

## THE MARQUETTE GREENWAY AND MARKTOWN.....

"*Make no little plans*" said Daniel Burnham "*for they fail to stir the hearts of men.*" And so it was back in 1985 when the then freshman Congressman, Peter Visclosky initially proposed the Marquette Greenway on the floor of the U.S. House of Representatives. Now, nearly twenty years later, that concept, that vision will become a reality.

Lake County has approximately 21 continuous miles of Lake Michigan shoreline. From the historic State Line Marker to the county line on the far east end of Gary, nearly all



*One of the suggestions for the Marquette Plan that was made by your neighbor and friend, Paul Myers, was to utilize a slightly scaled down edition of the 1838 State Line Marker, the oldest masonry structure in four states, as a guide post throughout the entire Marquette Greenway. The original marker is located on the first solid ground south of Lake Michigan at the state line between Indiana and Illinois adjacent to Calumet Park in South Chicago.*

of what had been pristine beach has, over the past 100 years, been claimed by industry. Oil and steel came here because 100 years ago this was open land which was prime real estate for industrial expansion. What industry wanted, what they needed was access to Lake Michigan for the receipt of raw materials and an avenue to ship out finished goods.

The concept of the Marquette Greenway is to transform at least 75% of the Lake Michigan shoreline into public access green space de-

signed for recreation, tourism and yes commercial redevelopment.

Over the past several months there have been a series of public meetings that encouraged residents to make suggestions as to what the plan could or should be. While the list of suggestions is very long, I will restrict my comments to those that will directly affect the Marktown Historic District and the citizens of East Chicago.

To begin, the section of beach that is nearest the Marktown Historic District along with a section of the ISG property is slated for restoration and inclusion under this project. That means that public access areas on Lake Michigan will be within walking distance for the residents of Marktown.

Another suggestion was to resolve the parking issues at the Jeorse Park Beach area. While the vast majority of the beach between Harrah's and Buffington Harbor lies in Gary, the only access is through the parking lot at the Harrah's Casino. 90% of that parking lot is restricted to Harrah's employees. If a remote parking lot were made available to their employees, the public would have greater and less restricted access to the lakefront and that great, relatively undeveloped section of beach.

As industry in this area grows smaller and smaller with the passing of each decade and more and more of the lakefront is made available for redevelopment of one kind or another, it will be important to remember, and yes celebrate our industrial heritage. As a part of that celebration a proposal was made to include a steel museum in the Marquette Greenway. The museum would not only chronicle the history of the steel making process in Northwest Indiana,

***The Marquette Greenway will provide a vehicle for quality of life issues to be addressed on a regional basis. It will redevelop the shore of Lake Michigan with a new vision!***

## .....A LOCAL PERSPECTIVE ON A REGIONAL PLAN

but would also serve as a tribute to labor and the unions that helped to build and run the mills.

While we are sure that US Steel in Gary would like to see a museum of this nature in Gary, the most logical location is East Chicago. Why? Well, six months ago when the planning phase of this began, the Big Three: US Steel, Ispat Inland and ISG all had facilities within a mile of each other here in East Chicago. With the announcement of the proposed merger between Ispat Inland and ISG the WORLD'S LARGEST steel manufacturer has a MAJOR facility (or facilities) here in East Chicago, making this the truly Steel Capital of the world.

Just how big is the proposed area for the Marquette Greenway? As we noted, it will stretch from the Indiana-Illinois border clear to the Lake and Porter County line. It will also extend south to the Little Calumet River just south of I80/94.

Up here on the lake shore, one of the problems is connecting all of the various sections of the project together. It will not be financially feasible to build a bridge over the Indiana Harbor Shipping Canal at the northern edge of the two properties. That means those traveling along the lakefront from the western section to the central and eastern section of the Marquette Greenway will have to come past tiny little Marktown.

As we all know, the Marktown Historic District is surrounded on three sides by steel and by the BP refinery on the forth side. But if you look closely at a section map of this area you will note that just north of us, in the area bounded on the east by Riley Road and on the west by Dickey Place, there is an area that measures a half-mile by a half-mile that is virtually undeveloped. For those of us who

know this area, we also know that unlike most of the industrial areas around us, this particular section of land has never been developed. In 1955, just before the current baseball park was installed, the area just across 129th Street and Dickey Road was marsh lands and woods. What is important to remember is that it not only borders on Lake Michigan, but it also links Marktown to the proposed redeveloped areas along the shoreline at LTV and Whiting.

What does all of this mean for tiny little Marktown? Greater public exposure for one thing, and public ex-



*The three proposed phases of the Marquette Greenway plan are shown here in this greatly reduced illustration. They are: Big Ideas, Long Term Vision and Short Term Projects. The Marktown Historic district will be greatly enhanced by any portion of this plan that is executed in East Chicago or Whiting. This is a quality of life issue for not only Marktown, but all of the greater Calumet Region and the Midwest.*

***The Marktown Historic District is one of the key elements of the Marquette Greenway. Let's all work together to see to it that the Marktown Historic District is fully restored!***



*The detail above shows but one of the concepts for the redevelopment and expansion of Whiting Park. The section of beach closest to Marktown which has not been open to the public for more than 75 years would be redeveloped under this plan. Along with that section of beach, a major portion of the ISG property lake front would also be developed for recreational purposes. This two section of the plan is only one-half a mile from the Marktown Historic District.*

posure equates to reinvestment opportunities in the Marktown Historic District.

While the Marquette Greenway is a long term plan that will take literally decades to complete, the planning phase alone will help to improve the quality of life for all of our residents. The Marktown Historic District is an integral part of the history of East Chicago and the Calumet Region. It is also an integral part of the Marquette Greenway Plan, a plan with a Vision to Create a Liveable Lakefront.

## THE MARQUETTE GREENWAY AND MARKTOWN.....

"Make no little plans: They have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever growing insistence. Remember that our sons and grandsons are going to do things that would stagger us. Let your watchword be order and your beacon beauty."

And so Congressman Visclosky's visionary plan for the future of the Greater Calumet area was unveiled, and with it the hopes and aspirations of generations to come as we transform the 100 year old industrial complex along the shore of the great Lake Michigan into the playground of the Midwest and the nation.

Over the past six months a series of public meetings were held in order to allow the residents of the Calumet Region the opportunity to voice their opinion as to what they wanted and didn't want in

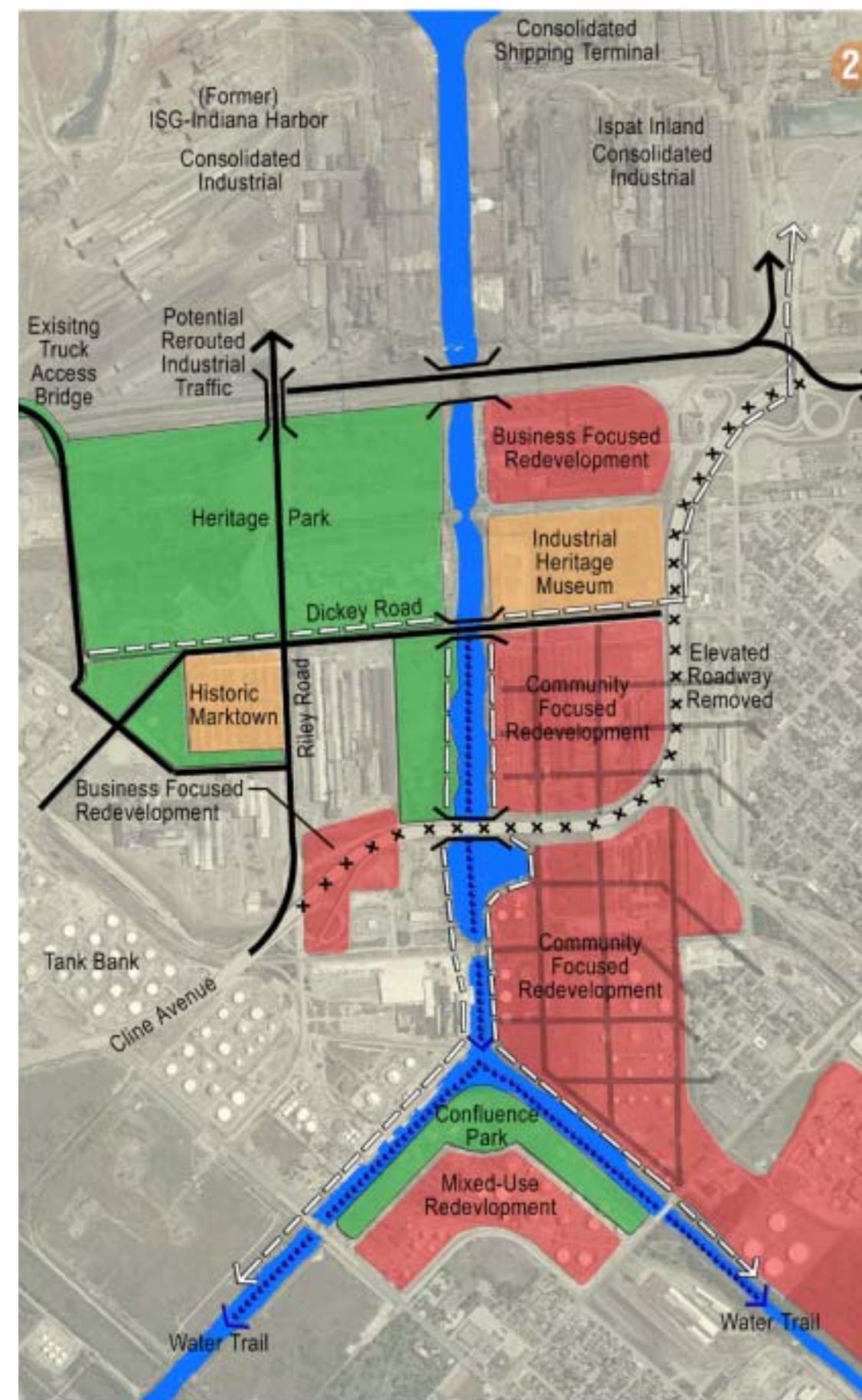


Wetlands such as this can be added to the presently blank landscape. The area slated to be Heritage Park was natural wetlands as late as the 1950s. Wouldn't it be nice to have park lands like this in our neighborhood?



*Let the Marquette Greenway unlock our vision for generations to come.  
The future of Marktown and of all of the greater Calumet Region lies within this plan.*

## .....A CLOSER LOOK AT THE SHIP CANAL PLANS



Even the section of land east of Riley Road where the YS&T Co. No. 1 Tin Mill had stood is included in the plans for the new park.

One of the concepts brought forward by a Marktown resident was a series of museums, one in each of the five host cities; Hammond, Whiting, East Chicago, Gary and Portage. Don't look now but the plans for the Gary museum, the Discovery Center, were unveiled in November. And there, on the map you can see the proposed **Industrial Heritage Museum** in East Chicago, just down Dickey Road and over the Indiana Harbor Ship Canal from Marktown.

While it will take several years to actually begin the construction phase of the museum or the new Heritage Park, the first step is always the planning phase. Just what will go into Heritage Park? It's up to all of us, but we have come up with a basic plan for success. Try this.

**A recipe for Heritage Park:**  
Take 400+ acres of land with access to Lake Michigan on the

The Indiana Harbor Ship Canal which has served heavy industry and manufacturing for more than 100 years will be gradually converted to a recreation waterway - a Water Trail!



north and bordering on the Indiana Harbor Ship Canal on the east. Plan well, let your imaginations soar and then add to it the following ingredients...

- walking, jogging & bicycle trails
- our own version of Millennium Park
- natural settings with lakes and ponds
- ample parking
- tennis courts
- baseball fields
- soccer fields
- basketball courts
- large scale public sculpture - lots of it

- a Marktown Interpretive & Nature Center
- lots of trees, bushes and flowers
- picnic groves and shelters

And don't forget, just down the street on the opposite side of the canal will be the **Industrial Heritage Museum** which will also celebrate the history of the Marktown Historic District.

This is what people with vision have planned for the open lands adjacent to our neighborhood. This is a plan that when completed, will enhance the quality of life for generation to come. With this plan our future is guaranteed.



Large scale public sculpture such as those at the Skokie Sculpture Park in Illinois add an element of art to any setting. The sculpture portion of the park should be extend into the present Marktown Parks.

More than 400 acres of land adjacent to the Marktown Historic District are designated as park lands under the Marquette Greenway Plan. This is a once in a lifetime opportunity!

**THE MARQUETTE PROJECT**  
**CONGRESSMAN PETER J. VISCOSKY**  
Public Officials Seminar  
June 3-4, 1985  
Washington D.C.

Four generations ago, our ancestors transformed Northwest Indiana into one of the world's premier industrial and manufacturing centers. Their success was captured by Carl Sandburg, who wrote of the redness of our skies and the sweat of our workers. Opportunity was created by a generation with a vision of the future; a generation that relished in taking risks.

The moment was seized by those arriving in Northwest Indiana who saw that change was possible because the landscape was ripe for heavy industrial development. Huge expanses of cheap and unused acreage, open shoreland, abundant water, and a developed rail system met their dreams.

Then the current of history began to flow against their descendants. Finally, the promise of economic opportunity was broken because of a refusal to break the patterns of the past into which we had become crystallized. Together, we must now break those patterns and weave a new fabric to regenerate our land and our people.

As that first generation took advantage of the physical characteristics of Northwest Indiana to create a new life, so must our generation change the physical characteristics of our area so that our physical landscape again enhances economic opportunity and no longer impedes it.

Nearly 50 percent of our lakeshore is locked away from public usage by industrial sites. Decades of poor planning have filled in flood plains and stressed our natural drainage system. Careless, and at times criminal, misuse of resources has poisoned land, air, and water. A radical physical change is needed to again put us in an advantageous position for economic diversification and growth.

What I offer today is an outline for such a transformation: A vision of Northwest Indiana for the 21st century that establishes the quality of life for each citizen as our number one priority. The key to this proposal, which I have named The Marquette Project, is the recapturing of our lakeshore for public use.

By the end of this century, let us make available for public use, 75 percent of our lakeshore. Let us do so by creating new and imaginative ways to open our greatest natural asset to the public.

As steel continues to be made by a reconfigured industry in smaller, more efficient and safer facilities, let the public sector join with the private to recapture -- at least initially -- a narrow strip to the north of our great industrial complex. Then, as attrition occurs naturally later in this century and in the next; and as the mills age and technology changes; where sites are unused and rail yards are abandoned, let us take quick steps to reclaim them for the public.

This does not mean that no new industry will locate on the lakeshore, but it does mean that we should set our priorities in a clear and definite manner. Any new industrial facility wishing to locate on the lakeshore must demonstrate the following:

- 1) That they must locate on the lake out of necessity and they cannot locate elsewhere. This means that we encourage industrial development away from the lakeshore and do not tolerate uses such as disposal sites, storage facilities, and other activities that have no practical reason for being located on the lakeshore.
- 2) If a facility locates on the lake, it must ensure that the facility can coexist with other adjacent public land uses.

The map that has been prepared to illustrate this proposal has been drawn in broad strokes. It concentrates primarily on the lakeshore with two primary zones in mind:

- 1) The first zone running north of U.S. 12 should contain areas with priority given to natural pres-

ervation, recreational use, and compatible residential and commercial development.

- 2) The second zone, running north of U.S. 20 up to U.S. 12, should contain areas where increased emphasis is placed on compatible commercial and residential use.

New industrial, manufacturing and other employers should be situated to the south. With this in mind, the map we have prepared has been divided into four areas:

- 1) Mixed Use: These areas are dedicated to high public use and development including compatible industrial use. We recommend that as existing facilities change naturally through attrition, appropriate areas should be captured for the public domain.
- 2) Low Impact: These are areas left natural with allowances made for low impact recreational use such as beach houses, picnic tables and boat launch areas. These areas include parkland, natural habitat areas, and floor plains.
- 3) Industrial Corridors: These are areas reserved for heavy industrial, commercial and transportation use including mills, harbors, rail yards, power plants, warehouses and so forth.
- 4) Indiana Dunes National Lakeshore. I caution that this may reflect a long-term vision to be achieved after years of transition. However, I want to begin recapturing our lakeshore for our people to use as soon as is possible, even if in some areas the recovered land is a strip so narrow it is measured in feet. It is imperative that all future decisions be made with this goal and the public's interest in mind.

Regarding highways, we should pursue the extensions of Lakeshore Drive to Indiana with links to U.S. 12 so that we can provide a true lakeshore drive, a parkway that stretches from Chicago to the State of Michigan

Concerning railroads, we hope to achieve a consolidation of lines, divided between through-rail traffic and local switching. A number of abandoned and underutilized lines could be pulled off the lake, with industrial areas

served by limited spur lines. Another goal would be to the continued development of separation between rail lines and roads. By developing a prioritized list of lines that will continue, we can better protect the taxpayer investment in costly bridges and overpasses. We should also secure abandoned right-of-ways for future commuter liens.

Sweeping changes will not come overnight. Nor can they be dictated by one person or one governmental body. We in Northwest Indiana must sit together as a unified community and reach a consensus on our future. We need to establish firm priorities and we need to adhere to them in all our decisions whether they be changes in zoning, ordinances, major development, plans, or improved government operations.

Let us set the physical state on which the players in economic development can tell our story proudly. In so doing, let us always remember that what we do is not for one company, one city or one class of people.

As public officials, let us ensure that as we weave the fabric of change, it is made strong with the threads of justice.

At the beginning of my remarks, I spoke of Sandburg's poetry -- or red skies and sweat. Carl Sandburg also wrote of dreams. Let us dream - not to survive, but to succeed.

**WEB NOTES:**

This speech from 1985 and the following speech from 1986 are provided as historical notes for what is not known as The Marquette Plan. It is amazing to see that Congressman Visclosky was absolutely correct in his analysis of the economic direction of the steel industry and the new direction that the greater Calumet Region would have to pursue in order to obtain sustainable redevelopment. We hope that the reader will consider these two important speeches in the historical context in which they are presented.

**Remarks of Congressman Peter Visclosky  
To the Lake County Community  
Development Committee  
March 14, 1986**

**The Marquette Project:  
An Idea, A Purpose, A Goal**

In June 1985 I first proposed the Marquette Project as a broad plan for regional cooperation in recapturing our lakeshore for economic growth and development. I appreciate the chance this evening to talk more about the Project. In fact, this kind of opportunity is one of the greatest pleasures in public service. It allows me to address all that is best about our area. It lets me discuss ways to take advantage of those resources in shaping our future. Best of all, it gives me the chance to hear from some of the most caring and committed leaders in our community.

***The Physical Unity of the First District***

Although Indiana's reapportionment after the 1980 census cast together many diverse and sometimes conflicting interests, it presented a precious opportunity to cooperate in developing our greatest physical asset. For the first time in many years, almost the entire southern shore of Lake Michigan was located within one Congressional district. The Marquette Project focuses on this asset because it is central to our economy and the quality of life in our area.

Reapportionment also collected into one political entity the area's five major steel firms. In fact, today the First Congressional District of Indiana produces more steel than any state in the nation. All forecasts project the continuing concentration of steel manufacturing in Northwest Indiana. We are the center of the steel industry today, and the Marquette Project relies on our retaining and enhancing that position.

However, the Project also recognized that steel production will become more efficient.

More will be produced by fewer people. Therefore, the Project focuses on the same physical characteristics of Northwest Indiana that allowed yesterday's heavy manufacturing to flourish -- our water, our unused open land and our tremendous transportation systems. But it asks now that we break the patterns of our past, and weave a new pattern to regenerate our land and our people. It asks that we change the physical characteristics of our area so that our natural resources again enhance economic opportunity rather than impede it.

Reapportionment brought together many of the necessary ingredients for a renaissance in Northwest Indiana. The Marquette Project capitalizes on this combination to present a vision for the future of our area as a whole. It sees a highly capitalized industrial base, more than a half million strong and well-educated people, and a 45-mile seacoast. It demands that we make the most of these assets.

***Unity of Purpose for the First District***

Historically, one of the problems we have faced in Indiana, especially in Northwest Indiana, is destructive intergovernmental competition or balkanization. Three counties and seventeen cities and town comprise the Indiana shore of Lake Michigan. Often one of these entities has reached policy decisions that benefit itself at the expense of the collective. The Marquette Project is, therefore, also an attempt to bring unity to the picture of our feature by capitalizing on our common interests.

The late Representative Adam Benjamin, Jr. was well aware of the waste in our rivalry. He negotiated with our state administration, especially with Lieutenant Governor John Mutz, for cooperative efforts to redevelop Northwest Indiana and create new jobs. Their bipartisan political cooperation was the beginning of a joint venture with leaders in business, labor, academia and the press to create what has now become the Northwest Indiana Forum.

Another advance was displayed by the cooperation of five mayors, representing both political parties and three counties, in agreeing to develop a unified plan for marina development along our shore. Similarly, Mayors Pastrick of East Chicago and McDermott of Hammond recently contracted for a joint effort in waste disposal that will benefit both cities.

A final good example of our unified future is represented by the federal, state and local cooperation in the Pan American Games Organizing Committee, which has chosen Michigan City its site for the 1987 yachting competition. The games are an important international cultural and athletic event. They will focus worldwide attention on our area's resources. They will also provide the opportunity for collective benefit through collaboration.

***Improvement for and by Ourselves***

One good lesson from our current national budget crisis is that we should never rely on a higher entity to do what can be done at a lower level. If the family can do it, the community should not; if the community can do it, the state should not; if the state can do it, the federal government should not. Reliance on large and distant organization for decisions that shape our future engenders an unhealthy dependence, and make us vulnerable to forces outside our control. In contrast, self-reliance maintains responsibilities for these decisions at their level of greatest impact.

New England learned this lesson after the collapse of their industrial base early in this century. They discovered that it was not realistic to rely on the recuperation of their large manufacturers, or a federal bail-out from their economic stagnation.

The area did recover, and today has such a thriving economy that the phenomenon has sometimes been called the "miracle" of New England. But it was not really a miracle at all. It was a series of deliberate and sometimes pain-

ful decision that forged a transition from an economy based on shoes, textiles and other heavy manufacturing to medicine, banking, insurance, computers and other service industries. The "miracle" was in fact traumatic for many, and redevelopment actually took more than 50 years. But the key lesson from this miracle is self-directedness. The people of New England decided what they wanted to achieve and how they wanted to rebuild. They enlisted state and federal cooperation only to help accomplish the goals they set for themselves. The Marquette Project asks the same accomplishment of us now -- in half the time.

Many in Northwest Indiana talk about tourism as a key to the redevelopment and job creation. I fully support such suggestions. But when I talk about job creation, and the commercial and recreational development of our lakefront, I am really talking about improving our quality of life. Redeveloping Northwest Indiana for those who live elsewhere, so they will want to visit our area, is fine. But redevelopment should be done first for ourselves. Our efforts should be guided by the goal of improving the quality of life for our own people and business enterprises. When that is accomplished, a pleasant side-effect will be the area's attractiveness to visitors.

***A Goal and a Framework for Decisions***

The Marquette Project might best be described as a framework for decision-making. It seeks to develop our economy and improve our quality of life by reclaiming our lakeshore. It asks us to cooperate in planning ahead so that the choices we make today will encourage continued growth tomorrow.

Currently, more than 50 percent of our lakeshore is locked away from public usage by industrial sites. More of our lakefront property is restricted by individual private ownership and poor municipal planning. The Marquette Project proposes that by the year 2000, 75 percent of

the Indiana shore of Lake Michigan be accessible to the public.

I reiterate that the Marquette Project is not an attempt to displace our existing industry. To the contrary, our first priority is to ensure the healthy future of the businesses that are in Northwest Indiana. Their survival through past and current economic adversity is itself a testimony to good business practices. However, as technology changes and facilities age, attrition will occur naturally. When lakefront manufacturing sites and rail yards are abandoned, they should be reclaimed for public use.

We should also strive to create public access to other property that is already publicly owned and maintained with federal tax money. Improving these situations would not displace any workers, or threaten the future of any business. But it would make our area generally more attractive for both private and business development.

Consistent with this goal, I have introduced legislation in the 99th Congress that would add 730 acres to the Dunes national Lakeshore. It would also add \$3.8 million to the park's land acquisition fund, and increase the authorization for development by \$14 million. In addition, it would fund a study by the Interior Department of the feasibility of creating a parkway along U.S. Highway 12 -- a key link in a true "lakeshore drive" that would connect downtown Chicago to the state of Michigan.

I have also helped to secure House passage of the Water Resource Act of 1986. If passed by the Senate, this bill would finally authorize the Little Calumet River Project, and other important improvements that would increase our attractiveness for private investment.

### **Planned Development Zones**

Identifying discrete possibilities for land reclamation is important. But there must also be broad goals to guide our overall development, so that it is proactive rather than reactive.

Toward this end, the Marquette Project offers a general schematic of zones that parallel the lakeshore.

One zone includes the land north of U.S. 12, where great caution should be taken to preserve our natural resources. Consequently, it is earmarked primarily for residential, compatible commercial and retail development. In the second zone, encompassing the area between Highway 12 and Highway 20 the plan encourages heavier commercial and some light industrial development. The third zone, which is south of U.S. 20, is ideal for locating new heavy industry and manufacturing.

An excellent example of adaptation to the changing economy that is compatible with the highest and best use of our resources is the Hammond Lead Company. In the face of escalating competition, the company made several significant changes in technology Today it produces four times as much lead products than it did just a few years ago, and it does so in an environmentally sound manner. Because it is more efficient, Hammond Lead has not hired any new employees, but neither has it let any go. And Hammond Lead is located south of U.S. 20, where it can take advantage of, but not interfere with the area's natural resources.

### ***Together We Will Succeed***

The Marquette Project is an impetus for regionwide cooperation. To use a construction analogy, it is a mortar to hold together the bricks of our future. The Project provides a general direction, but it is deliberately nebulous because our economic health and happiness will be comprised of many different building blocks. These will include large projects, such as the funding and execution of the Little Calumet River Project and the transformation of the Gary Airport into a region air hub. These will include smaller, discrete projects such as the clean-up of individual hazardous waste sites. These will also include less concrete but no less important accomplish-

ments like improving our community self-image and eliminating destructive racism and sexism.

The Marquette Project will not rely on any single mason. To the contrary, the many excellent organization in our area must continue and intensify their efforts. The Northwest Indiana Forum must continue its work to attract new industries to our area. The Save the Dunes Council must protect our natural resources. The Chambers of Commerce must nurture and expand our businesses, The Northwest Indiana Regional Planning Commission must continue its data collection, planning and many important projects.

I especially hope that the LCCD, under the leadership of Monsignor Semancik, will take a lead role in increasing public awareness and involvement, airing the issues that are critical to our future, and staging the necessary public debate on cooperation and consolidation.

The Marquette Project must also avoid reliance on any single architect. One of the greatest treasures we have is the rich ethnic diversity of our people. Our efforts to redevelop Northwest Indiana must provide opportunities for economic prosperity and an improved quality of life for everyone.

Finally, just as the changes that we make cannot be allowed to benefit only a few, the decisions on which they are based cannot be dictated by a small group or single governmental body. We in Northwest Indiana must sit together, as a unified community, and reach consensus on our future. We must be open to all possibilities, and hear all points of view. Then we must establish firm priorities and adhere to them in all our decisions.

Together, we will accomplish the economic and recreational development that will make our the best quality of life.