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STATE OF INDIANA
LAKE COUNTY
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MORRIS W. CARTER
THE TOWN OF HIGHLAND
RESOLUTION NO. 97-52

A RESOLUTION APPROVING A COMPREHENSIVE PLAN AND THOROUGHFARE PLAN AS APPROVED AND CERTIFIED BY THE PLAN COMMISSION, ALL PURSUANT TO I.C. 36-7-4 SECTIONS 500, THROUGH 511.

Whereas, The Town of Highland, through its Municipal Plan Commission has determined that in order to support the promotion of public health, safety morals, convenience, order and the general welfare as well as for the sake of efficiency and economy in the process of development, a need exists to prepare and approve a comprehensive plan for the Town of Highland;

Whereas, The Municipal Plan Commission at its regular session on May 21, 1997 did approve a proposed Comprehensive Plan including a Thoroughfare Plan for the regulation of public ways, pursuant to I.C. 36-7-4, sections 506 and 508;and

Whereas, The Municipal Plan Commission made this approval and adopted the modifications to the thoroughfare plan as outlined by the Town Legislative Body and expressed in its Resolution No. 96-40 passed and adopted on September 10, 1996;

Whereas, The Municipal Plan Commission has properly conducted the necessary hearings in advance of its approval of the Comprehensive Plan and now certifies its action to the Town Council for its consideration and approval;

Whereas, The Town of Highland, through its Town Council now desires consider the matter as herein described;

Now Therefore Be it Resolved by the Town Council of the Town of Highland, Lake County, Indiana;

Section 1. That pursuant to I.C. 36-7-4-509, the Comprehensive Plan and Thoroughfare Plan as approved and certified by the Highland Municipal Plan Commission, at its meeting of May 21, 1997, is hereby approved in all respects for the Town of Highland;

Section 2. That a certificate page shall be prepared and placed in the book or binder possessing the Comprehensive Plan, featuring the signatures of the proper officers of the Plan Commission and the Town Council and placed evidencing this approval and any subsequent amendments which may be made to the plan from time to time;

3333 Ridge Road Highland 46322 ←

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Section 3. That the Town Council hereby further finds and determines that the Comprehensive Plan contains the following elements, all pursuant to I.C. 36-7-4-502:

- (a) A statement of objectives for future development of the jurisdiction;
- (b) A statement of policy for the land use development of the jurisdiction;
- (c) A statement of policy for the development of public ways, public places, public lands, public structures and public utilities;

Section 4. That pursuant to I.C. 36-7-4-509, the clerk-treasurer as municipal clerk is hereby instructed to place one (1) copy of the Comprehensive Plan on file in the Office of the Recorder of Lake County;

Section 5. That the Building Commissioner is hereby instructed to place one (1) copy of the Comprehensive Plan on file in the office of the Plan Commission and one (1) copy on file in the Office of the Clerk-Treasurer;

DULY, PASSED AND ADOPTED by the Town Council of the Town of Highland, Lake County, Indiana this 11th day of August, 1997 having passed by a vote of 5 in favor and 0 opposed.

Town of Highland, Indiana
By its Town Council:

Larry W. [Signature]
Town Council President IC 36-5-2-10
Richard J. [Signature]
Chas [Signature]
[Signature]

10/11/97
SEAL
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INDEXED

Attest:

Michael W. [Signature]
Clerk-Treasurer (IC 33-16-4-1; IC 36-5-6-5)

CERTIFICATE OF THE CLERK-TREASURER

State of Indiana)
) SS:
County of Lake)

I, the undersigned, as the duly qualified, acting and serving Building Commissioner and Chief Inspector of the Town of Highland, Lake County, Indiana, do hereby certify upon proper oath as follows:

1. That the attached document, as listed below, is a full, true and correct copy of the record as identified and which is in my care as Building Commissioner of the Town of Highland, in sofar as such records and documents appear and are in my custody;
 - A. Comprehensive Master Plan of the Town of Highland;
2. That as the chief enforcement administrator of the relevant municipal department, established pursuant to IC 36-1-3, I.C. 36-1-6, IC 36-7-2 and IC 36-7-4 in particular, I have personal knowledge of the document named herein;
3. That the Plan is the most current plan in effect for this locality and was passed and adopted pursuant to the relevant laws of the state governing passage of enactment generally and passage and adoption of a master plan in particular as of the time of this certificate;
4. That I make this certificate for the purposes of certifying the accompanying Comprehensive Plan to the Lake County Recorder in support of its filing with that office pursuant to I.C. 36-7-4-509(b).

Signed: Kenneth J. Mika, Affiant.
Kenneth J. Mika, Building Commissioner

Before me personally, the undersigned, the duly qualified and serving Clerk-Treasurer of the Town of Highland, Lake County, Indiana, the above named affiant, **Kenneth J. Mika**, personally appeared and acknowledged the execution of the certificate for records on the 30th day of September, 1997, and further acknowledged that he is the party authorized to execute the foregoing instrument for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and Corporate seal of the Town of Highland, Indiana this 30th day of September 1997. I certify that I am the duly elected, qualified and serving Clerk-Treasurer for the Town of Highland, and as such empowered pursuant to IC. 33-16-4-1;IC 36-5-6-5 to make acknowledgments.

Authority Expiration: Lake County Combined Board of Elections and Voters Registration Certified the Election of November 7, 1995 officially November 14, 1995. I was qualified to office upon my oath administered January 1, 1996, to serve for a term of four years from that date and until a successor is elected and qualified. IC 36-5-6-2(b)

(seal)

Michael W. Griffin
Michael W. Griffin, Clerk-Treasurer

Certificate

State of Indiana)
) SS:
County of Lake)

We, the undersigned and proper officers of the municipality, do hereby certify that the text, maps, and other materials herein constitute the duly passed and adopted Comprehensive Plan of the Town of Highland, fully in force and effect for the jurisdiction, passed by the Municipal Plan Commission at its meeting of May 21, 1997 and adopted by Town Council Resolution No. 97-52, passed and adopted by the Town Council at its meeting August 11, 1997.

Signed in the Town of Highland, Lake County, Indiana, this ____ Day of _____, 1997.

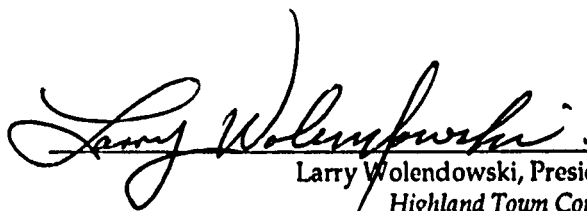
(Seal of the Plan Commission)



Carol Callaway, Secretary
Highland Plan Commission



Richard Adams, President
Highland Plan Commission

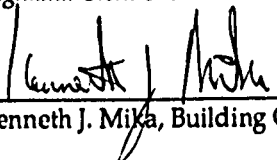


Larry Wolendowski, President
Highland Town Council

(Seal of the Town)



Michael W. Griffin, CMC
Highland Clerk-Treasurer



Kenneth J. Mika, Building Commissioner

**MASTER PLAN FOR
FUTURE
LAND USE**

Town of Highland, Indiana

Prepared by

James M. Mandon, P.E.

Plan Commission Consultant

December 1, 1995

TOWN OFFICIALS

Clerk-Treasurer	Michael W. Griffin
Town Council	George Georgeff Dominic Noce Rev. Arthur R. Burkman Lynn Powell Dennis Simala
Plan Commission	Carol Callaway Charles R. Wilson Richard Adams Daniel E. Dernulc Lynn Powell Dominic Noce Dennis Simala
Plan Commission Attorney	James S. Dal Santo
Director of Public Works	John Bach
Building Commissioner	Kenneth J. Mika
Recording Secretary	Barbara Knight
Plan Commission Engineer	John E. Phipps, P.E.
Plan Commission Consultant	James M. Mandon, P.E.

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CHAPTER 1

COMMUNITY DESCRIPTION

The Town of Highland is located approximately thirty (30) miles southeast of Chicago. The Town shares a common border on the north with Hammond, south with Schererville, west with Munster, and east with Griffith. Highland is served by excellent transportation facilities including Interstate Highway Routes 80, 90, and 94, U.S. Highway 41 and local thoroughfares Ridge Road, Kennedy Avenue, and 45th Street. Because of these transportation facilities, the convenient location with respect to the Chicago Metropolitan area, and a stable, relatively low, tax rate, the population of the Town has steadily increased from 1940 to 1980 (see Table 1).

During the decade from 1980-1990, the effect of an aging population, (see Tables 2 and 3), coupled with a continuing recession in new construction, resulted in the first population decrease in Highland's history, and a climb in tax rate. Within the last three (3) years, the economic downturn has lifted and an aggressive residential and commercial building program has been initiated, resulting in renewed population increase.

Additional growth beyond the study period will be limited by the availability of land for development. Highland has a limited amount of vacant developable property, and is landlocked with respect to any future annexation. Within the Town boundary, approximately 758 acres lie vacant, with about 40% zoned residentially and the remainder zoned for light industrial or commercial. Residential growth is expected to accelerate and continue over the next five years. Saturation population, based on available land, current zoning, future master plans, and maximum density requirements, is meaningful because it is predicted to occur within the study period.

The Town of Highland is a customer community of the Hammond Sanitary District. As such, the Town is responsible for all gravity storm, combination, and sanitary sewers and lift stations within its boundaries. The District is responsible for all pump stations, forced mains, and gravity sewers after the sewage leaves Highland to the treatment plant, and the plant itself. The current Town of Highland allocated capacity of the HSD treatment plant is 7.5 MGD. The annualized daily average Highland flow going to the plant is 3.3 MGD. Residents of Highland must pay a sewer user fee which is collected by the Town on the utility bill. A portion of these funds are then paid to the HSD for operating expenses. The HSD has its own authority to float General Obligation Bonds. The HSD includes the Towns of Highland and Griffith as customer communities, while the Town of Munster and the City of Hammond are full members of the HSD.

The Town purchases water as a wholesale customer directly from the Hammond Water Department, a public utility. The Hammond Water Department currently has sufficient pumping capacity to satisfy maximum daily and peak daily demand in Highland for at least the term of the study period. The daily average usage, including the gallonage sold to the Town of Dyer, is 3.5 MGD.

The Town has a Town Council form of government and became incorporated in 1910. The Town was settled by English, Dutch, German, and Irish as an agricultural settlement in the mid-1800s. Later, Polish, Italian, Slovaks, and Hungarians moved to Highland beginning around the time of incorporation, (see Table 4).

The Town has recently encouraged residential, commercial and limited industrial development through the use of tax incentives, public investment and active recruitment of prospective developers. In addition to adequate utilities, business development requires an excellent intra-Town road system. The renovation of Kennedy Avenue, 45th Street, Ridge Road, and numerous intersection improvements have provided for the efficient flow of traffic through the Town.

The Main Street Project is currently in the planning phase. The entire project will cost over \$10 million. When completed, the roadway is intended to provide a standard four (4) lane primary arterial running from Interstate 394 in Lynwood, Illinois on the west to Colfax Street in Griffith on the east. Opposition has been voiced by Schererville officials concerning additional traffic that this improvement may attract, however, this traffic will be diverted from currently overcrowded inter-community arterials, such as U.S. Highway 30 and Ridge Road. Opposition has also been expressed by environmental groups concerning the possible degradation of the Hoosier Prairie near Main Street and Kennedy Avenue.

Traffic counts currently are highest from Calumet Avenue in Munster to Indianapolis Blvd., (U.S. Highway 41), in Highland. Even if the widening improvements were to terminate at 41, the project would have significant benefits to traffic mobility in the area. The regional transportation master plan shows this roadway eventually being improved to Interstate 65 in Merrillville. The installation of this roadway in south Highland opens the entire undeveloped portion and provides primary frontage for commercial and industrial development.

Commercial and industrial development is further encouraged through the use of enterprise zones and tax abatement. The Town's Redevelopment Committee, made up of members of the business community, aggressively sells the Town of Highland to prospective business clients through publicizing available sites, and by compiling Town prospectus information about taxes, labor force, etc.

Educational opportunities are high level and abundant in Highland. The primary and secondary schools remain some of the best in Northwest Indiana. For many families, it is the reason for moving to Highland. Within the last six (6) years, Southridge, Merkley, and Warren elementary schools, and the High School have undergone major remodeling, totaling nearly \$30 million. Purdue University Calumet and Indiana University Northwest are within a few miles of the Town. Valparaiso University is within twenty-five (25) miles of the Town. Numerous vocational schools are also within a thirty (30) mile radius. Chicago, with its high level and diverse educational opportunities, is within thirty (30) miles.

The Town's Park and Recreation facilities are an area among the most numerous and highest quality in the entire Northwest Indiana area. A total of 15 parks, summing to 139 acres, serves the basic recreational needs of the population. Recently, nearly 55 acres of abandoned railroad right-of-way has been converted into bike/walking/jogging paths. In addition, Indiana Dunes State Park and Dunes National Lakeshore provide access to Lake Michigan recreational opportunities.

In summary, because the Town is strategically located with respect to excellent transportation facilities, has had a stable form of government, excellent public services, and an improving tax rate, has excellent utilities with sufficient additional capacity, has a limited amount of vacant prime residential property, encourages business development, and has excellent educational and improving recreational opportunities, its populations will stabilize and then slowly grow, until saturation is achieved.

Table 1
Total Population

<u>Year</u>	<u>Population</u>
1940	2,723
1950	5,878
1960	16,284
1970	24,947
1980	25,935
1990	23,696
1993*	23,125

Source: U.S. Census Bureau
* NIRPC Projection

Table 2
Age Characteristics

<u>Age Group</u>	<u>Number of Persons</u>
less than 5	1,350
5-17	4,261
18-20	926
21-24	1,233
25-44	7,227
45-54	2,898
55-59	1,407
60-64	1,294
65-74	2,088
75-84	855
over 85	157

Source: 1990 Census

**Table 3
Age Comparison
1980-1990**

	<u>1980</u>	<u>1990</u>	<u>%</u>
median age	30.2	35.8	18.5
under 18	7,709	5,611	-27.2
18-64	16,473	14,985	-9.0
over 65	1,753	3,100	76.8

Source: NIRPC

Table 4
Predominant Ancestry

<u>Country</u>			<u>Number</u>
Dutch			1,495
English			2,705
German			6,906
Hungarian			1,199
Irish			4,272
Italian			1,584
Polish			4,602
Slovak			1,854
	<u>1980</u>	<u>1990</u>	
Native Born	24,864		22,621
Foreign Born	1,071		1,075

Source: 1990 Census/NIRPC

CHAPTER 2

INCOME AND EMPLOYMENT

As the total population over 16 has decreased and higher numbers of persons leave the work force to retire, the total labor force has experienced a small reduction from 1980 to 1990. The unemployment rate dropped by a full percentage from 4.6% to 3.6%, with female unemployment dropping dramatically from 4.9% to 3.2%. The percentage of women in the labor force with children under 6 years of age doubled from about one third to two thirds. The percentage of women in the work force with school age children jumped from a little over half in 1980 to nearly 80% in 1990.

The type of occupations also changed markedly from 1980 to 1990. Managerial and sales jobs posted the largest gains with 25% and 22% respectively. The number of persons employed as technicians increased by 12%. Those employed in production or as laborers saw the largest declines with -31% and -21%.

The industries which those occupations were employed saw a major shift from manufacturing and utilities to health services, real estate, finance, and insurance.

Median family income jumped from \$29,039 in 1980, to \$44,023 in 1990, and per capita income increased from \$9,425 to \$15,948. A total of 850 persons, or 3.6% of the total population, were below the poverty level as of 1990. About 4% of persons over 65 or under 18 were below the poverty level.

Highland is typical of a suburban area which is part of a larger urban center. As such many residents are employed elsewhere. It is also obvious from Table 11 that affordable, convenient public transportation is lacking, since over 82% of the employed residents drive alone to work. This represents nearly 10,000 vehicles per day, with a mean travel time of over 23 minutes.

Table 5
Labor Force Status

<u>Category</u>	<u>1980</u>	<u>1990</u>	<u>%</u>
Total Population (over 16)	19,305	18,772	-2.8
Total Labor Force	12,665	12,393	-2.3
% in Labor Force	66%	66%	
Employed	12,311	11,920	-3.2
Unemployed	585	449	-23.2
% Unemployed	4.6	3.6%	
% Male Unemployment	3.8%	4.0%	
% Female Unemployment	4.9%	3.2%	
% Females in Labor Force w/ Children under 6	29.3%	59.2%	
% Females in Labor Force w/ Children 6 to 17	54.1%	79.5%	

Source: NIRPC

**Table 6
Occupation**

Type	<u>1980</u>	<u>1990</u>	<u>%</u>
Executive/Administrative/Managerial Professional/Specialty	2,635	3,290	24.9
Technicians	405	454	12.1
Sales	1,144	1,397	22.1
Clerical/Administrative Support	2,156	2,187	1.4
Services	1,405	1,307	-7.0
Precision Production/Repair Craft	2,490	1,708	-31.4
Laborers	2,069	1,529	-21.6

Source: NIRPC

**Table 7
Industry**

<u>Industry</u>	<u>1980</u>	<u>1990</u>	<u>%</u>
Construction	653	639	-2.1
Manufacturing	4,226	2,801	-33.7
Transportation/Communications /Public Utilities	914	813	-11.1
Retail/Wholesale Trade	2,843	2,720	-4.3
Finance/Real Estate/Insurance	667	774	16.0
Health Services	615	1,086	76.6
Educational Services	1,009	1,091	8.1
Public Administration	232	244	5.2

Source: NIRPC

Table 8
1989 Household Income

<u>Income Range</u>	<u>Number</u>
less than \$5,000	198
\$5,000 to \$9,999	415
\$10,000 to \$14,999	425
\$15,000 to \$24,999	1,363
\$25,000 to \$34,999	1,396
\$35,000 to \$49,999	1,982
\$50,000 to \$74,999	2,143
\$75,000 to \$99,999	533
\$100,000 to \$149,999	186
\$150,000 or more	102

Source: 1990 Census

**Table 9
Income Comparison
1980-1990**

	<u>1980</u>	<u>1990</u>
Total Households	8,514	8,743
Median Family Income	\$29,039	\$44,023
Median Household Income	\$26,832	\$39,437
Per Capita Income	\$9,425	\$15,948

Source: NIRPC

Table 10
Income Type

<u>Type</u>	<u>Number</u>	<u>Mean</u>
Wages/Salary	7,077	\$41,725
Self-employment	704	\$20,346
Farm	54	\$5,191
Social Security	2,567	\$8,921
Public Assistance	243	\$5,112
Retirement	1,834	\$8,434

<u>Below Poverty Level</u>	<u>Number</u>	<u>%</u>
Total	850	3.6
Over 65	126	4.1
Under 18	221	4.0

Source: 1990 Census

Table 11
Commuting to Work

<u>Category</u>	<u>Percent</u>
Drove Alone	82.5%
Carpooled	9.8%
Public Transportation	3.8%
Walked/Work at Home	3.6%
Other	0.2%

Worker over 16 11,780 persons

Mean Time to Work 23.4 minutes

Source: 1990 Census

CHAPTER 3

POPULATION PROJECTIONS

In order to develop a meaningful master plan for future development for the Town of Highland, the population change which will occur must be determined, as accurately as possible. Prior to making projections concerning population, a study time frame must be decided and a detailed population projection must be developed throughout the time frame.

STUDY TIME FRAME

A period of twenty (20) years has been selected for the master plan. In choosing a time frame, it should be realized that some recommendations will require several months to implement. Some will involve large capital outlays. The time frame should be long enough to fully realize the economic life of the capital investments. Benefits derived from various recommendations will be incremental; therefore, their total benefit a function of time. If a time frame is chosen which is too short, then alternatives, which result in a rapid return on investments, are favored. Alternatives which may be valid for a longer duration, the total value of which may be greater, may be overlooked if the study time frame is a function of the continuing validity of the various assumptions made throughout the study. In addition, technological advances will materially alter some recommendations and create new ones. Due to the nature of technological advances in the construction field, one cannot assume that assumptions will remain valid during the study time frame. One can assume that they will be invalidated beyond the study time frame. A twenty (20) year study time frame was selected as most appropriate.

ARITHMETIC PROGRESSION

The arithmetic projection method for projecting population assumes that growth in a future period will continue at a constant rate established by past growth. Using this method, from 1950 to 1990, results in a population estimate of 26,166 for year 2000 and 28,636 for year 2010, (see Table 13).

GEOMETRIC PROGRESSION

This method assumes that growth in a future period will continue at a logarithmic rate established by past growth. Using this method produces population estimates for years 2000 and 2010 of 26,851 and 30,426 persons, respectively (see Table 13).

GRAPHICAL EXTENSION

This method extends a line reflecting the slope of each ten (10) year interval between censuses. An average line is then determined to reflect the population estimate of future years. This method yields a year 2000 population of 26,000 and a year 2010 population of 28,200 (see Table 13).

GRAPHICAL COMPARISON

This method uses other municipalities with similar characteristics whose populations have grown beyond Highland's and assumes that Highland will grow as the average of the group. Five communities were selected based on size and proximity to central Town development. This method yields 35,500 and 47,500 as population estimates for years 2000 and 2010 (see Table 13).

DECREASING RATE OF INCREASE

The decreasing rate of increase method uses an exponential relationship to express a period of growth characterized by the mature portion of an S-curve approaching saturation population. This method is particularly applicable because saturation is approaching, due to limited vacant property, and yields 26,014 and 26,020 as population estimates for years 2000 and 2010 (see Table 13).

RATIO METHOD

This method uses the ratio of Highland's population with respect to the county (Lake) and state (Indiana). Once a ratio is projected for future years, it is multiplied by county and state population estimates from the sources indicated in Table 12. This method is a crude measurement of projected population and inferior to other methods described above.

LOGISTIC METHOD

This method assumes that the Town has some limiting saturation population and that the rate of growth is a function of the Town's population deficiency from saturation. This method is also highly applicable because, similar to the decreasing rate of increase, saturation population is approaching. This method results in a year 2000 population estimate of 26,010, and 2010 of 26,021.

POPULATION FORECAST CONCLUSION

The population values derived from the ratio and increasing rate of decrease methods seem most valid for the Town of Highland for the following reasons:

1. As explained earlier, Highland has property limitations. As such, population growth rate is a function of the Town's ability to accelerate interest in development until saturation, and then the Town's ability to arouse interest in redevelopment. The reduction in the number of vacant parcels, and emphasis on reinvestment by redevelopment in the Town, will result in a slowing population growth.
2. The ratio method, using either Lake County or the State, and graphical comparison methods do not seem appropriate due to the difficulty in obtaining accurate comparables.

Therefore, the projected population for year 2000 is expected to be 26,010 persons and for year 2010, 26,021 persons (see Table 13).

Table 12
Population Comparibles
(Persons)

	<u>1950</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>
Lombard, IL	14,595	22,561	35,977	36,879
Des Plains, IL	14,994	34,886	57,239	53,568
Downers Grove, IL	11,865	21,154	32,715	42,691
Oak Lawn, IL	8,751	27,471	50,305	54,590
Elmhurst, IL	21,273	36,991	48,887	44,276
Lake County, IN	368,152	513,269	546,253	522,965
State of Indiana	3,934,224	4,662,498	5,193,669	5,490,224
Highland, IN	5,878	16,284	24,947	25,935

Source - U.S. Census Bureau

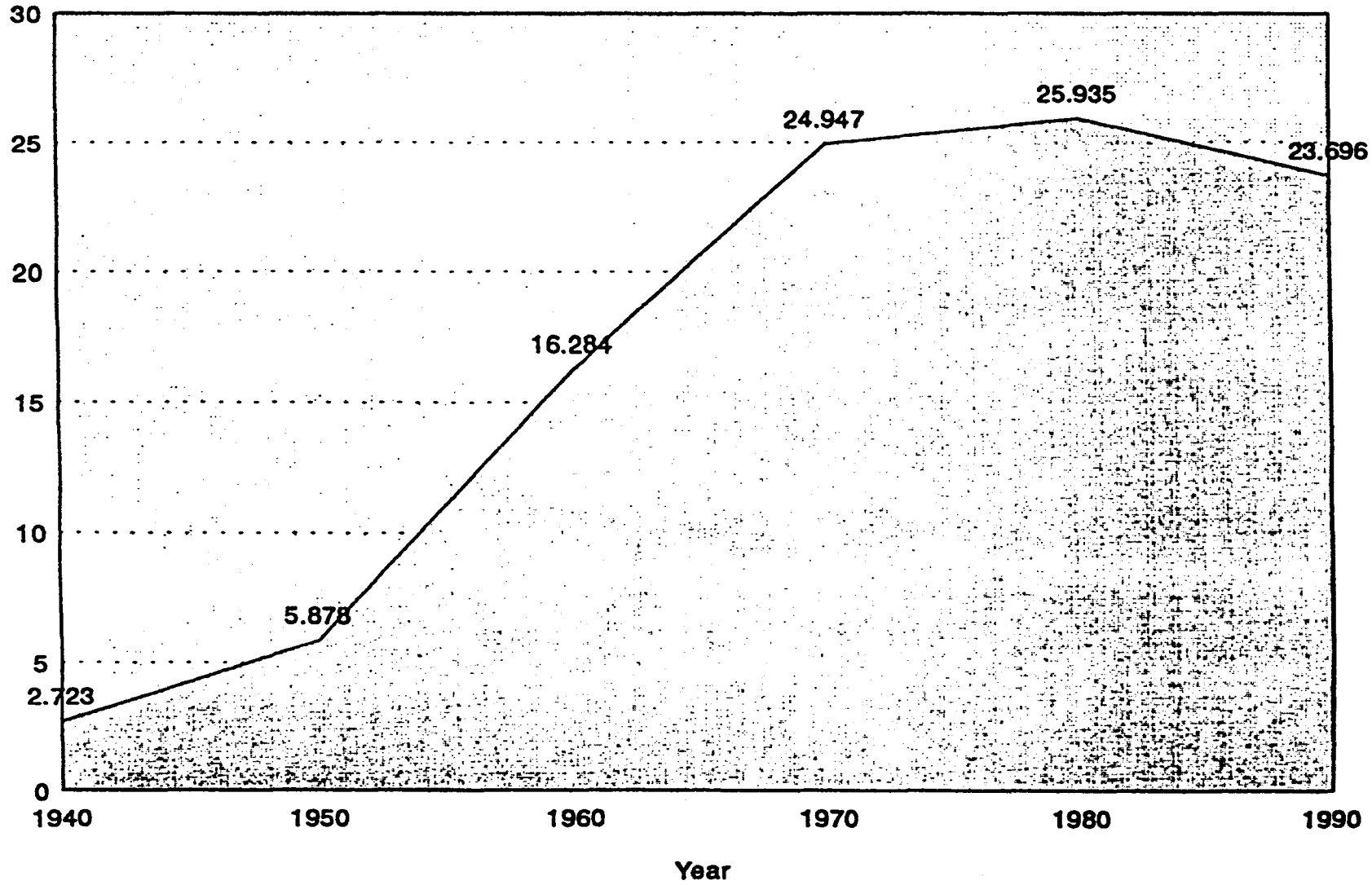
Table 13
Population Projection Summary

Method	2000	2010
Arithmetic Progression	26,166	28,636
Geometric Progression	26,851	30,426
Graphical Extension	26,000	28,200
Graphical Comparison	35,500	47,500
Decreasing Rate of Increase	26,014	26,020
Ratio Method		
Lake County	22,508	22,827
State:		
Board of Health	24,929	26,304
Census	24,209	24,881
Logistic Method	26,010	26,021

Total Population

Town of Highland

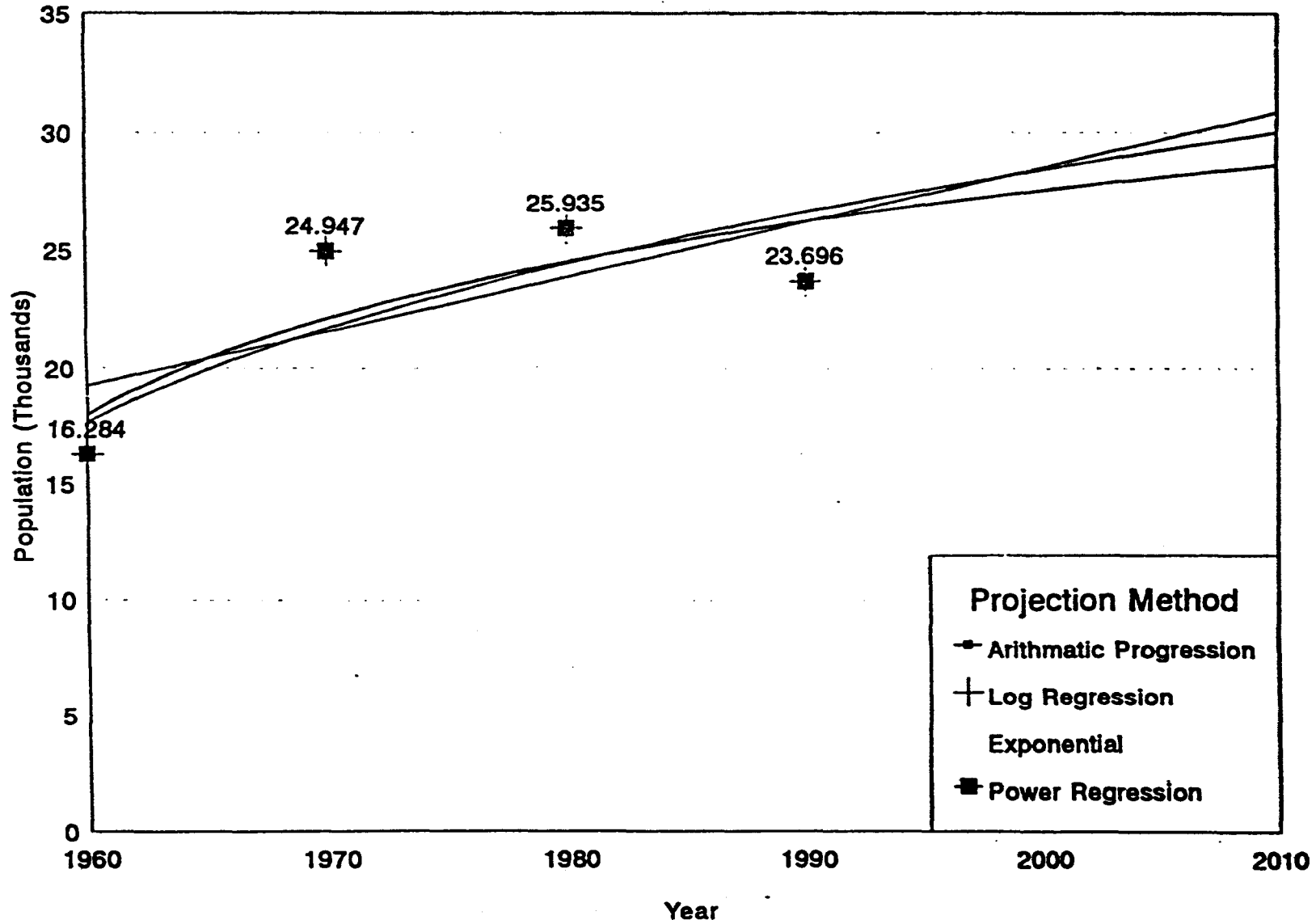
Population (Thousands)



Source: U.S. Census Bureau

Population Projection

Town of Highland



CHAPTER 4

EXISTING LAND USE

An analysis of existing land use is primary when preparing a recommendation for future land use. The master plan should not be absolutely limited by existing land use; however, since a finite twenty (20) year window is used, the rate of change must be realistic or the plan will be ignored.

Eight (8) different categories were used to classify current land use: single family residential, multi-family residential, recreational or park, institutional including schools, religious, office, commercial, and industrial. The use determination was achieved using a combination of field inspections and aerial photography interpretation. The categories were not necessarily intended to coincide with existing property lines, but rather the boundaries of property uses. In some cases these boundaries were arbitrarily determined.

Based on the information obtained, the following conclusions can be drawn:

1. Single Family predominates as the principal land use. Much of the single family has been developed on extremely narrow lots. Also, in some areas along county arterials and secondaries, excessively deep lots have developed, thereby sealing off a large amount of otherwise developable property by denying further access.
2. Sufficient moderate housing stock is available; however, upper moderate and upper stock is limited. As a result, upwardly mobile families have a tendency to move out instead of moving up. Also apparent is the lack of adequate buffers and transitional land uses in some portions of the community.
3. For a community the size of Highland, land use information would indicate that the community is under-retailed. That is the practice whereby many retail purchases are made outside the community due to lack of convenient opportunities.
4. Much of the retail is located in unattractive "strip" developments which aggravate traffic capacity of the arterials they front. This is especially true along Indianapolis Blvd, where open and continuous curb cuts result in chaotic, unchanneled left turn movements, which rob the Blvd. of its traffic carrying capacity.

5. Park and recreational land is well-balanced, which leads to facilities that tend to be fully, but not over-utilized. However, their location appears to be dictated more in terms of the undesirability of the property for other uses rather than accessibility and size demands. Pseudo-public recreational facilities have augmented the public facilities.
6. Multi-family land use is extremely limited and scattered, apparently by design. This bias towards single-family has resulted in limited housing choices.
7. The current zoning ordinance permits low-density multi-family and single-family residential to coexist in a large area, from Erie Street to the N.Y.C.R.R. tracks. This zoning has encouraged the conversion of the existing single-family to duplex and four-plex units.
8. Office development has been lacking. It is apparent that the tremendous potential in attracting and sustaining an office "campus" along Ridge Road and 45th Street has not been realized.
9. The current industrial property is limited and, for the most part, ill placed, especially adjacent to the downtown business district.
10. It is dreadfully apparent that the community has suffered from a lack of pre-development planning. As a result, from the standpoint of amount and placement of property, the hierarchy of land uses as the community has developed has been:
 - Railroads
 - Downtown Retail
 - Single Family
 - Institutional
 - Recreational
 - Industrial
 - Multi Family
 - Office

**Table 14
Existing Land Use Acreage**

<u>Use</u>	<u>Acreage</u>	<u>% of Town</u>	<u>% of Developable Land</u>
Residential	981	27	34
Singlefamily	881	24	31
Multifamily	100	3	3
Commercial	226	6	8
Office	53	1	2
Recreational	443	12	15
Religious	25	1	1
Industrial	73	2	3
Rights-of-Ways	965	27	34
Roads	856	24	30
Railways	59	2	2
NIPSCO	50	1	2
Public/Semi-public	15	0	1
Schools	116	3	4
Total Developed Land	2887	80	
Undeveloped Land	758	21	
Total	3645	100	

CHAPTER 5

THOROUGHFARE PLAN

The ability to move both goods and people quickly and efficiently both through and within a community has positive planning benefits which resound in every land use classification.

Thoroughfares are typically subdivided into the following classifications:

1. **Freeway** - Designed to move high volumes of traffic at high speed, usually among communities; no standard intersections, but rather acceleration/deceleration ramps, no direct curb cuts, no or few traffic signals.
2. **Arterial** - Designed to move large volumes of traffic at moderate speeds to connect neighboring communities or different neighborhoods of the same community; curb cuts for intersecting streets only, signal or stop only when intersecting street is also an arterial.
3. **Collectors** - Designed to collect a modest amount of local neighborhood traffic at low speed and effectively transport it to the nearest arterial, or another local street.
4. **Local** - Designed to move small amounts of traffic at low speed through individual neighborhoods, either to a collector or to another part of the same neighborhood.

As development occurs, the function of each thoroughfare must be considered and preserved. A practice which has occurred in the past which has placed limitations on the carrying capacity of arterials has been the fronting of residential and commercial development. This practice attempts to use the arterial as a local, which robs the arterial of capacity. It allows a developer to front lots on a roadway in which he has not invested, and from which he is deriving benefit. Direct curb cuts should only be permitted on Locals and Collectors.

When examining the deficiencies intrinsic in the system, it is apparent that the high number of railroad tracks and the positions they occupy, along with poor soils and numerous wetlands, results in moderate transportation difficulties.

If identified in advance, necessary roadway extensions and improvements could be made a cost of development, thereby relieving the municipality of this financial burden and avoiding past mistakes.

The following roadways are classified as listed:

Freeways - I-94

Arterials - Kennedy Avenue
Ridge Road
Main Street
Cline Avenue
Indianapolis Blvd.,(U.S. 41)
45 th Street
Main Street

<u>Collectors</u> -	81 st Street	Sycamore Avenue
	Grand Blvd.	Woodward Avenue
	LaPorte Avenue	Erie Street
	Highway Avenue	Fifth Street
	Lincoln Avenue	O'day Drive
	Martha Street	Parrish Avenue
	Bluebird Lane	Grace Street
	Wirth Road	Liable Road
	41 st Street	Klienman Road
	Hart Road	Prairie Avenue
	Azalea Drive	Southmoor Drive
	100 th Street	Forrest Drive

Roadways not listed previously are considered Locals.

Recommendations

The following thoroughfare improvements are offered in order of relative importance.

Newly Constructed Thoroughfares

<u>PRIORITY</u>	<u>THOROUGHFARE</u>	<u>FROM-TO</u>
1	LaPorte	Kennedy to Indianapolis Blvd.
1	"	Liable to Cline
1	41st	Liable to Cline

2	Klienman	Garfield to LaPorte
2	81st Street	terminus to Liable
2	Henry	terminus to LaPorte
3	Waymond	terminus to 41st Street
3	Lincoln	Johnston to Klienman
3	Laverne	" to Price
3	102nd	Indianapolis Blvd. to Prairie
4	Grand Blvd.	terminus to Liable
4	Franklin	Liable to Klienman
4	Garfield	"
4	Condit	"
4	Orchard	Condit to LaPorte
4	Gordon	Hart to Main
4	43rd	Kennedy to Gordon
4	100th	"
4	Prairie	Main to 102nd
4	103rd	Kennedy to Gordon
4	103rd	Prairie to Munster corp. limits
5	Hook	Gordon to 44th Street
5	41st Lane	Price to Klienman
5	42nd Place	"
5	43rd Street	"

Reconstructed Thoroughfares

During the planning period the following thoroughfares will be in need of major reconstruction in order of importance:

<u>PRIORITY</u>	<u>THOROUGHFARE</u>	<u>FROM-TO</u>
1	Indianapolis Blvd.	NIPSCO r/w to Hart Street -continuous open curb cuts, no shared turn lane
2	Ridge Road	Osborn to N.Y.C.R.R. -dangerous, limited visibility, grade differential, -consider exit ramp for eastbound to Second Street

- 3 Ridge Road Munster corp. limits to Indianapolis Blvd.
-lanes too narrow, poor road surface condition, no curbs
- 4 Kennedy 45th Street to Main Street
-2 lanes, rural crossection, open ditches
- 5 Cline Wirth to 45th
-2 lanes, rural crossection, open ditches

Intersections

During the planning period, the following intersections will be in need of major redesign and reconstruction in order of priority:

<u>ARTERIAL</u>	<u>INTERSECTION</u>	<u>PROBLEM</u>	
Indianapolis Blvd.	81st	no turn lanes, no protected left	
	Lincoln	"	
	Martha	"	
	Hart	"	
	Ridge 45th	need right turn lanes left turn lanes not long enough	
Kennedy	Grand	warrants should be checked	
	Lincoln	no turn lanes, no protected left	
	41st	"	
	Hart	"	
Main	Main	no protected left	
	Ridge Road	Prairie	warrants should be checked, no turn lanes, no protected left
		Fifth	no protected left
		Grace	"
Klienman		no protected left, check warrants	
45th	Prairie	no turn lanes, no protected left check warrants	
	Fifth		
	Forest	"	
	Shopping Center	"	
	Cline	"	

CHAPTER 6

GROWTH TRENDS

As mentioned earlier, the Town is now extracting itself from a long period of inactivity which resulted from a combination of the following: relatively high interest rates, recessionary economic conditions, and increase in attractiveness and competitiveness of neighboring communities. As a result of nearly two decades of relative inactivity, tax rates have increased from \$15.01 per \$100 of assessed valuation in 1991 to \$18.38 in 1995.

The State of Indiana controls the Town's rate of growth of the tax levy (not the tax rate); that is, the total dollars which local government can raise each year. In a high growth community, where assessed valuation is increasing, the resulting tax rate is decreasing. Since there is more assessed valuation to share the burden, the tax bill decreases, theoretically, fueling more growth. In a community where little or no growth has occurred, the opposite results.

The State of Indiana does not use the market value of a property to determine its assessed valuation. Rather, a subjective, non-uniform method is used where size and newness are the most important factors in determining tax value. If a community experiences a slow rate of growth for several years and existing properties are then reassessed at a lower value due to their age, then their contribution to the levy is decreased. If the assessed valuation increases at a slower rate than the rate of the tax levy, then the tax rate will climb. Even though the value of the home is appreciating and the demand for public services is unchanged, the formula provides that an older home will pay less. Most homeowners in the Town pay less than \$1,000 per year in taxes. At the high end of the scale, a small number of homeowners pay a relatively high tax bill. If Highland would have sustained a continuous rate of growth during the past twenty years, then the distribution would be much more uniform. Highland is substantially missing middle age housing stock, which is five to fifteen years in age, and would be paying between \$1,000 and \$2,500 in taxes.

Because new houses pay a disproportionately high amount of the needed levy and demand no more service, new growth will tend to be attracted to low tax rate communities. In this way the fastest growing communities grow even faster and growthless communities find it increasingly more difficult to provide public services. Even the communities who are growing rapidly experience problems due to this non-market driven method of assessment. As mentioned earlier, the tax levy is frozen, not the rate; so even though a community has experienced a tremendous increase in assessed valuation, the total number of tax dollars it may raise is limited to a modest percentage increase (usually 4 or 5 % annually).

As a result, the tax rate decreased because more assessed valuation exists to share the burden; however, the demand for public services may increase more rapidly than the limited regulated increase. Also, because the growth pressure is so intense in low tax rate communities, sound infrastructure and land use planning decisions sometimes fall victim in the frenzy.

As is indicated by Table 17, the total tax rate has remained at between \$15 and \$18 since 1991. The largest single share of the total tax rate is attributable to the School Town (nearly 39 percent in 1995), and the County, (nearly 29 percent in 1995). The Civil rate in 1995 represented 22.6 percent of the total.

As is indicated in Tables 15 and 16, however, Highland's growth slump has come to an end. Single family home growth in particular, and total residential growth in general, is an indicator of the community's desirability as a place for investment. Commercial and industrial growth are directly related to the former. As is indicated, nearly \$70 million of new investment occurred since 1992, which is nearly four (4) times as much as in the previous three (3) years. Newly constructed single family homes accounted for nearly 20%, (or \$9.6 million), of the this investment. School remodeling accounted for 41% (or \$29 million), with the balance being primarily business and industrial investment. The majority of the residential investment took place in the southern portion of the Town, while the majority of the commercial investment took place throughout the community. Over \$8 million worth of commercial investment took place just during 1994, along Indianapolis Blvd. and 45th Street.

In addition, seven (7) major subdivisions totalling over 330 lots with an estimated have been approved and are in various stages of construction as of this writing. At least five (5) other major developments are in various stages of planning approval. Again, the majority of these developments are in south Highland .

Table 15
Building Permits Issued and Valuation

<u>Year</u>	<u>Single-fam.</u>	<u>Multi-fam.</u>	<u>Total</u>	<u>Valuation</u>
1988	11	3	231	\$7,290,879
1989	11	5	285	\$7,703,359
1990	11	1	303	\$6,567,577
1991	20	2	538	\$10,486,999
1992	9	4	378	\$30,555,583
1993	19	7	628	\$12,028,648
1994	36	75	1,261	\$27,299,824

Source: Town of Highland Building Department

Table 16
Single Family Homes
1988 - 1994

<u>Year</u>	<u>Number of Permits</u>	<u>Estimated Value</u>
1988	11	\$ 1,193,300
1989	11	\$ 1,430,580
1990	11	\$ 1,132,610
1991	20	\$ 1,983,228
1992	9	\$ 1,025,910
1993	19	\$ 2,830,598
1994	36	\$ 4,158,659

Source: Highland Building Department

**Table 17
Highland Tax Rate
and Assessed Valuation**

<u>Year</u>	<u>Civil Rate</u>	<u>Total Rate</u>	<u>Assessed Valuation</u>
1987	\$4.3246	\$15.43	\$68,028,240
1988	\$4.2510	\$15.46	\$70,917,080
1989	\$4.3121	\$16.34	\$72,272,455
1990	\$3.3691	\$13.76	\$99,003,380
1991	\$3.5311	\$15.01	\$96,594,490
1992	\$3.5552	\$14.98	\$99,930,600
1993	\$3.7455	\$15.22	\$100,109,610
1994	\$4.0580	\$17.19	\$101,451,400
1995	\$4.1548	\$18.38	\$101,814,695

Source: Office of the Clerk-Treasurer

Table 18
Change in Tax Rate
1994 to 1995

	<u>1994</u>	<u>1995</u>	<u>CHANGE</u>	<u>% CHANGE</u>
Town	4.0580	4.1548	\$.0968	2.4%
Total	17.19	18.38	\$1.190	6.9%

Source: Office of the Clerk-Treasurer

**Table 19
Comparative Tax Rates**

	<u>Payable 1993</u>	<u>Payable 1994</u>	<u>Percent Change</u>
<u>Lake County</u>			
Highland	15.22	17.19	+12.90%
Hobart	23.30	22.27	-4.42%
Lake Station	21.75	23.74	+9.15%
Merrillville	13.17	14.53	+10.33%
Crown Point	13.94	15.39	+10.40%
St. John	13.99	16.96	+21.23%
Schererville	12.32	14.88	+15.91%

Source: Lake County Auditor

Porter County

Portage	10.05	10.30	
Valparaiso	10.35	11.58	
Chesterton	9.50	N/A	

Source: Porter County Auditor

Table 20
Comparative Assessed Valuations

	<u>Payable 1993</u>	<u>Payable 1994</u>	<u>Percent Change</u>
<u>Lake County</u>			
Highland	100,109,610	101,451,400	+1.30%
Hobart	60,421,030	119,092,695	+97.10%
Lake Station	16,415,175	15,997,580	- 2.54%
Merrillville	182,818,825	185,363,585	+1.39%
Crown Point	78,303,058	78,982,342	+0.87%
St. John	39,373,220	42,950,630	+9.09%
Schererville	161,790,425	169,811,415	+4.96%

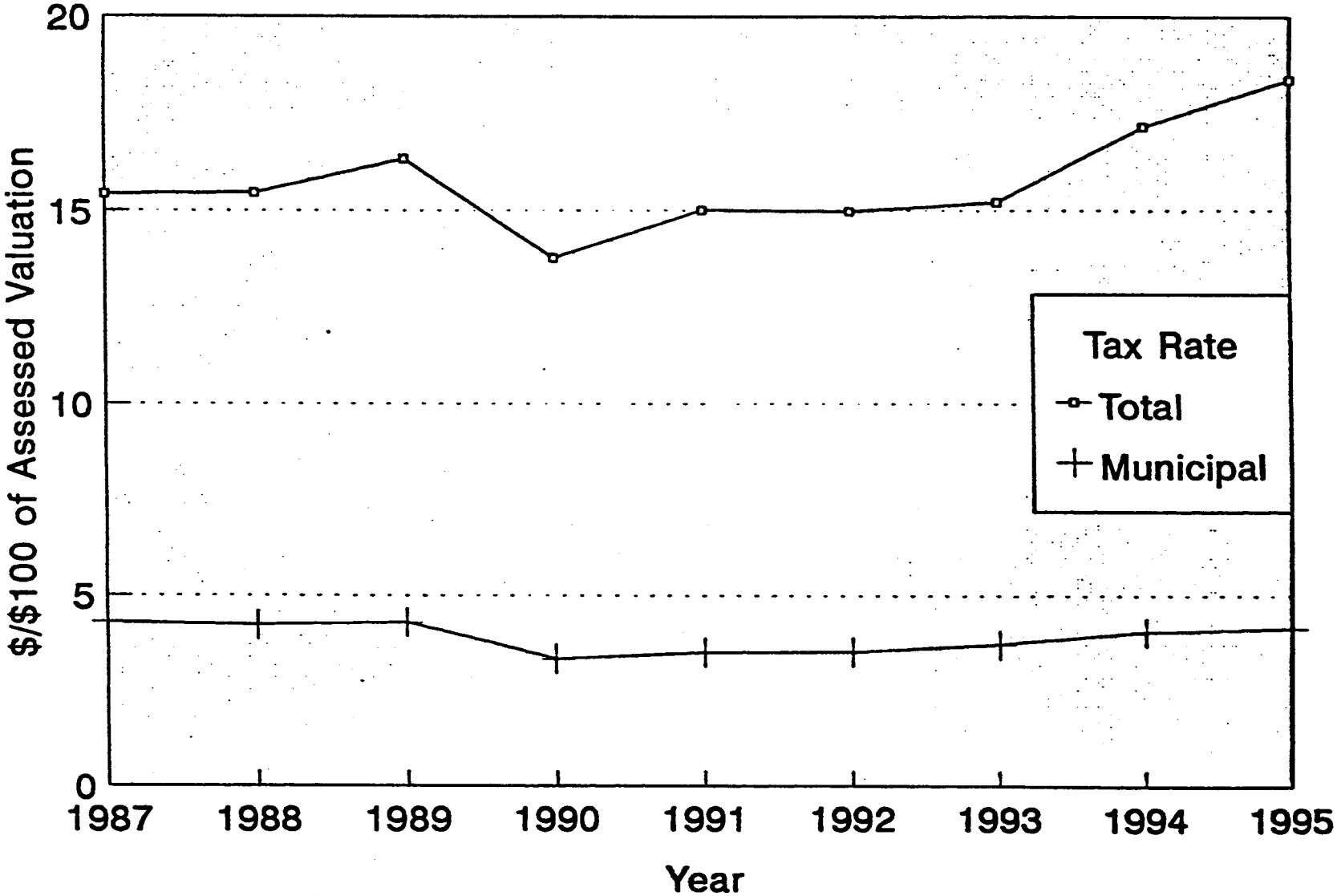
Source: Lake County Auditor

Porter County

Portage	223,246,140	N/A
Valparaiso	197,036,480	N/A
Chesterton	57,817,440	N/A

Source: Porter County Auditor

Town of Highland Total and Municipal Tax Rates

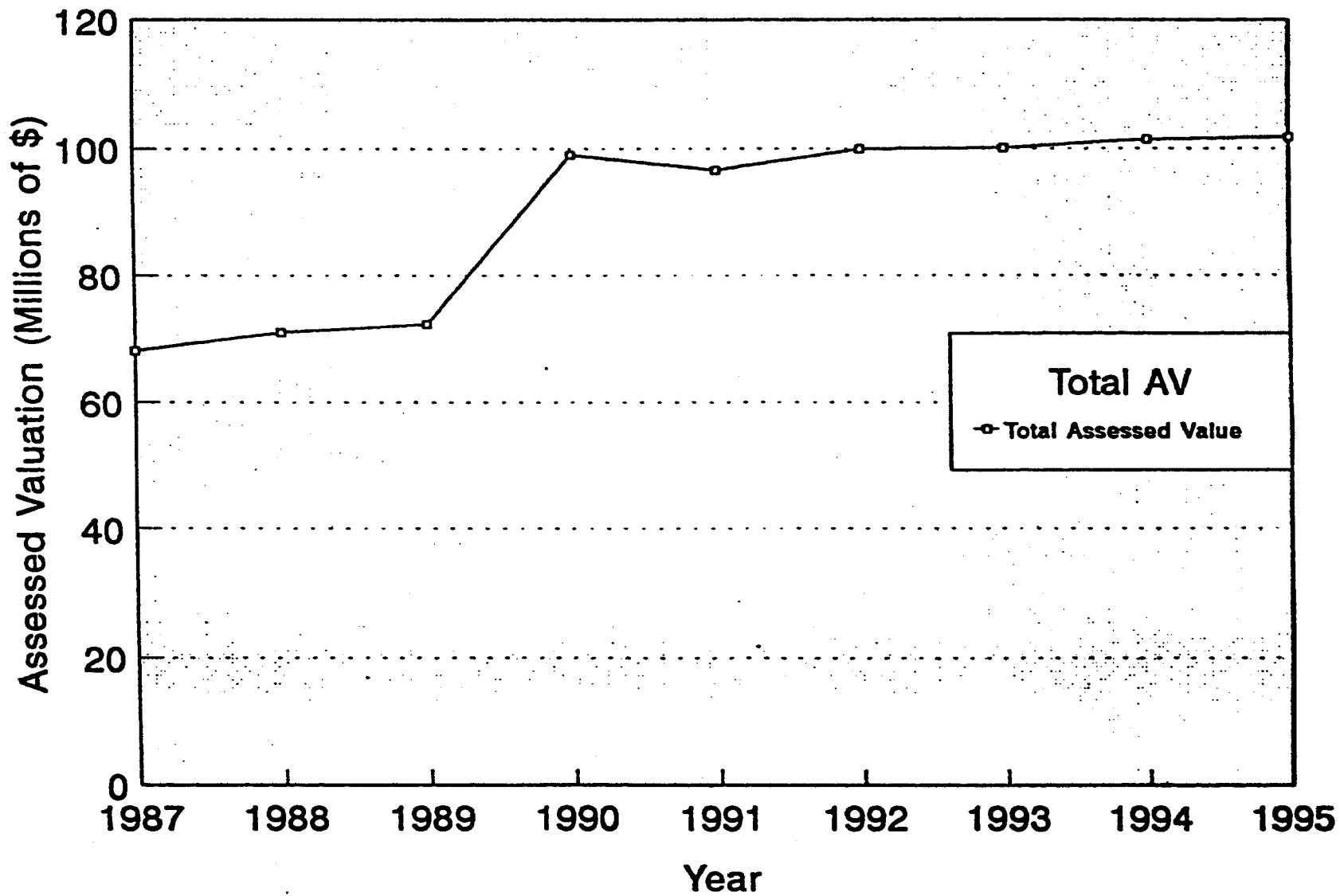


1.9

Source: Office of the Highland Clerk-Treasurer

Town of Highland Municipal Assessed Valuation

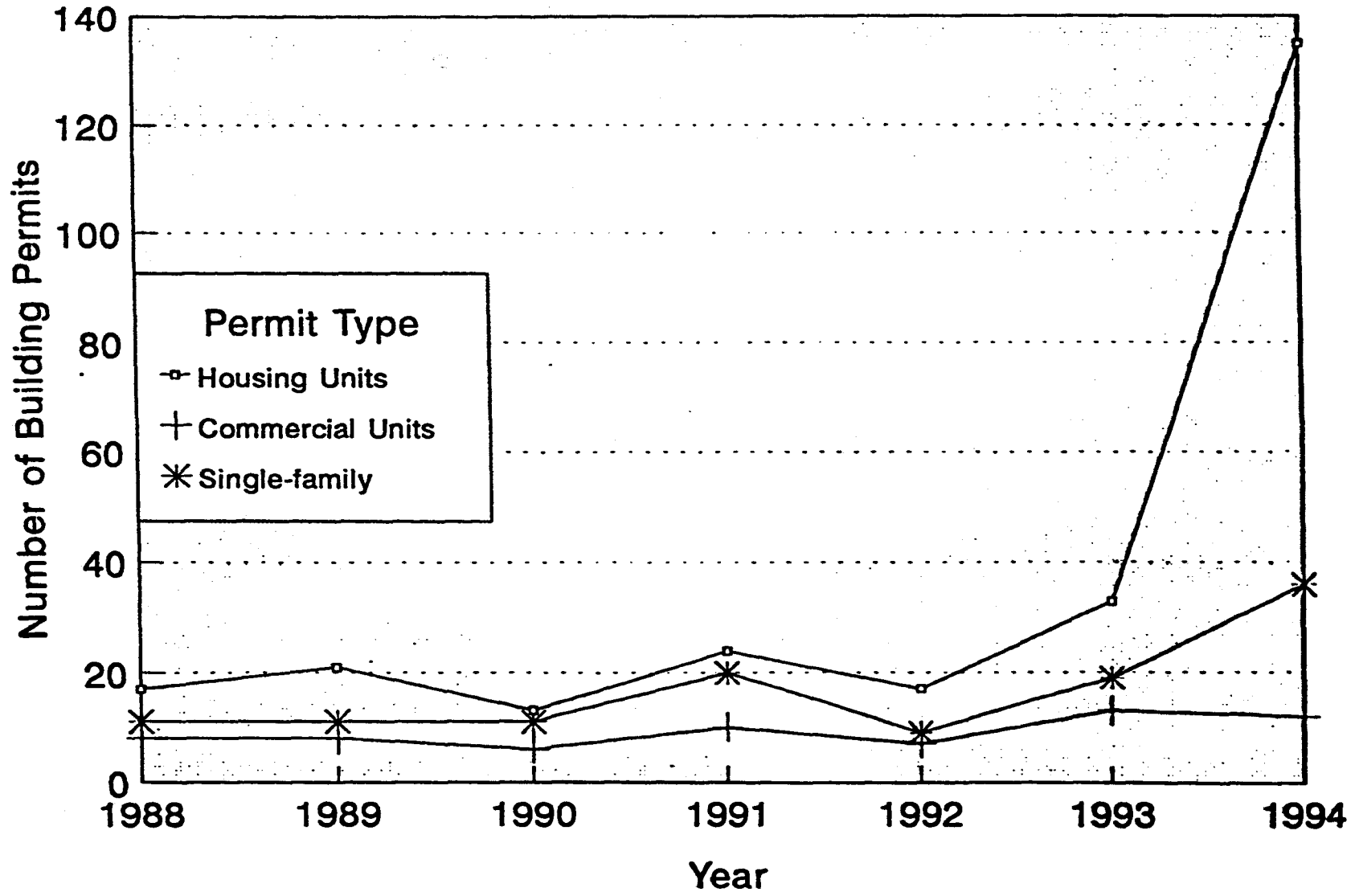
6.2



Source: Office of the Highland Clerk-Treasurer

Town of Highland Building Permits

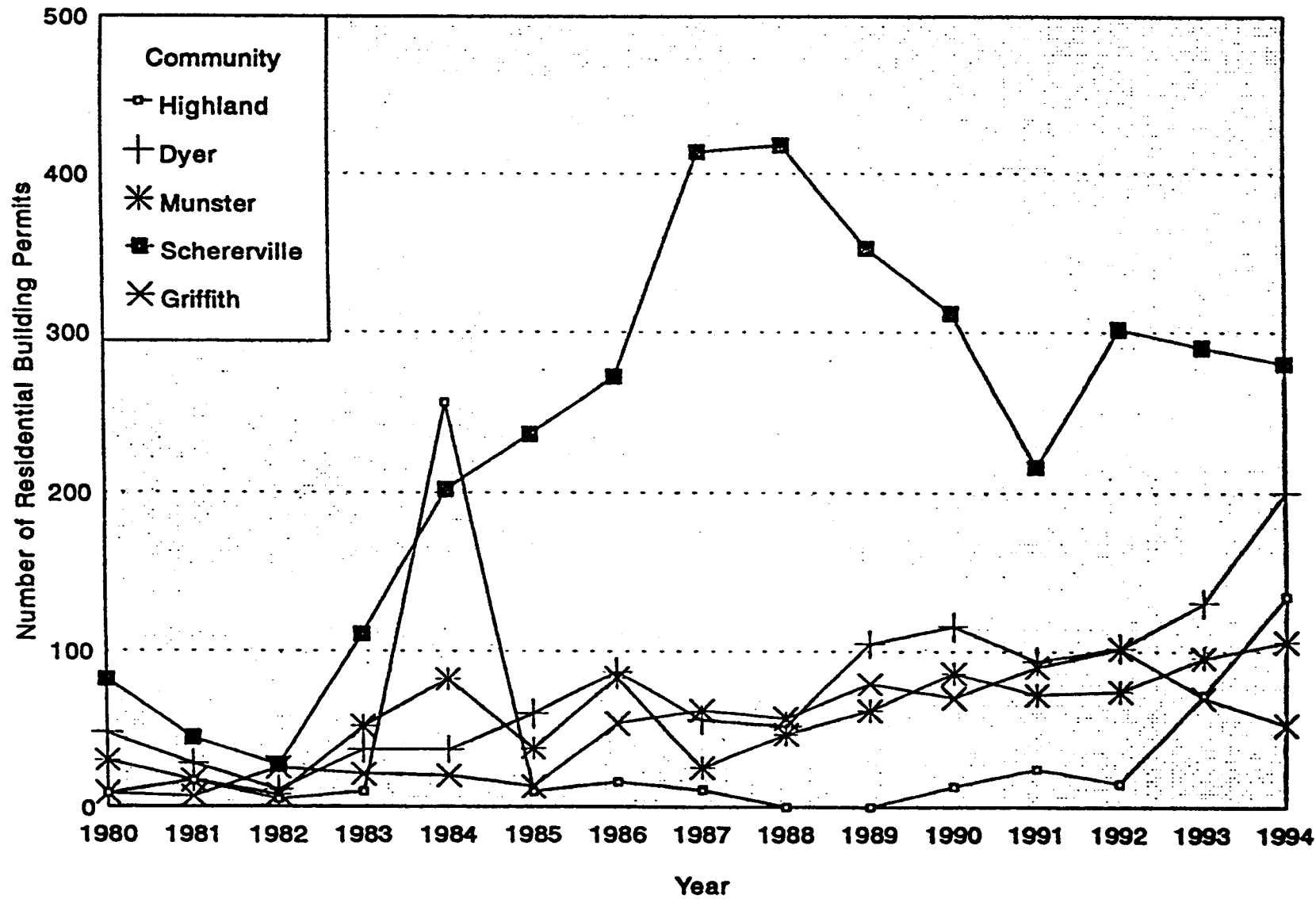
6.3



Source: Office of the Highland Building Department

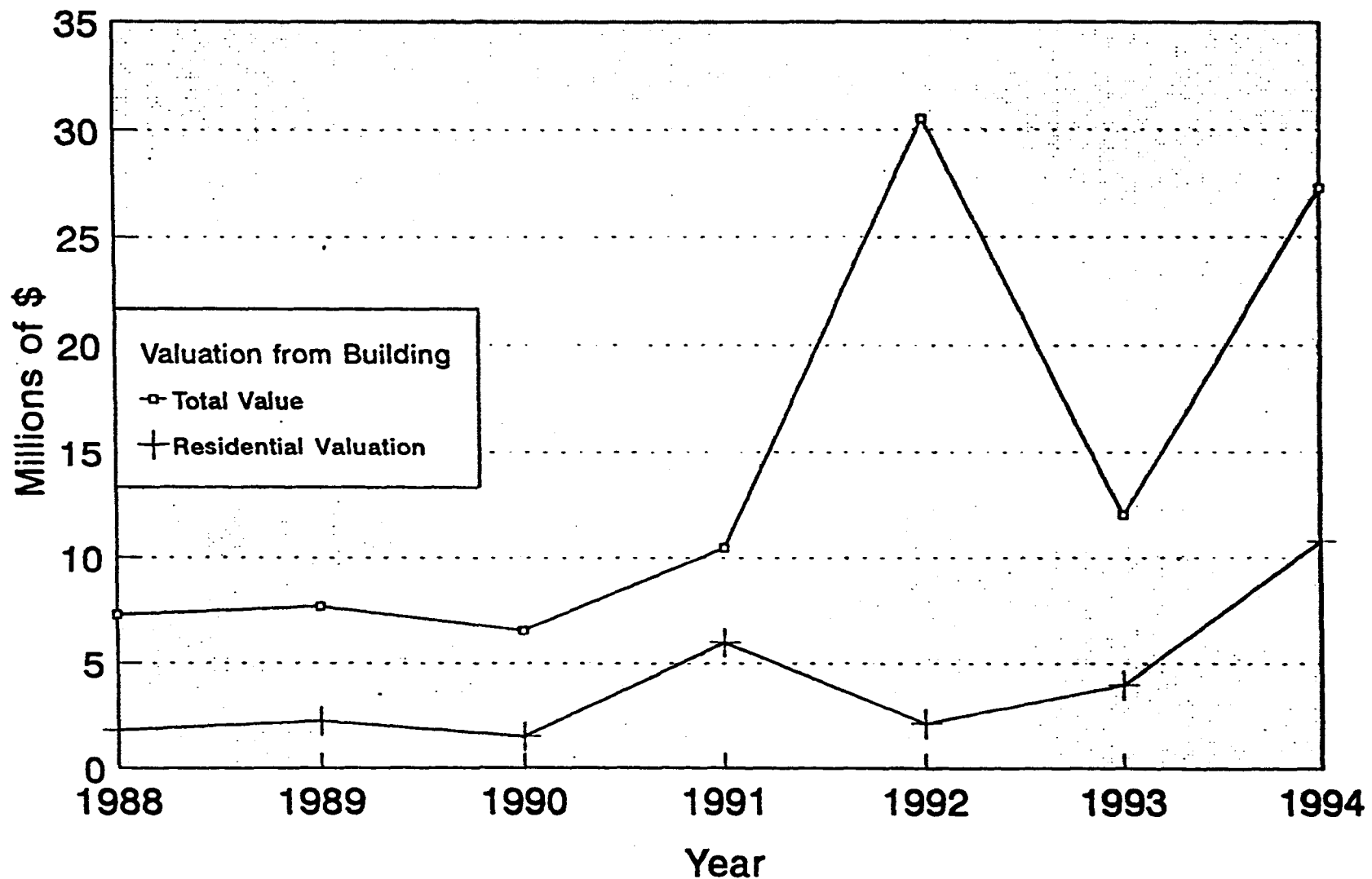
Residential Building Permits

Town of Highland and Neighboring Communities



Source : Northwestern Indiana Regional Planning Commission

Town of Highland Municipal Valuation from Building



Source: Office of the Highland Building Department
1992 includes \$303023 in flood repair and \$23M high school remodeling

CHAPTER 7

DOWNTOWN REVITALIZATION

The continued economic viability of any downtown area depends on the ability to find niches for both service and retail needs, coupled with a sense of community and convenience not found in large malls or major retail chains. Another important advantage for downtowns is their ability to integrate several needs (i.e., retail, service, entertainment, official) into one visit, with a minimum of traffic congestion-related delay. Thirdly, the personal relationship developed between customer and merchant is unique to downtowns. In most cases customers are dealing with people who have more than just an employment stake in the business. In this way, a customer would visit the jeweler rather than the jewelry store, the hair dresser rather than the salon, or the baker rather than the bakery.

Downtown Highland has enjoyed remarkable retail and service customer loyalty. However, if it is to grow and continue to withstand increasing pressures from the Indianapolis Blvd. and Rt. 30 corridor, it must make major changes.

A detailed market analysis or architectural study is far beyond the scope of this intended coverage; however, both should follow this document. In this analysis a series of observations will be made and their impact on future land use decisions will be assessed.

Accessibility

These constraints effectively delineate the downtown and prevent its expansion. They also result in congestion which robs the downtown of additional capacity. Due to the confining nature of this area, other problems such as parking are more challenging.

Proximity

Even in light of the accessibility problems identified above, the downtown is conveniently located close to the bulk of the residential population. The downtown is conveniently located adjacent to several public facilities.

Signage

Signage in the downtown area is probably one of the more serious liabilities. It is confusing, unorganized, and follows no pattern. Several signs project over the public right-of-way and tend to block one another. The safety and appearance of several signs are in question. Downtown areas, because of their nature, require different sign regulations; however, they also lend themselves to planning and coordination. A theme or similar treatment is strongly recommended. The Town should offer a financial incentive to encourage participation.

Parking

When the number of parking spaces currently available are summed, it is apparent that there is enough land dedicated for that purpose; however, this does not mean that a parking problem does not exist. The existing parking is a hodge-podge of private and public lots and on-street parking. There is no organization or coordination to the parking (i.e., short-term, long-term, emergency, etc.). Poor signage and directions to parking promotes overuse of on-street spaces. Existing parking facilities are not accessible one to the other, which wastes space. They are also devoid of landscaping and most are in poor physical condition. There is no coordination concerning when lots are used for their primary purpose and when they may be made available for secondary uses. The Town and Downtown merchants should work together to acquire additional lot access, improve the appearance and condition of the lots, coordinate their use, improve signage and directions to access parking, and discourage the use of on-street parking.

Housing

It appears that the occupancy of the second floor housing units is rather high; however, the condition of these units are in most cases poor. A concerted effort should be made to promote tax incentives for reinvestment in the downtown area.

Streetscape/Building Appearance

Although the array of architectural diversity is an asset in the downtown area, the reinvestment necessary for the continued public safety and functionality of these buildings has either been lacking altogether or has been conducted without being sensitive to this architectural integrity. One way the Town can encourage reinvestment in a coordinated way is to help fund a theme-based streetscape plan, provide economic incentives if the plan is followed, and to fund the portion of the streetscape improvements on public property. In addition, building histories should be developed to determine significance.

Future Study

In order to arm the Town, Highland Main Street Association, and the Chamber, with the tools necessary to implement the recommendations contained above, a study of the downtown should be conducted. This study should include a historical background of the downtown. It should include an analysis of current retail growth trends, a survey of downtown merchants, a streetscape design and plan, and a downtown revitalization plan. This plan should include problem identification, establishment and prioritization of goals and objectives, the development of a retail and parking plan along with an implementation and funding schedule.

CHAPTER 8

EDUCATIONAL FACILITY

School Demographics

An assumption which impacts most of the recommendations in this report, is that the local economy will remain relatively stable. Also, at the time of the study, no evidence of plans for large housing developments for the next several years were evident. The drop in interest rates, and an engaged Town administration, have resulted in significant commercial and industrial growth.

When considering the use and need for any type of capital facility, including schools, a minimum of twenty (20) years must be considered. It may take as long as three to five years to open a new school, once the decision is made to build. On occasion, the decision to build may take one to three years. School buildings may have a productive life of between 30 to 50 years and should be located and designed to both expand and contract.

In the area of school planning, demographics and programming control. Population trends are cyclical over lengthy periods of time. To make demographic projections based on just a few years of data is in the classic sense shortsighted and of limited value, from a long-range perspective.

School officials in Highland have historically been measured in their reaction to projections of both increases in student enrollment necessitating new capacity and declines requiring downsizing. A significant decline in under 18 year of age population occurred in 1980-90. This is reflected in an examination of the current enrollment verses capacity, (see Table 23). Based on the population projections enumerated in Chapter 3, and the current capacity excess, it is not anticipated that additional classroom construction will be necessary during the study period of twenty (20) years. As it would follow, additional school land use will also not be necessary.

Table 21
School Enrollment

<u>Level</u>	<u>Number</u>
Total Enrolled	6,077
Pre-school	411
Elementary/High School	4,131
Private Elem./High School	783
College	1,535

Source: 1990 Census

Table 22
Educational Attainment

<u>Grade Level</u>	<u>Number</u>
less than 9th	799
9th-12th	1,640
high school diploma	6,630
some college	2,931
associates degree	899
bachelor's degree	2,033
graduate/professional degree	971
% high school graduates	84.7
% college graduates	18.9

Source: 1990 Census

Table 23
School Capacity/Enrollment

<u>School</u>	<u>Constructed</u>	<u>Additions</u>	<u>Capacity*</u>	<u>Enrollment</u>	<u>Site Acreage</u>
High School	1956	1992-\$34,170,000	2190	1189	44.6
Middle School	1962	**	1860	544	**
Johnston	1955	1988-\$1,700,000	690	390	10
Merkley	1963	1990-\$1,800,000	450	374	10
Southridge	1958	1989-\$1,800,000	450	453	10
Warren	1968	1990-\$2,400,000	450	325	11.7

* does not include kindergarten capacity

** site acreage and 1992 addition combined with High School

CHAPTER 9

HOUSING

A close examination of the housing stock in the Town of Highland, based on the 1990 census, will reveal the community's level of stability and attractiveness for further growth and re-development. Sixty-seven percent of the family-occupied households are married-couple families. The average persons per household is low at 2.71, revealing an aging population.

Owner-occupied units accounted for 78 percent of the total, down from 79 percent in 1970. Single-family housing accounts for 80 percent of the total housing stock, down from 84 percent in 1970. An extremely low vacancy rate of 1.8 percent for homeowners reflects a stable, high demand status of existing housing stock.

Sixty-seven percent of the housing units in Highland contain three or more bedrooms. Only 1.5 percent of the households are on individual wells while 97.5 percent are on the public sewer system.

The age of the housing stock reveals the dramatic impact of the recession. Over 94 percent of the current housing stock was built prior to 1980. Only 505 units were built from 1980 to March of 1990. The number of people living in their house at least five (5) years has increased by 4% between 1980 and 1990. Householders over the age of 65 increased from 345 to 722 from 1980 to 1990. Persons per household decreased from 3.04 to 2.71. Female heads of households increased from 594 to 753.

Owner-occupied housing value is relatively high with a 1990 median of \$72,300, (up from \$56,300 in 1980), and with only 10.5 percent less than \$50,000. Only 147 units out of 7,083 had values above \$150,000.

Although the valuations are relatively high, the mortgage burden and percentage of salary are low. Over 94 percent of owner-occupied mortgaged households pay less than \$1000 per month. For almost 73 percent of the householders that represents less than 20 percent of income.

Recommendation

As in other communities, residential tax abatement may work well in Highland; however, a written policy should be established that prioritizes development by location size and type. Preference should be given to individual "fill-in" lots, since they add no additional load to municipal services. Preference should be given to development, which removes a blighting influence as a consequence of development. Preference should be given to Planned Unit Developments because they are more malleable and demand a higher standard.

By using the housing valuation age and income maps, a housing re-development designation should be assigned to low value areas. Tax abatement regulations should give these areas a higher priority. In addition, Community Block Grant Funds should be used primarily in these areas. Strict building code enforcement should also be initiated to reduce blighting influences on these marginal areas.

Table 24
Households by Type

<u>Type</u>	<u>1980</u>	<u>1990</u>	<u>%</u>
Total Households	8,514	8,728	2.5
Total Persons	25,935	23,643	-8.6
Persons/Household	3.04	2.71	-10.86
Married-couples	6,436	5,826	-9.5
Female-householder	594	753	26.8
Householders over 65	345	722	109.3

Source: NIRPC

Table 25
Housing Occupancy

<u>Item</u>	<u>1980</u>	<u>1990</u>	<u>%</u>
Total Housing Units	8,637	8,892	3.0
Occupied Units	8,514	8,728	2.5
Owner-occupied	6,851	6,939	1.3
Renter-occupied	1,663	1,789	25.4
Vacant Units	123	164	33.3
Persons/Owner-occupied		2.90	
Persons/Renter-occupied		1.99	

Source: NIRPC

Table 26
Unit Type

<u>Units in Structure</u>	<u>Number of Units</u>		<u>%</u>
	<u>1980</u>	<u>1990</u>	
1	7,235	7,083	-2.1
2-4		443	
5-9		162	
over 10		1,151	
total multi	1,400	1,756	25.4
mobile home	2	53	2550

Source: NIRPC

Table 27
Selected Housing Characteristics

Housing Capacity:	
<u>Bedrooms</u>	<u>Number</u>
0	8
1	604
2	2,308
3	4,943
4	889
over 5	140
 Housing Facilities:	
No Plumbing	8
No Kitchen	56
Condominiums	370
 Source of Water:	
Public System	8,757
Individual Well	135
 Sewage Disposal:	
Public Sewer	8,665
Septic	227
 Heating Fuel:	
Utility Gas	7,429
Bottled/LP	47
Electricity	1,022
Fuel Oil/Kerosene	173
Wood	20
Other	37
 Telephone:	
No Telephone	47
 Vehicles Available:	
0	275
1	2,896
2	3,842
3 or more	1,715

Source: 1990 Census

Table 28
Age of Housing Stock

<u>Year Structure Built</u>	<u>Number</u>
1989	66
1985-88	174
1980-84	265
1970-79	1,779
1960-69	2,845
1950-59	2,595
1940-49	684
1939 or earlier	484

Source: 1990 Census/Building Dept.

**Table 29
Residence Tenure
1975 and 1985**

<u>Residence in 1975 or 1985</u>	<u>1980</u>	<u>1990</u>	<u>%</u>
same house	15,108	15,739	4.2
different house	8,895	6,515	-26.8
same state	7,507	4,703	-37.4
same county	7,110	4,420	-37.8
different county	397	283	-28.7
different state	1,388	1,812	30.5
different country	177	96	-45.8

**Table 30
Housing Value**

<u>Value Range</u>	<u>Number of Units</u>
less than \$50,000	745
\$50,000-\$99,999	4,779
\$100,000-\$149,999	598
\$150,000-\$199,999	101
\$200,000-\$299,999	42
more than \$300,000	4
1990 median	\$72,300
1980 median	\$56,300
1980-90 %	28.4

Source: NIRPC

Table 31
Monthly Housing Costs

<u>Monthly Mortgage Payment</u>	<u>Number</u>
less than \$300	201
\$300 to \$499	1,064
\$500 to \$699	1,446
\$700 to \$999	1,116
\$1000 to \$1499	236
\$1500 to \$1999	4
\$2000 or more	16
median	\$237


<u>Housing Cost as a % of Income</u>	<u>Number</u>
less than 20%	4,625
20 to 24%	688
25 to 29%	378
30 to 34%	171
35% or more	469


Source: 1990 Census


POPULATION BY BLOCK GROUP - 1990


TOWN OF HIGHLAND


POPULATION BY BLOCK GROUP

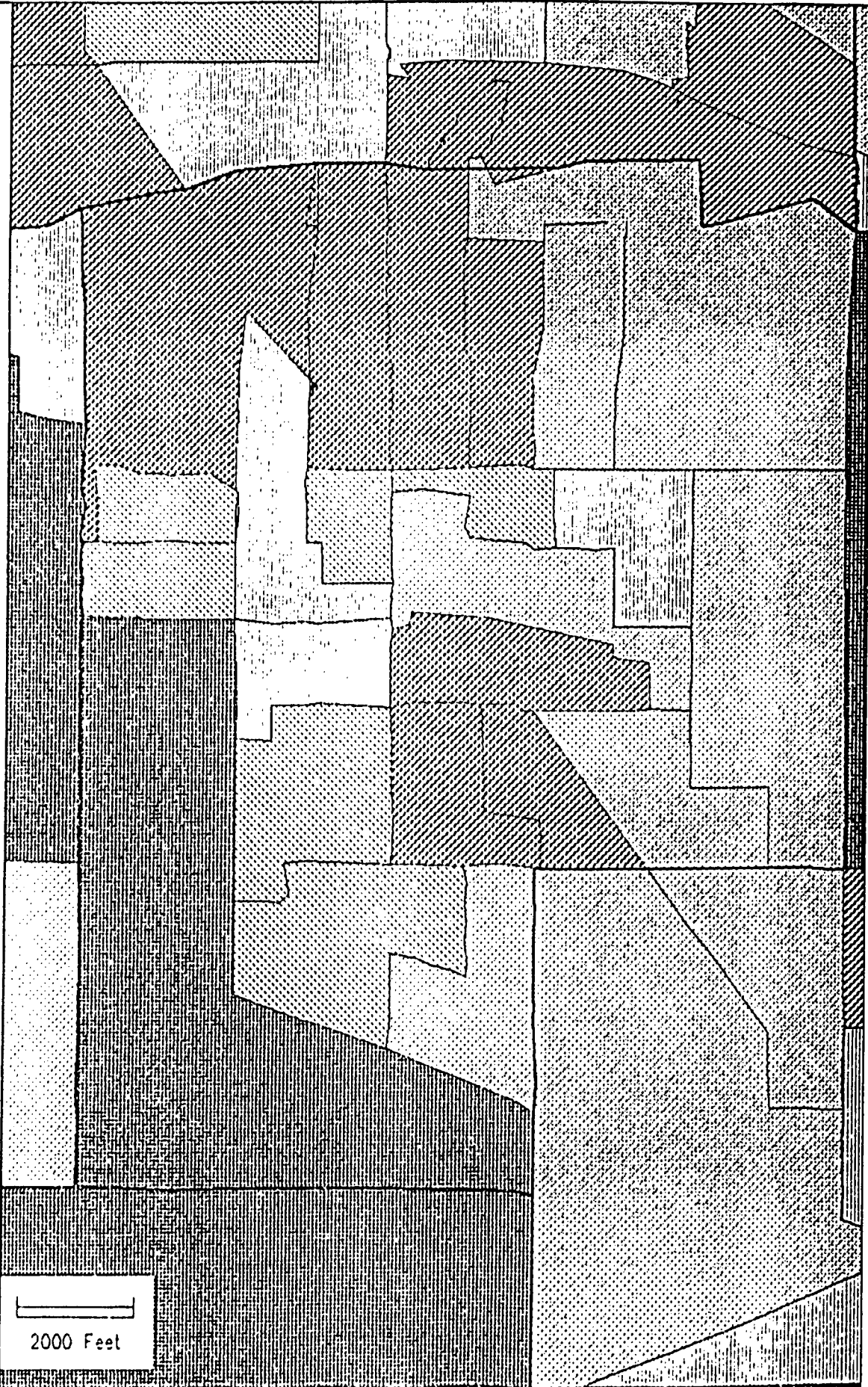
 288-531

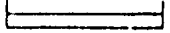
 531-774

 774-1260

 1260-2232

 2232-476




2000 Feet

HIGHLAND PERSONS 65+
PERCENT BY BLOCK GROUP

PERCENT OF PERSONS
65+

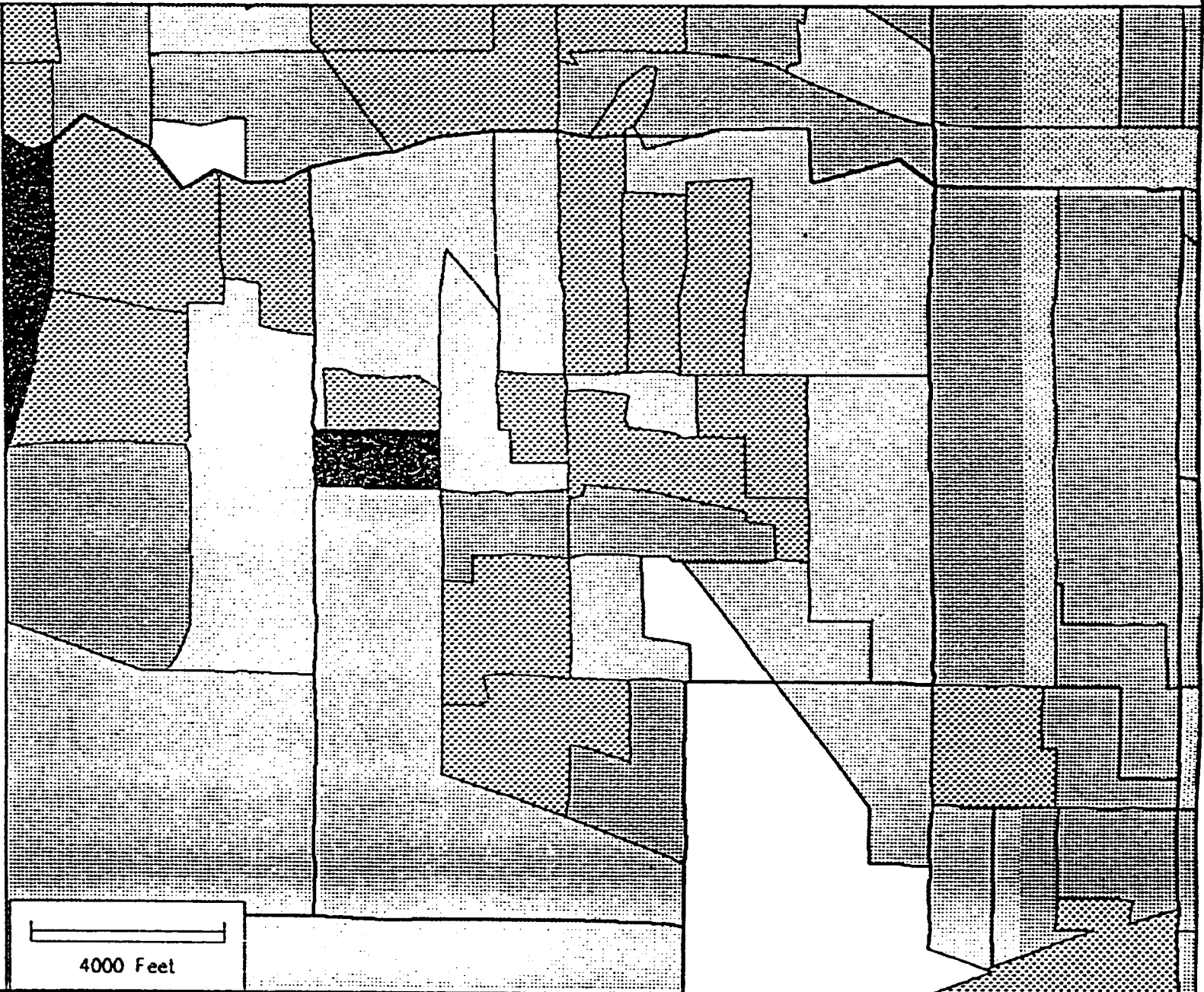
0-4

4-8

8-15

15-30

30-60



4000 Feet

HIGHLAND HOUSING UNITS BY BLOCK GROUP

NUMBER OF HOUSING UNITS

121-239

239-356

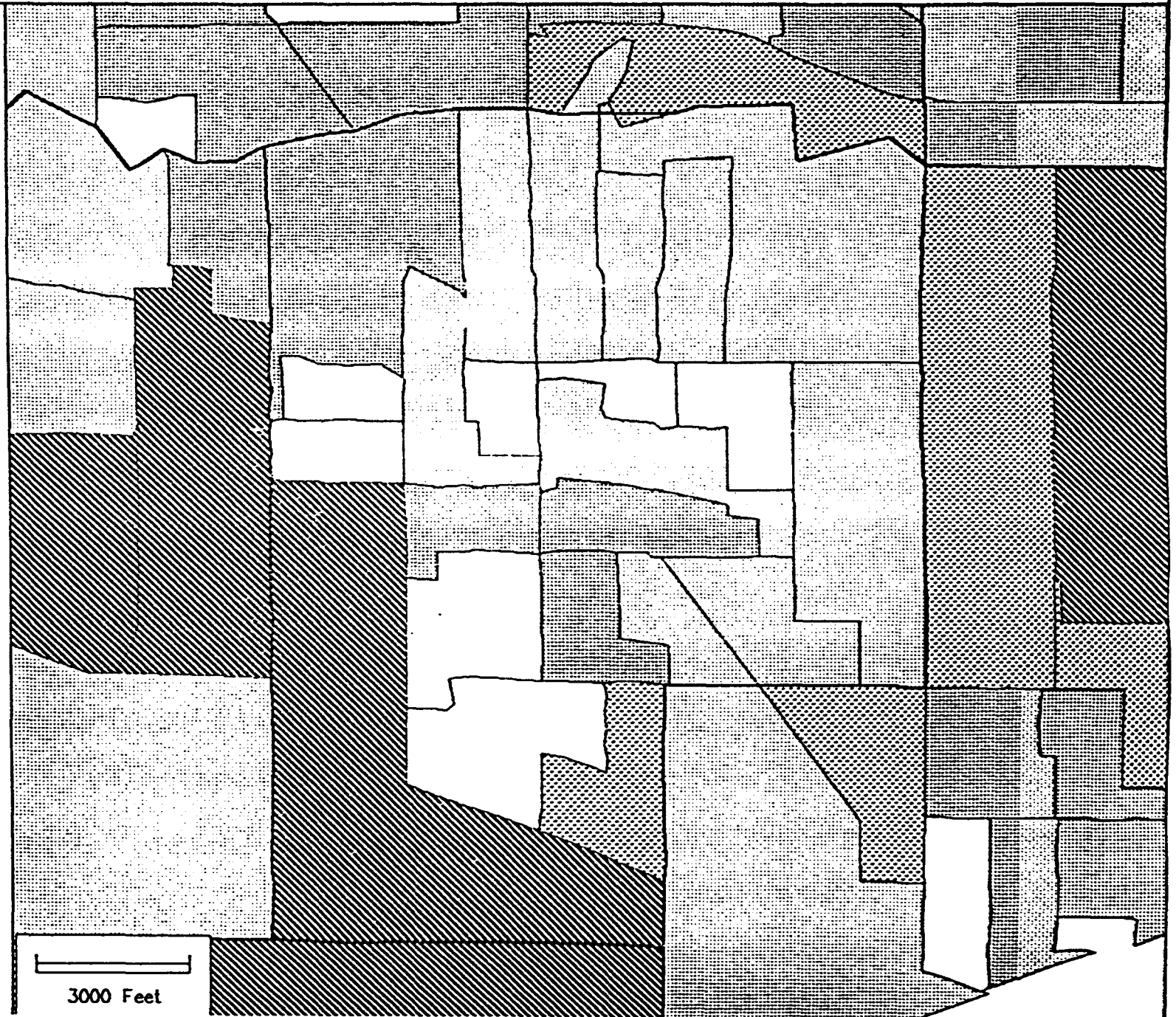
356-591

591-1061

1061-2001

9.3

3000 Feet



MEDIAN YEAR HOUSING UNITS BUILT BY BLOCK GROUP - 1990

TOWN OF HIGHLAND

HOUSING UNITS BY
MEDIAN YEAR
STRUCTURE BUILT

□ 1943-1950

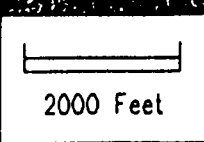
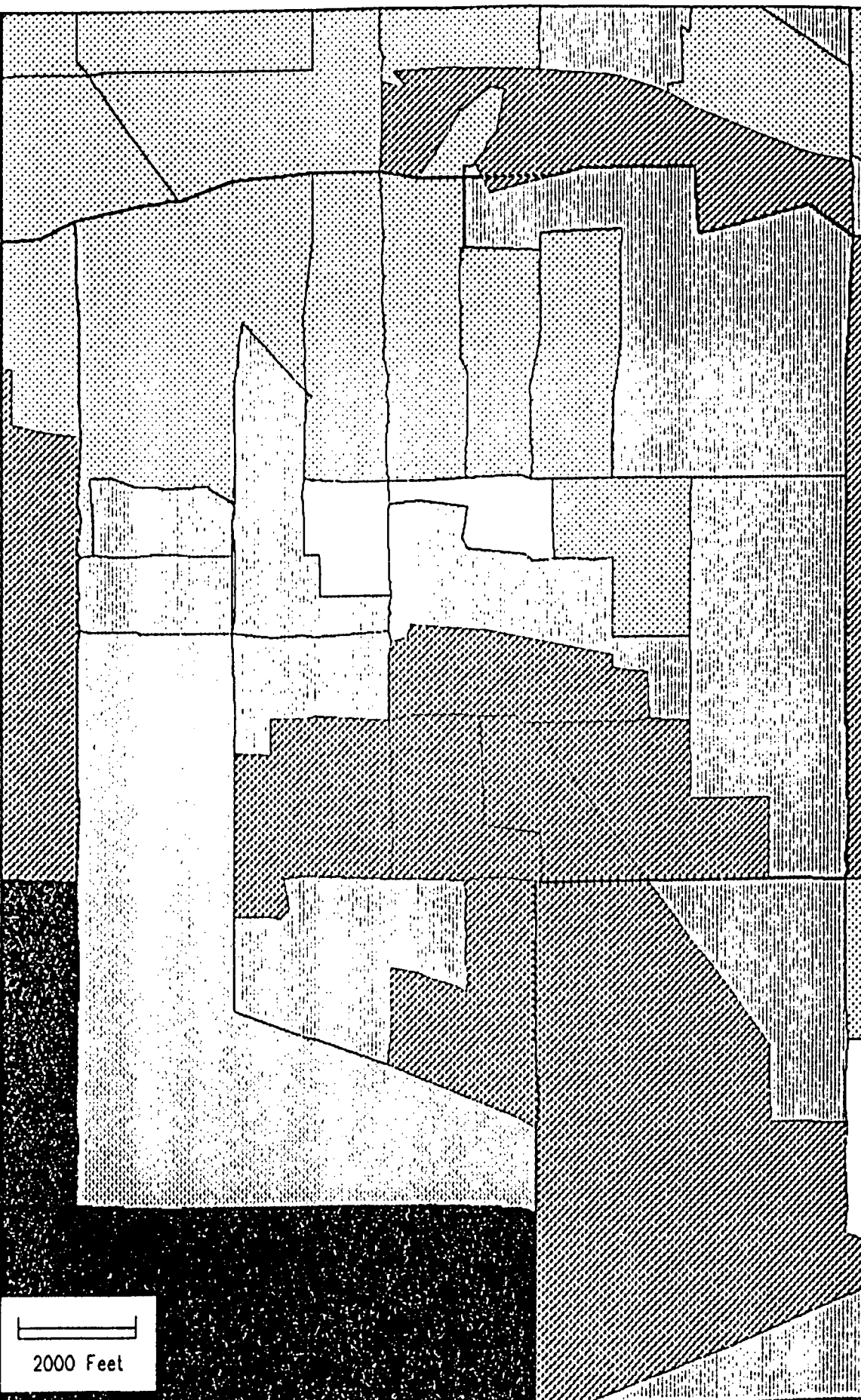
▤ 1950-1957

▥ 1957-1964

▧ 1964-1971

▨ 1971-1978

▩ 1978-1984



AVERAGE HOUSEHOLD INCOME BY BLOCK GROUP - 1990

TOWN OF HIGHLAND

AVERAGE HOUSEHOLD
INCOME BY BLOCK
GROUP

20000-30000

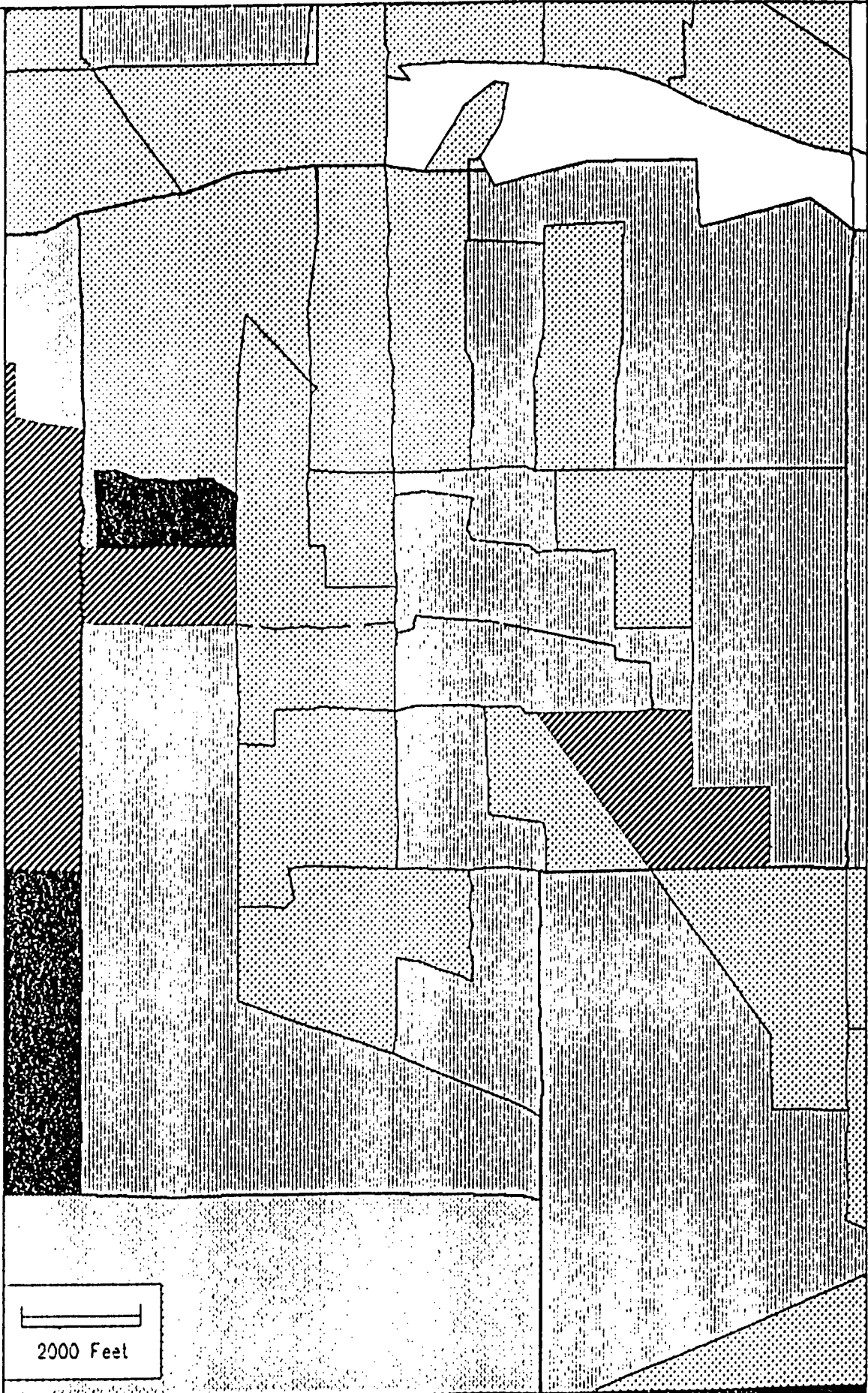
30000-42000

42000-52000

52000-63000

63000-73000

73000-85000



2000 Feet

CHAPTER 10

PARK AND RECREATION FACILITIES

The Highland Park Board is currently engaged in a complete re-write of their Park and Recreation Plan, drafted in August, 1984. This effort is currently at the public survey stage, and will not conclude until Spring, 1996. It would be redundant to list an inventory of existing facilities, and pre-mature to offer recommendations for future acquisition and expansion of facilities. The only significant impact on the Future Land Use Plan would be if the Park Board decided to pursue largescale acquisition of land for the development or re-development of new parks.

In preliminary discussions with the Park Superintendent the following look likely to be recommended:

- expansion of indoor facilities by expanding partnerships with the School Town
- additional soccer fields
- additional sledding hills
- possible fieldhouse construction
- combination park/stormwater detention area

The recommended approach for the completion of the Land Use Plan is to agree on a draft plan and map prior to the completion of the Park Plan, make the data and plan available to the Park Board, enter into dialog during the approval of the Park Plan, and then adjust the Land Use Plan and Map as necessary.

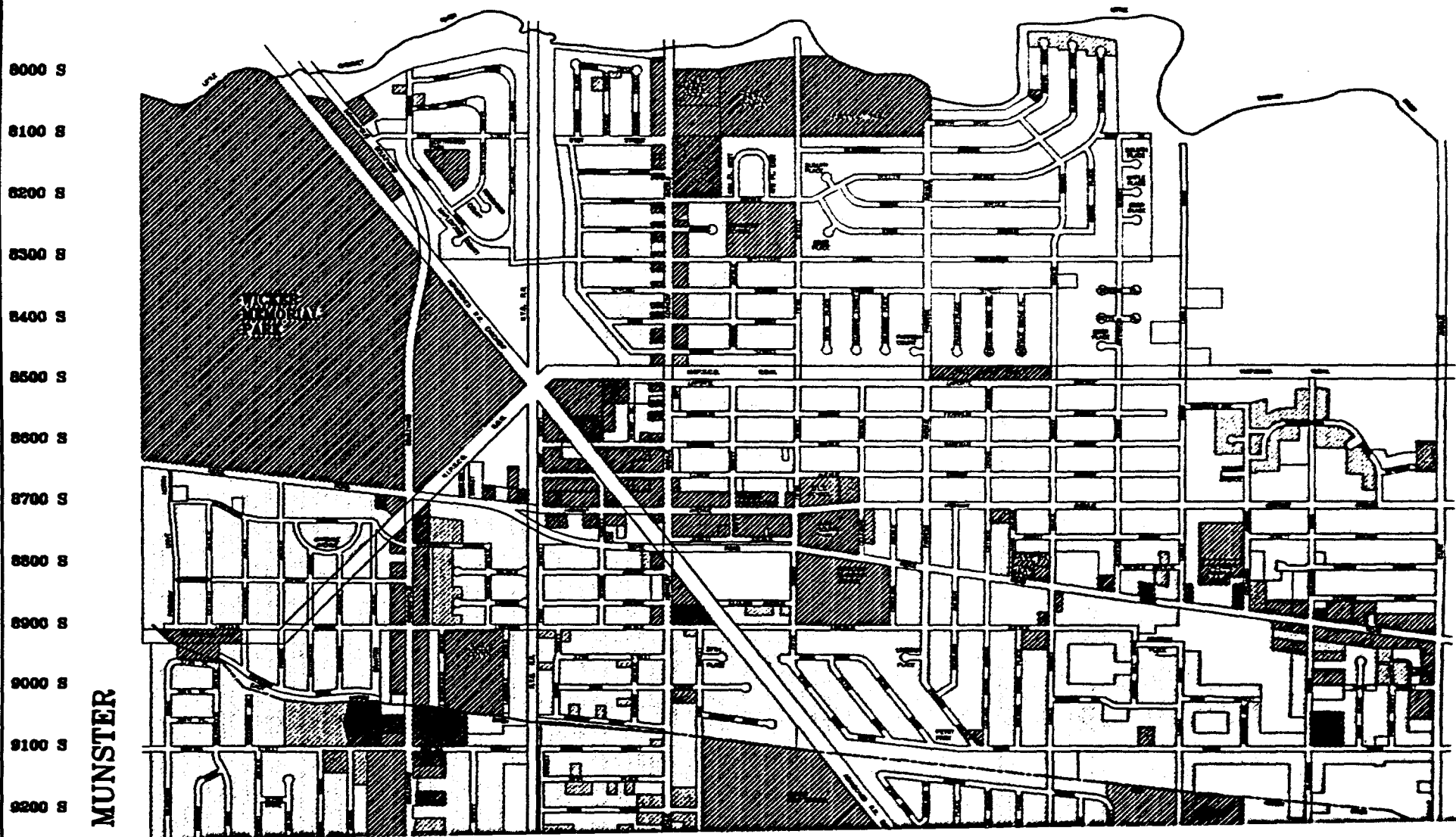
CHAPTER 11

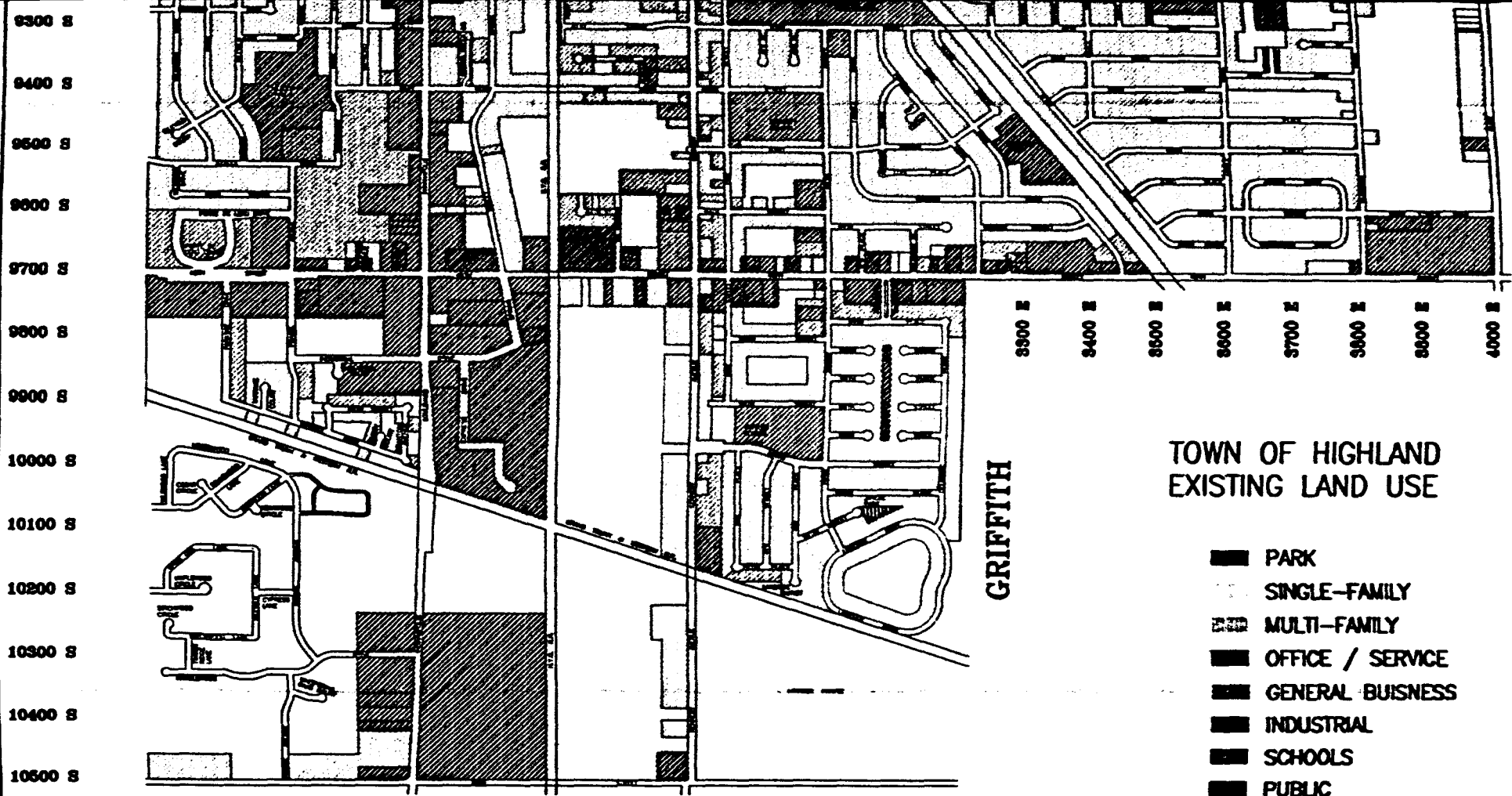
CONCLUSIONS/RECOMMENDATIONS

1. Highland is strategically located near major employment centers and along major retail corridors.
2. The Town should develop a Capital Improvement Program which prioritizes community needs, assigns a source of funding, and coordinates and schedules construction.
3. Tax abatement (including residential) should be considered under guidelines, which outline specific goals to be achieved, and guideposts against which to measure tangible results.
4. The Park Board should complete a Park Master Plan, which determines and prioritizes needed improvements and new facilities, especially in light of the expanding population.
5. The Town's population will grow slowly over the study period.
6. The Town should continue to secure U.S. Department of Transportation funding to reconstruct or construct thoroughfares as identified and prioritized in this Master Plan.
10. The Town should support efforts to revitalize the Downtown area by working to solve problems of signage, housing, parking, and streetscape.
11. An architectural and retail study of the Downtown area should be conducted with Chamber, Main Street Association, and Town participation.
12. Future subdivisions should be required to provide lot frontage oriented on an internal roadway system, and should not be permitted to utilize driveway curb cuts directly onto arterials or collectors.
13. The Downtown Business District should be enlarged by rezoning and phasing out some ill-located industrial uses. In addition, better access should be provided by connecting roadways across the abandoned E.J.&E.R.R.
14. Additional commercial development should be required to have sufficient lot depth to avoid strip development one lot in depth. Rather, a planned business park approach has significant advantages.

15. Low and medium density residential zoning districts should be enlarged, however, in an area apart from single-family. This use should serve as a buffer between commercial or an arterial or collector and single-family.
16. Additional area should be dedicated for office/service uses along north Kennedy Avenue and 45th Street.
17. The area zoned for industrial uses should be enlarged and clustered in the south central portion of Town east of Indianapolis Blvd.
18. A complete re-write of the zoning ordinance should be conducted as soon as possible.
19. A provision in the Town code should be drafted which would require developments of significant impact to undergo a site plan review, in addition to zoning and subdivision code compliance.

HAMMOND





GRIFFITH

**TOWN OF HIGHLAND
EXISTING LAND USE**

- PARK
- SINGLE-FAMILY
- MULTI-FAMILY
- OFFICE / SERVICE
- GENERAL BUSINESS
- INDUSTRIAL
- SCHOOLS
- PUBLIC
- RELIGIOUS

SCHERERVILLE

2000 E 2100 E 2200 E 2300 E 2400 E 2500 E 2600 E 2700 E 2800 E 2900 E 3000 E 3100 E 3200 E

3300 E 3400 E 3500 E 3600 E 3700 E 3800 E 3900 E 4000 E

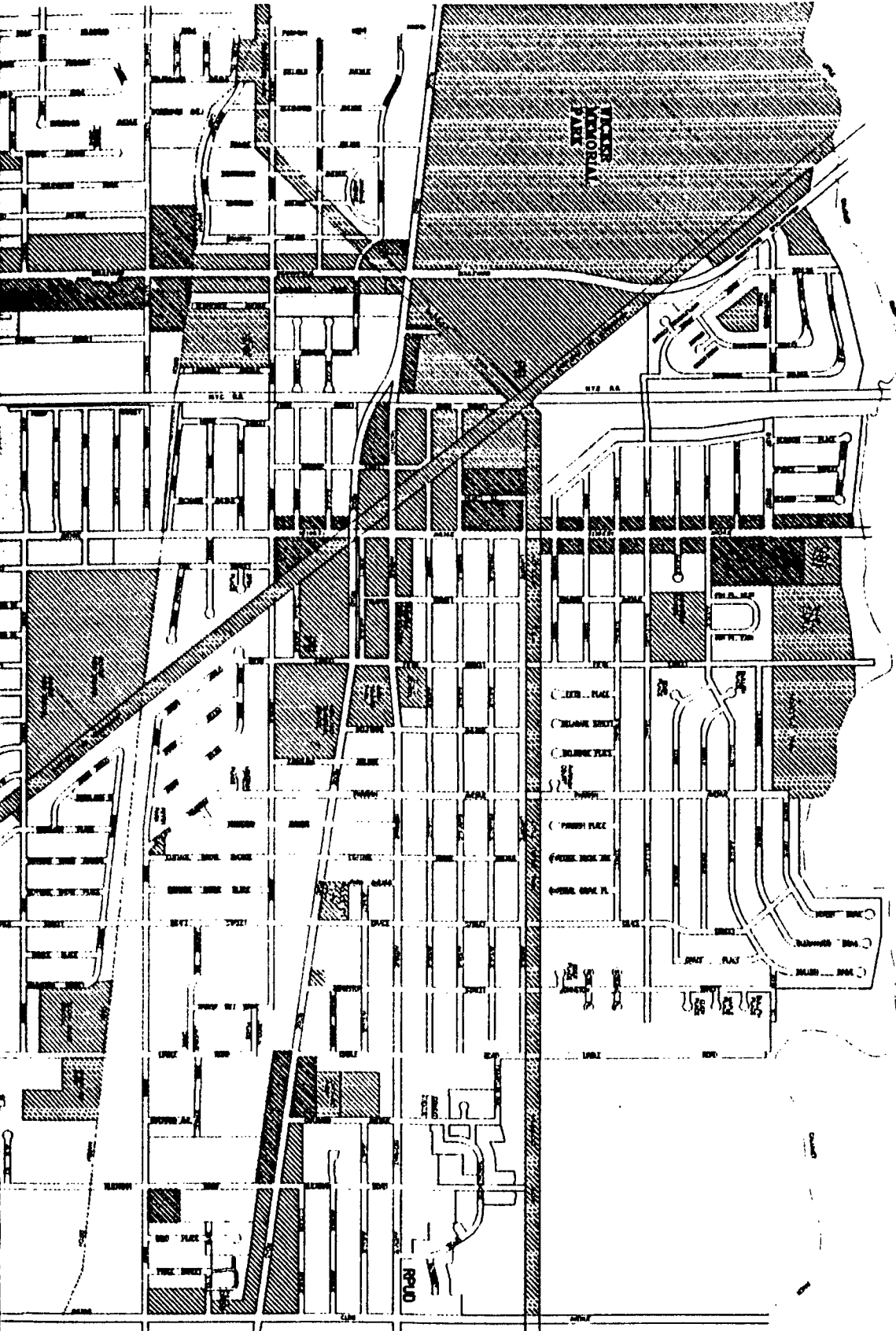
SCALE
APPROX. 1" = 1500'



NOTE:
This map was prepared by the Town of Highland, Indiana, and is intended to show the existing land use in the Town of Highland, Indiana. It is not intended to be used for any other purpose. The Town of Highland, Indiana, is not responsible for any errors or omissions on this map.

8200 S
8100 S
8000 S
7900 S
7800 S
7700 S
7600 S
7500 S
7400 S
7300 S
7200 S
7100 S
7000 S

MUNSTER



HAMMOND

GRIFFITH

9600 S
9600 S
9700 S
9800 S
9900 S
10000 S
10100 S
10200 S
10300 S
10400 S
10600 S











2000 E
2100 E
2200 E
2300 E
2400 E
2500 E
2600 E
2700 E
2800 E
2900 E
3000 E
3100 E
3200 E

SCHERERVILLE

GRIFFITH

3300 E
3400 E
3500 E
3600 E
3700 E
3800 E
3900 E
4000 E

TOWN OF HIGHLAND
PLAN FOR FUTURE LAND USE

-  PARK
-  SINGLE-FAMILY
-  MULTI-FAMILY
-  OFFICE / SERVICE
-  GENERAL BUSINESS
-  INDUSTRIAL
-  SCHOOLS
-  PUBLIC
-  PB PLANNED BUSINESS
-  RPUD RESIDENTIAL PLANNED UNIT DEVELOPEMENT

SCALE
APPROX. 1" = 1500'



NOTE:
This plan was prepared by the Town of Highland, Colorado, and is subject to the approval of the Board of Commissioners. It is intended to show the general location and extent of the various land use zones and is not intended to show the exact boundaries of the same. The boundaries of the various land use zones are shown as approximate and are subject to change. The plan is not intended to be used as a legal document and should not be relied upon for that purpose.

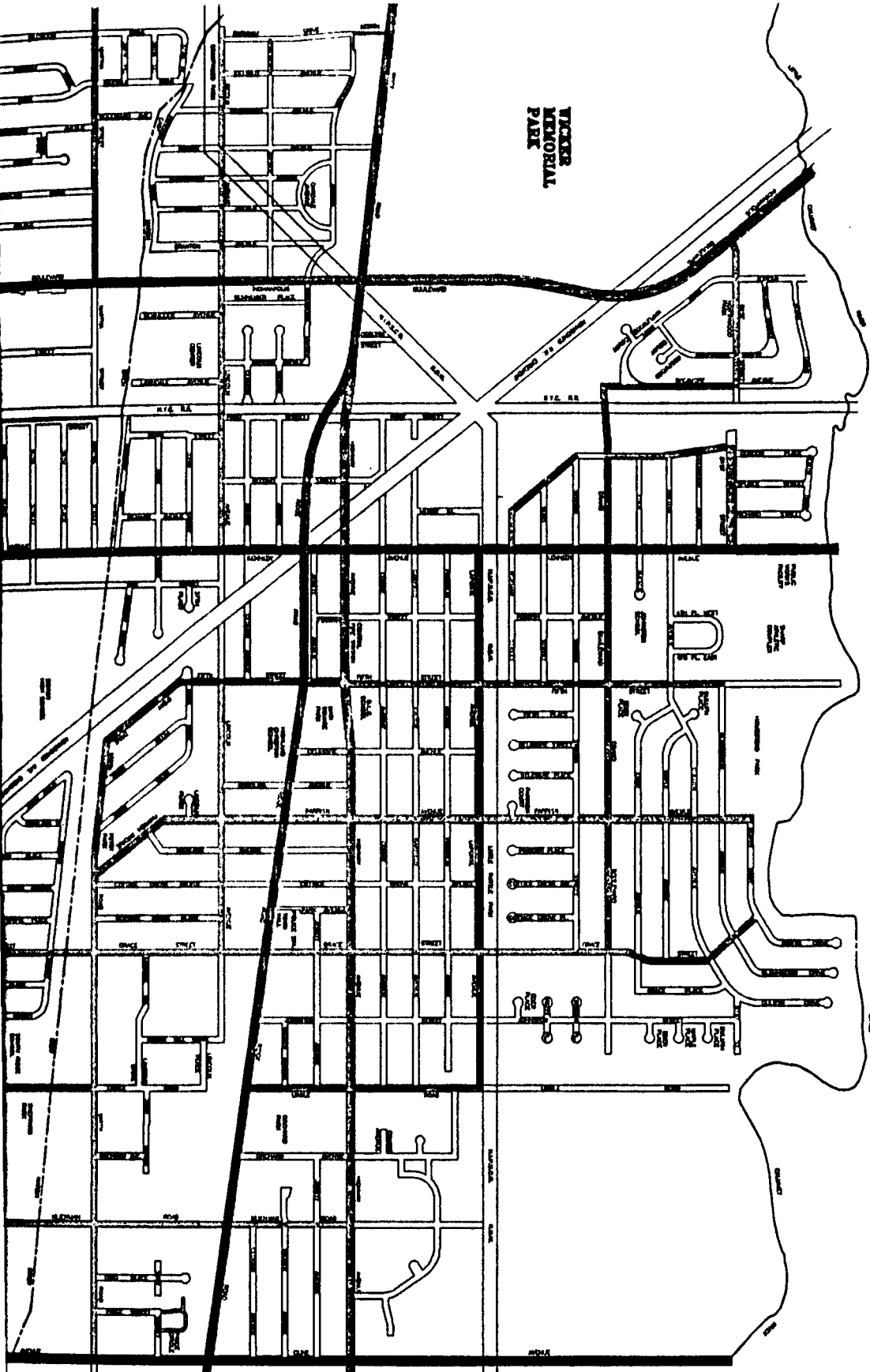
MUNSTER

HAMMOND

GRIFFITH

8200 S
8100 S
8000 S
8900 S
8800 S
8700 S
8600 S
8500 S
8400 S
8300 S
8200 S
8100 S
8000 S

VICKER
MEMORIAL
PARK



9400 S
9500 S
9600 S
9700 S
9800 S
9900 S
10000 S
10100 S
10200 S
10300 S
10400 S
10500 S

2000 E
2100 E
2200 E
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2500 E
2600 E
2700 E
2800 E
2900 E
3000 E
3100 E
3200 E

SCHERERVILLE

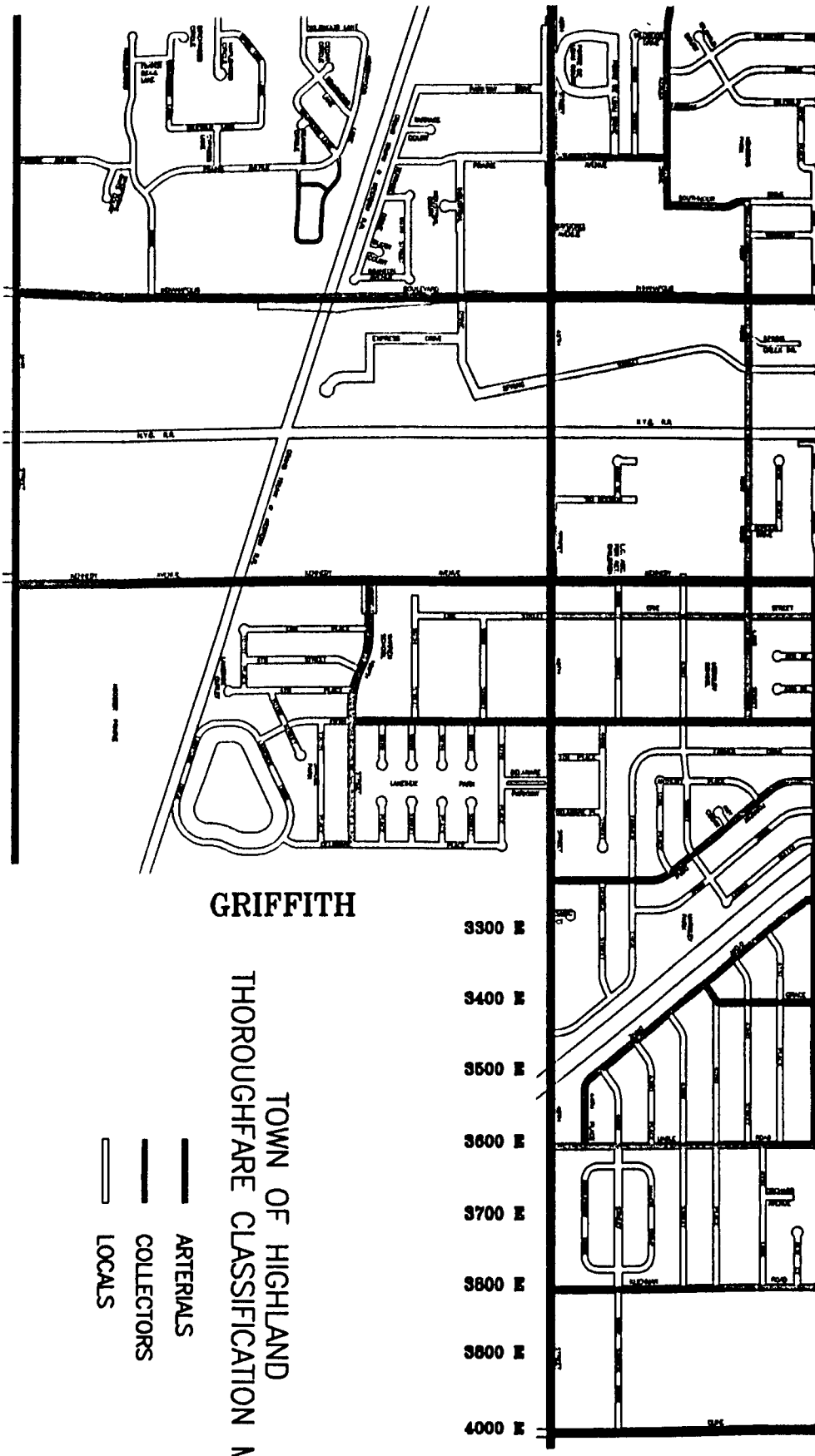
GRIFFITH

3300 E
3400 E
3500 E
3600 E
3700 E
3800 E
3800 E
4000 E

TOWN OF HIGHLAND
THOROUGHFARE CLASSIFICATION MAP

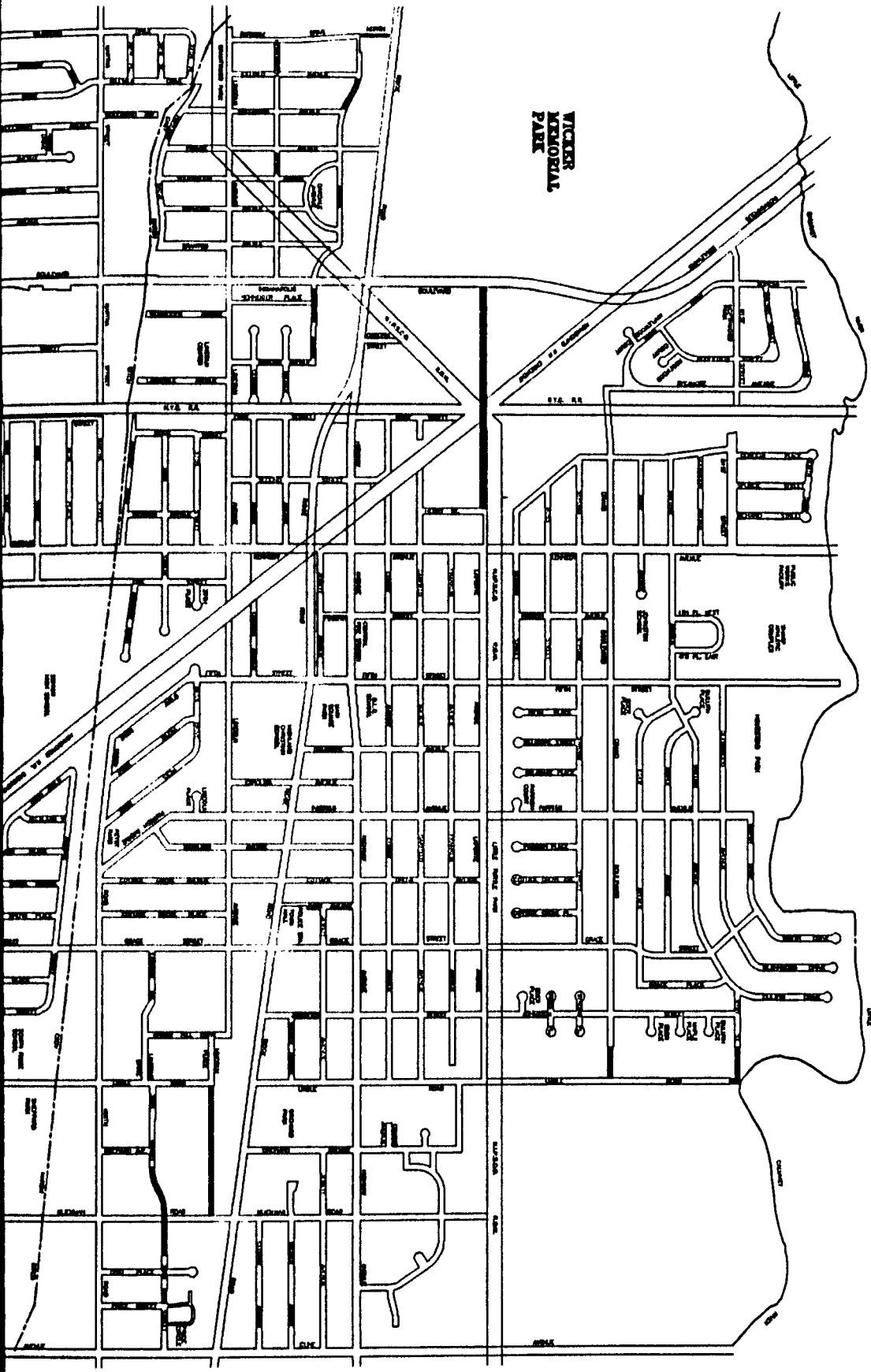
- ARTERIALS
- COLLECTORS
- LOCALS

SCALE
APPROX. 1" = 1500'



9200 S
9100 S
9000 S
8900 S
8800 S
8700 S
8600 S
8500 S
8400 S
8300 S
8200 S
8100 S
8000 S

MUNSTER



HAMMOND

GRIFFITH

8300 S
8400 S
8600 S
8600 S
8700 S
8800 S
8900 S
9000 S
9100 S
9200 S
9300 S
9400 S
9500 S
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10200 S
10300 S
10400 S
10500 S

2000 E
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2500 E
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2700 E
2800 E
2900 E
3000 E
3100 E
3200 E

SCHERERVILLE

GRIFFITH

3300 E
3400 E
3500 E
3600 E
3700 E
3800 E
3800 E
4000 E

TOWN OF HIGHLAND
TRANSPORTATION IMPROVEMENT PLAN

- NEW CONSTRUCTION
- RECONSTRUCTION
- INTERSECTION IMPROVEMENTS

SCALE
APPROX. 1" = 1500'

