

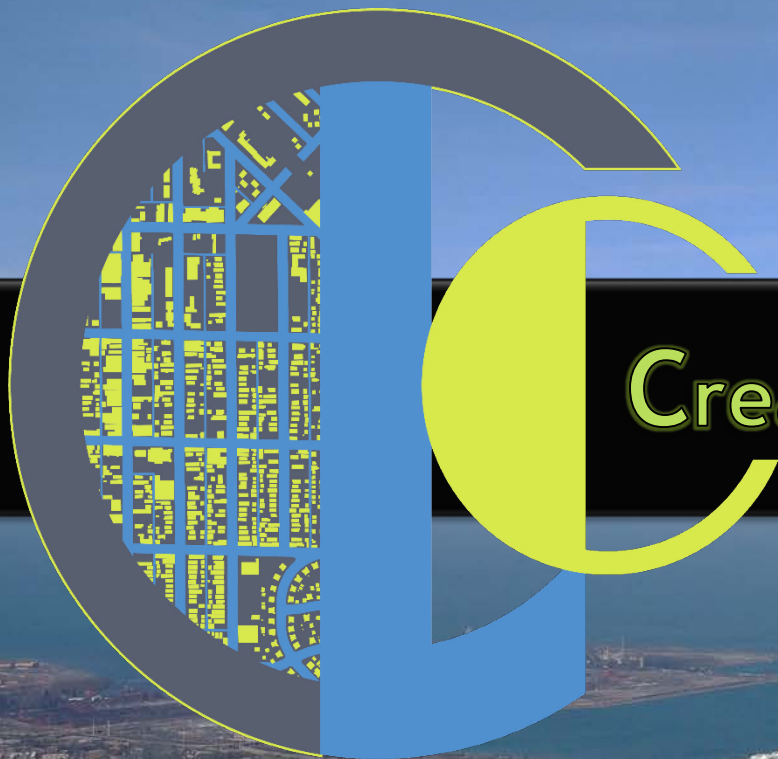
Presented By:

Eman Ibrahim

Planning Manager

Gabrielle Biciunas

Long Range Planner



Creating Livable Communities

TPC- NIRPC

August 9, 2016



Livable Centers



Livable Centers clustering many different land uses in a compact area gives people the opportunity to accomplish various activities without using a car.



Livable Centers

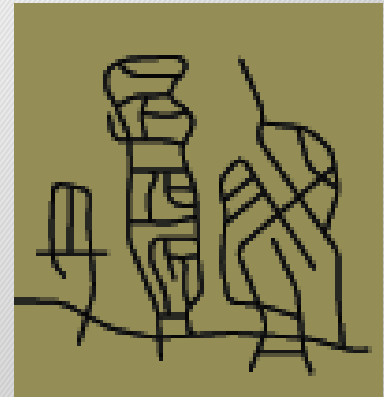


Livable Centers make it easy to reach multiple destinations by foot, bicycle, car or transit.

A well-designed street and sidewalk system provides good connectivity and safety for everyone.

Livable Centers concentrate housing, employment, shopping, and entertainment in areas with good pedestrian networks

Poor Connectivity



Good Connectivity



2040 Plan Implementation Projects



NIRPC Projects/Initiatives

Livable Centers Initiative (LCI)

Creating Livable Communities (CLC) Funding Program



2040 Plan - Basic Elements of Livable Centers



- Jobs and housing
- On-street, shared, structured or rear parking areas
- Transit stops and amenities
- Traditional street grid
- Access management
- Pedestrian-friendly speed limits
- Short block lengths
- Bicycle lanes
- Wide sidewalks
- Public spaces
- Minimal building setbacks
- Existing infrastructure

Specific Elements of Livable Centers

- Compact, mixed use development-
- Building facing streets
- Traditional street grid
- Short block length (400'-600')
- Balanced jobs and housing
- Having unique and distinct design characteristic with shops offer local products and services
- Many Access options including pedestrian lanes, bike lanes, trails, transit, and roadways
- Convenient, safe and easy street crossing
- Well-maintained public streets
- Public gathering places
- Serving different activities that occurred both daytime and night time



Livable Centers Analysis



Livable Centers Methodology/ Scope



GIS

Analyzed the region as a whole

- Block Size
- Street Grid
- Population, housing, and employment density
- Proximity of schools, civic halls, transit, and trails

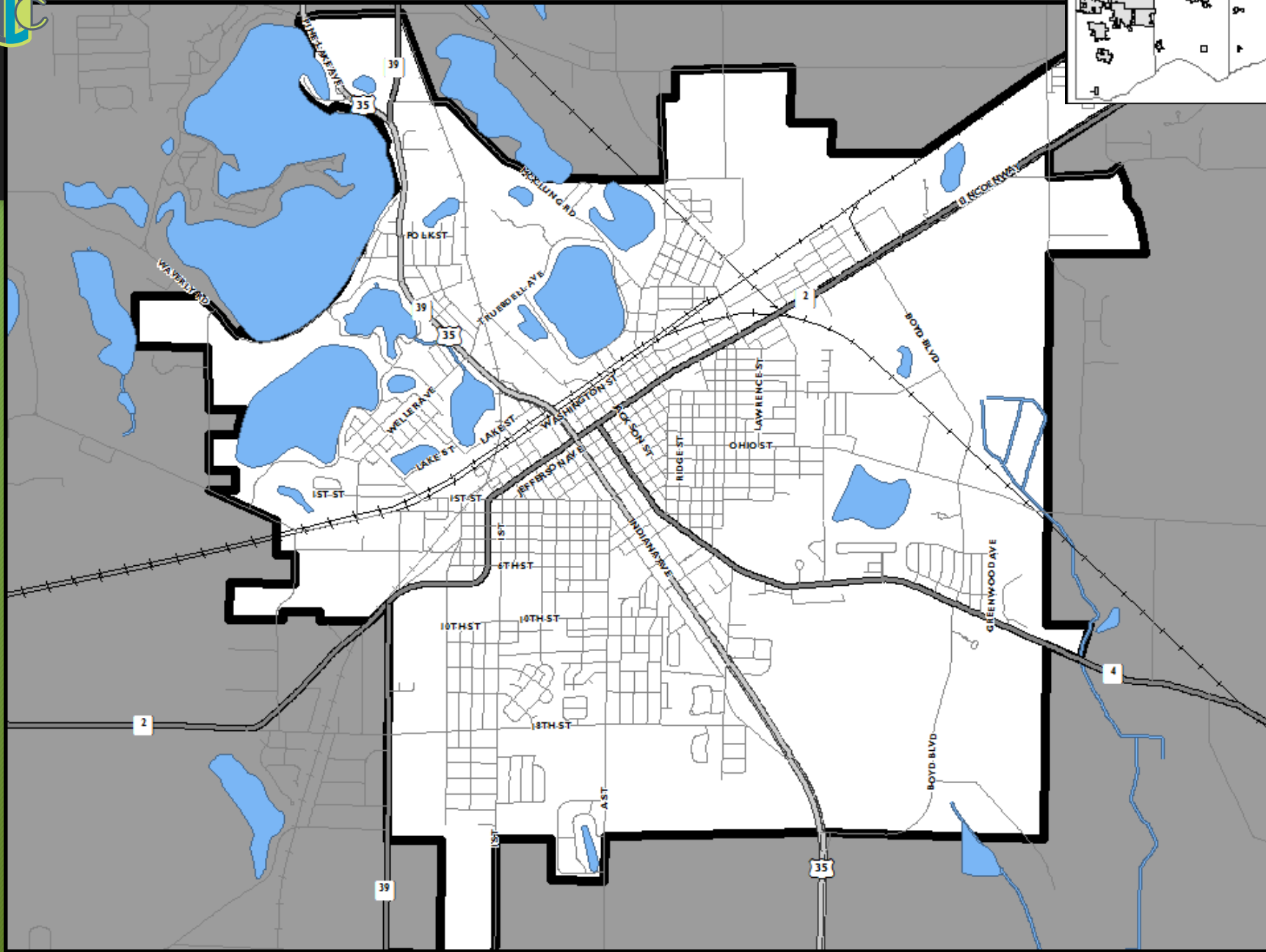
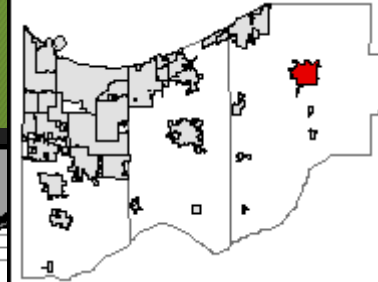
Research

- Read the municipality's plans and past projects
- Learned about current projects and initiatives

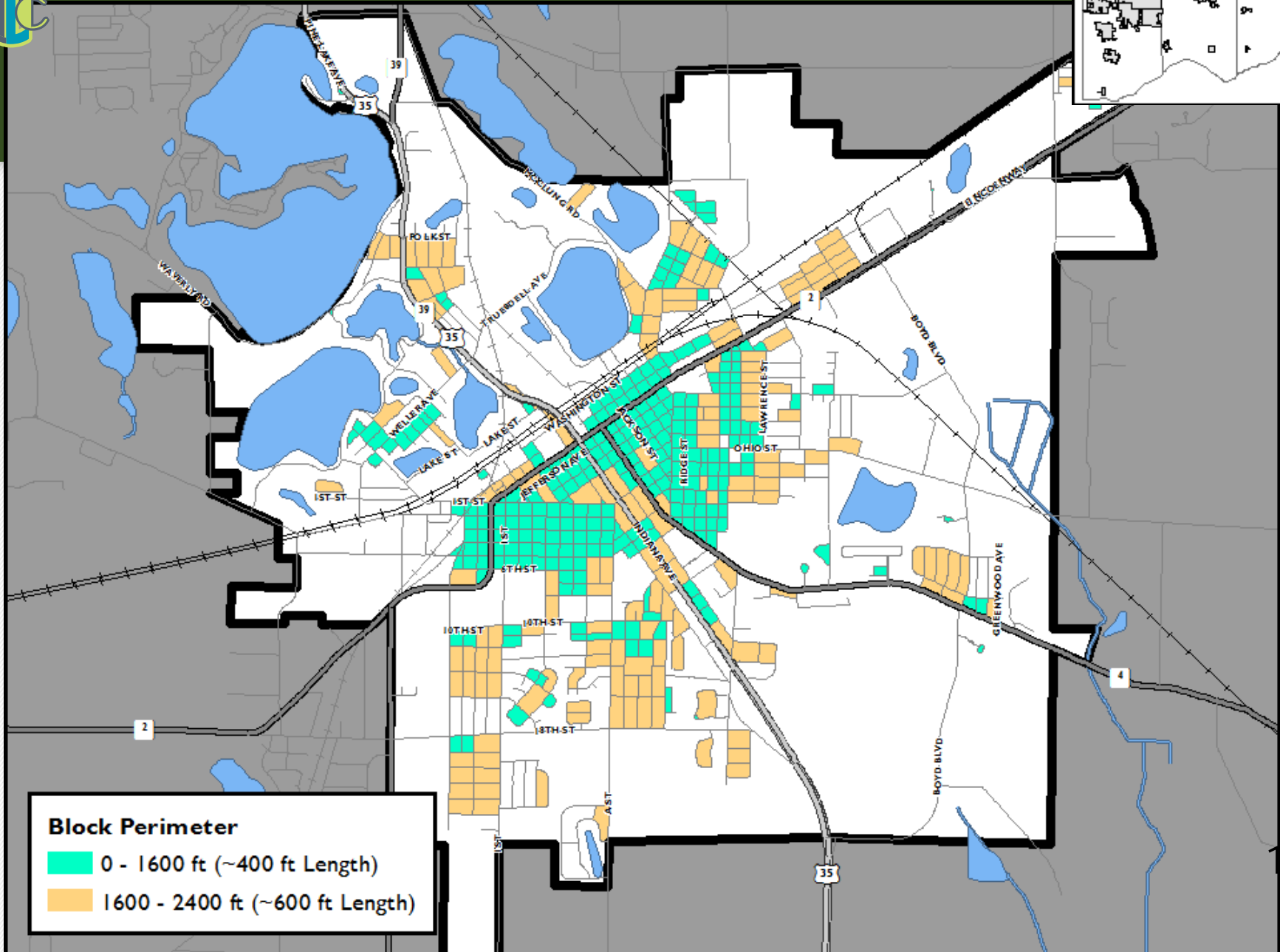
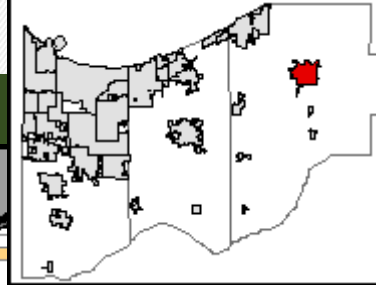
Drawing Boundaries

- Met with individual municipality, mayors, town managers planners, and other staff
- Listened to their plans, hopes, and considerations for their town or city
- Drew boundaries directly on the maps using their insight and NIRPC's analysis

CITY OF LAPORTE



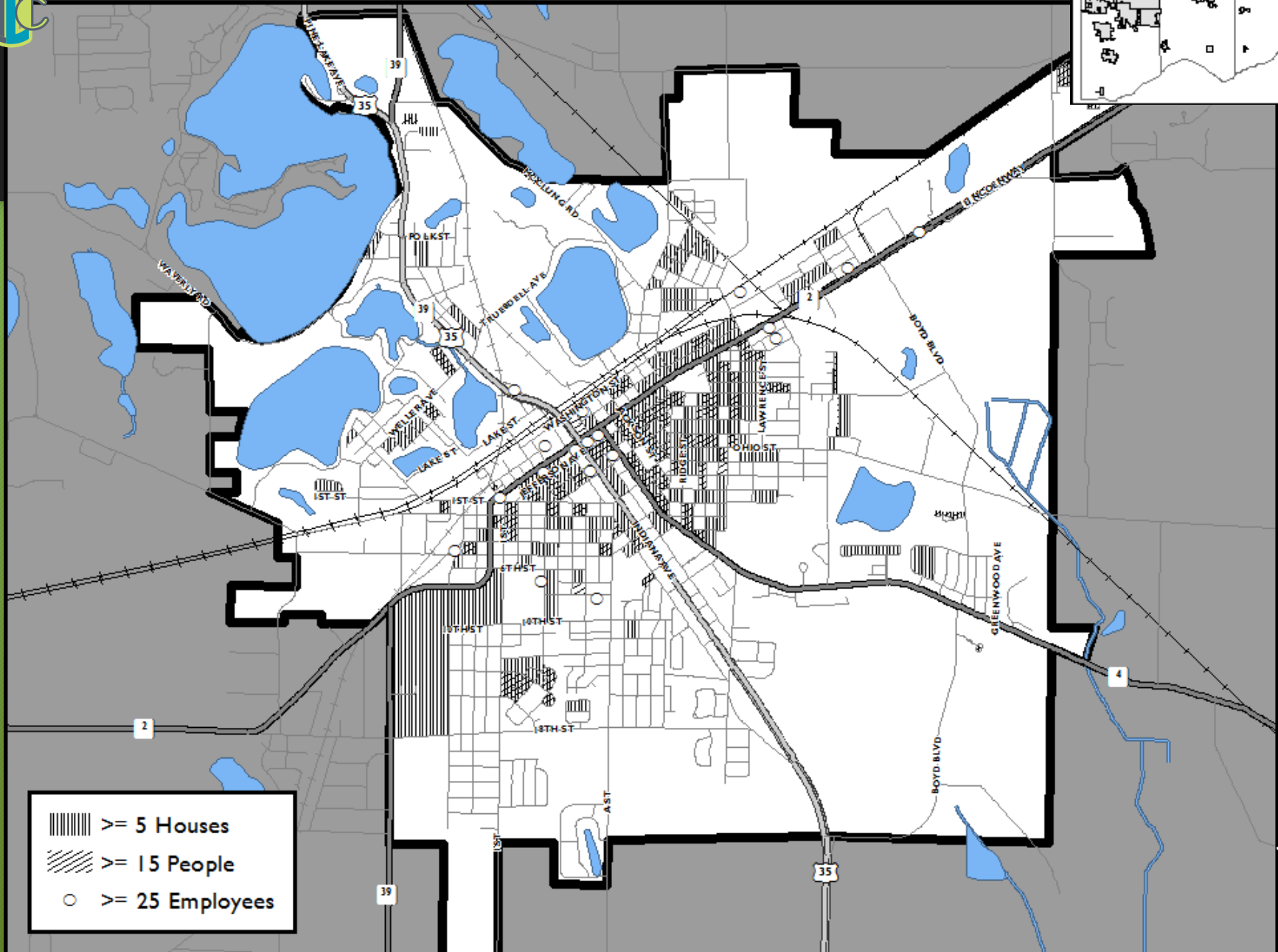
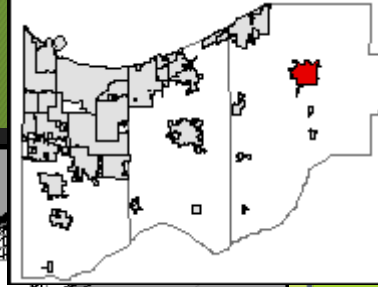
CITY OF LAPORTE



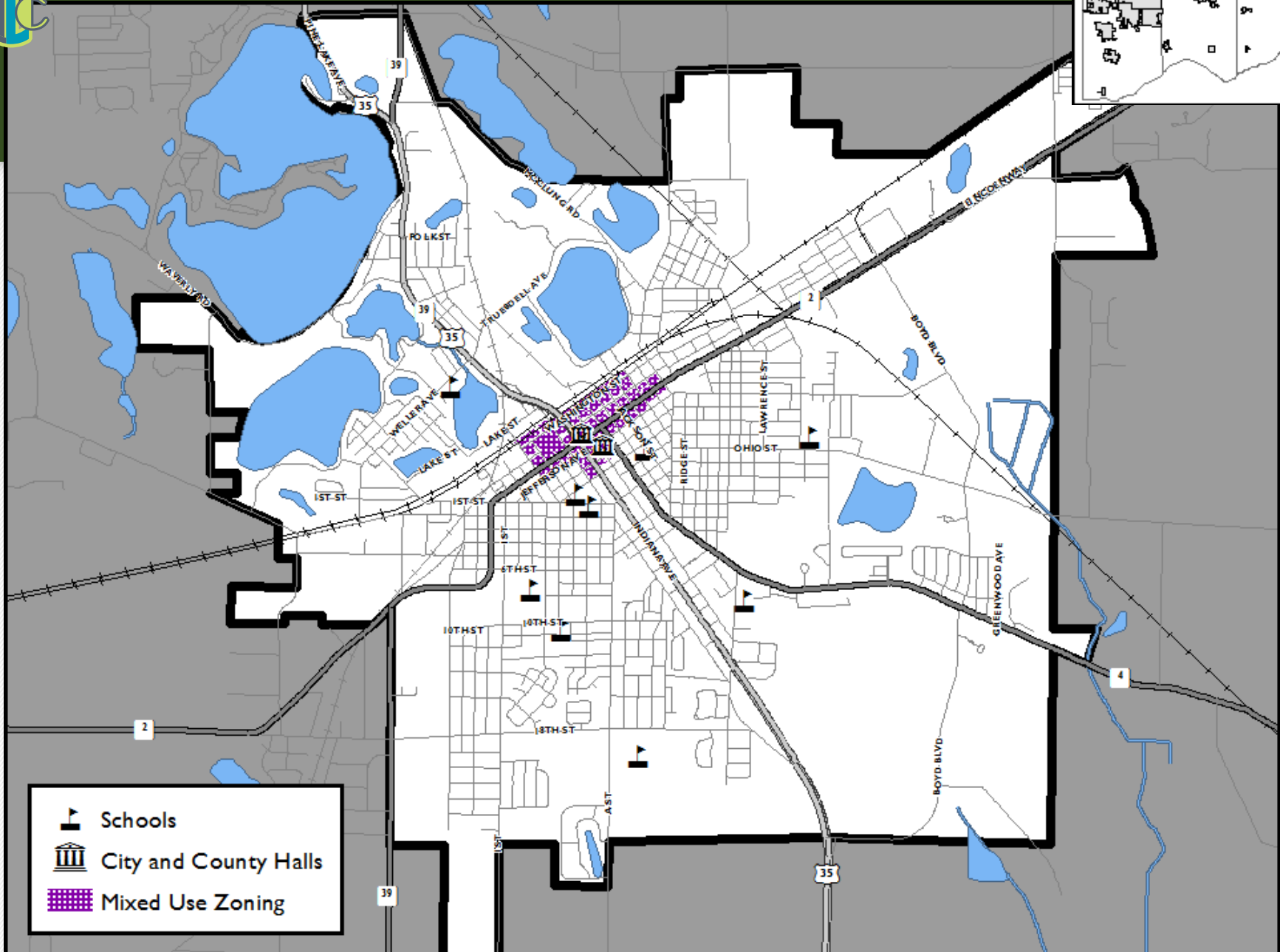
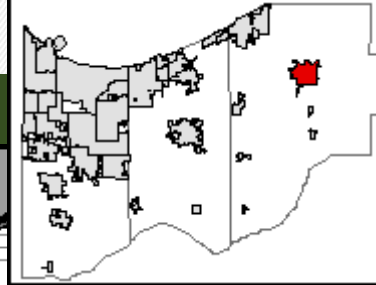
Block Perimeter




- 0 - 1600 ft (~400 ft Length)
- 1600 - 2400 ft (~600 ft Length)

CITY OF LAPORTE

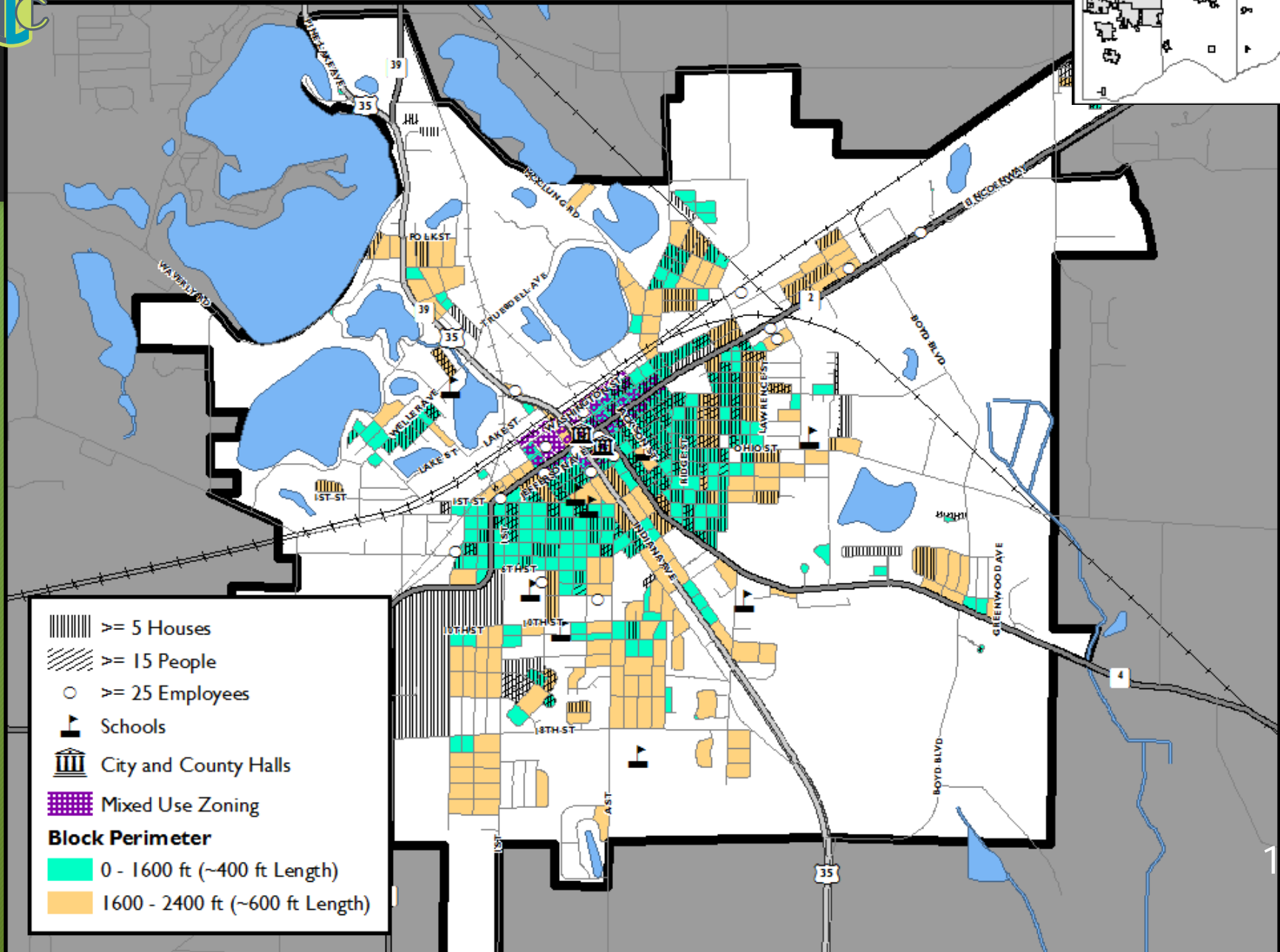
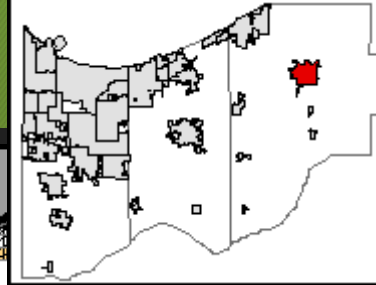










CITY OF LAPORTE



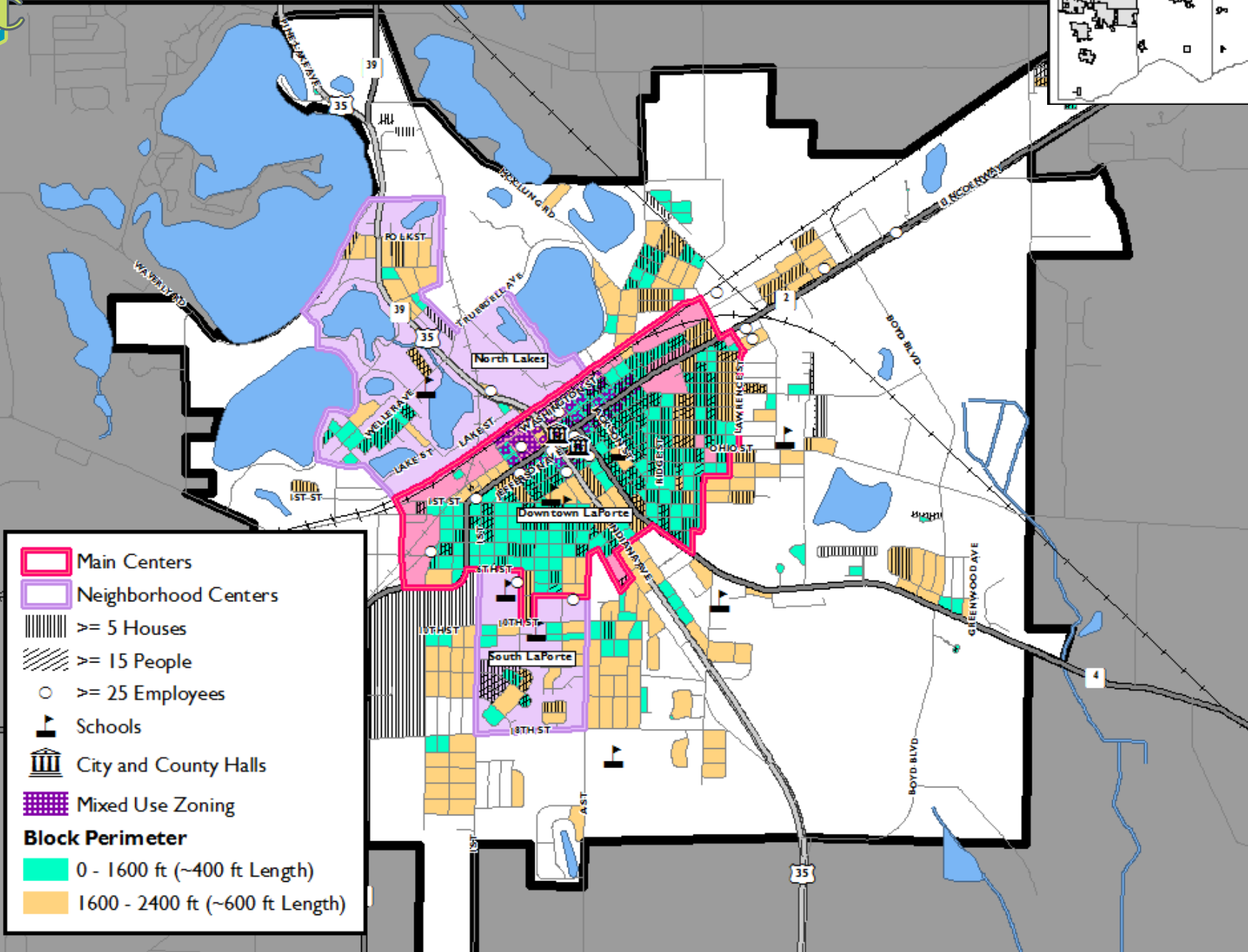
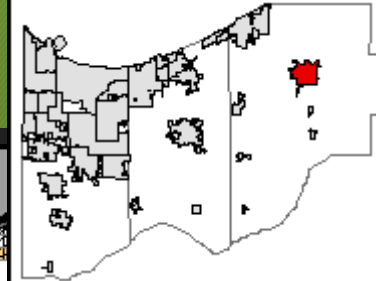
| | |
|---|-----------------------|
|  | Schools |
|  | City and County Halls |
|  | Mixed Use Zoning |

CITY OF LAPORTE



-  ≥ 5 Houses
-  ≥ 15 People
-  ≥ 25 Employees
-  Schools
-  City and County Halls
-  Mixed Use Zoning
- Block Perimeter**
-  0 - 1600 ft (~400 ft Length)
-  1600 - 2400 ft (~600 ft Length)

CITY OF LAPORTE



| | |
|------------------------|---------------------------------|
| | Main Centers |
| | Neighborhood Centers |
| | ≥ 5 Houses |
| | ≥ 15 People |
| | ≥ 25 Employees |
| | Schools |
| | City and County Halls |
| | Mixed Use Zoning |
| Block Perimeter | |
| | 0 - 1600 ft (~400 ft Length) |
| | 1600 - 2400 ft (~600 ft Length) |

Communities Meetings



- Project team met with 19 Cities/Towns in NWI to work on defining livable/ neighborhood centers.
- Project team met with Transit Operators in NWI to discuss transit area/ station boundary within ½ a mile.
- Small communities Workshop was held to define livable centers boundaries for the remaining 22 communities.

LIVABLE CENTERS EXAMPLES BY SIZE



Livable Centers have been defined in 40 of the municipalities in Northwest Indiana. These Livable Centers vary widely in scale, use, mix and purpose within each community, but all represent areas of regional significance. They are already served by utility infrastructure and the roadway network. In some cases, significant reinvestment will be needed to upgrade existing utility and roadway capacity for the future. The centers are classified in four categories: Metro Center, Large Center, Medium Center, and Small Center.



Metro Center

Gary City Hall, US Steel in background

Downtown Gary

Large Center

North End, Michigan City

Medium Center

Historic Buildings, Downtown Lowell

Small Center

Downtown Hebron

NIRPC/Walk Score Methodologie



NIRPC Analysis

- Block Length (400' -600')
- Street Grid/Connectivity
- Population, housing, and employment density
- Proximity of schools, civic halls, transit, and trails
- Transit
- Mixed use
- Building Setback

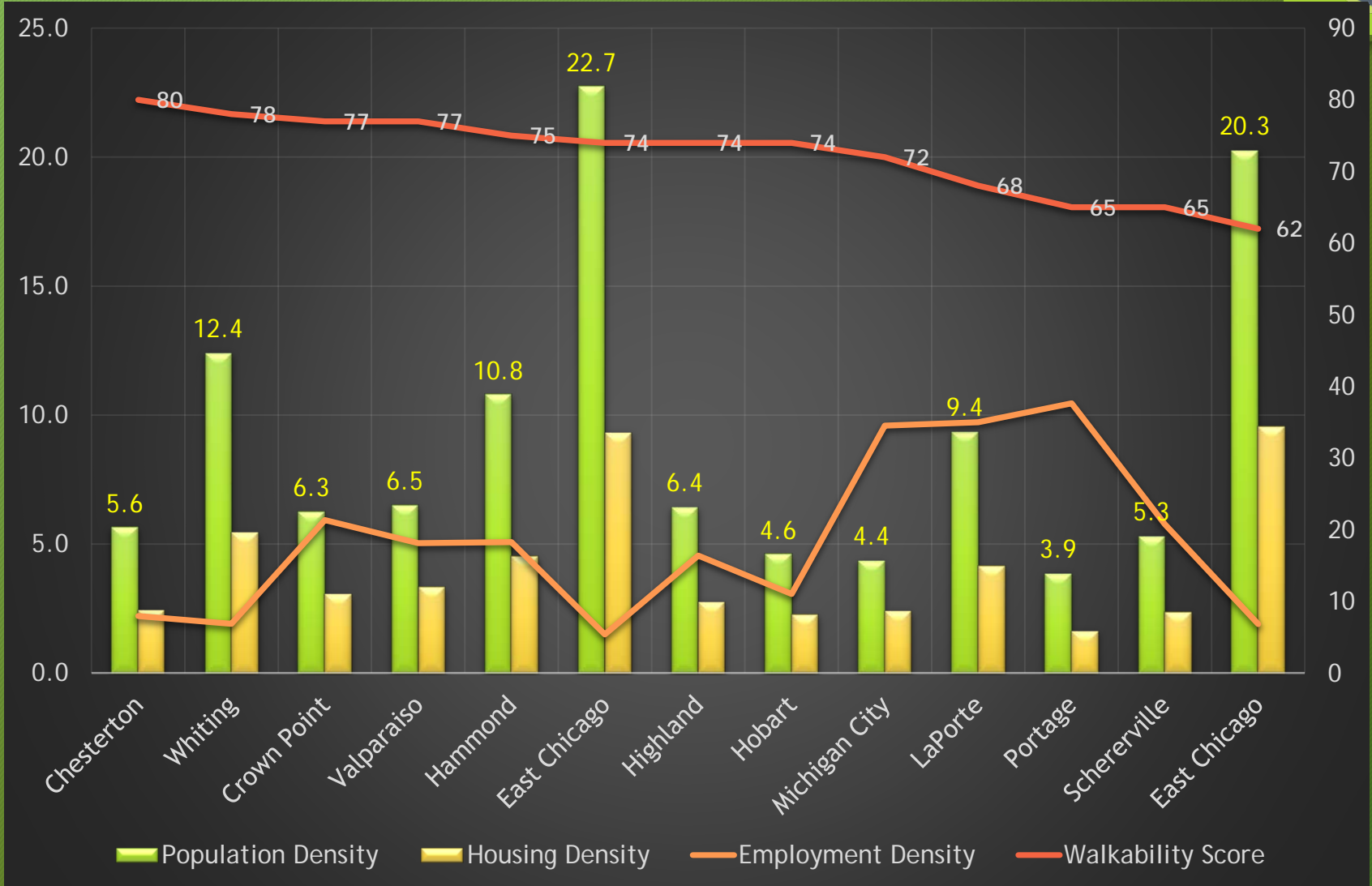
Walk Score Analysis:

- Walking routes to nearby amenities.
- Points are awarded based on the distance to amenities
- Amenities within a 5 minute walk (.25 miles) are given maximum points.
- The more distant amenities the more decline in score with no points given after a 30 minute walk.
- Pedestrian friendliness is measured by analyzing:
 - population density
 - road metrics such as block length and intersection density

| Walk Score® | Description |
|-------------|--|
| 90-100 | Walker's Paradise Daily errands do not require a car. |
| 70-89 | Very Walkable Most errands can be accomplished on foot. |
| 50-69 | Somewhat Walkable Some errands can be accomplished on foot. |
| 25-49 | Car-Dependent Most errands require a car. |
| 0-24 | Car-Dependent Almost all errands require a car. |

<http://www.walkscore.com/>

Walkability Score/ Density Comparison



Creating Livable Communities Report



How to Use the Report?

- Use the Introduction section to get yourself familiar with:
 - Livable Centers definition and benefits.
 - How center are defined
 - Livability checklist
 - NIRPC Methodology
- Find your Community

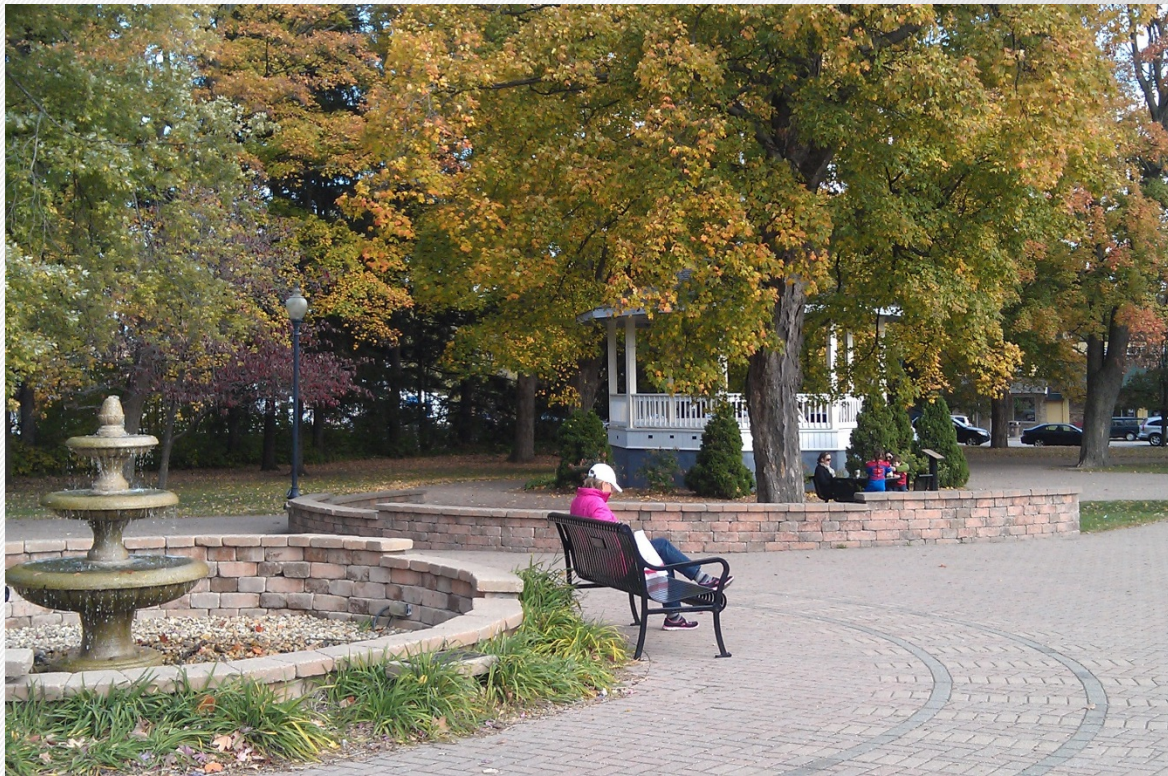


Transit-Related Projects should be located within half a mile from a transit stop or station.

Creating Livable Communities (CLC) Funding Program



The purpose of this funding is to support community-based transportation/ land use projects that bring vitality to downtown areas, neighborhoods, station areas, commercial cores, and transit corridors.



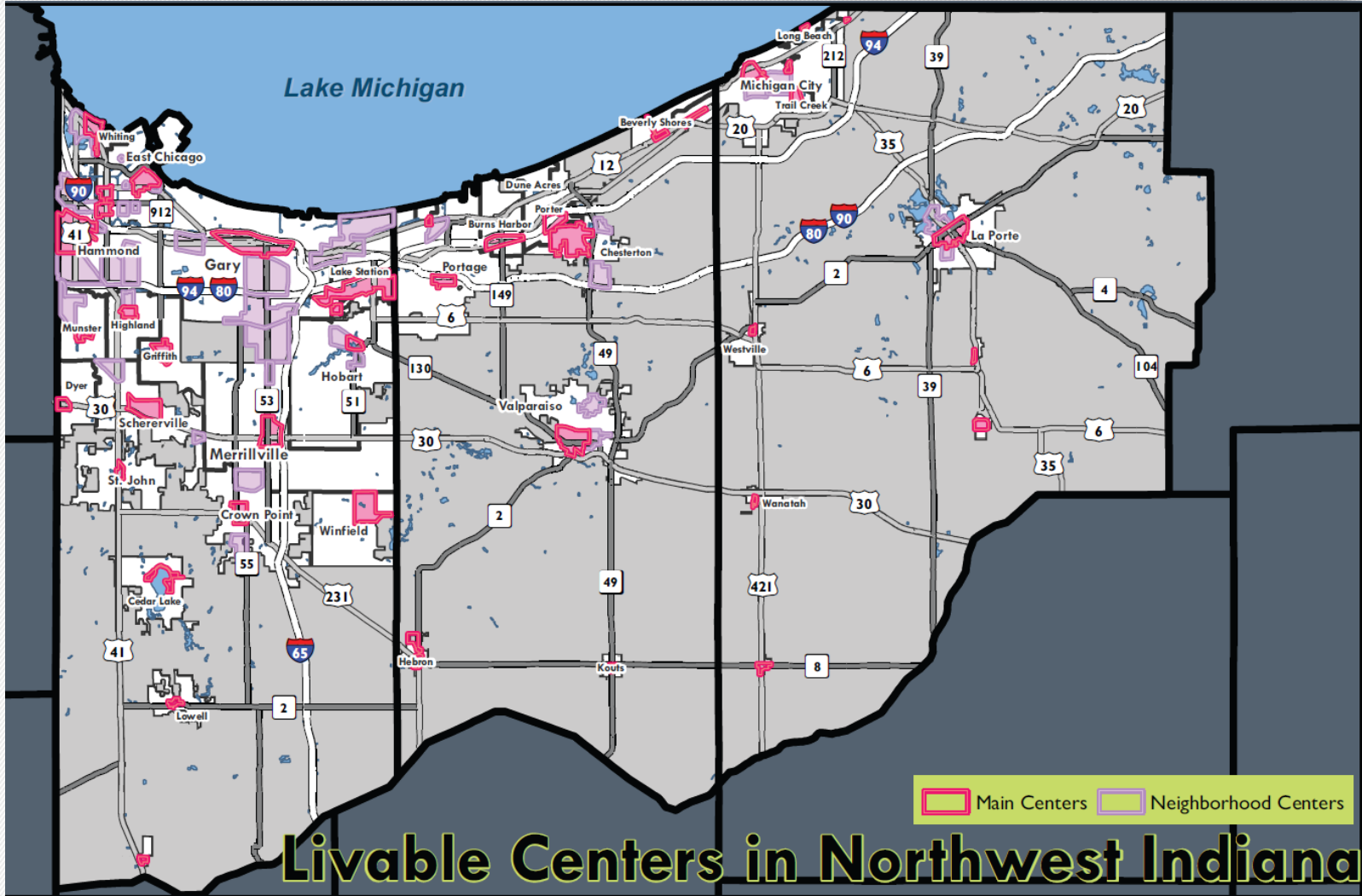
CLC Grant Overview



Types of Grants:

- To fund planning projects or pre-development plan that revitalize: existing centers, neighborhood, downtown, transit stop or transit corridors, TOD ordinance, and
- To prepare projects to compete for funding in the STP construction projects category.

Eligibility Area



Livable Centers in Northwest Indiana



Eligible Projects



- Projects related to access management, transportation-related zoning ordinance, and streetscape improvements.
- Transit amenities, TOD plans and zoning ordinances, and transit area plans.
- Plans for street lighting and signage, public pedestrian features like sidewalks, bike lanes, street furniture, and crosswalks.
- Traffic calming plans.
- Public-use parking plan or shared public-private garage; and access projects.



Examples of ISSUES







Source: San Diego Association of Governments, *Designing for Smart Growth | Creating Great Places in the San Diego Region*

CLC Grants Awarded



NIRPC awarded seven grants totaling \$402,500 of STP funding to seven communities. The total funding with the local match is \$495,500. These communities are:

Chesterton
Crown Point
East Chicago
Gary
Highland
Porter
Winfield

Town of Chesterton

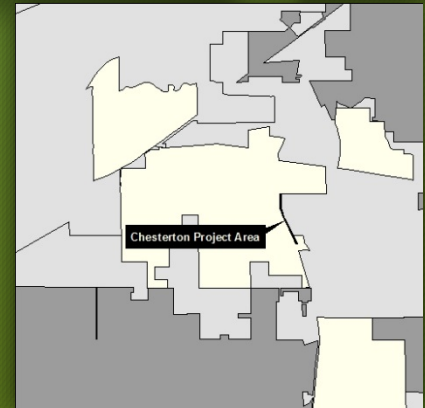
Calumet Connection of the Dunes Kankakee Trail & Streetscape Improvement Plan

| Funding | Chesterton |
|---------|------------|
| STP | \$ 24,000 |
| Local | \$ 6,000 |
| Total | \$ 30,000 |



Streetscape plan connecting the Historic Chesterton Downtown Business District to the South Calumet Business District via :

- A multi-use pathway along with a streetscape improvement for the South Calumet Roadway Corridor.
- The pathway also functions as a segment of the Dunes-Kankakee Trail.
- Streetscape includes signage, lighting, street furniture, landscaping features, crosswalks, bicycle amenities, and ADA improvements to enhance the non-motorized options in this corridor.



City of Crown Point

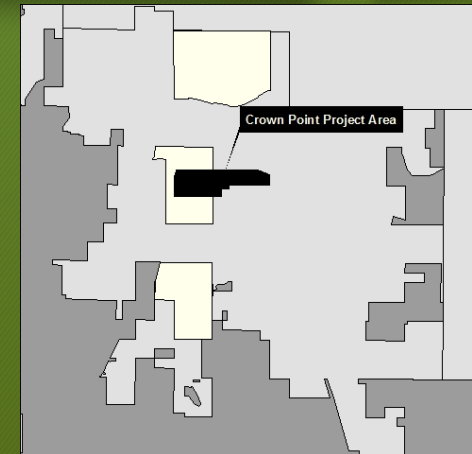
North Street Corridor Vision and Guideline Plan

| Funding | Crown Point |
|---------|-------------|
| STP | \$ 72,000 |
| Local | \$ 18,000 |
| Total | \$ 90,000 |



Developed a corridor vision plan and related strategies to create a livable, sustainable, and context sensitive North Street Corridor.

- Strengthen and expand improved vehicular and pedestrian connectivity and coordinate new economic and revitalization projects
- Assure land uses within the North Street Corridor and Downtown Livable Center are complementary to the edicts of a livable center.



City of East Chicago

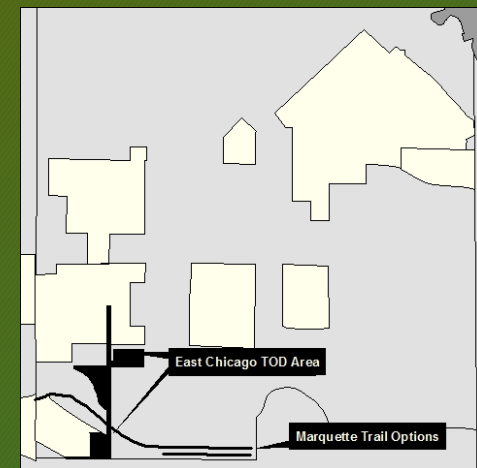
East Chicago Transit-Oriented Development for Roxanna, South Side, and Calumet

| Funding | East Chicago |
|---------|--------------|
| STP | \$ 60,000 |
| Local | \$ 15,000 |
| Total | \$ 75,000 |



Three principal planning components:

1. A Transit Oriented Development, housing and commercial development along the Indianapolis Blvd. corridor from Michigan Avenue on the south to 149th Street on the north.
2. A transportation coordination between South Shore passenger trains and city bus service.
3. Marquette Corridor trail through East Chicago, from White Oak, the City's western border with the City of Hammond



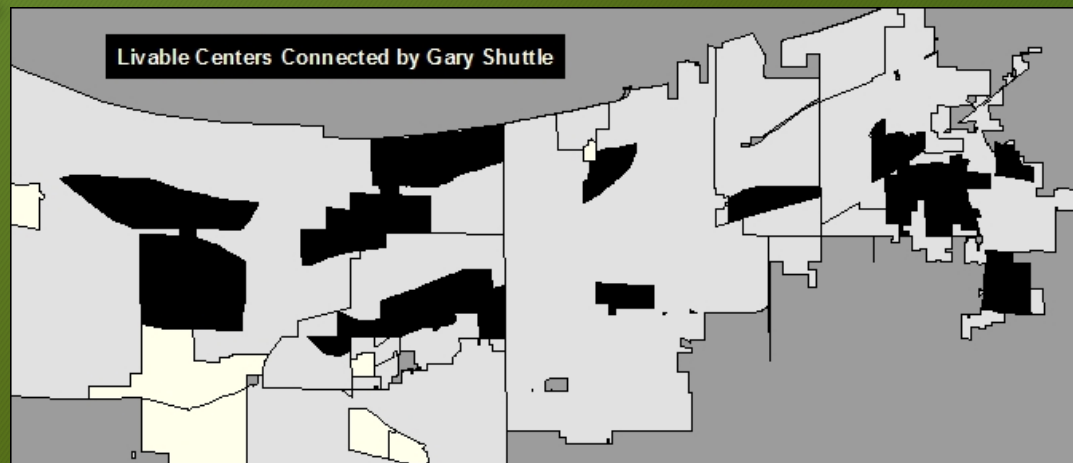
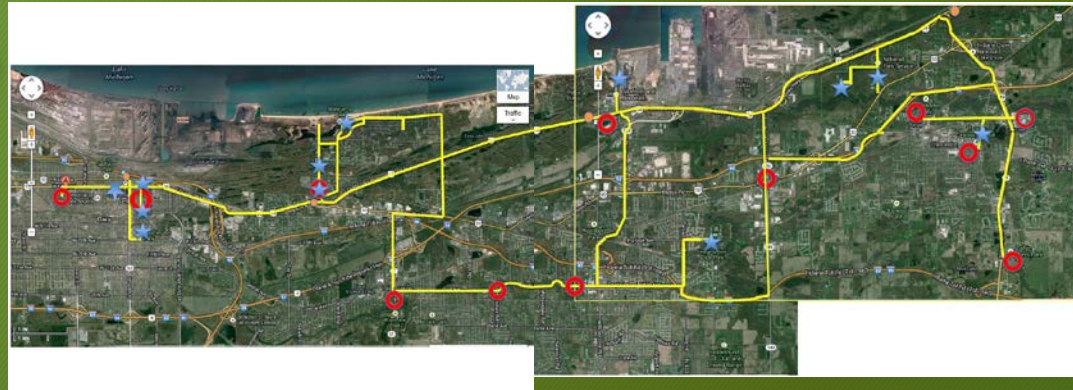
City of Gary

Livable Centers Plan for Horace Mann, Downtown, & Emerson

| Funding | Gary |
|---------|------------|
| STP | \$ 150,000 |
| Local | \$ 30,000 |
| Total | \$ 180,000 |



- New land use, development policies and strategies to revitalize the three neighborhoods by improving transit access, enhancing quality of life, reducing emissions, and providing more efficient mobility alternatives.
- Improves connectivity to local regional assets in the neighborhoods, specifically the Adam Benjamin Metro Center and the Rail Cats Stadium.
- Increases connectivity to other assets of regional importance, specifically, Marquette Park's Pavilion, the Gary Bathing Beach Aquatorium, the beaches of Lake Michigan and National Park Service resources.



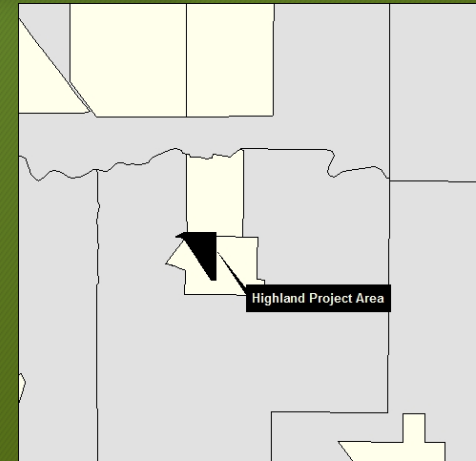
Town of Highland

Kennedy Avenue Corridor Plan

| Funding | Highland |
|---------|-----------|
| STP | \$ 24,000 |
| Local | \$ 6,000 |
| Total | \$ 30,000 |



- Plan identifies land uses, parcels and existing buildings within the corridor that could be redeveloped or repurposed in order to create more jobs, services, and amenities for the Town's residents and visitors.
- Address potential conflicting land uses and provides a guide for adaptive reuse and infill development.
- Guide to assist Town in developing an Arts & Cultural District.



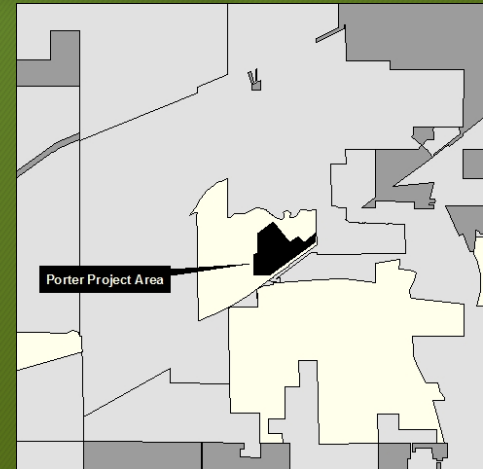
Town of Porter

Downtown Porter, Sidewalk and Streetscape Improvements Plan

| Funding | Porter |
|---------|-----------|
| STP | \$ 32,000 |
| Local | \$ 8,000 |
| Total | \$ 40,000 |



- Planning project to design new streetscape corridors in downtown Porter.
- Plan designs' focus on the pedestrian experience by providing sidewalks, crosswalks, lighting at key intersections, landscaping and signage.
- Addresses the Town's ADA Transition Plan in the limits of the livable center.



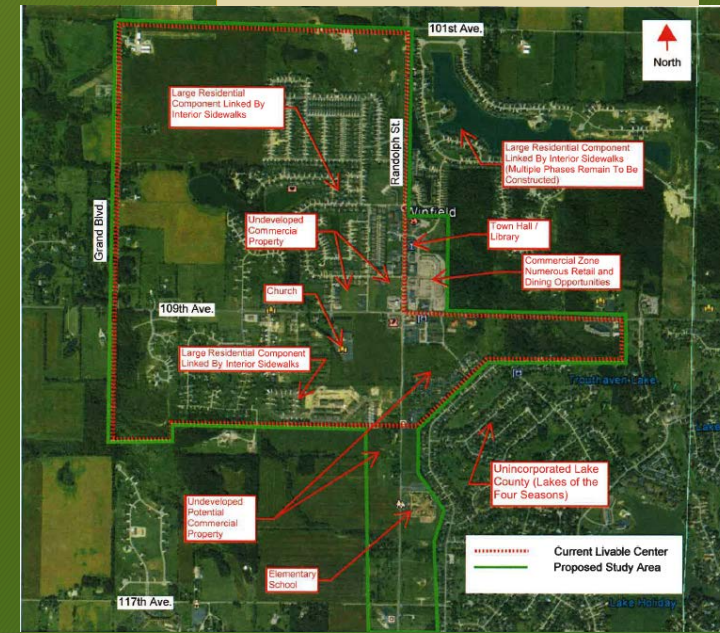
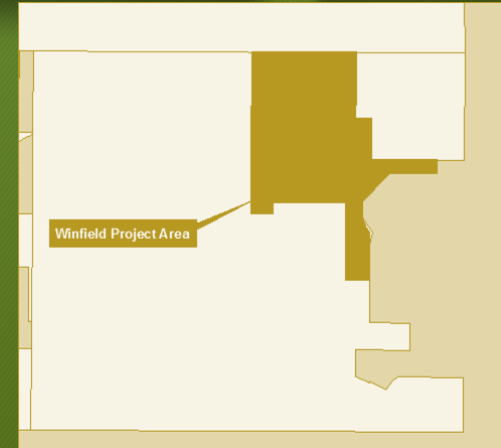
Town of Winfield

Downtown Master Plan

| Funding | Winfield |
|---------|-----------|
| STP | \$ 40,000 |
| Local | \$ 10,000 |
| Total | \$ 50,000 |



- Create connectivity within and to downtown area that does not currently exist in the town.
- Town desires to create a true streetscape and downtown environment for this area.
- Streetscape incorporates pedestrian and transportation facilities such as sidewalks, intersection improvements including handicap accessible crosswalks, decorative street lighting, street furniture, bike lanes/paths and traffic calming elements involving narrower lanes and re-stripping of the roadways.
- Incorporates current stormwater management practices.



Questions



Contact Information

Eman Ibrahim

Planning Manager

NIRPC eibrahim@nirpc.org

Gabrielle Biciunas

Long Range Planner

gbiciunas@nirpc.org

Sarah Geinosky

GIS Analyst

sgeinosky@nirpc.org

