



BUILDING THE COMPREHENSIVE COMMUNITY:

TRADITIONAL NEIGHBORHOOD DEVELOPMENT FOR PORTER COUNTY, INDIANA



U.S. EPA Smart Growth Implementation Assistance

With

Farr Associates

And with support from

Porter County Plan Commission; Illinois-Indiana Sea Grant; Planning with Power and the
Northwestern Indiana Regional Planning Commission

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EXECUTIVE SUMMARY

Porter County and its citizens understand the value of its community. Close-knit neighborhoods and natural resources help define this enclave of Northern Indiana. Once a quiet refuge along the I-80 corridor, recent growth from the Chicago metropolitan area have prompted civic leaders to think critically about how to accommodate new residents, jobs and development while preserving its heritage. Growth concerns focused most specifically on addressing traffic, drainage and farmland preservation.

Over the course of 2006 and into 2007, the County has gone through the process of streamlining all of their zoning codes, subdivision regulations and development standards into a single document – a Unified Development Ordinance. This document will serve as a one-stop shop for citizens and developers to understand the direction and instruction of development in the county. It was during this process that County officials understood that a way to address their growth concerns would be needed to ensure that new development could include a mixture of uses, a range of housing choices and amenities that would encourage as well as accommodate the pedestrian environment. This action came in the form of updating the “Traditional Subdivision” section of the proposed Unified Development Ordinance to make it more consistent with smart growth principles and objectives related to Traditional Neighborhood Development.

To address this matter, the Planning Commission of Porter County via the Illinois-Indiana Sea Grant Program requested assistance through the US EPA-NOAA Smart Growth Implementation Assistance Program. In response to the County’s request, and drawing on best practices from around the county—specifically the Midwest, local data and the expertise of local residents and professionals, the EPA-NOAA Assistance Team worked with local partners to develop options for the County to consider, which if they choose to implement them, should help direct future growth and development according to the tenets of Traditional Neighborhood Development (TND).

The NOAA-EPA team created a prototype TND site plan as an example of what could be built in the urbanized areas of the county. This example showcases the variety of housing types, a street network with short blocks and alleys that accommodates pedestrians, and a compact mixture of land uses that result in homes, businesses and open space in close proximity. Using this site plan as the model, the team developed a series of optional codes changes and updates that if approved could strengthen the identity and implementation of TND within the county. These options focused on the TND layout, open space, street types and right-of-way design, and district types.

The report discusses current conditions in Porter County including recent development trends. The report then outlines key steps the County can implement to create neighborhoods that are compact, walkable, include a mixture of uses, provide amenities for pedestrians and focus on resulting in positive environmental results from land use development.

The Appendices include a detailed description of Traditional Neighborhood Development (TND), examples of TNDs including regional examples from Wisconsin and Ohio, as well as a rating guide to evaluate the effectiveness of a TND codes and ordinances. Furthermore, additional resources include links to a database of TNDs and evaluations of effective uses of TNDs.

Part I: INTRODUCTION AND PURPOSE OF ASSISTANCE

Porter County, Indiana, is trying to figure out how to manage impending growth. Historically, it has been defined by summer homes on Lake Michigan and horse pastures. Usually described as quiet, affordable, and accessible, Porter County has seen a 16 percent increase in population since 1990. While this may not match the explosive growth of some regions of the country, it is a popular location for residential growth in the Chicago metropolitan area. For a county of 154,000 residents, an influx of new growth and development can mean big impacts, but also significant opportunities. County officials realize that they are in a midst of a growth boom. Subdivision applications are increasing as are development pressures to convert farmland and open space into homes, offices, and shops. As this growth shapes the county, officials, property owners, developers, and civic stakeholders have sought to make the development process more streamlined and predictable in order to direct growth into existing communities and provide a clear guideline of how development should match the county's vision and plan.

During 2006, the county combined its development codes and regulations into a draft Unified Development Ordinance (UDO). Developers and county officials can quickly reference requirements and find all the necessary information for development in one place. As these codes were consolidated, the county took the opportunity to assess whether its regulations supported preserving its open space heritage and encouraging growth and development in and adjacent to established towns and community centers such as Chesterton and Valparaiso as outlined in the Porter County Land Use and Thoroughfare Plan. Commensurate with this overall goal of preserving community character, the county determined that it wanted to promote and encourage smart growth and traditional neighborhood development to create more livable communities. As the county planners went through the process of creating the UDO, they saw an opportunity to enhance the aspects of their code that would encourage a mixture of uses, compact neighborhoods, and walkable streets with ample and convenient amenities for residents -- something that the previous codes and ordinances did not support. Specifically, the county sought to better articulate the concept of traditional neighborhood development (TND) within the UDO and create a design guideline to supplement its application.

The Porter County Smart Growth Implementation Assistance for Coastal Communities project was initiated by the Planning with POWER (Protecting Our Water and Environmental Resources) Project at Purdue University which is funded and coordinated by Illinois-Indiana Sea Grant College Program and Purdue University Extension. Partners collaborating in the Smart Growth Assistance Project at the local level include Porter County Planning Department and Northwestern Indiana Regional Planning Commission (NIRPC).

Porter County applied for assistance through the Smart Growth Implementation Assistance for Coastal Communities program jointly supported by the U.S. Environmental Protection Agency (EPA) and the National Oceanic and Atmospheric Administration (NOAA). Applications come from communities that want to create compact, mixed-use development and need the help of national experts to support implementation of local development plans. Porter County was selected because it demonstrated an understanding of smart growth along with a willingness and ability to affect change through its code revision. During the writing of the UDO, it became clear that the section devoted to "Traditional Subdivision" – the county's version of traditional neighborhood development – needed amendment in order to align the code with the vision articulated by county officials. As a result, the Porter County Plan Commission asked the consulting team (the Team) assembled by EPA to provide options for text revisions to the Traditional Neighborhood Section of the UDO and to provide language for a Design Guideline

that could supplement the Unified Development Ordinance. This report is a summary of the ideas generated from the Team's interaction and on-site work with the Porter County stakeholders.

This report and on-site work represents one of many options that the Porter County Plan Commission is considered with respect to updating the UDO to provide guidance on how traditional neighborhoods should be developed. County officials will weigh the information and options presented in this report along with other ideas and alternatives not part of this process to determine the most appropriate action for meeting their needs and achieving their vision. The Team was asked to develop the option outlined here, while Porter County alone will determine its most appropriate course of action.

The Team consisted of:

- Leslie Oberholtzer, Director of Planning, Farr Associates
- Jamie Simone, Urban Designer and Planner, Farr Associates

Additional support was provided by William Schroerer, ICF International, and Kevin Nelson of EPA. The on-site work took place November 14th and 15th 2006 and convened developers, members of the Porter County Plan Commission, local residents, county officials, and a local workgroup of stakeholders, including Planning with Power of the Illinois-Indiana Sea Grant College Program, the Northwestern Indiana Regional Planning Commission, and EPA Region 5, to discuss:

- the vision of traditional neighborhood development in Porter County;
- opportunities for developing land in the county consistent with smart growth principles; and
- parts of codes, ordinances, and public policy that hinder the implementation of traditional neighborhood development.

The first day of the site visit consisted of touring the county, listening to local stakeholders, and then preparing the site plan. Day 2 focused on codifying the physical elements of the plan and ensuring that the plan was appropriate for Porter County's character. The Team concluded its work with a presentation to the members of the Plan Commission, stakeholders, and the general public that provided the basis for this report.

To focus the discussion and ensure that all the stakeholders were using the same baseline for understanding TND, the Team created an example site plan and accompanying development standards for a typical traditional neighborhood development in Porter County. The selected site featured natural resources that were characteristic of Porter County and was located in an area that contained a variety of adjacent land uses that are typical of what is found throughout the county.

Once the Team decided on the prototype site, it sought to help the county implement its vision for smart growth development by creating two products: a traditional neighborhood development code section in the summary format required for the UDO, and design guidelines to help explain the intent of the TND code in further detail. This is how the county manages stormwater design, as a supplemental guide to the standard ordinance text.

Although the example development the Team used is on a greenfield site, the county wanted to ensure that the resulting TND code and design guideline would be applicable for both greenfields and infill. Traditional neighborhood development is appropriate throughout Porter County, and subsequent sections in the report will detail how the code and design guidelines apply in both greenfield and infill locations.

All decisions and ideas generated in the two-day workshop would be based on their application at the prototype site.

Figure 1: The NOAA-EPA Team worked on-site in November 2006 to understand how TND fits within the local context; members of the team present TND concepts to local stakeholders including the elements of TND and the site plan prototype.



1.1 Vision for the County

Porter County is a place that melds affordable housing, horse pastures, small-town charm, and lakefront recreation. County officials have realized for decades that growth is inevitable. While many residents do not automatically embrace growth, most understand that it must be dealt with, ideally through specific changes in public policy and development regulations in order to achieve a desired quality of life. Residents and officials want to preserve farmland and pastures and enhance the existing towns that are the lifeblood of the county, Valparaiso and Chesterton because their lively streets, diverse businesses and tight-knit neighborhoods create a fabric for community identity and pride. They also want a variety of residential and commercial uses with high and low densities, including traditional downtowns in village and towns, but also attractive commercial development that is accessible and convenient. Community leaders also envision a county that has a diversified tax base and housing to meet every income level. They want to provide additional housing types, beyond the single-use apartment buildings that cater to one income level and the “executive housing subdivisions” that cater to higher income workers who have been migrating from Chicago and other parts of the Midwest.

Porter County officials want to support and promote TND as a template for growth because it achieves the county’s vision of compact, walkable neighborhoods that provide choices in housing and transportation. Porter County is pleased that developers have spoken up in support of TNDs. The general public also supports this vision of a community where children can walk to the end of their street to play in a park, where stores are close enough to walk or bike to, and where residents and visitors have more options for getting around the community.

Planners and county officials noted that as the county grows, they want to manage land use and tax dollars more effectively. Traditional neighborhood development helps attain these outcomes by using less infrastructure than building a conventional development for the same number of residents. Furthermore, TNDs can help preserve farmland because their compact form and density allow for less land to be used for residential and mixed-use development. This leaves more land preserved for open space and other uses like farmland and horse pastures. Finally, county officials told the Team that they wanted communities in the county to be attractive, lively, and distinctive. That place-making attracts jobs and residents to the county to increase the tax base and to bolster the economy. Figure 2 illustrates some of the issues that are evident in Porter County – namely traffic, the development of prime farmland and the difficulty of water drainage due to soil conditions. Addressing these issues through changes in land use planning can help the county achieve its vision. Developing more TNDs within Porter County can have a noticeable impact upon ameliorating these issues.

Figure 2: Images that convey specific development issues that affect and impact public policy toward development in Porter County: traffic patterns, farmland preservation and drainage issues.



1.2 Traditional Neighborhood Development in Porter County

The goal of a TND plan is to create a comprehensive planning system that includes a variety of housing types and land uses in a defined area. The variety of uses permits educational facilities, civic buildings, and commercial establishments to be located within walking distance of homes. A TND is served by a network of paths, streets, and lanes suitable for pedestrians as well as vehicles. This provides residents the option of walking, biking, or driving to places within their neighborhood. Present and future modes of public transit are also considered during the planning stages.¹ Other elements of TND include short blocks and alleys that allow for maximum connectivity within the neighborhood and to adjacent developments. Walkability is a key attribute of TNDs. With narrow streets, compact building design, ample sidewalks, and a mixture of land uses close together, a resident or visitor to a TND can get around easily on foot or bike. Accessible open space is also a significant feature of TNDs. This promotes a healthy, active lifestyle.

Figure 3: Examples of housing in Porter County that illustrate TND characteristics: a newer development and an existing close-in neighborhood. These pictures illustrate compact homes on small lots. Sidewalks are ample, cars use alleys, where garages are located. Public open space (third picture) is prevalent. Homes have small front yards to invite pedestrians to walk past these residences.



During the on-site work, local stakeholders and officials expressed their desire to create attractive, distinctive places that were similar to established towns and villages within the County. They wanted to accommodate growth in a way that would address growth pressures while balancing the need to provide residents with a variety of options for housing and transportation. Planners, community activists, developers, environmentalists and other civic leaders all agreed that incorporating TND into their zoning codes would assist in achieving their vision. Based on the Land Use and Thoroughfare Plan as well as the consensus from stakeholders, the Team understood what the county desires. Traditional Neighborhood Development can help the county achieve this vision and create more vibrant, mixed-use communities. Specifically, a site plan for a TND would include a significant array of housing choices and types similar to what has been built in established communities. Furthermore, neighborhood retail is a key component to a TND because it gives residents more options to meet their daily needs. One of the main attributes of a TND is that it creates better access and connection not only within the development, but also to other neighborhoods. To improve traffic circulation, TNDs are typically are sited on a grid road network, taking into account factors such as topography and natural resources. By connecting streets, sidewalks, and adjacent uses, neighborhoods are created within a TND and between the TND and other developments. A further discussion of TNDs is in Appendix A.

1.3 Traditional Neighborhood Development Site Plan Prototype

To better understand how a TND would look and feel in Porter County, the Team developed a greenfield example design using a site on the urban fringe of development. This site was selected for several reasons. First, its size was comparable both to typical TNDs as well as to average conventional subdivisions being proposed. Next, the site contained a mix of natural resources similar to those found throughout the county. Planning with respect to these resources, such as streams and wetlands, can help developers understand how TNDs work with various features.

The Team talked to planning staff, developers, and other stakeholders to gain an understanding of the characteristics and intensity of uses that were appropriate for the county and reviewed existing zoning codes and development standards. The Team based the site plan's residential density and retail component on that of existing TNDs throughout the Midwest. Other elements, such as open space and management of natural resources, are guided by the Porter County development codes.

1. Size and Orientation of a Traditional Neighborhood Development

The optimal size of a TND is not a rigid number; rather it is based on the many factors that go into making a neighborhood complete. Typical TNDs have enough space in the site plan to include a range of housing types and a mixture of uses. One guiding principle is that no home should be more than 1/8 of a mile from public open space. This helps promote physical activity and makes sure that everyone has easy access to green space. Other specifics that contribute to the overall size and design of a TND are block length, mix of land uses, alleys, walking and biking paths and adherence to natural features. Short blocks assist pedestrians in crossing streets and also provide for a variety of street connections, so that pedestrians are not walking long distances along one continuous road. A mix of land use is a cornerstone of smart growth. The variety of uses make neighborhoods interesting, but also enable people to meet their daily life needs within a close distance of home. Alleys move cars off the main street by keeping garages out of the focus in front yards. This also helps pedestrians because there is less conflict between people and cars when vehicles use pavement in the back of homes and businesses. Finally, the pedestrian experience is enhanced through ample sidewalks, paths and the inclusion of natural features into the context of neighborhood design. Figure 3 shows examples of housing stock that could be found in a TND.

2. Characteristics of the Traditional Neighborhood Development

The site plan is characterized by four districts, each providing a mixture of uses that serves the intended goals of creating a vibrant traditional neighborhood development. These four districts are: Small Lot Single Family, Townhouse, Corridor, and Mixed-Use.

- **Single Lot Single Family:** The majority of the housing on the site is small-lot, single-family homes on short blocks with 6-12 lots per block. These short blocks make walking comfortable and pleasant. On average these lots are at minimum 4,500 square feet.
- **Townhouse:** The Townhouse district is situated along a boulevard that is the spine of the development. Instead of collecting automobile traffic like in a conventional subdivision where all roads connect to the collector, the boulevard keeps vehicular speeds low due to the design of the sidewalks and the street right-of-way. This district has a lot size of 1000 square feet per unit.

- **Corridor:** The next housing intensity is Corridor, which also sits along the boulevard, at the southern entrance to the development near the Mixed-Use district, and adds condominiums and apartments to the residential mix.
- **Mixed-Use District:** The Mixed-Use district contains residences, offices, and retail to provide a vibrant marketplace of people and businesses that can accommodate the needs of residents and visitors. In this example, the Mixed-Use district is located at the entrance of the development to draw people into the neighborhood while also serving as a convenient location for neighborhood residents.

Figure 4: Rendering of the Porter County TND Prototype Site Plan that was created on-site for use in developing code options. Key attributes of the development include small lots—even for single-family uses, a central boulevard/Main Street, access to parks and open space, a dense, mixed-use cluster near one of the entrances to serve community residents and visitors, short blocks and alley to benefit pedestrians, a grid street network that provides a multitude of travel options and routes, a compact form to provide access to a variety of uses and experiences, and many access points—there are 10 streets that lead into the development.



The prototype site contains several other attributes that are key characteristics of TND which enhance the livability of the neighborhood. First, there are no driveways on any of the lots, especially for the single-family homes. Taking a cue from homes in existing neighborhoods in established parts of the county, alleys exist to get cars away from the front of homes. This allows sidewalks in the development to be uninterrupted by driveways. Furthermore, front yards can be

enjoyed by people instead of being dominated by automobiles. Next, open space, in the form of pocket parks that green space for recreation or relief and large swaths of unprogrammed landscape and natural grass areas provide options for people who want to enjoy nature, take a walk, or engage in active play. These areas are spread throughout the development. The grid street network, with intentional short block, enables people to move about the neighborhood in shorter distances than in conventional subdivisions where streets are longer and fewer connections throughout the development exist. That said, there are 10 entry points into the development, which allows better traffic circulation than in conventional developments that generally offer only two or three access points. Finally, stormwater management is handled on site through infiltration and a series of best management practices and requirements outlined in the Storm Water Design Manual. This will help the county protect natural resources and balance land development with open space preservation.

These site plan elements help fulfill Porter County's vision of providing a range of affordable housing options, preserving farmland and open space, and promoting economic development. Higher density housing on smaller lots helps to preserve land elsewhere in the county, but it also enables businesses and consumers to be in close proximity. Also, TNDs are sited to create a continuity among existing and future developments, that is, the gridded street network is such that street should be designed and built in a ways to make them continuous. Where streets end in a TND, they can and should be continued in adjacent developments. By doing so, the neighborhoods will be connected and residents not living in the TND will still be able to access land uses in neighboring developments as they would in their own.

1.4 Location of Traditional Neighborhood Development

When possible, TNDs should be located in areas that have sufficient access to transit. One of a TND’s main objectives is to provide a range of transit options for residents. For Porter County, this means developing sites that are adjacent to area bus lines or have direct access to the South Shore Line Commuter Train that runs from Chicago to South Bend. Promoting and encouraging these connections by placing development near transit will help provide passengers for the transit outlets as well as reduce air pollutants. The net result will be a location-efficient development.

During the on-site work, county officials raised concern as to the most appropriate location for the TNDs. People questioned whether TND was appropriate everywhere in the county or if it should be directed into specific areas. Traditional neighborhood development makes the most sense in a location adjacent to existing development, preferably with higher densities that can mirror the use scale and type consistent with TNDs. The other important factor in siting TNDs near existing development, especially around urbanized areas, is the availability of infrastructure, including sewer and water connections, that can support additional development. From a planning standpoint, the county should consult its long-range planning to determine where to direct growth and development.

The Porter County Land Use and Thoroughfare Plan designates three Future Land Use Classifications, typically associated with greenfield sites, that are appropriate for this type of development. The “Urban Fringe” category is the most appropriate based on the factors stated above. However, the other areas can accommodate TND if certain thresholds are met.

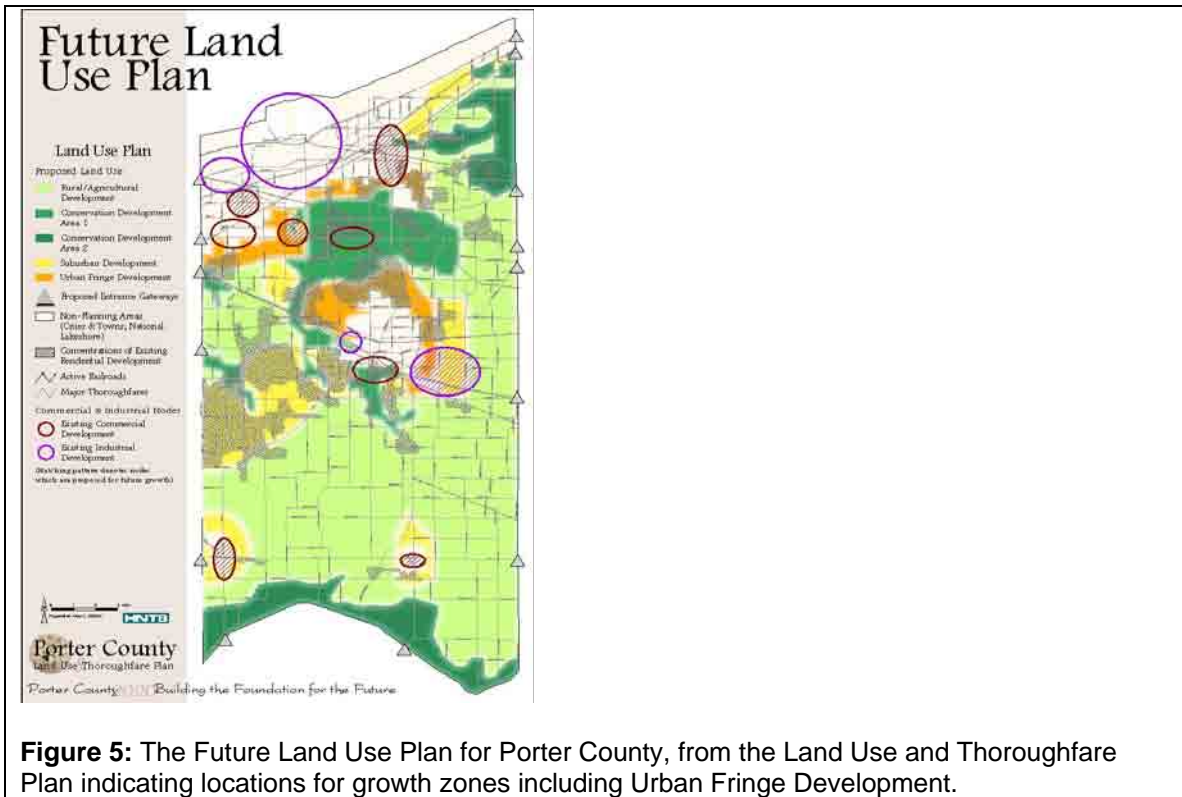


Figure 5: The Future Land Use Plan for Porter County, from the Land Use and Thoroughfare Plan indicating locations for growth zones including Urban Fringe Development.

Urban Fringe Development

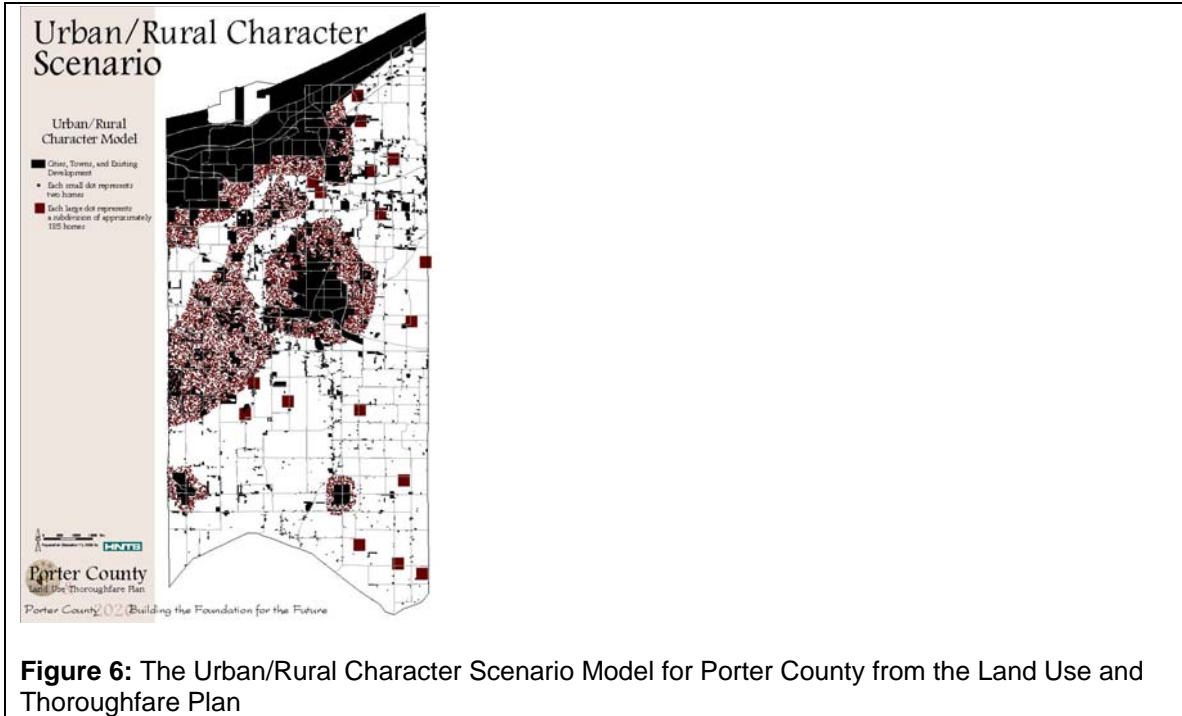
- Located adjacent to existing cities and towns
- Proposed to encompass future urban expansion
- Proposed for primarily residential growth of a density comparable to that of adjoining urban areas
- May include multi-family development, institutional uses, and some neighborhood commercial
- Densities between 4 and 10 dwelling units per acre
- Connections to public water and sewer systems are required

Urban Fringe Development is a logical place for TND because of the efficient connection to available sewer and water. Its location near existing development can promote a consistent progression of county build-out, thus creating a continual and compact building pattern. The intended land use densities and mix are consistent with the range of densities and land use types appropriate in a TND.

Suburban Development

- Quality residential subdivisions on the outskirts
- Low density residential
- Situated around existing similar development and along important thoroughfares
- Densities between 1 and 3 dwelling units per acre depending on available utilities

Suburban Development is an appropriate place for TND **only** when the conditions of the site and its location allow a mixture of uses and housing types with shorter streets and connections with adjacent developments and neighborhoods. TND in Suburban Development will be best sited where utilities are available.



Conservation Development (Area 1)

- Protection of significant environmental features
- Preserve open space
- Clustering of homes
- Located next to urban areas
- Potential to develop with connections to water and sewer systems
- Recommended densities between 1 and 2 units per acre
- Higher densities possible when incentives exist to protect sensitive areas

Conservation Development Area 1 is consistent with goals of TND because its proximity to urban areas means it could continue the development patterns of existing development. However, the per-acre recommended densities are **NOT** consistent with TND. As a result, this is not a good location for TND because it cannot accommodate the appropriate range of housing types and densities. The significant focus on protecting environmental resources adheres to a TND's goal of protecting and providing open space. TND will work best in the classification when higher densities are provided coupled with innovative and interesting methods of natural resource protection.

Part 2: PROPOSED CODES UPDATES TO THE UNIFIED DEVELOPMENT ORDINANCE

As described in Part 1, this report is about providing an option for Porter County officials to consider when determining the best method of addressing their vision of livability and incorporating TND into their codes and ordinances. Through the Smart Growth Implementation Assistance program, communities have had similar opportunities to weigh and balance a series of options for updating their regulations. The Team recognizes that Porter County's goals in making this change are similar, so these suggested changes could help as well. The decision rests with Porter County decided what is right for them. Part 2 illustrates what options are proposed and describes how each will amend the existing regulations.

With an increasing amount of development occurring and being planned around the county, the Plan Commission realized that it needed a more centralized and comprehensive document containing development standards. Creating a document—the UDO-- to serve as the "one-stop shop" for developers seeking to understand the requirements for land development has been a worthwhile undertaking. The UDO would guide growth and development consistent with the county's Land Use and Thoroughfare Plan. The UDO describes the zoning and overlay districts that stipulate what type of development is appropriate in various areas of the county. For each zoning district, the UDO states the intent, the prerequisites, and the standards and effect on development standards (which include graphics, text requirements, and additional design standards that apply to the district).

The Traditional Subdivision (TD) section of the UDO is the county's equivalent of a traditional neighborhood development district and, as such, was the basis of the concepts the Team presented for the model traditional neighborhood design site plan and the related text. Many of the principles of TND are already in the Traditional Subdivision section, but the section still needs revision and enhancement to truly implement smart growth principles and provide effective environmental results.

Through the process of working with the local workgroup, the Team realized that the most beneficial product of its work would be to propose changes to the Traditional Subdivision section of the UDO. Porter County could then weigh these potential changes against the other options it is considering and determine which would best meet its goals and vision. The following three sections describe potential code options under the following headings: Layout, Open Space, Street Types and District Types. Existing text is in **bold**, proposed text/additions/changes are in *italics*. Comments, including the rationale or intent for the change, are in regular font.

2.1 Layout

I. Development Criteria

Traditional Subdivision (TD)

The traditional type of subdivision is intended to be used as follows:

- Ensure the creation of a grid-like street and alley system that allows for maximum connectivity to adjacent neighborhoods as well as non-residential activity centers;
- Create a pedestrian-scale streetscape design featuring narrow street profiles, on-street parking, building forward orientation, short block lengths, and decorative street lighting;
- Facilitate compatible development of parcels located next to existing subdivisions characterized by more grid-like patterns;
- Facilitate development on properties not characterized by environmental constraints;
- Provide a range of development options (including mixed uses, affordable housing, accessory dwelling units) where warranted by adjacent development patterns; and
- Provide open spaces in the form of community amenities

Proposed addition: Change title to *Traditional Neighborhood Development*.

Rationale and intent: To be consistent with how TNDs are characterized throughout the country, the better alternative is the title of Traditional Neighborhood Development instead of Traditional Subdivision.

2. Zoning Specifications and Use Compatibilities

Prerequisite Base Zoning:

- Minimum of 70% R2
- Minimum of 3% and Maximum of 15% R3 and R4
- Minimum of 10% and Maximum of 20% of CN, IN, OT or CM

Proposed changes:

Prerequisite Based Use Districts

- Include variety of housing types and other uses
- Percentage of use mix includes a range of 70% residential (50% Small Lot Single Family, 10% Attached Single Family Townhouse, 5% Corridor Building District, 5% Mixed-Use District)

Rationale and intent: TNDs include a variety of uses in a compact form to create complete communities with housing, retail, recreation, and employment in proximity. Four use districts have been created to accommodate specific guidelines and requirements for land uses within the TND.

Proposed addition:

Mix and Vitality of Land Uses:

Include a wider variety of residential, multiple-family, and commercial districts to support neighborhood vitality.

Rationale and intent: A successful TND is one that provides a range of housing and transportation choices to its residents and visitors. Multi-use districts contribute to the vitality and success of

neighborhoods to meet the needs of a wider range of individuals than normally found in conventional subdivisions.

Proposed addition:

Provide a life-cycle of houses including a variety of housing types and styles that provides options for residents throughout their entire lives, from childhood through retirement and beyond, so that the neighborhood is not segregated by age and income.

Rationale and intent: Communities should be designed in a way so that residents can remain through a variety of ages and lifestyle changes; diversity adds vitality to a community.

3. Size, Location and Relationship to Adjacent Development

Minimum Parent Tract:

- 40 acres (217,800 square feet)

No proposed change.

Maximum Parent Tract:

- 125 acres

No proposed change.

Proposed addition:

Required elements of TND

- *On-street parking, building forward orientation, and short block lengths are required in this section*

Rationale and intent: All design elements of the TND should help create a neighborhood that puts focus on a pedestrian and their needs versus those of automobiles.

Proposed addition:

Siting Related to Adjacent Uses

- *Street termini should match those of adjacent developments*

Rationale and intent: Street termini should be aligned to match the termini of adjacent development to promote consistency of urban design, ease of vehicular access, and pedestrian access in crossing streets.

Proposed addition:

Match Similar Building Types

- *Throughout the development, like buildings and uses should face like uses, with use types changing at the rear yard line, at the alley. The result is a coordinated development. This also creates a smooth transition between land uses and between developments. More intensive uses could be allowed on corners, which are appropriate locations for more intensity.*

Rationale and intent: The TND is part of the existing built environment fabric, wherein the uses and street pattern proposed in the development continue the existing pattern in the community.

Minimum Block Length:

- **200 feet**

No proposed change.

Maximum Block Length:

- **660 feet (1/8 mile)**

No proposed change.

Average Block Length:

- **Between 400 and 600 feet**

Proposed change:

- *The average of all blocks within the TND shall not exceed 500 feet.*

Rationale and Intent: A specific number provides a better parameter to creating a walkable neighborhood while still allowing for a variety of block lengths.

4. Stormwater Management and Natural Resources

Stormwater Management

- *Require stormwater management that allow for more natural filtration and detention.*
 - *Streets without curbs*
 - *Swales in parkways; swales in medians*
 - *Stormwater alleys*
 - *Rain gardens at street or alley terminations (also provides focal point)*
 - *Pervious pavers for paving of on-street parking*
- *Apply guidelines from Storm Water Design Manual*
- *Stormwater and parking strategies.*

In most communities, including Porter County, pavement for parking generates significant impervious cover. Many communities have implemented several parking strategies together to reduce the environmental impact from parking. These include:

1. Better balancing parking demand and supply, which often results in fewer parking spaces;
2. Better using existing parking, through “park once” and shared parking strategies; and
3. Implementing design solutions that reduce the amount of impervious surface per parking space.

Other communities have found that when they integrate different land uses, especially in a TND, fewer parking spaces are required because drivers can park once and then walk; neighborhood residents also live close enough to these uses to walk. Moreover, the ability of a person to drive to the district and then leave the car in one spot allows the owners of the stores and the civic uses to supply less parking, which in turn will create less impervious cover and increased opportunity for landscaping.

Rationale and intent: Providing opportunities to park once or use a variety of transportation modes allows people to drive less if they choose and increases circulation and access.

In addition to better balancing parking supply and demand, stormwater infiltration design strategies could include:

- *Sidewalk planter gardens*

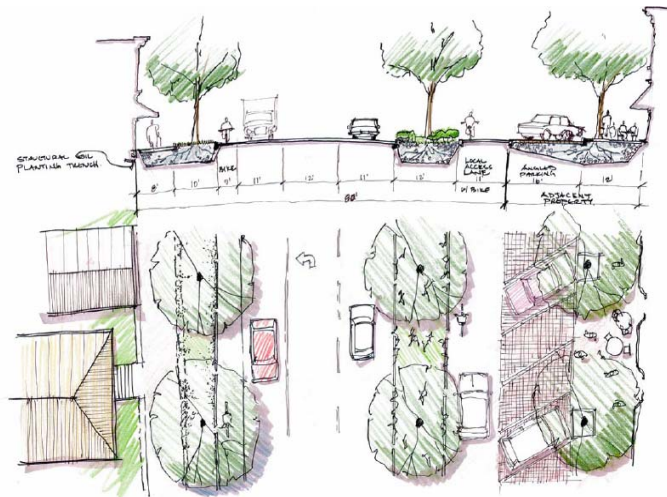
The design of new development, including streets, parking, and open spaces, can incorporate site-specific solutions that use bioretention. Bioretention facilities are engineered stormwater solutions that mimic the natural hydrological cycle and rely on the biological and chemical processes that occur in nature to treat stormwater through the use of soil, vegetation, hardscape elements, and other materials. Within TNDs, there are numerous opportunities to install bioretention facilities, sometimes referred to as “rainwater gardens,” including sidewalk planter gardens that can be either above or below ground. The planter usually consists of a splash pad to slow the runoff’s velocity and a slightly depressed planting bed or container that allows shallow ponding of the stormwater (usually 6 inches deep). The stored water in the planter area slowly exfiltrates over several days into the storm sewer system or, if site conditions are favorable, into the underlying soils.

Rationale and intent: A traditional neighborhood development creates an urban community that minimizes impacts upon the environment through its land uses, the street network, infiltration opportunities, and best management practices.

- *Street Trees*

Figure 7: Example of street tree alignment.

On average, the amount of stormwater that can be intercepted and absorbed by a single tree can range from 800 gallons to almost 2,400 gallons per year, depending upon many factors including the canopy width, tree type (evergreen or deciduous), rainfall intensity, and wind. In addition to reducing overall runoff by intercepting rain with their leaf canopy (thus slowing the rate at which rain falls directly to the ground), trees can treat runoff with their root systems that create voids in the soil that facilitate infiltration. Trees also absorb and transpire large quantities of ground water, making the soil less saturated, which allows more stormwater to infiltrate. Through this absorption process, trees remove pollutants from stormwater and stabilize them. Lastly, tree canopies shade and cool paved areas, which reduces the temperature of the runoff that flows across the paved surface.



Rationale and intent: Street trees add visual appeal and absorb stormwater, both of which enhance the overall quality of a community.

- *Permeable Pavers*

Permeable pavers, or porous pavements, can take many different forms, but the term refers to pavement surfaces that allow water to pass through them. Areas can be designed with permeable pavers built over a reservoir to further detain stormwater and slowly release it to the surrounding soil. These two systems can also filter out pollutants associated with stormwater runoff. The four main types of pavers are porous asphalt, pervious concrete, grid pavers, and grass pavers. Permeable pavers can be used in travel lanes or in parking lanes, where appropriate. See Figure 11, Neighborhood w/Curbs as an example.

Rationale and intent: Permeable pavers increase infiltration and can make street networks or parking lots more attractive.

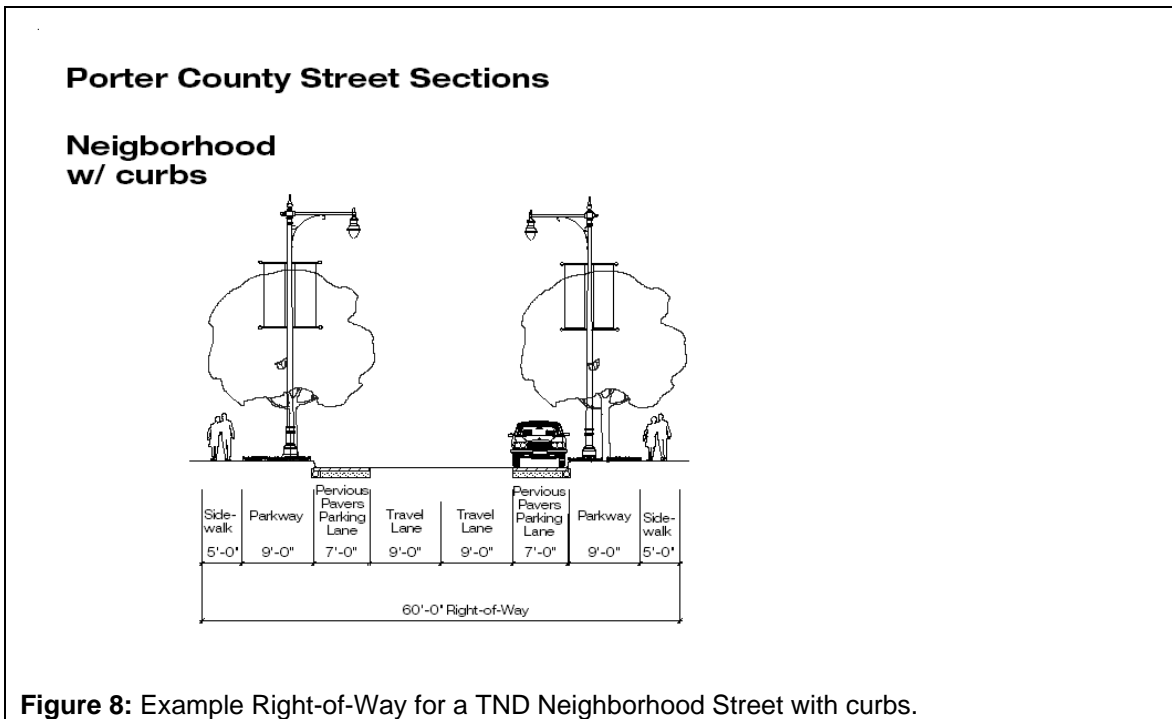


Figure 8: Example Right-of-Way for a TND Neighborhood Street with curbs.

2.2 Open Space

Proposed addition

Open Space

- *In site planning, natural drainage ways and other natural features should be identified and mapped, and incorporated into the public open space available to the community. Sensitive areas should have a minimum buffer according to the Storm Water Design Manual to preserve and improve water quality.*
- *Additional open space may be needed to provide ample amenity to all residents. Require that each household be located within 1/8 mile walking distance of a public open space. This can include the areas mapped above. The 1/8 mile should be measured along all-weather walking paths, not as a radius.*
- *All open space, including the natural areas described above, must be public open space, and accessible to the general public. All open space must be on least one public street. Houses on adjacent streets should face parks as much as possible.*
- *Allow for flexibility in the size and type of open spaces provided. In addition to large parks, smaller pocket parks and tot lots should be allowed to provide a variety of recreational opportunities in the neighborhood.*

Rationale and intent: Open space is a public amenity that provides physical, recreational, and health benefits when easily accessible to all users. Whether passive or active, open space serves at the very minimum as a place for people to gather and play. It can also be part of best management practices to address stormwater run-off beyond infiltration.

Minimum Perimeter Landscaping:

- **40 feet along arterial or collector streets**
- **0 feet if abutting another TD subdivision**
- **20 feet along all other perimeters**

Proposed change:

- *40 feet along arterial or collector streets*
- *0 feet if abutting another traditional neighborhood development*
- *20 feet if abutting a non-traditional neighborhood development*

Rationale and intent: The change puts more focus on the TNDs and their relationship to other uses.

Minimum Open Space:

- **Generally 13%**

Proposed change:

- *15% if environmental features are not present on parcel, 20% minimum if the features as defined in the UDO are present.*

Rationale and Intent: A specific number is clearer. 15% and 20% designations are consistent with regional TNDs.

2.3 Street Types and Right of Way Design

I. Access and Circulation

Proposed addition

Access and Circulation

- *Paths are necessary to link land uses to and through open space*
- *Bicyclists can either use the road (per regular Rules of the Road) or paths*

Rationale and intent: Residents and visitors need a variety of options to traverse the community. This includes sidewalks, streets, and paths for walking and biking.

Proposed addition

Streets and Right of Way

- *Cul-de-sacs are prohibited; alleys should be required in the text of the Traditional Subdivision. Streets should connect to streets and alleys to other alleys or streets wherever possible. Dead-end alleys should also be avoided. These intersections can be “T”s where necessary.*
- *The road network should follow the natural features; this can be the basis for determining the grid-like layout and orientation. Block sizes should be set and repeated providing the basis for the grid. The natural features may be a starting point or indicate where some of the streets may need to be located; the block size is the ultimate basis for the grid. Streets do not have to be straight but can be curved so long as they intersect other streets at regular intervals, at 90-degree intersections. The natural features will help provide some interest and variation from the rigid grid.*
- *Streets cross each creek or waterway segment at least two times to allow for easy circulation throughout the site, as well as easy access to the open space.*
- *Streets that end at another street (not dead ends, but rather “T” type intersections) or curve should not terminate at or be focused on an alley, parking lot, or the rear of a building. Such streets should terminate or be focused on a special building feature (i.e. a tower or other design element), open space, or at a minimum, the front façade of a building, where minimum transparency levels apply.*

Rationale and intent: The layout of streets in a TND is very important for establishing the way buildings are oriented. A compact urban form with short streets creates an interesting urban design where activity can and does occur mid-block and at the terminus of streets because automobile speeds are minimized.

2. Sidewalks

Proposed addition

Sidewalks

- *Sidewalks should be required on both sides of the street to allow for maximum pedestrian circulation.*

- *Other streetscape amenities should be required to encourage pedestrian activity and increase pedestrian safety and comfort.*
- *Pedestrian-scale lighting should also be required in the parkway.*
- *Crosswalks should be provided at busy intersections and in commercial areas to alert motorists to the presence of pedestrians and to allow pedestrians safe crossing points. Crosswalks should be clearly marked and have some sort of traffic calming device, i.e. a stop sign, traffic signal, or bump-outs.*

Rationale and intent: Sidewalks help delineate a street and provide a convenient place for neighbors to congregate and kids to play, or a route to get around the community. Sidewalks complete a community and enable a variety of safe travel choices such as walking and bicycling.

Sidewalks/Perimeter Paths

- **Sidewalks required on both sides of internal streets**
- **Perimeter paths and sidewalks required as per the Thoroughfare Plan on arterial and collector streets**

No proposed change.

Minimum Sidewalk Width:

- **Per Thoroughfare Plan**

No proposed change.

3. Street Length and Function

Minimum Cul-de-sac Length:

- **Cul-de-sacs are not allowed**

No proposed change.

Maximum Cul-de-sac Length:

- **Cul-de-sacs are not allowed**

No proposed change.

Alleys:

- *Alleys should be provided in the interior of residential streets*
- *Alley lengths should be consistent with platted lots*
- *Alley width should be 20 feet, with 15 feet of pervious paving (see page 22 for cross section)*

Rationale and intent: Alleys are an integral part of a TND. They enable garages to be in the rear of homes and not to dominate the street. This helps enhance the front yards of homes and contributes to the pedestrian experience.

4. Right-of-Way Specifications

Minimum ROW on Local Streets:

- **56 feet with one parking lane**

- **62 feet with two parking lanes**

Proposed change:

Rename section *Street Sections*

- *Street specifications can be found in the TND Design Guideline.*

Rationale and intent: Five street types were developed during the on-site team work. These streets represent the various contexts for right-of-way and street capacity to serve a TND. Specific guidance is found through graphic information (see Figures 10-14) for each street type.

Maximum Design Speed:

- **15 to 25 mph**

No proposed change.

Minimum Street Width

- **30 feet**

Proposed change:

Minimum Street Width:

Per TND Design Guidelines

Rationale and intent: Street widths will vary based on the street type within the TND.

On-Street Parking:

- **Required on at least one side**

Proposed change:

On-Street Parking:

- *Required on one side; allowed on both sides.*

Rationale and intent: On-street parking should be accommodated in the TND. Parking on both sides of the street helps provide a buffer between moving vehicles and pedestrians. Minimizing curb cuts and driveways is a main component of the neighborhood, which helps to make the pedestrian experience safe and inviting.

Minimum Tree Plot Width:

7 feet in residential areas

0 feet in commercial areas

Proposed change:

Minimum Tree Plot Width:

7 feet in residential areas

0 feet in commercial and mixed-use areas

Rationale and intent: This change adds the mixed-use areas to plot width for trees.

Other changes and additions:

Change the middle picture on page 6-9 to remove the cul-de-sacs. These are not allowed in the TND. Also, create a picture of the street network that shows appropriate block length consistent with text requirements.

Rationale and intent: The existing picture contains a cul-de-sac, which is prohibited. The street network also needs to be more reflective of the TND. It appears that the picture used was of another district.

5. TND Street Sections

Street Sections

Typical street sections (see accompanying figures). Typical measurements for neighborhood streets should be:

- *Minimum 5' sidewalks*
- *Minimum 5' parkways, will need to be wider for swales*
- *7' on-street parking lane(s)*
- *16' combined travel lanes (with travel in both directions)*
- *Paving Width: 30 feet, 50 feet for Right of Way plus allowance for trail (see Cross Section CC)*
- *Alleys: 20 feet, 15 of pervious paving*
- *Connector streets: (same as above)*
- *20 combined travel lanes*
- *54' ROW, 34 feet paving*
- *On-street parking can be pavers to allow water percolation and utility access underneath. (Pavers provide easy access to underground utilities.)*

Rationale and intent: Streets and their accompanying right-of-way need to provide for a variety of users – pedestrians, bicyclists, and drivers. The width of travel lanes and amenities like street trees and swales can help define space for each of these users.

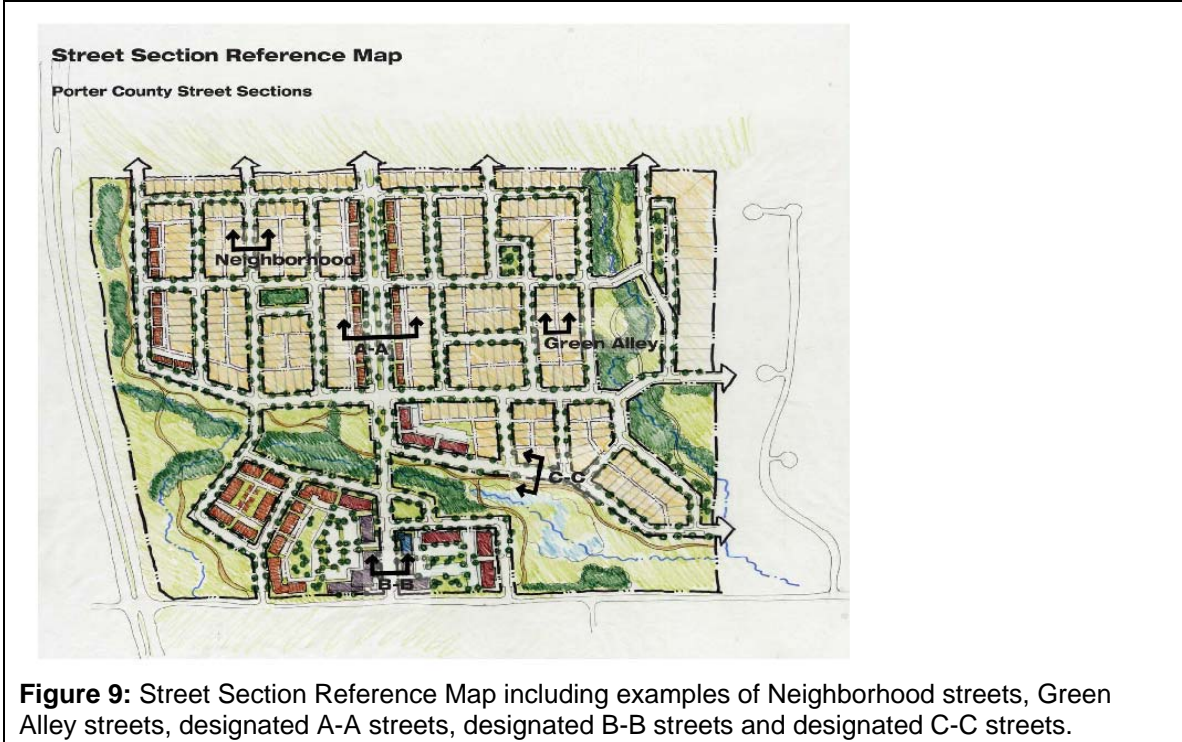


Figure 9: Street Section Reference Map including examples of Neighborhood streets, Green Alley streets, designated A-A streets, designated B-B streets and designated C-C streets.

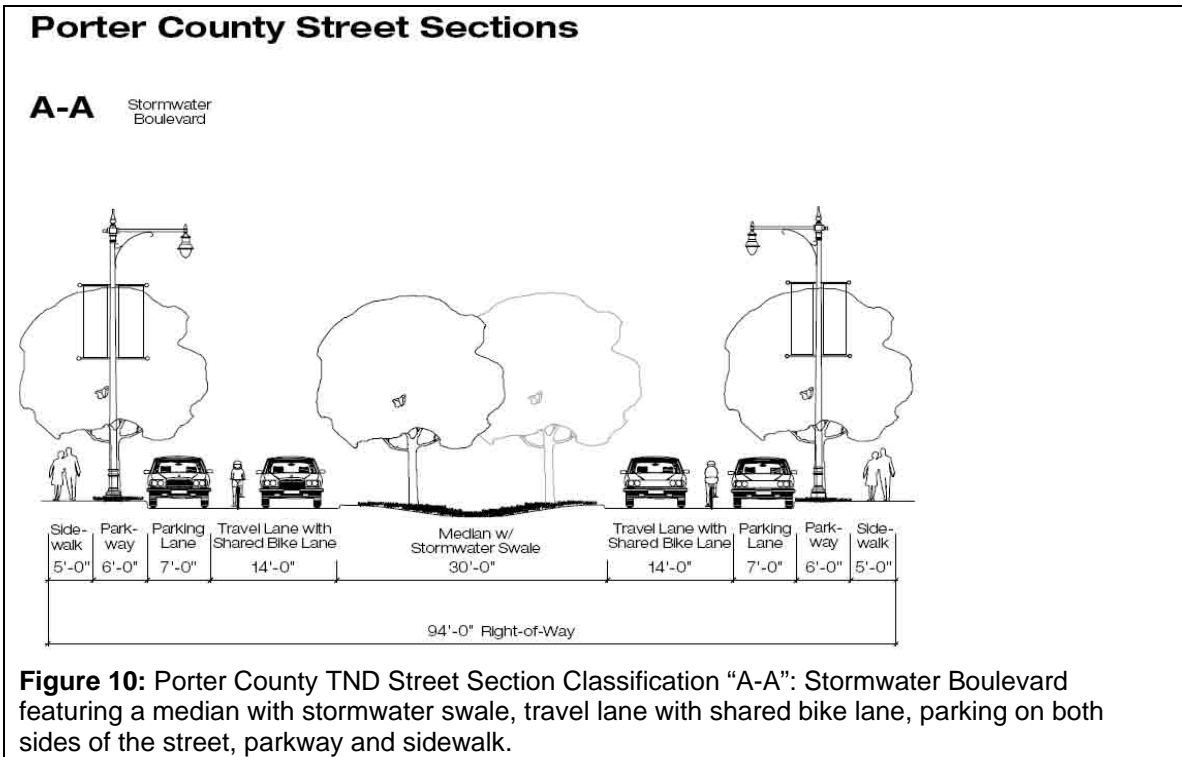


Figure 10: Porter County TND Street Section Classification "A-A": Stormwater Boulevard featuring a median with stormwater swale, travel lane with shared bike lane, parking on both sides of the street, parkway and sidewalk.

Porter County Street Sections

B-B at Commercial Area

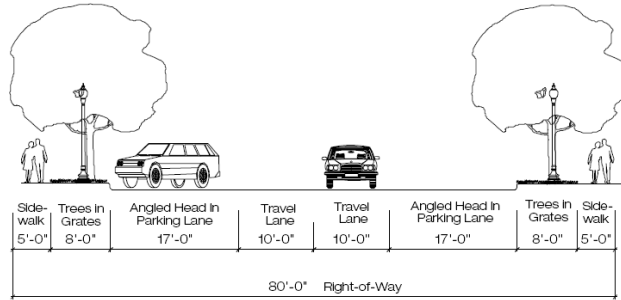


Figure 11: Porter County TND Street Section Classification “B-B”: at Commercial Area featuring travel lanes, angled head-in parking, trees in grates and sidewalk.

Porter County Street Sections

C-C at Park

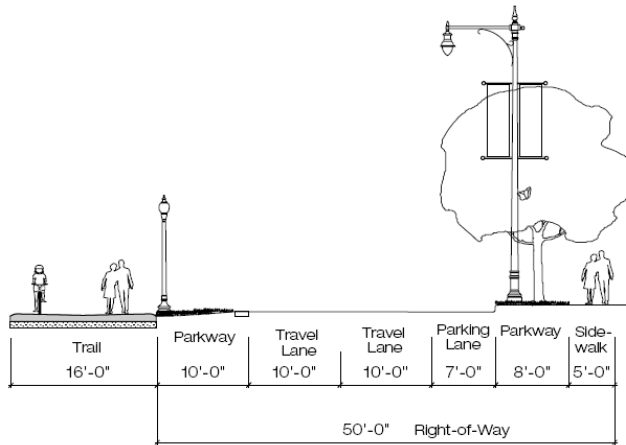


Figure 12: Porter County TND Street Section Classification “C-C”: at Park featuring trail, parkway, travel lanes, parking lane, parkway and sidewalk.

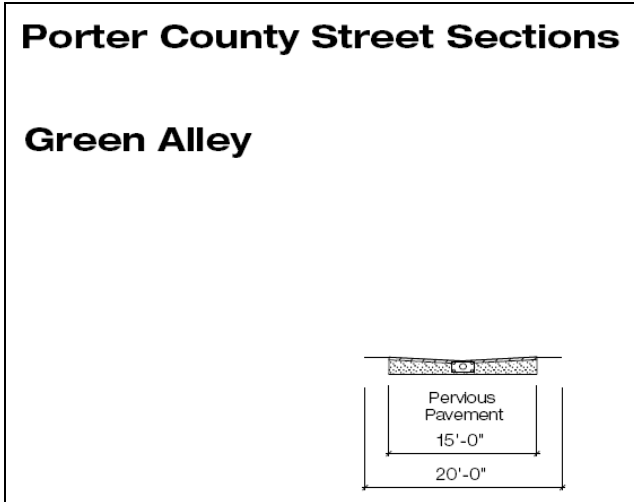


Figure 13: Porter County TND Street Section Classification “Green Alley” featuring pervious pavement.

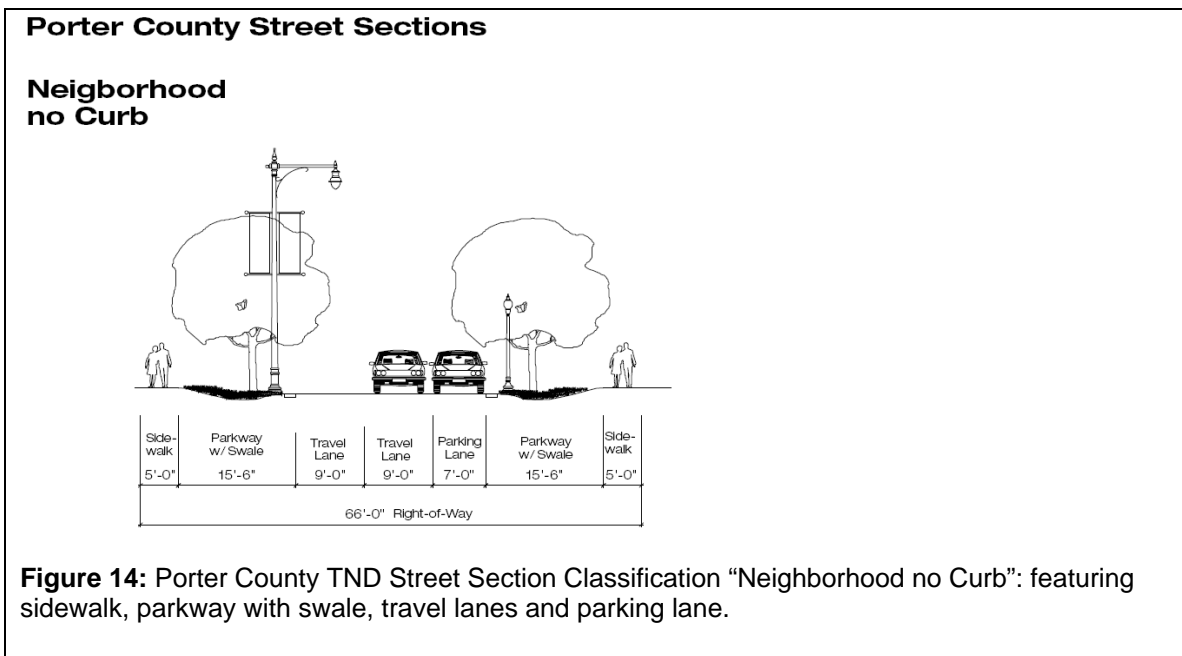


Figure 14: Porter County TND Street Section Classification “Neighborhood no Curb”: featuring sidewalk, parkway with swale, travel lanes and parking lane.

Street Trees.

- Regularly spaced street trees should be required in the parkway to provide scale to the street and shade for pedestrians and parked cars.
- In areas with commercial uses, street trees can be planted in grates to allow for a wider pedestrian zone.
- Coordinate with utilities regarding location of street trees.

Rationale and intent: Street trees provide a buffer between the street and the sidewalk while absorbing pollutants generated by vehicular traffic. Trees can also provide shade to make walking more enjoyable.

2.4 District Types

I. Small-Lot Single-Family

*Recommended New District – Small-Lot Single-Family:
District Intent, Permitted Uses, and Special Exception Uses*

- *Use Type and Intensity: Small lots with small single-family homes*
- *Application of District:*
- *Development Standards: Promote a range of housing types that will increase housing opportunities throughout the county*
- *Appropriate Adjacent Districts: Townhouse, R2*
- *Permitted Uses: single family*
- *Special Exception Uses:*



District Development Standards

- *Minimum Lot Area: 4500 square feet*
- *Minimum Lot Width: 45', average maximum 50'*
- *Front Build-to Zone: 15' – 25'*
- *Side Corner Build-to Zone: 10' – 15'*
- *Side Setback: 10'*
- *Minimum Rear Setback:*
 - *Primary Structure: 5'*
 - *Accessory Structure: 3'*
 - *Porches may encroach into front or side corner yard up to 2' of front or side lot line.*
- *Maximum Impervious Surface Coverage: 80% plus additional 10% if pervious*
- *Maximum Structure Height: 35'*
- *Maximum Accessory Structure Height: 25' to mid-point of roof pitch*

Additional Design Considerations

- *Driveways are not permitted; all garages are alley-loaded.*

- *Accessory buildings cannot be located in the front or side build-to zones; they must be located in the rear yard.*
- *The primary entrance must be located on the corner side or front façade.*
- *The front façade should have a minimum of 15% transparent, non-reflective windows.*
- *Coach houses (residential uses located above a garage) should be allowed.*

2. Attached Single-Family Townhouse

Recommended New District – Attached Single-Family Townhouse:

District Intent, Permitted Uses, and Special Exception Uses

- *Use Type and Intensity: Single-family attached small homes on small lots*
- *Application of District:*
- *Development Standards: Promote a housing option with minimal exterior maintenance while still offering generous living space in a traditional neighborhood setting.*
- *Appropriate Adjacent Districts: Condo, Small-lot single-family*
- *Permitted Uses: single family*
- *Special Exception Uses:*



Figure 16: Image representing Attached Single Family Townhouse in Porter County

District Development Standards

- *Minimum Lot Area: 2700 square feet per unit*
- *Minimum Lot Width: 18' per unit*
- *Front Build-to Zone: 10' - 20'*
- *Side Corner Build-to Zone: 10' – 15'*
 - *Number of Continuous Units: minimum 2, maximum 6*
- *Side Setback: 0' between units, 5' minimum, 10' between buildings*
- *Minimum Rear Setback:*
 - *Primary Structure: 5'*
 - *Accessory Structure: 3'*
 - *Porches may encroach into front or side corner yard up to 2' of front or side lot line.*
- *Maximum Impervious Surface Coverage: 80% with additional 10% if pervious*
- *Maximum Structure Height: 35'*
- *Maximum Accessory Structure Height: 20'*

Additional Design Considerations

- *Driveways are not permitted; all garages are alley-loaded.*
- *Accessory buildings cannot be located in the front or side build-to zones; they must be located in the rear yard.*
- *The primary entrance must be located on the corner side or front façade.*
- *The front façade should have a minimum of 15% transparent, non-reflective windows.*
- *Each unit should be defined by a vertical expression line. An expression line is defined as a three-dimensional element of a minimum 1/4" deep. Horizontal expression lines should define the ground floor from the upper floor(s).*
- *Adjacent units can be set back different distances, as long as the front and corner side facades are located within the appropriate build-to zone.*

3. Corridor Building District

Recommended New District – Corridor Building:

District Intent, Permitted Uses, and Special Exception Uses

- *Use Type and Intensity: Medium-scale, multiple-family residential buildings on large lots.*
- *Application of District:*
- *Development Standards: Promote a housing option with a smaller living space to accommodate a wider segment of the population. Provides a concentration of residents to support local retail.*
- *Appropriate Adjacent Districts: Townhouse, Mixed-Use*
- *Permitted Uses: multiple-family*
- *Special Exception Uses:*



Figure 17: Image representing Corridor Building District in Porter County. This image is of Highlands' Garden Village providing an example of multifamily units that would be consistent with what would be built in the corridor district.

District Development Standards

- *Minimum Lot Area:*
- *Minimum Lot Width: 60'*
- *Front Build-to Zone: 10' – 15'*
- *Side Corner Build-to Zone: 15' – 20'*
 - *The intersection of the front and side corner build-to zones must be occupied by building. Corners cannot be vacant.*

- *Side Setback: 10'*
- *Minimum Rear Setback:*
 - *Primary Structure: 5'*
- *Maximum Impervious Surface Coverage: 85%, with additional 15% if pervious*
- *Maximum Structure Height: 35'*

Additional Design Considerations

- *The primary entrance to a condominium building should be on the front or side façade. Corner buildings are allowed to have their entrance at the corner. For wider buildings, one entrance should be provided every 75' on the front or side façade.*
- *A minimum of 15% of the façade should be transparent, non-reflective windows.*
- *The building should be divided vertically with expression lines every 30' – 50'. An expression line is defined as a three-dimensional element of a minimum 1/4" deep. Horizontal expression lines should define the ground floor from the upper floor(s).*
- *Parking for the residential units should be provided in the rear of the lot in the rear yard only, accessed from the alley. Driveways are not allowed.*

4. Mixed-Use District

Recommended New District – Mixed-Use:

District Intent, Permitted Uses, and Special Exception Uses

- *Use Type and Intensity: Small-scale neighborhood commercial uses on the ground floor with condominium multiple-family use in upper floor(s).*
- *Application of District:*
- *Development Standards: Promote a diversified mix of uses in a neighborhood setting by providing small-scale commercial together with a concentration of residents to support businesses and activate the pedestrian realm.*
- *Appropriate Adjacent Districts: Townhouse, Condominium*
- *Permitted Uses: commercial/retail and multiple-family*
- *Special Exception Uses:*



Figure 18: Image representing Mixed-Use District in Porter County

District Development Standards

- *Minimum Lot Area:*
- *Minimum Lot Width: 30'*
- *Front Build-to Zone: 0' – 10'*
- *Side Corner Build-to Zone: 0' – 10'*

- *The intersection of the front and side corner build-to zones must be occupied by building. Corners cannot be vacant.*
- *Side Setback: 10'*
- *Minimum Rear Setback:*
 - *Primary Structure: 5'*
- *Maximum Impervious Surface Coverage: 100%*
- *Maximum Structure Height: 35'*

Additional Design Considerations

- *The primary entrance to a mixed-use building should be on the front or side façade. Corner buildings are allowed to have their entrance at the corner. For wider buildings, one entrance should be provided every 75' on the front or side façade.*
- *To allow views into and out of retail spaces, transparency levels should be a minimum of 75% on the ground floor, between 2' and 8' of ground level. Upper floor(s) transparency should be a minimum of 20%. Windows must be transparent and non-reflective.*
- *The building should be divided vertically with expression lines every 30' – 50'. An expression line is defined as a three-dimensional element of a minimum 1/4" deep. Horizontal expression lines should define the ground floor from the upper floor(s).*
- *On-street parking should be taken into consideration for the provision of parking for the commercial portion of the building.*
- *Residential parking should be provided in the rear of the lot in the rear yard only, accessed from the alley. Driveways are not allowed.*
- *Pedestrian-scale signage, such as awnings, painted windows, or façade mounted signs, are encouraged. Pole-mounted signs, intended for viewing from vehicles, should be prohibited.*

Part 3: ENVIRONMENTAL BENEFITS AND OPPORTUNITIES

Traditional neighborhood developments are compact communities that include a variety of homes, shops, and businesses a short walk, bike, or drive from each other. This design and layout of the community amenities makes everything in the neighborhood more convenient and accessible for everyone from children to older adults who may no longer drive. Smart, thoughtful community design results in more walkable neighborhoods, more transportation choices besides driving, and better connectivity within the neighborhood and to other areas. Giving people the option to drive less results in reduced pollutants and less impact on sensitive environmental resources such as the Indiana Dunes National Lakeshore.

To fully protect natural resources, communities must employ a wide range of land use strategies based on local factors. The county can use land use controls for public park acquisition or dedication, floodplain areas, stormwater management, protection of wetlands, provision of stream buffers, and protection and restoration of woodlands. Beyond these strategies, creating dense, mixed-use, new development will help protect water resources at the regional and city scales. However, compact development can create more site-level impervious cover, which can increase water quality problems in nearby or adjacent waterbodies.

Numerous site-level techniques are available to address this problem. Many of these practices incorporate low-impact development techniques (rain gardens, bioretention areas, and grass swales). These nontraditional approaches work well in dense urban areas because they use the existing elements of a neighborhood, such as roads, roofs, abandoned shopping malls, or courtyards, and add some engineering to landscaping elements to help retain, detain, and treat stormwater on site. When done well, these approaches both reduce stormwater runoff and add value to a community.

The city of Portland, Oregon, has been a pioneer in developing site-specific stormwater strategies that reduce stormwater runoff, enhance community character, and save money. Portland is required, under various provisions of the Clean Water Act, to reduce pollutants in its stormwater discharges and reduce combined sewer overflows. In addition to installing traditional engineered systems, the city has constructed numerous vegetative systems that are integrated with urban design as a way to minimize runoff.

The city of Emeryville, a first-ring suburb in the San Francisco Bay area, wanted to meet new standards for water quality and improve the environmental sustainability of continued revitalization efforts. The resulting “Stormwater Guidelines for Green, Dense Redevelopment: Stormwater Quality Solutions for the City of Emeryville” are available at: <http://www.epa.gov/smartgrowth/emeryville.htm>. These guidelines, and an accompanying spreadsheet model, were developed to make as much use of redevelopment sites as possible for handling stormwater. The main strategies fell into several categories:

- the reduction of the parking footprint by way of shared parking, making the best use of on-street parking and pricing strategies;
- landscape design features, such as tree preservation and planting, use of structural soils, bio-retention and bio filtration strategies;
- water storage and harvesting through cisterns and rooftop containers; and
- other strategies to handle or infiltrate water on development and redevelopment sites.

Porter County, with a history of environmental protection, should focus on stormwater management and best management practices in new and existing development. There are three basic tenets of reducing imperviousness: retaining the natural landscape, minimizing pavement, and promoting natural infiltration to the soil. Natural methods that infiltrate, re-use, or evapotranspire stormwater runoff often offer greater environmental benefits, are more visually attractive, and can be less expensive than traditional methods of stormwater control.

One purpose of a traditional neighborhood development is for managing stormwater runoff and associated pollutants by retaining and infiltrating the water on site using soil and vegetation in a constructed technique. This section highlights some of those design elements and suggests other strategies Porter County could implement to reduce runoff and maintain and improve its ecological health.

Porter County adopted a Storm Water Design Manual in November 2005. This manual provides approaches for managing stormwater runoff and addressing the stormwater sizing criteria requirements on a development site. These are:

- The use of better site design practices to reduce the amount of stormwater runoff and pollutants generated and/or provide for natural treatment and control of runoff; and
- The use of structural stormwater controls to provide treatment and control of stormwater runoff.

The Storm Water Design Manual offers examples of site design practices and techniques related to conservation of natural features and resources, lower-impact site design techniques, reduction of impervious cover, and utilization of natural features for storm water management.²

Part 4: CONCLUSION AND NEXT STEPS

Traditional neighborhood development is an effective choice for creating livable communities within Porter County to provide amenities, resources, and housing and transportation choices to existing and new residents. With a compact form based on short blocks and walkability, TND can bring Porter County more of what it already has in communities like Chesterton and Valparaiso – places that create vibrancy and interaction among residents and visitors. This report summarizes the efforts of the EPA Team to provide Porter County officials with a series of proposed options and suggestions that can amend the County’s UDO to incorporate regulations and guidelines based on traditional neighborhood development. These options and suggestions were based on two days of listening to stakeholders in the County, in particular, County staff, developers, residents to understand their desires and values for a TND.

The next step for this process is for the Porter County Plan Commission to review the options proposed for the UDO text and the TND Design Guidelines. The Plan Commission shall consider adopting any, all, or none of the ideas proposed in this report. The text changes to the UDO and the Design Guidelines were developed to flesh out how a TND would work in the county. These options will have to be vetted through the Plan Commission and applied through the county’s update process. This may mean using the text and guidelines as a template that would be amended and conformed to structure and needs of the county. Time and budget constrained the scope of work for this project, but the EPA Team has offered a solid foundation for incorporating TND in Porter County per the county’s request. It may also be helpful to use this information as a basis for a more formal process by which the TND code is written and the Design Guideline is produced. EPA will be able to provide follow-up advice and direction as this process moves forward. Furthermore, having received assistance through EPA and NOAA, Porter County will be part of an informal smart growth implementation assistance network of other assistance recipients to share best practices and successes.

Additionally, the Planning with POWER Project, working collaboratively with the Northwestern Indiana Regional Planning Commission (NIRPC) and other local planning groups, will utilize the principles and strategies identified in the Porter County TND Design Guidelines to further promote these smart growth initiatives in other northwest Indiana communities and across the state of Indiana in future planning and educational programming.

Part 5: APPENDICES

Appendix A: Traditional Neighborhood Development

What exactly is a Traditional Neighborhood Development? What is included? What is not? Traditional Neighborhood Development is defined by the Congress for New Urbanism as a comprehensive planning system that includes a variety of housing types and land uses in a defined area. The variety of uses permits educational facilities, civic buildings, and commercial establishments to be located within walking distance of homes. A TND is served by a network of paths, streets, and lanes suitable for pedestrians as well as vehicles. This provides residents the option of walking, biking, or driving to places within their neighborhood. Present and future modes of public transit are also considered during the planning stages.³ Other elements of TND include short blocks and alleys that allow for maximum connectivity within the neighborhood and to adjacent developments. Walkability is a key attribute of TNDs. With narrow streets, compact building design, ample sidewalks, and a mixture of land uses close together, a resident or visitor to a TND can get around easily on foot or bike. Accessible open space is also a significant feature of TNDs. This promotes a healthy and active lifestyle.

Traditional neighborhood developments are based on cities and towns built pre-World War II. These are places with a range of housing types and a range of transportation options, especially in those communities with access to mass transit. The compact form of these places enables residents and visitors to socialize with neighbors and visit nearby businesses and services without having to get in an automobile. A diversity of land uses also creates an opportunity for many activities to occur in a small physical location, thereby reducing travel time and trips generated. Furthermore, TNDs provide for an opportunity for housing and jobs to be proximate. If employment is not immediately available in the neighborhood, residents could find work nearby in adjacent developments.

Hundreds of TNDs have been built in the last decade across the country, with many more planned. National urban design and planning experts have established a TND Design Rating System that can be used either as a basis for designing a TND or as a scorecard to evaluate whether a planned development is a TND. The standards include: housing choice, mixed use, connectivity, external connections, proximity, location, streetscapes, civic space, and architectural aesthetics.⁴ The TND Design Rating System can be found in Appendix C.

While there is a general consensus regarding the characteristics of TNDs based on the Rating System, each development also fits within the local context and vernacular. For instance, a TND in Florida is different from one in New England. Moreover, a TND for Porter County, Indiana, will be planned and designed to take into account the physical and location-specific values of the suburban and rural setting that is Porter County. This might be seen in the architectural nuances of the building design, the way uses are mixed on the site, and how public open space is represented.

Appendix B: Additional Resources

Smart Growth Zoning Codes: A Resource Guide, Local Government Commission, Steve Tracy

The Town Paper, TND Neighborhoods, <http://www.tndtownpaper.com/neighborhoods.htm>

A Model Ordinance for a Traditional Neighborhood Development

<http://www.wisc.edu/urpl/people/ohm/projects/tndord.pdf>

Lake Erie Balanced Growth Program

Traditional Neighborhood Development, Columbus, Ohio

<http://www.epa.state.oh.us/oleo/bg1/modelzoning.html>

<http://www.epa.state.oh.us/oleo/bg1/modelzoning/compact2.pdf>

Illinois-Indiana Sea Grant Program

Planning With Power

www.planningwithpower.org

Traditional Neighborhood Development Guidelines

Division of Highways

North Carolina Department of Transportation

<http://ntl.bts.gov/lib/22000/22600/22616/tnd.pdf>

Traditional Neighborhood Design Ordinance

Dane County, Wisconsin

www.co.dane.wi.us/plandev/build/pdf/tnd/20040225_append_c/pdf

TND Design Rating Standards Version 2.2

http://www.tndtownpaper.com/images/TND_Design_Rating_Standards_2.2.pdf

Appendix C: EPA-NOAA Smart Growth Implementation Assistance and Consultant Team Details

Populations and built environments in coastal watersheds are growing rapidly, with 55 percent of the U.S. population already living within 50 miles of the coasts. The environmental impacts of development directly affect the ability of communities to balance natural resource protection with sustainable economic growth in their decision-making. The pressures of coastal growth profoundly affect the ability of NOAA and EPA to achieve national goals for sustainable management of coastal resources and protection of human health and the environment. This challenge has been highlighted in the U.S. Commission on Ocean Policy's report, which calls for improvements in program planning, coordination and implementation to more effectively manage coastal growth.

One key approach to addressing this challenge must be more integrated and coordinated partnerships among all levels of government. In January 2005, EPA and the U.S. National Oceanic and Atmospheric Administration (NOAA) agreed to work together to help coastal communities grow in ways that benefit the economy, public health, and the environment. The two agencies signed a Memorandum of Agreement (MOA) that created a formal partnership between the two agencies supporting state and local development innovations. The EPA-NOAA Partnership will provide: training for local government staff and officials; outreach and education on successful policies, ordinances, and initiatives; and assessments of local development rules and policies.

As part of this MOA, EPA and NOAA agreed to work together to provide smart growth implementation assistance to coastal communities. Through a competitive selection process, six communities with Sea Grant partners were selected. NOAA provided grants of \$17,000 to each Sea Grant partner that was selected. Working with the Sea Grant partner, the local community host, and its prime contractor, ICF International, EPA assembled contractor teams whose members have expertise that meets a particular community's needs. While working with Sea Grant and community participants to understand their aspirations for their community's future, the teams bring experience from working in other parts of the country to provide best practices for consideration by the assisted community. The goal of the program is to help participating communities attain their goals while producing a report that can be useful to a broad range of communities facing similar challenges.

SMART GROWTH PRINCIPLES

- 1 Mix land uses.
- 2 Take advantage of compact building design.
- 3 Create housing opportunities and choices.
- 4 Create walkable communities.
- 5 Foster distinctive, attractive communities with a strong sense of place.
- 6 Preserve open space, farmland, natural beauty, and critical environmental areas.
- 7 Strengthen and direct development toward existing communities.
- 8 Provide a variety of transportation choices.
- 9 Make development decisions predictable, fair, and cost-effective.
- 10 Encourage community and stakeholder collaboration in development decisions.

Source: The Smart Growth Network.
www.smartgrowth.org

The EPA-NOAA Smart Growth Implementation Assistance Program is designed to help communities achieve growth that supports economic, community, and environmental goals. People in communities around the country are frustrated by development that gives them no choice about driving long distances between where they work, live and shop; that requires costly public expenditures to extend sewers, roads and public services to support new development; that

uses up natural areas and farmland for development while land and buildings lie empty in already developed areas; and that makes it difficult for working people to rent or buy a home because of development that focuses only on one or two costly housing types. Smart growth strategies create new neighborhoods and maintain existing ones that are attractive, convenient, safe, and healthy. They foster design that encourages social, civic, and physical activity. They protect the environment while stimulating economic growth. Most of all, they create more choices for residents, workers, visitors, children, families, single people, and older adults—choices in where to live, how to get around, and how to interact with the people around them. When communities undertake this kind of planning, they preserve the best of their past while creating a bright future for generations to come.

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¹ The Town Paper, <http://www.tndtownpaper.com/neighborhoods.htm>, captured December 15, 2006

² Porter County, Indiana Storm Water Design Manual

³ The Town Paper, <http://www.tndtownpaper.com/neighborhoods.htm>, captured December 15, 2006

⁴ TND Design Rating Standards

http://www.tndtownpaper.com/images/TND_Design_Rating_Standards_2.2.pdf