Survey Responses on Land Use Items

How would you classify the area that you live in? (Select the one that fits best)
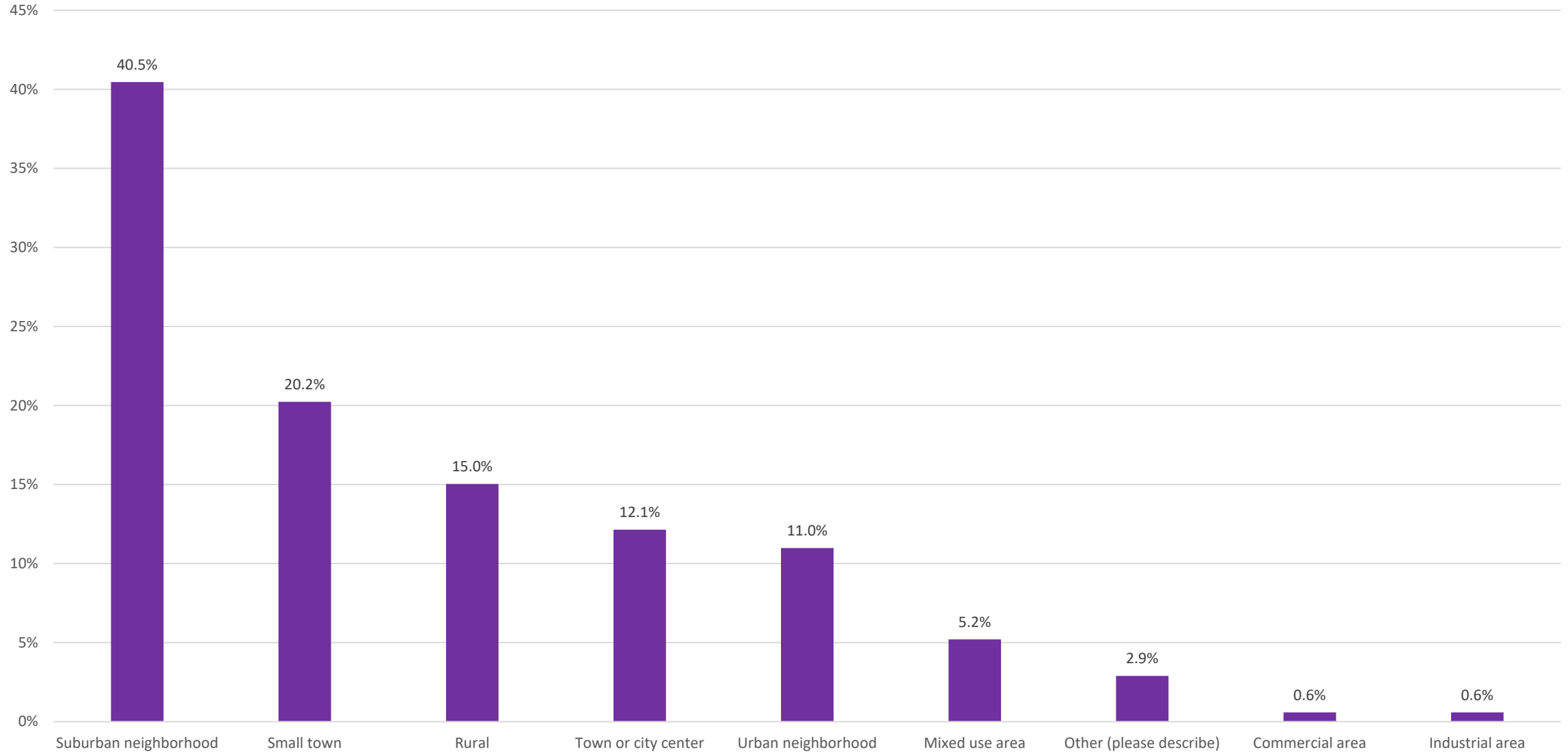
Survey Responses on Land Use Items
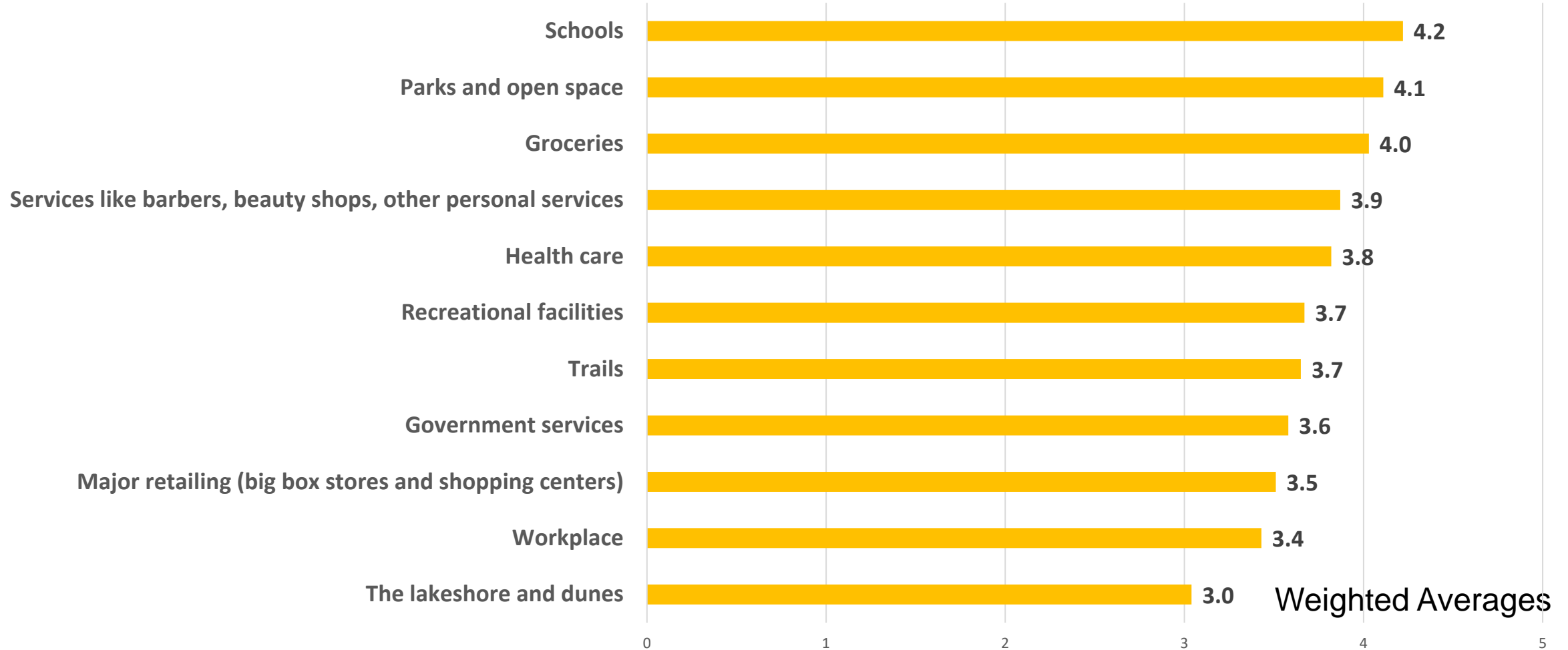
How would you rate your access from your home to following destinations? (1-very difficult to 5-excellent)
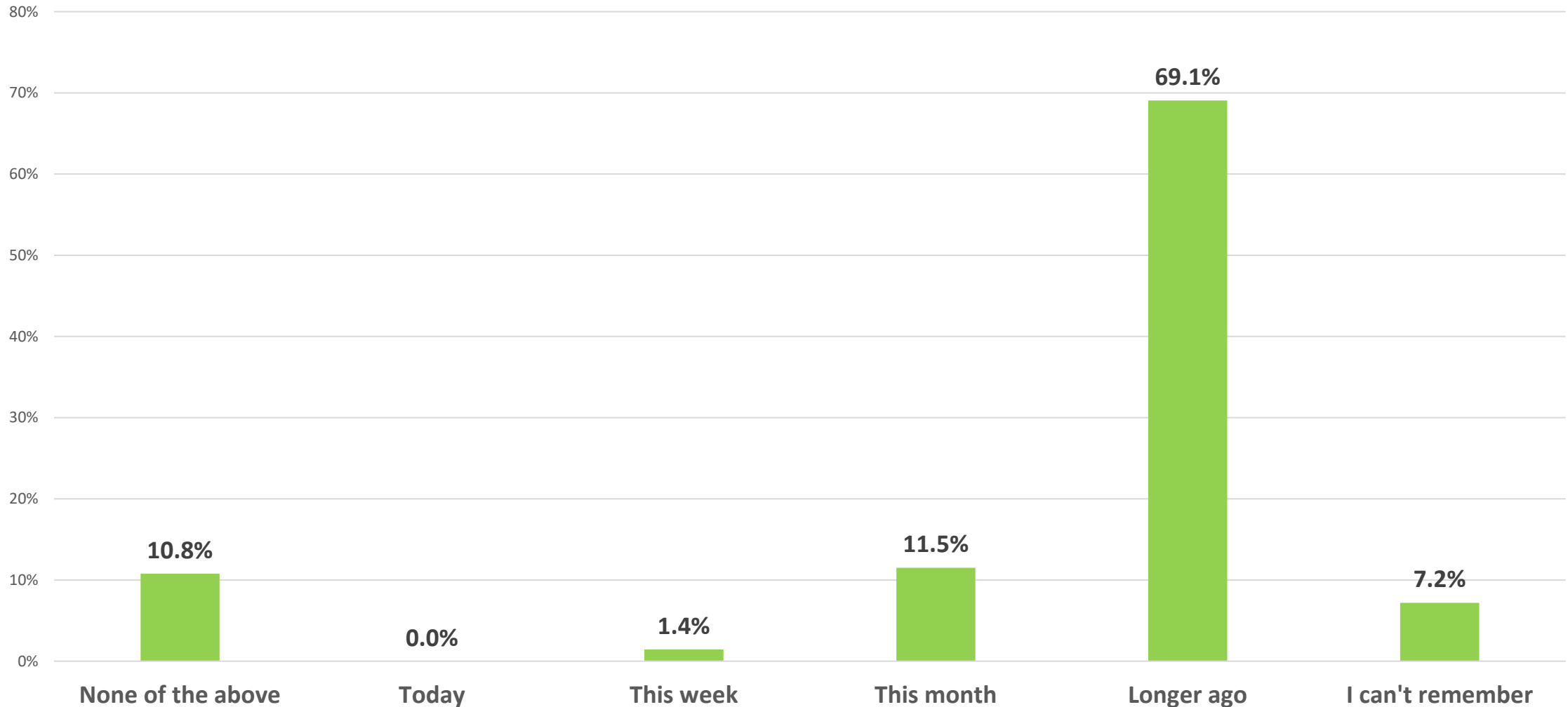
Destination	Weighted Average
Schools	4.2
Parks and open space	4.1
Groceries	4.0
Services like barbers, beauty shops, other personal services	3.9
Health care	3.8
Recreational facilities	3.7
Trails	3.7
Government services	3.6
Major retailing (big box stores and shopping centers)	3.5
Workplace	3.4
The lakeshore and dunes	3.0

Weighted Averages

Survey Responses on Land Use Items

Have you ever ridden public transit locally (in NW Indiana). This could include the South Shore Line, fixed route buses, or demand-response service (dial-a-ride)
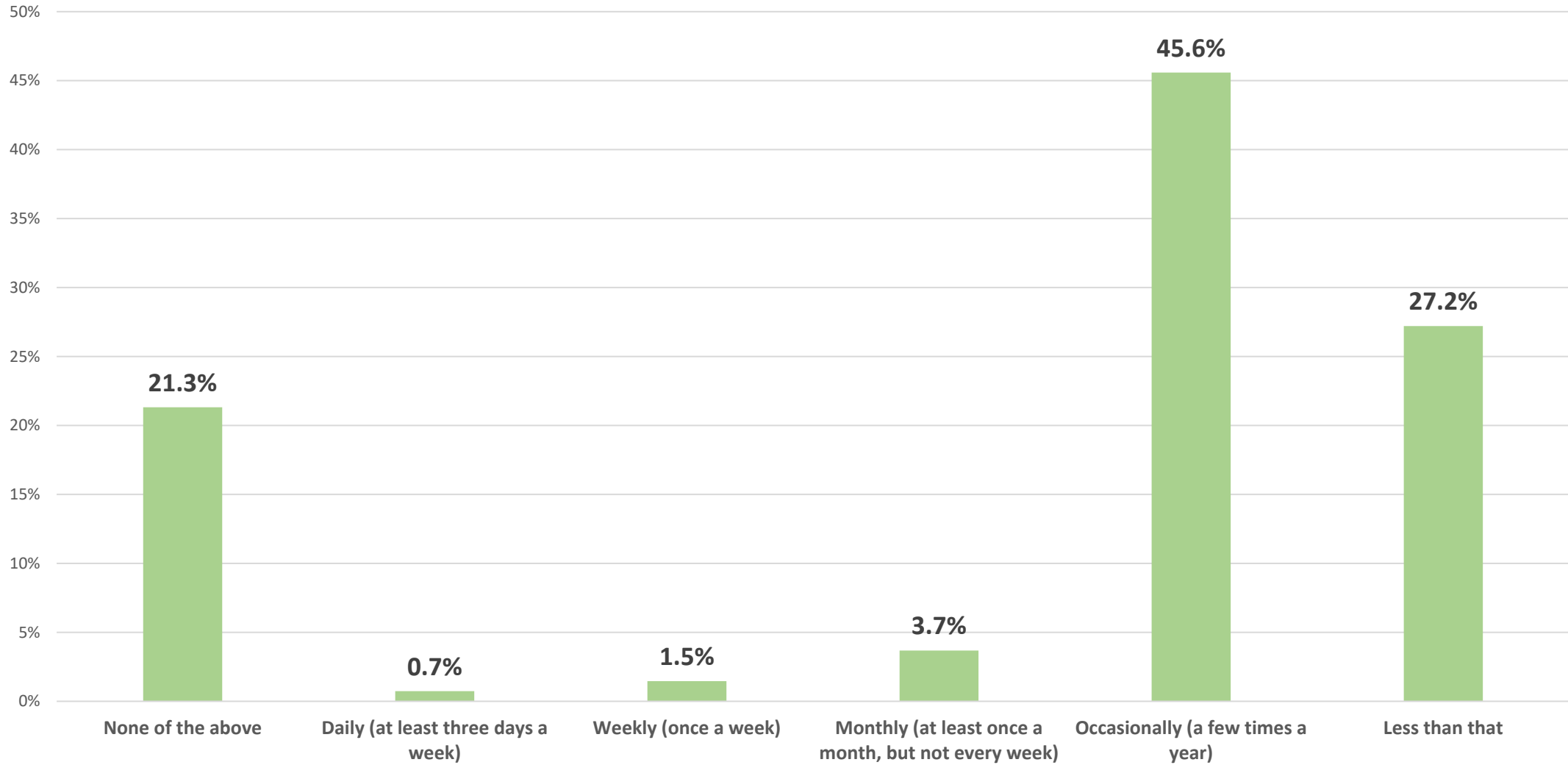
23.8%

76.3%
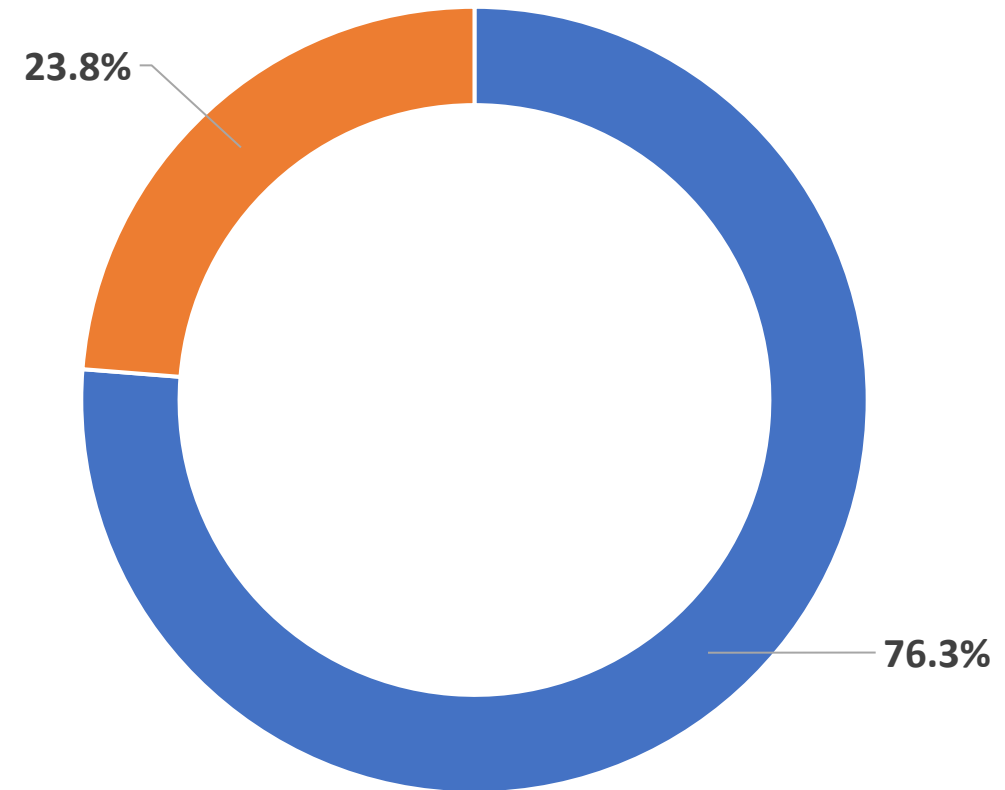
■ Yes ■ No

Survey Responses on Land Use Items

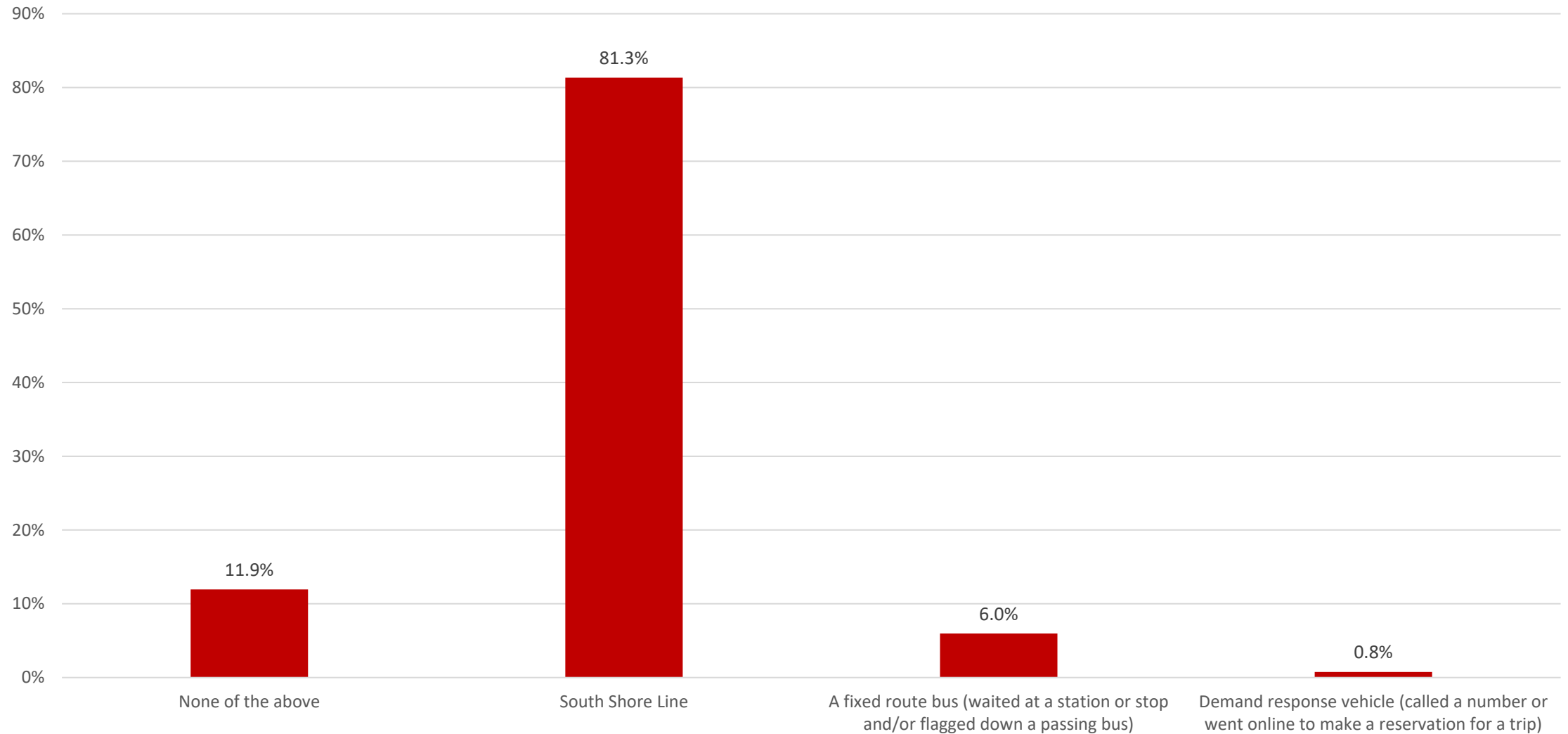If yes, when was the last time you took public transit locally?
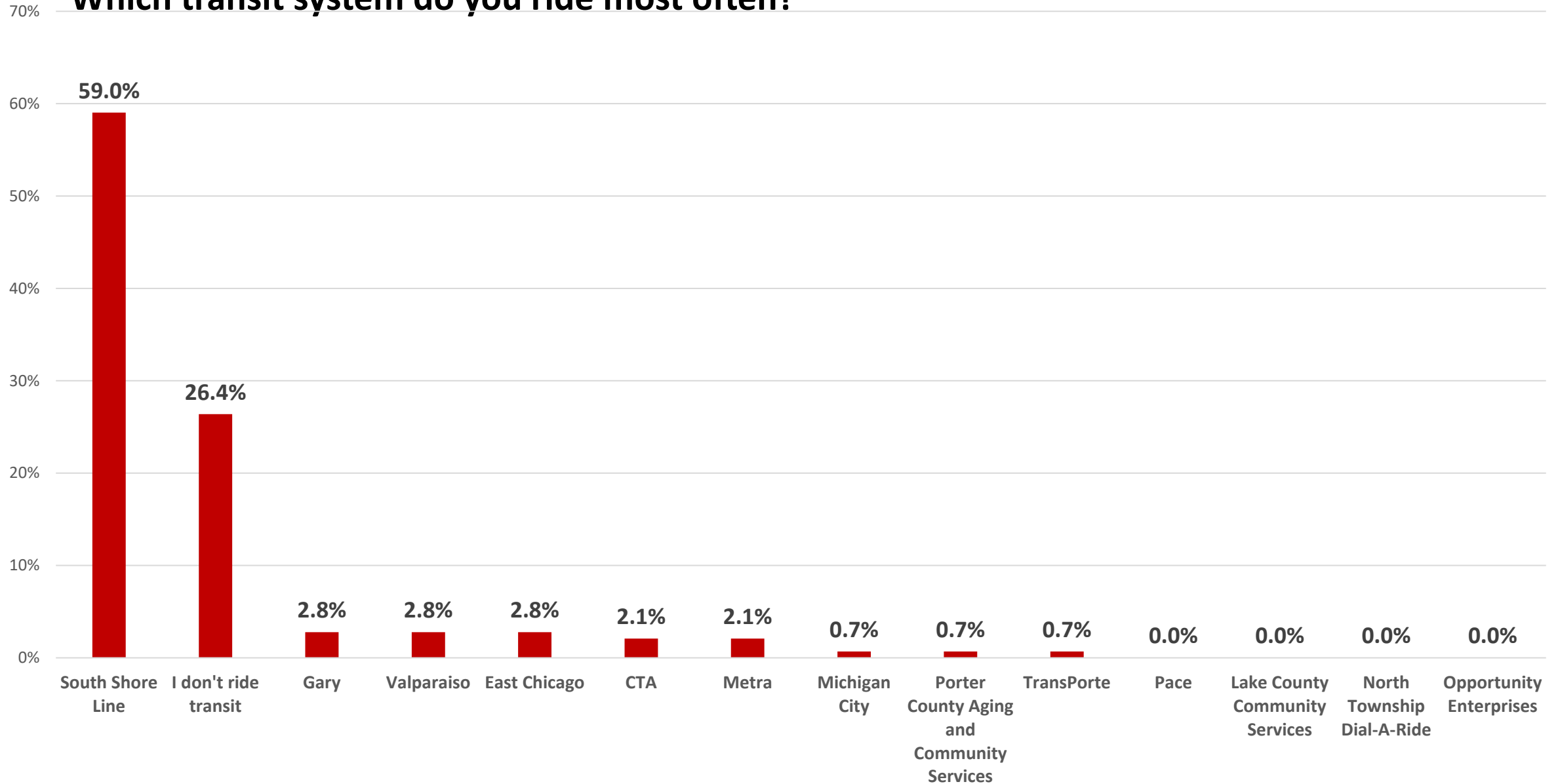
Survey Responses on Land Use Items

Is there a location that you want to get to on transit that you are currently unable to get to?

22.58%

73.39%

■ Yes ■ No
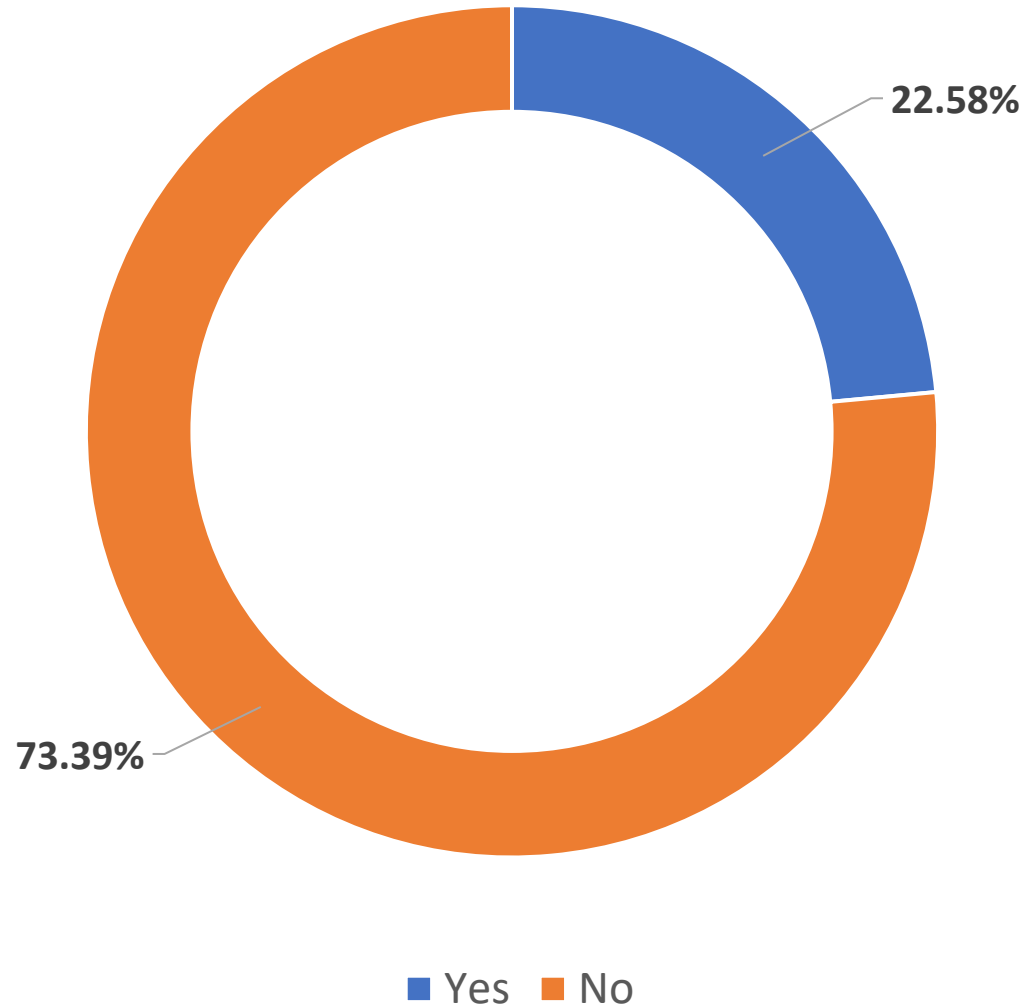
Survey Responses on Land Use Items

These diagrams represent different types of urban development. How appropriate are these in describing part of future development in your community?

Rural: Very large lot, low density

Very Appropriate– 14.10%

Appropriate– 17.31%

Somewhat Appropriate– 24.36%

Could be Appropriate – 18.59%

Not Appropriate for any part of my community- 25.64%

2
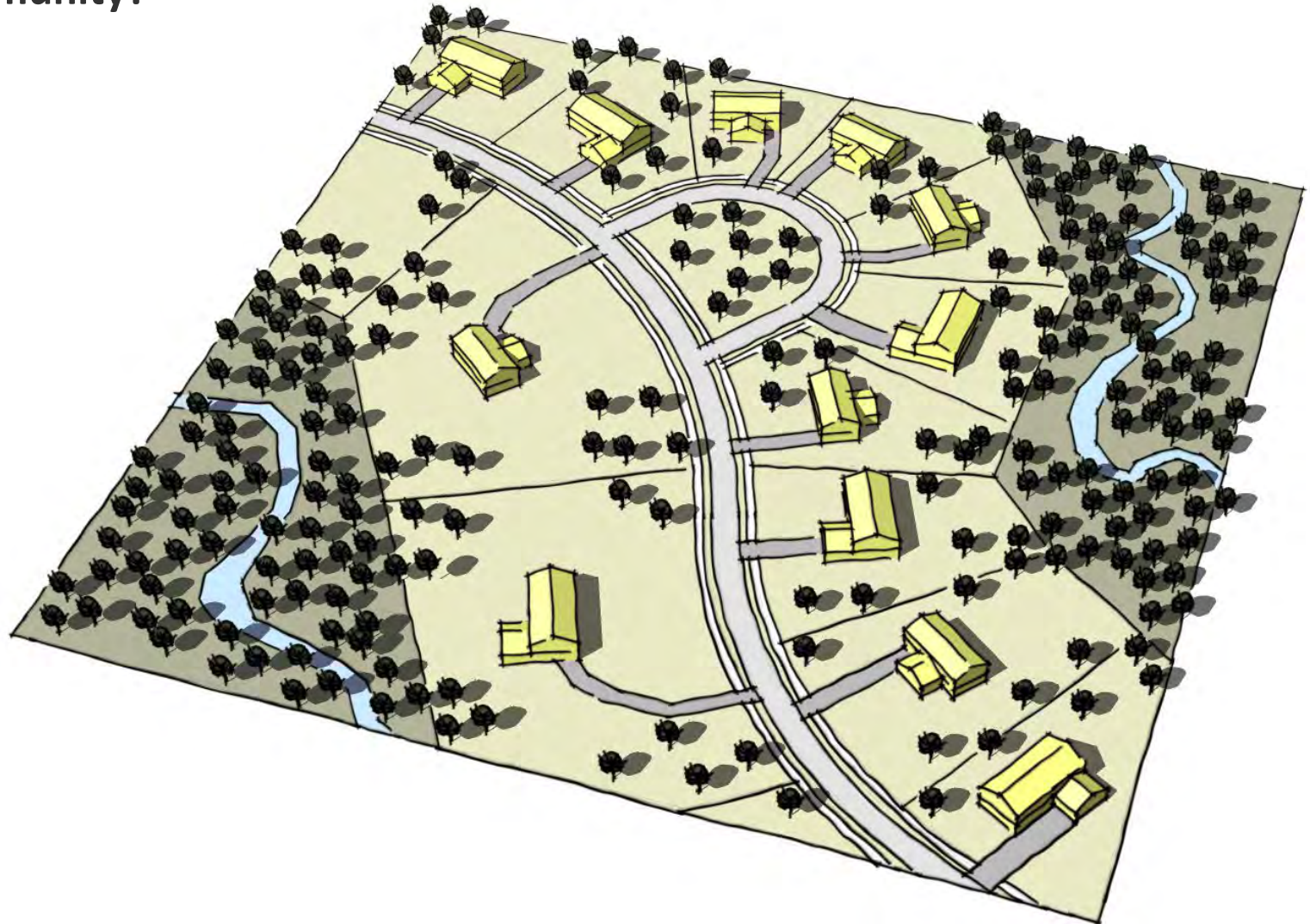
Low-density urban: Single-family houses individual lots, some duplexes and townhomes.
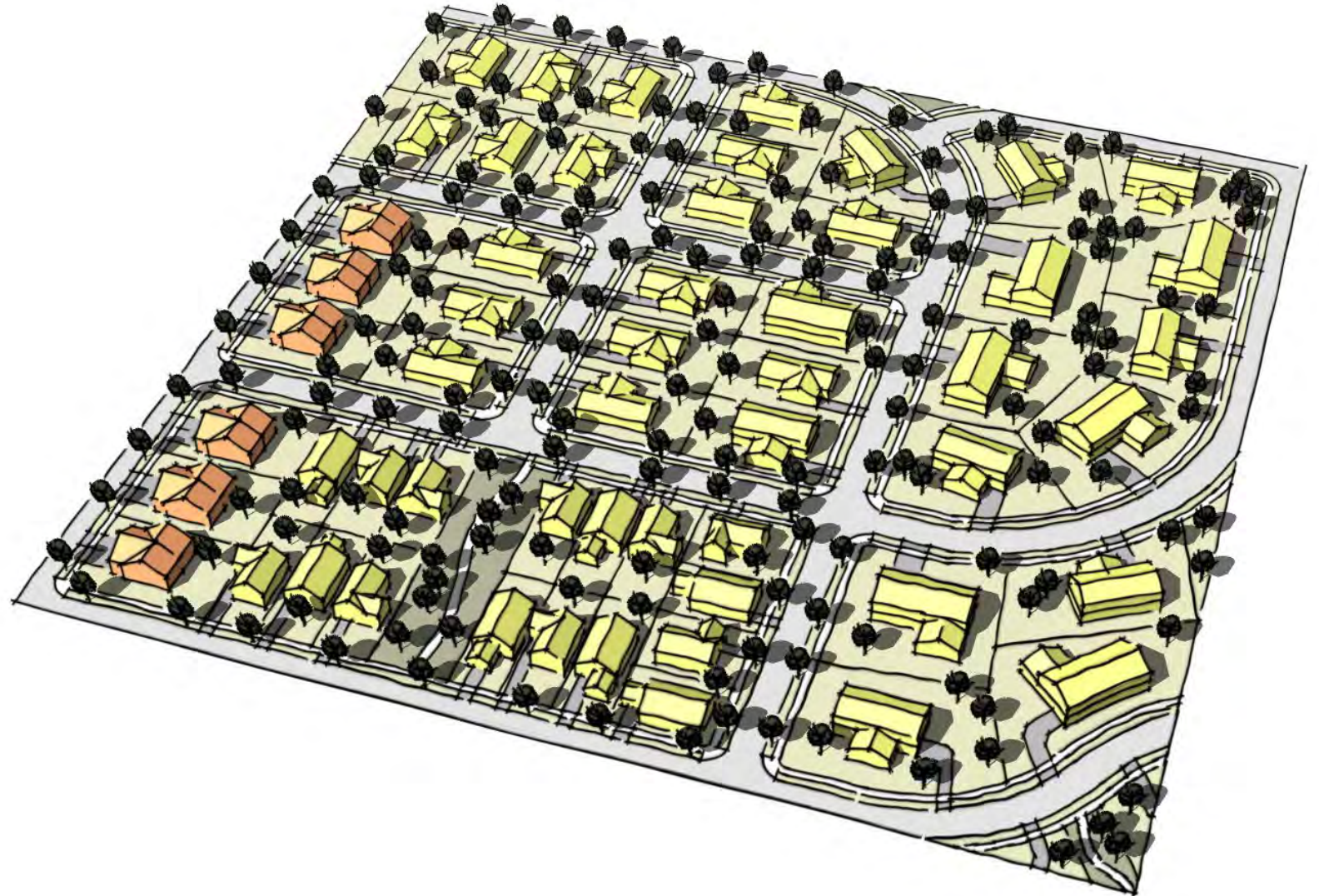
Very Appropriate– 10.90%

Appropriate– 26.92%

Somewhat Appropriate– 24.49%

Could be Appropriate – 22.44%

Not Appropriate for any part of my community- 10.26%

1

Medium-density urban: Mix of housing types, including singly-family, duplexes, townhomes, and small apartment projects, with neighborhood commercial.

Very Appropriate– 10.97%

Appropriate– 20.00%

Somewhat Appropriate– 21.29%

Could be Appropriate – 26.45%

Not Appropriate for any part of my community- 21.29%

3

NWI 2050+ Plan

Transit-Oriented Development: High-density residential and mixed commercial and office use, centered around major transit facilities.
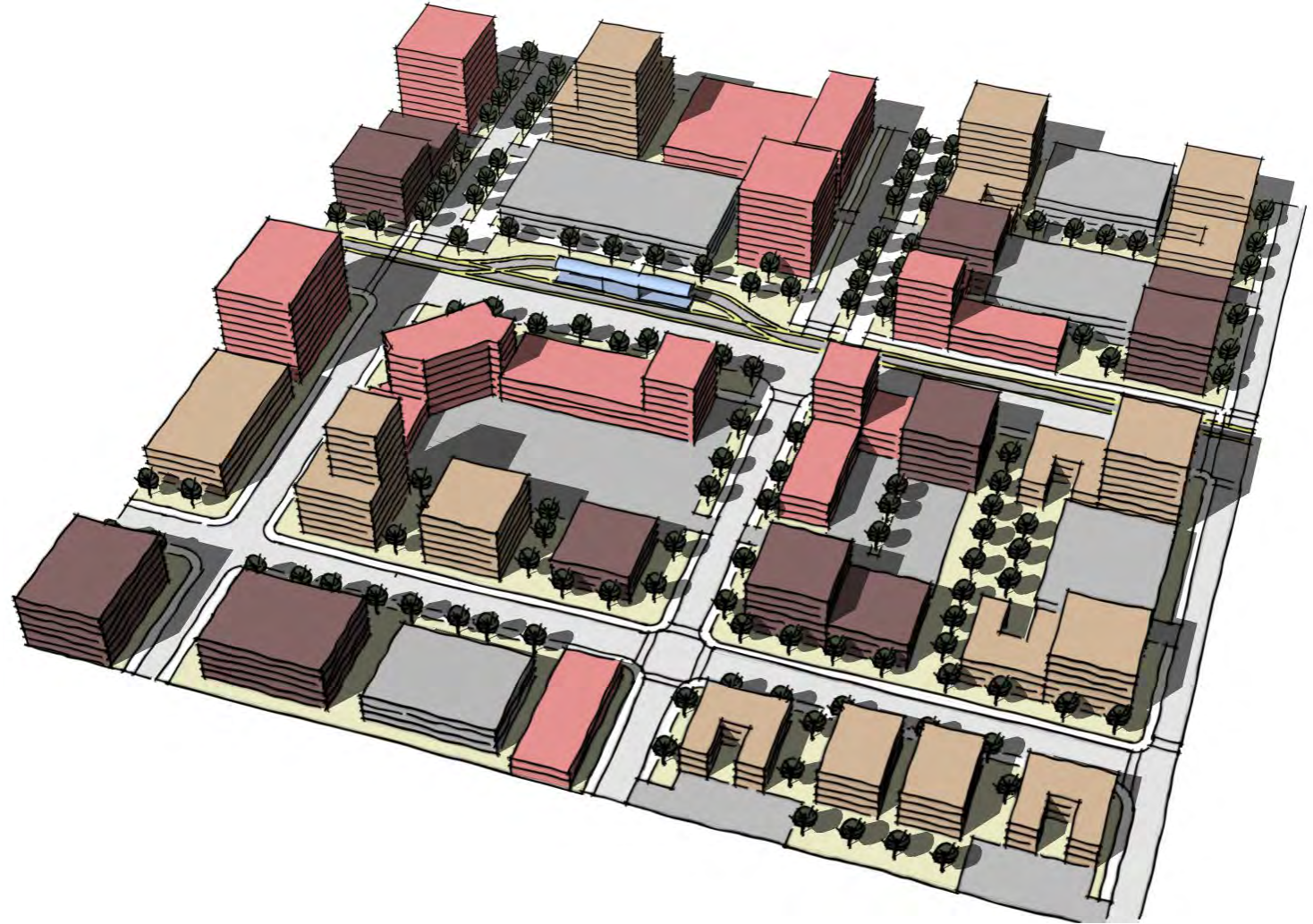
Very Appropriate– 12.18%

Appropriate– 10.26%

Somewhat Appropriate– 10.26%

Could be Appropriate – 23.72%

Not Appropriate for any part of my community- 43.59%

5

Downtown: Apartments, major office buildings and commercial, public buildings.

Very Appropriate– 9.03%

Appropriate– 9.68%

Somewhat Appropriate– 16.77%

Could be Appropriate – 19.35%

Not Appropriate for any part of my community- 45.16%

4