NEW HAVEN
INDIANA

LINCOLN HIGHWAY

CORRIDOR PLAN

APRIL 2023



LINCOLN HIGHWAY
CORRIDOR PLAN
NEW HAVEN, INDIANA

NEW HAVEN, INDIANA | APRIL 18, 2023

Prepared with the assistance of:

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ACKNOWLEDGMENTS

McKenna worked with the City to collaborate and coordinate ideas throughout this process. The City established a steering committee that met four times to provide input and review the project progress, express design preferences, and provide feedback on concept plans. The McKenna team would like to acknowledge the contributions of City leadership and resident representatives in the creation of the Lincoln Highway Corridor Plan:

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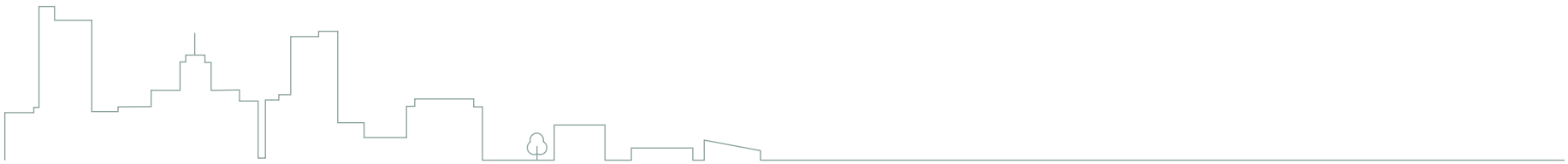
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DESIGN BASIS

Design Purpose
Corridor History
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Map Analysis
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Corridor Vision
Design Objectives



DESIGN PURPOSE

The Lincoln Highway corridor study area is approximately 1.5 miles with the western edge incorporating the Maplecrest intersection and the eastern edge extending to Hartzell Road. Land development adjacent to the corridor was considered for approximately 600 feet to the north, where the railroad right-of-way (ROW) begins, and approximately ¼ mile to the south, where connections to existing and planned neighborhoods are paramount.

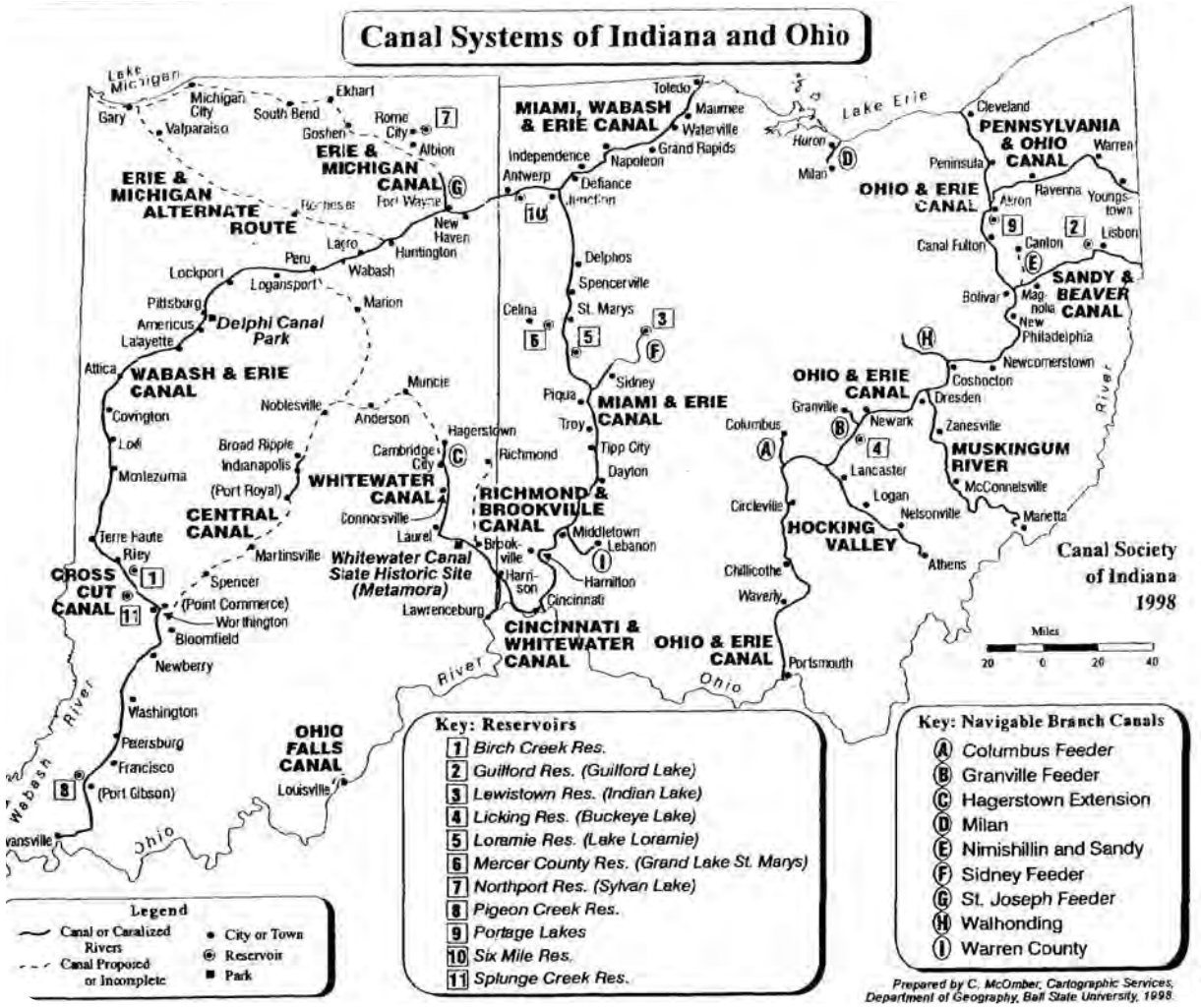
The purpose of this study is to evaluate the existing conditions of the corridor and present a vision for reimagining its design as a safe, vibrant, and attractive urban destination and a place for people. The corridor will support new retail, employment, and housing opportunities that serve New Haven residents, businesses, and people traveling to New Haven from around the region.

The Lincoln Highway Corridor Plan offers specific infrastructure and development concepts that range from trail alignment and neighborhood connections to mixed use development concepts, monument design, identity creation and material selection.

Lincoln Highway is the front door to the City of New Haven, and the Lincoln Highway Corridor Plan creates an urban design framework for its transition into a place that links New Haven's residents and neighborhoods to the City's economic drivers. In the future, Lincoln Highway will serve the transportation needs of freight, vehicle traffic, bicyclists, pedestrians, and transit in a manner that is more aesthetically inviting and humane. In the next 5, 10, and 20 years, through iterative development, partnership with other agencies, intentional infrastructure investment, and coalition building, the City of New Haven is committed to honoring the historic significance of Lincoln Highway and reinventing it as a premier urban destination among the best in Indiana and beyond.

CORRIDOR HISTORY

New Haven has been an important transportation hub since its founding in the 1830s. The growth of New Haven, and the surrounding region, has been shaped by the development of a succession of regionally- and nationally-important transportation corridors—spanning the canal, railway, highway, and freeway eras. Each of these transportation facilities made a mark on the growth and development of New Haven, lending to the City's unique structure and history. To develop a clear vision for the future of the Lincoln Highway corridor, it is important to understand how and why this corridor developed, and how the land uses that define the corridor today came to be.



New Haven was sited in 1839 at an important point on the Wabash & Erie Canal, which connected Lake Erie to the Ohio River.

New Haven was platted and sited in 1839 on the Wabash and Erie Canal, an inland shipping route connecting Lake Erie to the Ohio River at Evansville. The canal—like many others built in this era—had a short heyday, due to economic inefficiency and the advent of the railroad as a superior form of transportation. By the 1850s, the Toledo, Wabash, and Western Railway was built on a route paralleling the canal, connecting New Haven to Toledo, and to many other railway lines one stop west, in Fort Wayne. By the late Nineteenth Century, a major railyard had developed at New Haven, where the growing Wabash Railway system split into two branches, one to Toledo, and one connecting northeast to Detroit and Toronto, Canada.

While the railroad, and later the interurban railway networks, dominated transportation in the late-19th and early-20th Centuries, local road networks in the Midwest remained rudimentary. In the 1890s, the main road connection from New Haven west was the Fort Wayne and New Haven Turnpike, a privately-owned road generally following the route of Rose Avenue, Parrott Road, and Old Maumee Road. By 1910, a route had developed south of the railroad tracks, on a due east-west course. This road exists today as New Haven Avenue and forms a portion of the Lincoln Highway corridor that is the subject of this plan.

1872



1875



Top: This photo shows a wedding taking place on the Wabash & Erie Canal in 1872. While travel and shipping on the canals has been romanticized, their inefficiencies caused them to be relevant for a short period of time in the 1840s and 1850s, quickly being supplanted by the railroad. (Credit: Indiana Historical Society Library, Negative A131)

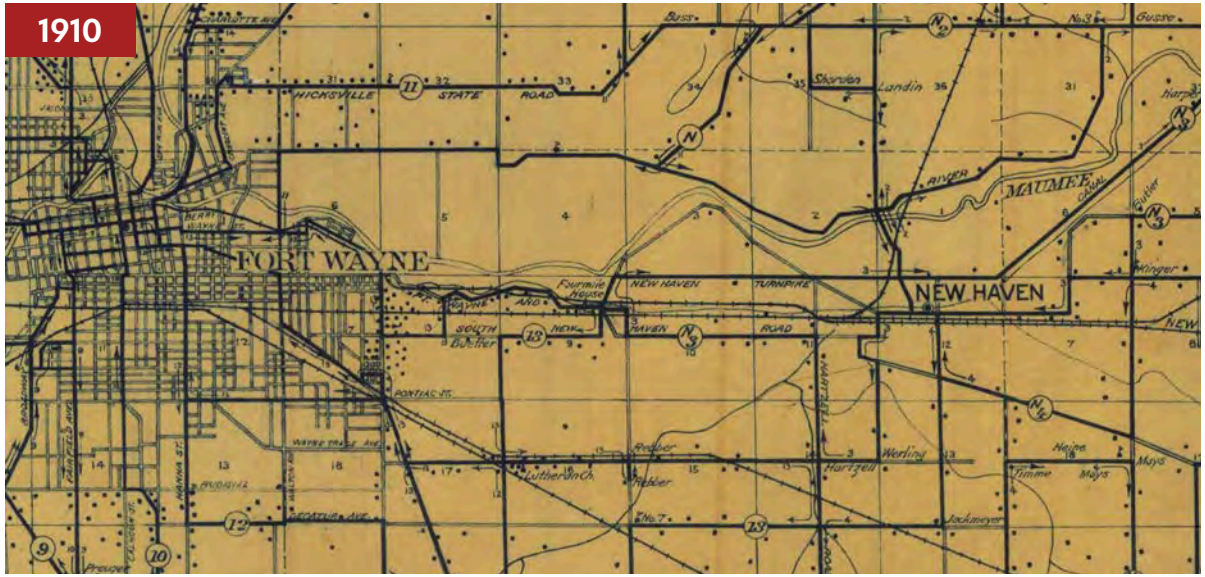
Bottom: This map of Allen County from 1875 shows New Haven's location on the Wabash & Erie Canal, the Wabash Railroad, and the Maumee River—three important transportation corridors of the era. (Credit: Indiana State Library)



This map of the Wabash Railway system from 1940 shows New Haven's important location on the network. (Credit: www.trainweb.org)

The growing popularity of the automobile in the 1900s and 1910s spurred a demand for good-quality roads, both locally, and as part of a national network. In 1912, Hoosier Carl G. Fisher—a manufacturer of early automobile headlights and builder of the Indianapolis Motor Speedway—proposed the construction of a "continuous improved highway" connecting Times Square in New York City to Lincoln Park in San Francisco. In partnership with other industrialists, Fisher created a promotional organization that brought the nascent highway early and national attention.

Named for President Abraham Lincoln, the Lincoln Highway was governed by a national association with representatives from each state along the route. A uniform system of route marking was adopted, which was of prime importance to early motorists; the red, white, and blue signs with a prominent letter "L" were mounted on utility poles. In 1928, a series of more permanent markers was erected by the Boy Scouts of America—one of which has been preserved in front of New Haven City Hall.









Top: This 1910 map of Rural Service Delivery routes shows the growing road and railway networks connecting New Haven with Fort Wayne. The major road connections between the two cities were the Fort Wayne and New Haven Turnpike and South New Haven Road. (Credit: Indiana State Library)

Bottom Left: The Lincoln Highway was marked with these uniform signs from coast to coast, aiding brand recognition and motorist navigation. (Credit: Wikimedia Commons)

Bottom Center: This original 1928 Lincoln Highway marker has been preserved at New Haven City Hall. (Credit: The Historical Marker Database)

Bottom Right: Industrialist and Hoosier native Carl G. Fisher is considered the founder of the Lincoln Highway. Fisher was a master of promotion, and was also the founder of the Indianapolis Motor Speedway. (Credit: Wikimedia Commons)



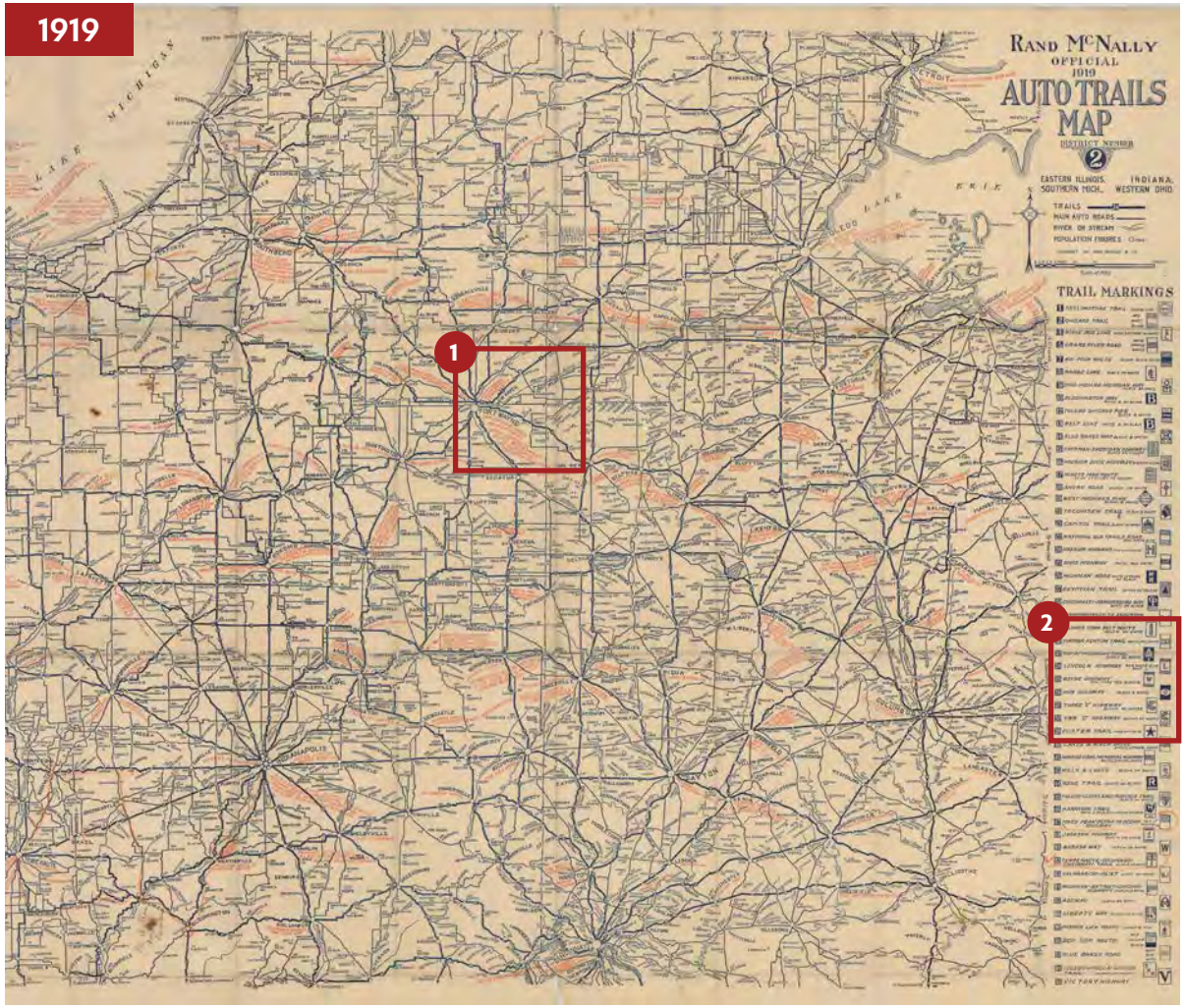
The Lincoln Highway was the first of many marked 'Auto Trails' connecting the United States.

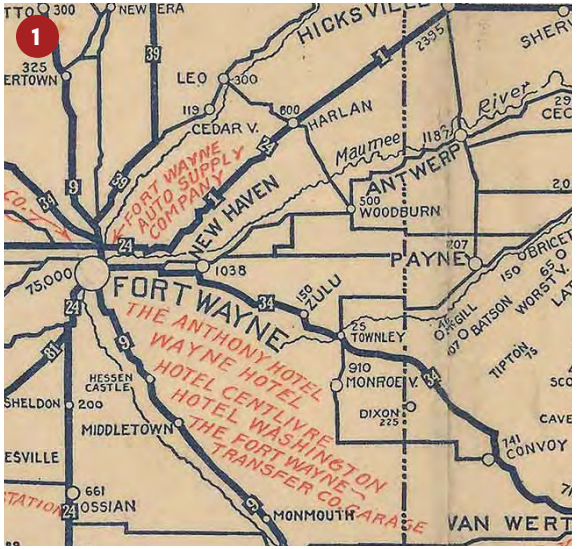
As route selection commenced in 1913, existing main roads were chosen to bear the Lincoln Highway signs, with the goal of making incremental improvements to road surface and alignment as the route gained popularity and prominence. It was natural that the Lincoln Highway would traverse Indiana, due to the state's geography and concentration of population centers. The highway's original route through the state paralleled the prominent canal and rail corridors of previous decades, from New Haven and Fort Wayne in the east to Valparaiso in the west.

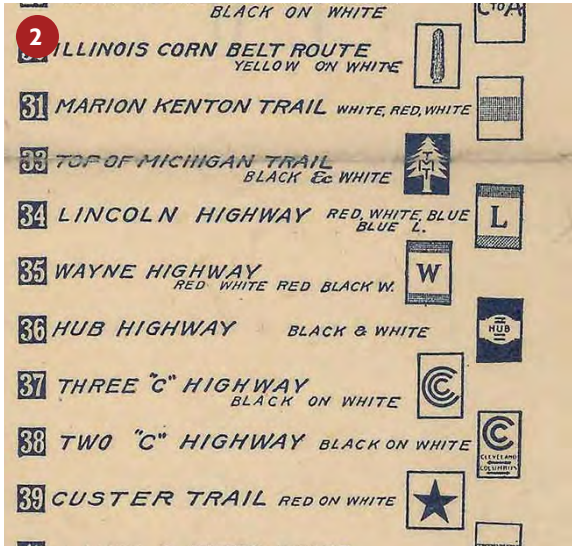
The promotional and political capabilities of the Lincoln Highway Association allowed work to progress rapidly on improving the 3,389-mile route throughout the 1910s. To mark the highway's official dedication in Indiana on October 31, 1913, parades of motorcars, bands, and motorcycles departed New Haven and moved west to Fort Wayne.

The original route of the highway through New Haven utilized Green Road and Dawkins Road—the relevant portion of which is today named East Lincoln Highway. Approaching Fort Wayne, the highway was routed along Old Maumee Road. An early improvement and realignment came in 1914, when New Haven Road was paved in concrete from the vicinity of Maplecrest Road west into Fort Wayne.

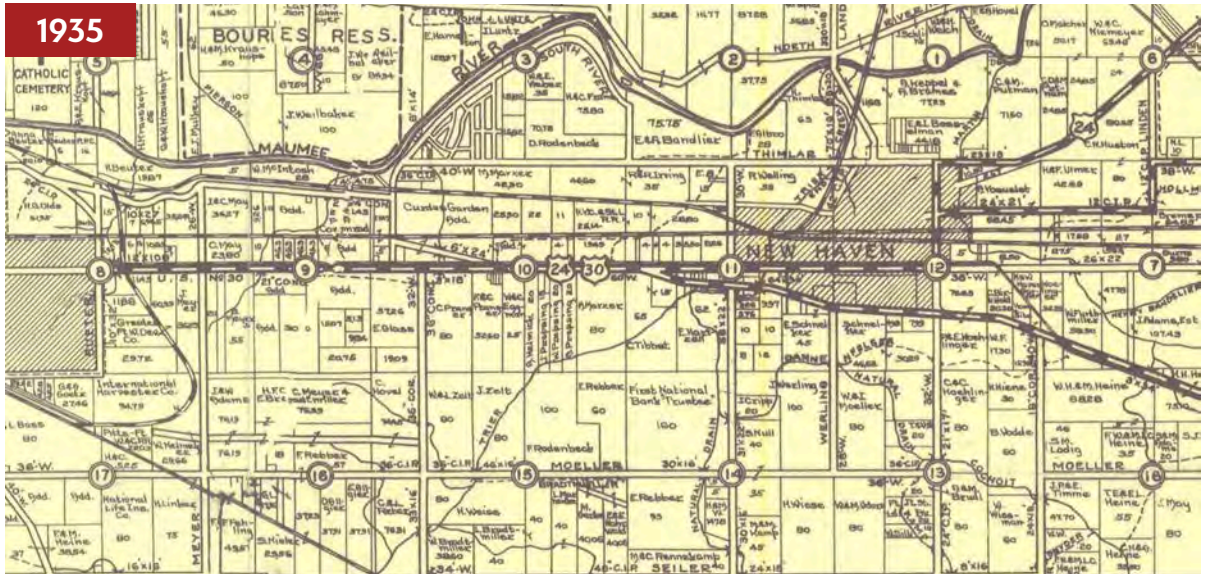
1919







By 1919, a vast network of branded 'Auto Trails' had been developed across Indiana and the Midwest. The advent of state-federal government partnership in managing a public road network brought a uniform system of highway numbers in the 1920s. (Credit: Indiana State Library)





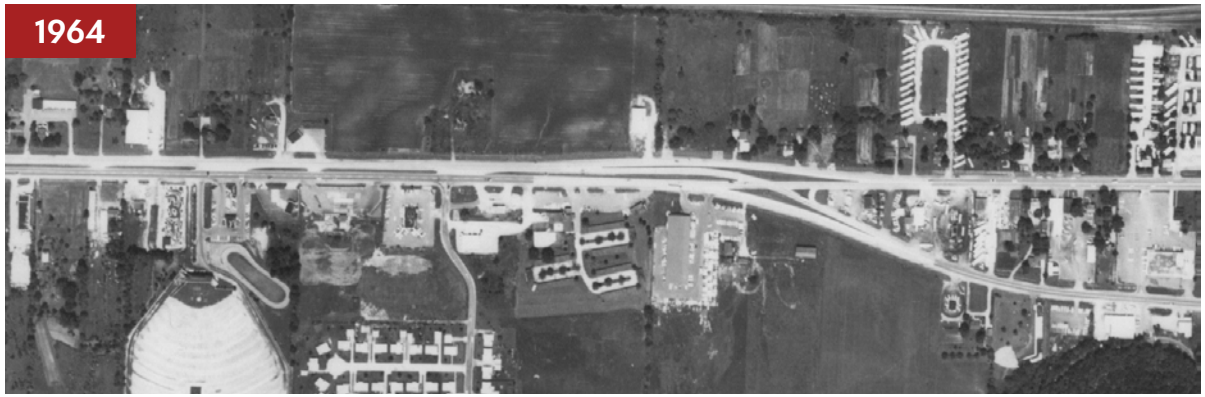
Top: This 1935 map shows the U.S. 30 designation on the Lincoln Highway connecting New Haven to Fort Wayne. This segment of highway also shared the route of U.S. 24, connecting east to Toledo. Notice the southern bypass of New Haven, which is today known only as State Road 930, which was constructed by 1930.

Left: This unique building near the intersection of Lincoln Highway and Old Maumee Road was built in 1913 as 'Holter's Roost', the headquarters of a successful chicken breeding and feed business. This building is now home to an automobile dealership.

One historic building from the early Lincoln Highway era exists facing Old Maumee Road, east of Maplecrest Road. William Holterman, who ran a successful chicken breeding business, built this unique stone and masonry "castle" in 1913. Known as "Holter's Roost", Holterman advertised it in trade publications as the home of Aristocrat and Barred Rock-breed show chickens. This building is home to an automobile dealership as of 2022.

The popularity of the Lincoln Highway created demand for numerous similar promotional organizations to begin signing and marking 'Auto Trails' in every region of the country during the 1910s and 1920s. Furthermore, the Federal Highway Act was made law in 1916, authorizing states to develop highway commissions and to begin partnering with the federal government in funding road projects. Indiana began managing and developing a statewide system of numbered highways in 1919, with the Lincoln Highway segment through New Haven and Fort Wayne designated State Road 2.





Top: This portion of a 1938 aerial photo of New Haven, taken by the Indiana Geological & Water Survey, shows that the Lincoln Highway and its newly-constructed southern bypass of the City, remained predominantly rural. The historic route of the Lincoln Highway through New Haven acted as a business loop for travelers, directing them to the cluster of businesses on Broadway Street.

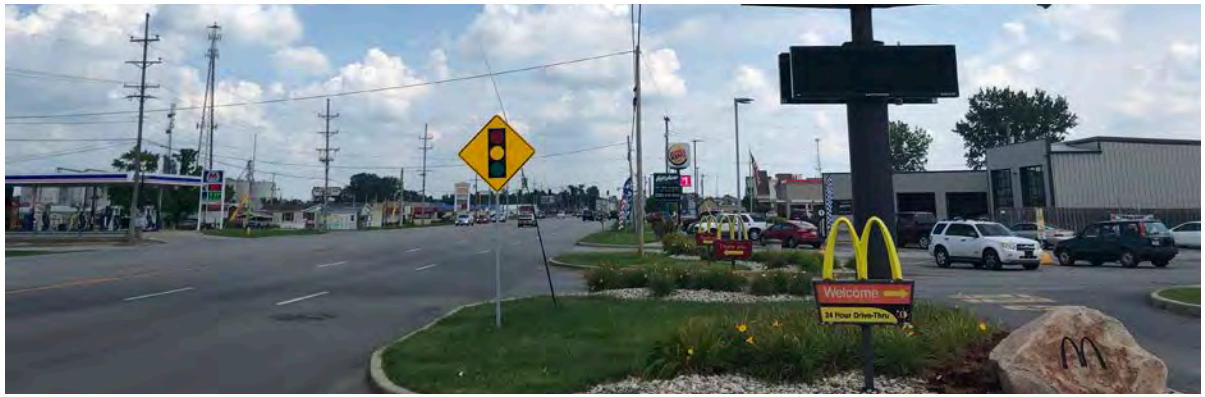
Bottom: This portion of a 1964 aerial photo of New Haven, taken by the Indiana Geological & Water Survey, shows the trend of suburbanization that was reshaping Allen County and New Haven during this time. Auto-oriented businesses including motels, drive-in restaurants, a mini-golf course, and a drive-in movie theatre, had located along Lincoln Highway. Still the major east-west route in the region, U.S. 30 had expanded into a divided highway configuration to handle increased traffic.

As automobile travel became commonplace during the 1920s, state highway departments continued to develop and improve their systems of public roads. As numbered routes replaced the numerous branded Auto Trails, the American Association of State Highway Officials agreed upon a nationwide, uniform numbering system for major routes in 1926. Under this system, the Lincoln Highway in the Midwest was given the number U.S. Route 30.

With growing regional and cross-country traffic passing through New Haven and Fort Wayne on U.S. 30, the State Highway Commission constructed a southern bypass of New Haven by 1930. This route split from the original Lincoln Highway route at an acute angle, and the geometry of the 'eastern split' remains today, a vestige of an earlier era of highway engineering. The Lincoln Highway route between New Haven and Fort Wayne, however, did not populate with auto-oriented uses until the 1940s and later. A 1938 aerial survey of the area indicates that the historic Lincoln Highway route through New Haven served as a business loop serving travelers, whereas the southern bypass and highway west of the City were lined with small farmstead properties.







Top: The Wayne Motel survives along the Lincoln Highway corridor as an example of early automobile-oriented development.

Bottom: Auto-oriented uses proliferated along the Lincoln Highway corridor in the 1970s and 1980s, including drive-thru fast food restaurants and large shopping plazas including Lincoln Plaza. The increasing number of curb cuts required for individual property access prompted the Indiana Department of Transportation to pave over the grass median in the 1980s for use as a 24-foot wide continuous left turn lane. This configuration has caused the corridor to be likened to a "landing strip" due to its excessive width.

The trend of suburbanization following World War II arrived in Allen County during the 1950s, bringing new residential developments to the area between New Haven and Fort Wayne. Combined with a boom in automobile travel, the Lincoln Highway corridor began to populate with automobile-oriented businesses from this early suburban era. By the early 1960s, the corridor hosted several motels, a drive-in movie theater (sited where the New Haven Community Center now stands), a mini-golf course, and drive-in restaurants. The buildings that today house the Wayne Motel and Bell's Skating Rink survive from this era.

Further improvements to the Lincoln Highway route were made in the postwar years. In the early 1950s, the State Highway Commission constructed a new alignment of Lincoln Highway bridging the railroad tracks east of Maplecrest Road. This alignment gave through traffic an uninterrupted and direct route west into Fort Wayne, connecting to East Washington Boulevard. Similar in geometry to the eastern split, the 'western split' of Lincoln Highway and New Haven Avenue is a source of confusion for motorists today.

By the early 1960s, right-of-way was acquired to the north of the original Lincoln Highway alignment between the eastern and western splits, and the road was reconfigured as a divided highway with a narrow grass median, with the original right-of-way serving as the eastbound lanes next to newly-constructed westbound lanes. With the proliferation of many new businesses requiring individual property access along the corridor, this median was converted into a 24-foot wide continuous center left turn lane during the 1980s. This progression of design changes, in response to highway engineering and land use trends of several different eras, has contributed to the roadway's outdated and unsafe "landing strip" configuration that remains today.

As suburban land uses continued to develop in the area between New Haven and Fort Wayne from the 1960s onward, the next iteration of the nation's transportation system made its mark on the region. Interstate 69, bypassing Fort Wayne to the west, was completed in 1962. A full eastern Interstate bypass of Fort Wayne and New Haven, Interstate 469, was constructed between 1988 and 1995. The U.S. 30 designation was moved to follow Interstates 469 and 69 around the eastern and northern sides of Fort Wayne, but the Indiana Department of Transportation retained the former Lincoln Highway route as State Road 930. While New Haven retains its history and identity as a city independent of its larger neighbor, the completion of Interstate 469 tied New Haven and Fort Wayne together as part of a larger metropolitan area.

While the Interstates have removed most regional and national through traffic from the Lincoln Highway between New Haven and Fort Wayne, it nevertheless remains an important regional corridor. The Lincoln Highway is still the most efficient route for traffic to access downtown Fort Wayne and the other developed areas of Allen County from the east. Importantly, it serves as the gateway to downtown New Haven, and contains the most visible sites for potential redevelopment as the existing land uses surrounding it reach the end of their lifespans.

Somewhat ironically, construction of Interstate 469 was temporarily halted in 1991 when an original lock from the Wabash & Erie Canal was unearthed in New Haven, where the U.S. 24 interchange is now located. This event underscored just how intertwined New Haven's history has been with advances in transportation. New Haven's portion of the nation's first transcontinental highway, as it exists today, is similarly a product of the changing land uses generated by the early and post-World War II automobile era. The opportunity to develop a vision for a future that celebrates the corridor's history and importance, while accommodating human-scaled development, can make the Lincoln Highway as important to New Haven in this century as it was in the last century.

Selected References:

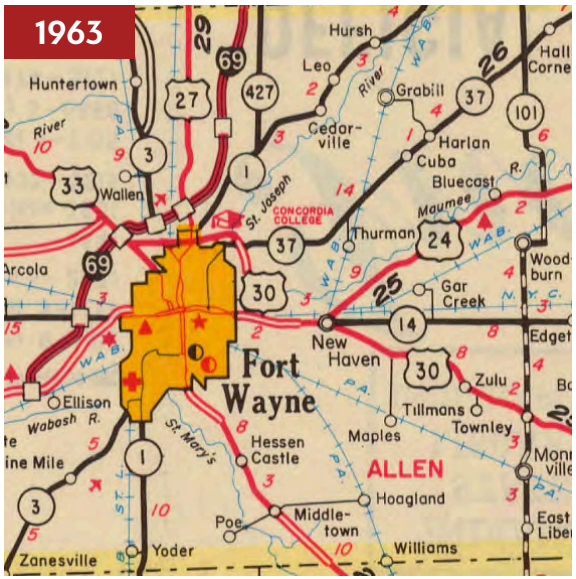
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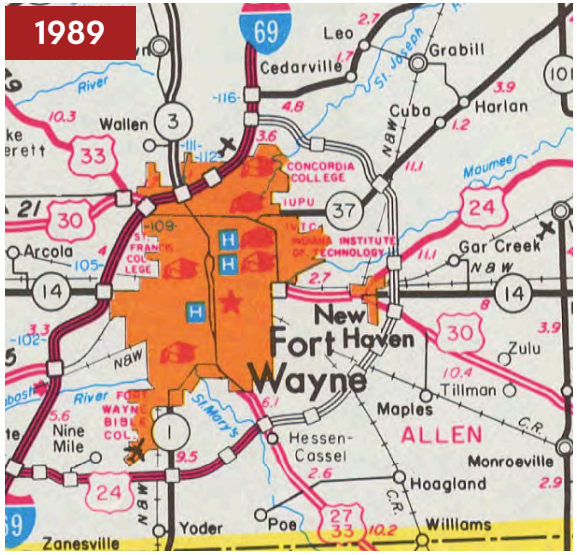
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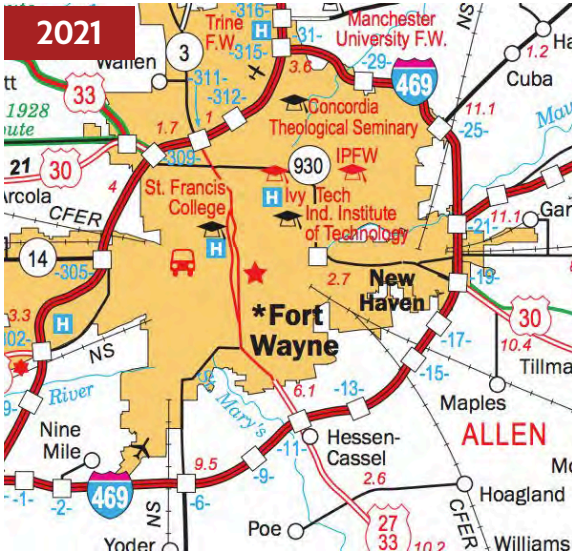
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This progression of Indiana State Highway Maps shows the growth of New Haven, Fort Wayne, and Allen County from 1930 to 2021. As the regional highway system grew throughout the 20th Century, New Haven was depicted as a community existing outside the urbanized area of Fort Wayne and Allen County as late as the 1980s. While New Haven retains its identity as a unique city, the development of Interstate 469 knitted it to Fort Wayne within the context of a larger metropolitan region.



CORRIDOR CONDITIONS

Corridor conditions were documented in field observations on a weekday in December of 2021. The data collection methods primarily involved windshield surveys, walking surveys, and photography. The team made field notes on location of drainage, utility lines, and existing businesses, residences, and vacancies within the study area.



ADJACENT LAND USES—RESIDENTIAL

The residential uses that have direct access to the corridor within the Study Area are concentrated on the eastern end, in the vicinity of the east split between the historic Lincoln Highway and the SR 930 southern bypass of New Haven. These structures predominantly date from the 1950s and consist of individual houses in the vicinity of Hartzell Road (2), and several manufactured housing communities with access to Lincoln Highway. The single-family houses are well-maintained, modest in size, and display a variety of architectural styles from the mid-20th Century (4).

The manufactured housing communities, which include the East 24 Estates (1), Lincoln Highway, and Lincoln Heights communities (3), are mature communities with structures that are visibly aging. While these communities provide a source of affordable housing, they may become candidates for redevelopment in the coming years.



ADJACENT LAND USES—AUTO COMMERCIAL

Auto-oriented commercial uses concentrated in the area of the east split generally date from the 1970s to the present. Many of these properties continue to provide needed goods and services in the area (2), (3), (4); others are showing their age and are vacant or underutilized (1). The property located within the fork of the east split (5) was a service station from before the 1950s, and today is an auto repair shop.



ADJACENT LAND USES—GROCERY AND SERVICES

A variety of grocery and service-type businesses are clustered near the east split. These range from small, independent service businesses in Isenbarger Plaza and adjacent independent structures (1), to neighborhood-serving businesses (2), to national-brand grocery, pharmacy, and fast food (3), (4), (5). The Kroger store in Lincoln Plaza is the only full-service grocery store convenient to New Haven residents. Built in the 1970s with roughly 30,000 square feet of floor space, it is smaller and older than other full-service grocery stores located north of the Maumee River. The Lincoln Plaza suffers from high vacancy rates due in part to poor visibility from the corridor.



ADJACENT LAND USES—LACK OF UNIFORM CHARACTER

The properties along the corridor developed over a period of 50 years, resulting in inconsistencies in their site design and character. The Meadowbrook Shopping Center (1) is an example of conventional suburban shopping plaza, with deep setbacks to accommodate expansive parking. Some of this parking has been redeveloped with additional 'outlot' buildings in recent years. In contrast, older structures contain a variety of building setbacks, sizes, and styles. The 'log cabin' type structure adjacent to the Midwest Motel (2) is a surviving farmstead house dating to at least the 1930s. The Midwest Motel (3) is an example of a 1950s-era 'mom and pop' motel, with a house attached to the rental portion. The building containing Bell's Skating Rink (5) is one of the oldest large commercial structures on the corridor; it is today sited adjacent to the right-of-way, though at the time of its construction (prior to the widening of Lincoln Highway) it had a deeper setback. The building housing New Haven Print (4) is typical of 1970s-era light industrial construction, with a very functional character and shallow setback for surface parking.



ADJACENT LAND USES—AUTO WITH HISTORIC US 30

The corridor's history as the route of US 30 and 24 between New Haven and Fort Wayne, and its role as the major regional east-west corridor, is evoked by several existing auto-serving land uses. The Wayne Motel (1) dates from the mid-1950s, and is a classic example of a 'motor court' from that era, designed to serve long-distance travelers. "Holter's Roost" (3) was built by William Holterman in 1913 as the headquarters of a specialty chicken-breeding operation. The ornate structure is built facing Old Maumee Road, reflecting the route of the Lincoln Highway at that time. Other small businesses line the corridor whose buildings date from the 1950s to 1970s, and were built with functionality as their primary design factor (2), (4), (5).



UTILITY POLES, OPEN DRAINAGE, SIDEWALK GAPS

These images show typical conditions in the area of the east split, with a variety of approaches for including utility poles, light standards, and drainage features in the right-of-way. There is no standard treatment, due to the piecemeal nature of development in this area. Open channelized drainage exists along the south side of the SR 930 segment of the corridor (2), (3), (4).

In recent years, some of these areas have seen the installation of new drain beds and culverts (4). This treatment, given the right-of-way constraints, makes it difficult to retrofit continuous sidewalks in this area. The segment of Lincoln Highway controlled by the City of New Haven east of the east split (1) was recently reconfigured to include bike lanes and has continuous sidewalks on the north side from the split east to Hartzell Road. The area adjacent to Lincoln Plaza (5) has no pedestrian facilities, creating a dangerous situation for those wishing to access the businesses here by foot or bicycle.



UTILITY POLES, OPEN DRAINAGE, GUARD RAILS

The segment of the corridor between the east and west splits has its edges defined by utility poles, light standards, post-mounted mailboxes, and guardrails. These features are a legacy of the Lincoln Highway corridor being designed for cross-country automobile travel, and the once-rural nature of the area between New Haven and Fort Wayne. It is today an openly hostile and dangerous environment for anyone traversing the corridor without a car; there are approximately 20 individual driveways on both sides of the corridor between the east split and Maplecrest Road, further creating safety issues for all users.



MAP ANALYSIS

The planning team reviewed existing GIS data relevant to analyze the system constraints and better understand the opportunities for reconstruction and redevelopment. The following series of maps explore the corridor context within the City and the region. Looking specifically its relationship to transportation, land use, and parks and recreation.

COUNTYWIDE CORRIDOR CONTEXT

The Lincoln Highway corridor is a highly desirable commercial and residential location between downtown New Haven and downtown Fort Wayne. Everyone traveling to the region from the east is likely to utilize the corridor as the primary route in and out of Forte Wayne. New Haven has a unique character and the corridor offers the opportunity to further distinguish the community within the region.

CITYWIDE CORRIDOR CONTEXT

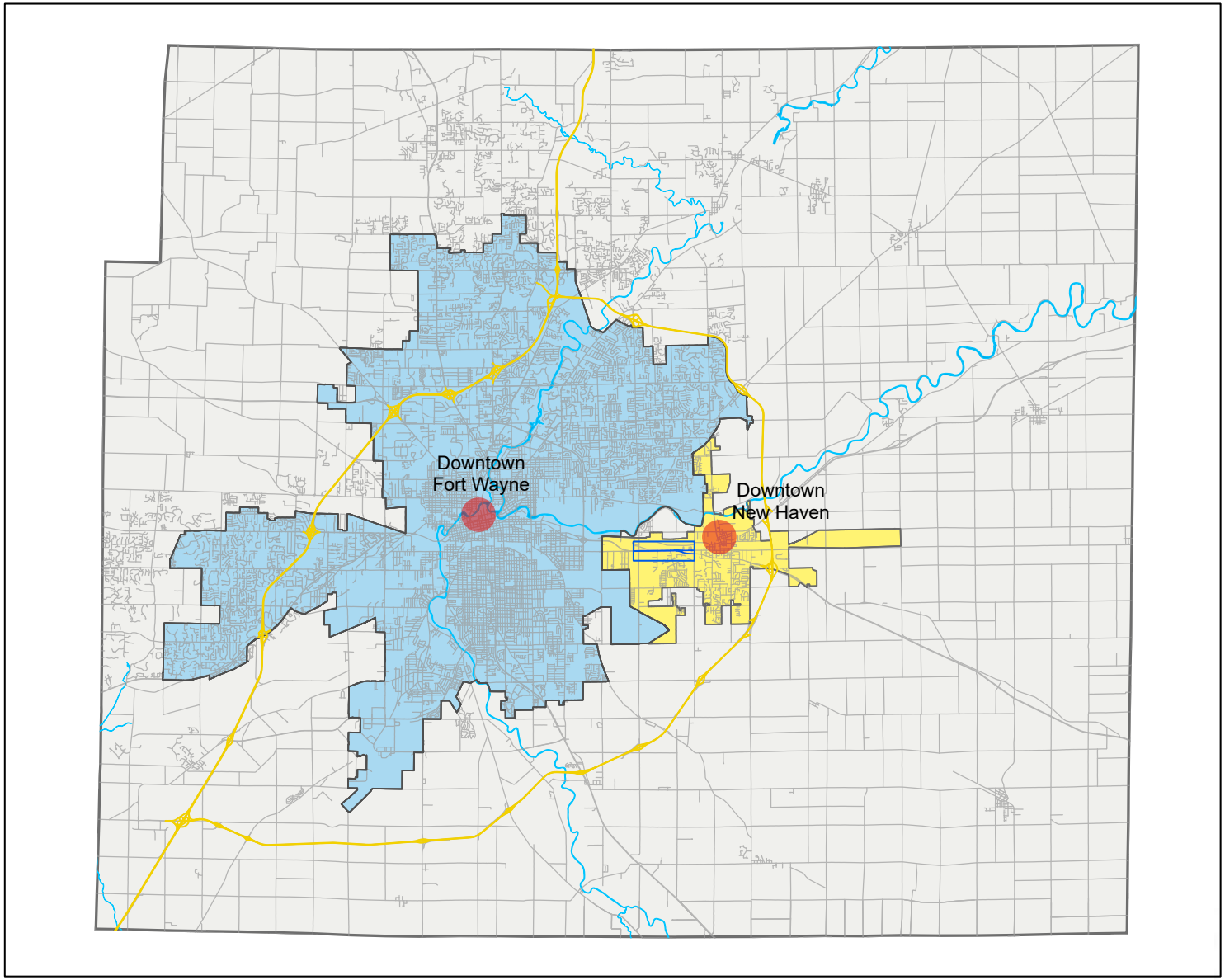
The Lincoln Highway corridor is one of the three primary commercial areas in the City of New Haven. It is in close proximity by biking and walking to parks, schools and neighborhoods. Access improvements, like new streets and neighborhoods pedestrian cut-throughs can increase local access to destinations along the corridor.

CORRIDOR TRANSIT STOPS

Citilink Route 10 has eight stops within the Lincoln Highway corridor study area. The route goes all the way into the Citlink Central Station in downtown Fort Wayne and reaches its terminus in New Haven at the Allen County Public Library on Green Street. Citilink does not offer transfers but a day pass can be purchased and all routes connect with Center Station. There are several routes that align with route 10 within the City of Fort Wayne, where informal connections can be made, including routes 1, 2, 4, 6, 7, and 8.

Corridor Countywide Context

City of New Haven, Allen County, Indiana



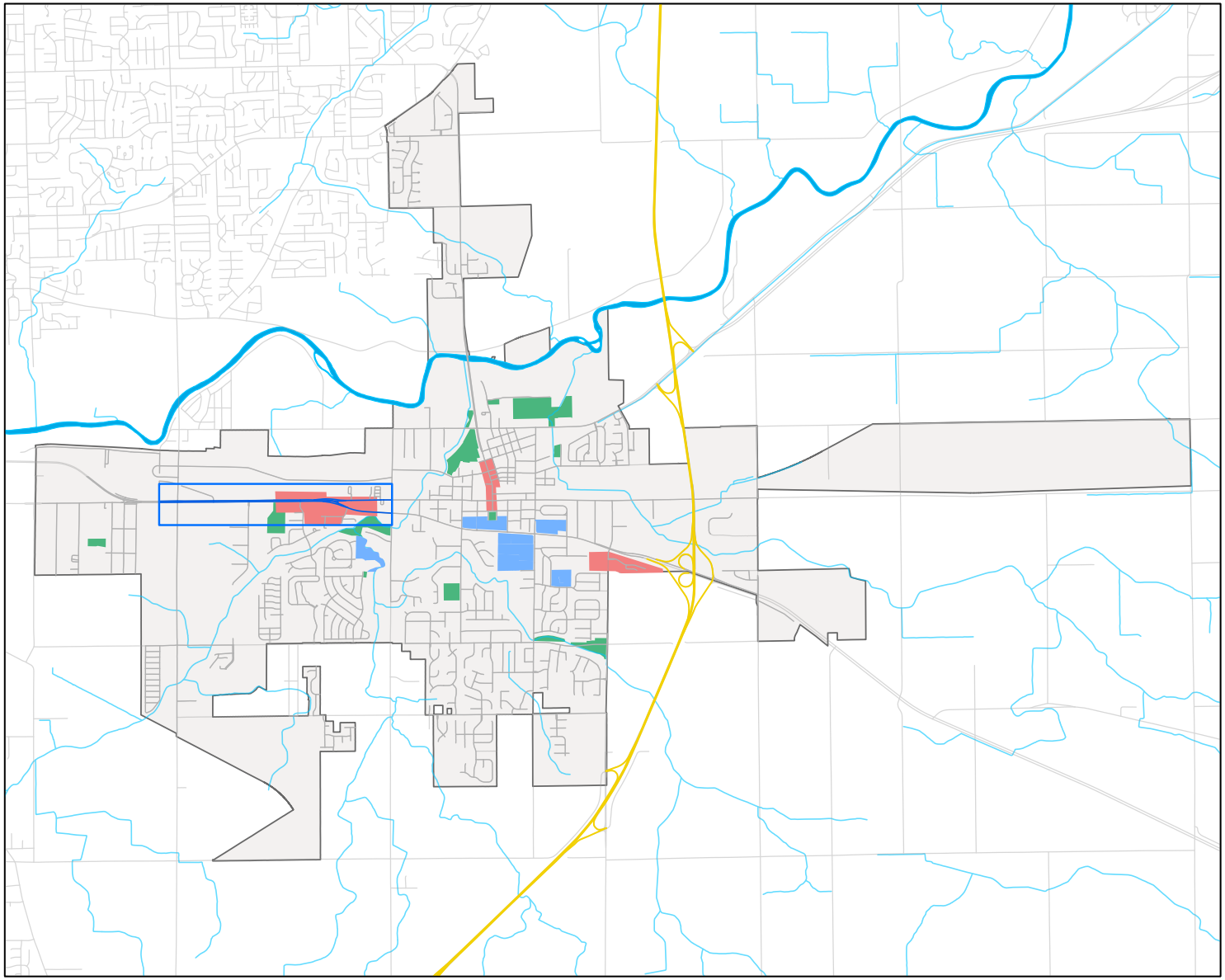
LEGEND

- City of Fort Wayne
- City of New Haven
- Regional Rivers
- Interstates
- Corridor Study Area

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Miles

Map Feature Source: Allen County GIS 2022.
City of New Haven GIS 2022. Indiana
MAP Public Data 2022. McKenna 2022.

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Corridor Citywide Context

City of New Haven, Allen County, Indiana

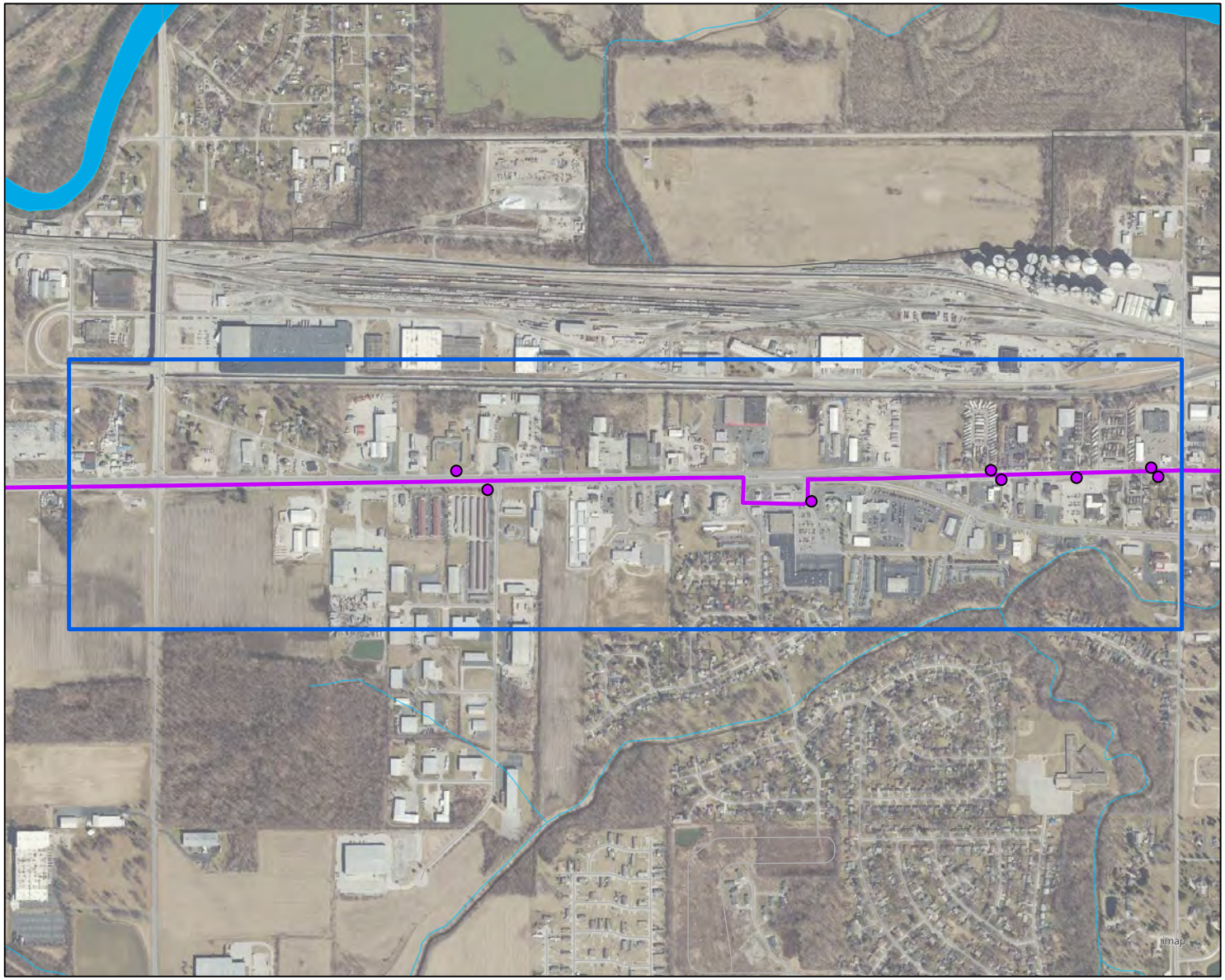
LEGEND

- Commercial Nodes
- School Facilities
- Parks and Recreation Areas
- New Haven City Boundary
- Interstates
- Corridor Study Area

0 0.75 1.5 Miles

Map Feature Source: Allen County GIS 2022.
City of New Haven GIS 2022. Indiana
MAP Public Data 2022. McKenna 2022.

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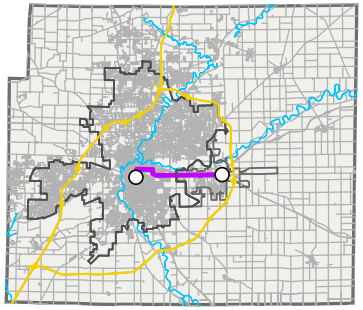
Corridor Transit Stops

City of New Haven, Allen County, Indiana

LEGEND

- Citilink Route 10
- Bus Stop

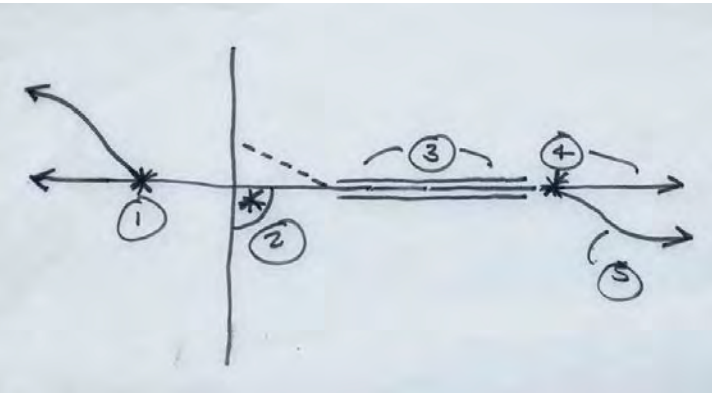
CITILINK ROUTE 10 IN ALLEN COUNTY



0 0.15 0.3
Miles

Map Feature Source: Allen County GIS 2022.
City of New Haven GIS 2022. Indiana
MAP Public Data 2022. McKenna 2022.

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Analyzing the Design Framework: *The planning team examined existing system constraints to understand the hierarchy of places within the region. Lincoln Highway is the most direct link between downtown Fort Wayne and downtown New Haven. The traffic flow, numbered 1 to 5 in this illustration, show the typical trip from Fort Wayne toward New Haven. The split at Lincoln Highway and SR 930 is a key decision making point to direct motorists to downtown New Haven and direct through traffic to the I-469 loop and SR 30 East. Along this route, area 3, can be elevated in the regional transportation network for servicing local land use access in a manner that strengthens the connection to downtown.*

NFC ROADWAY CLASSIFICATIONS

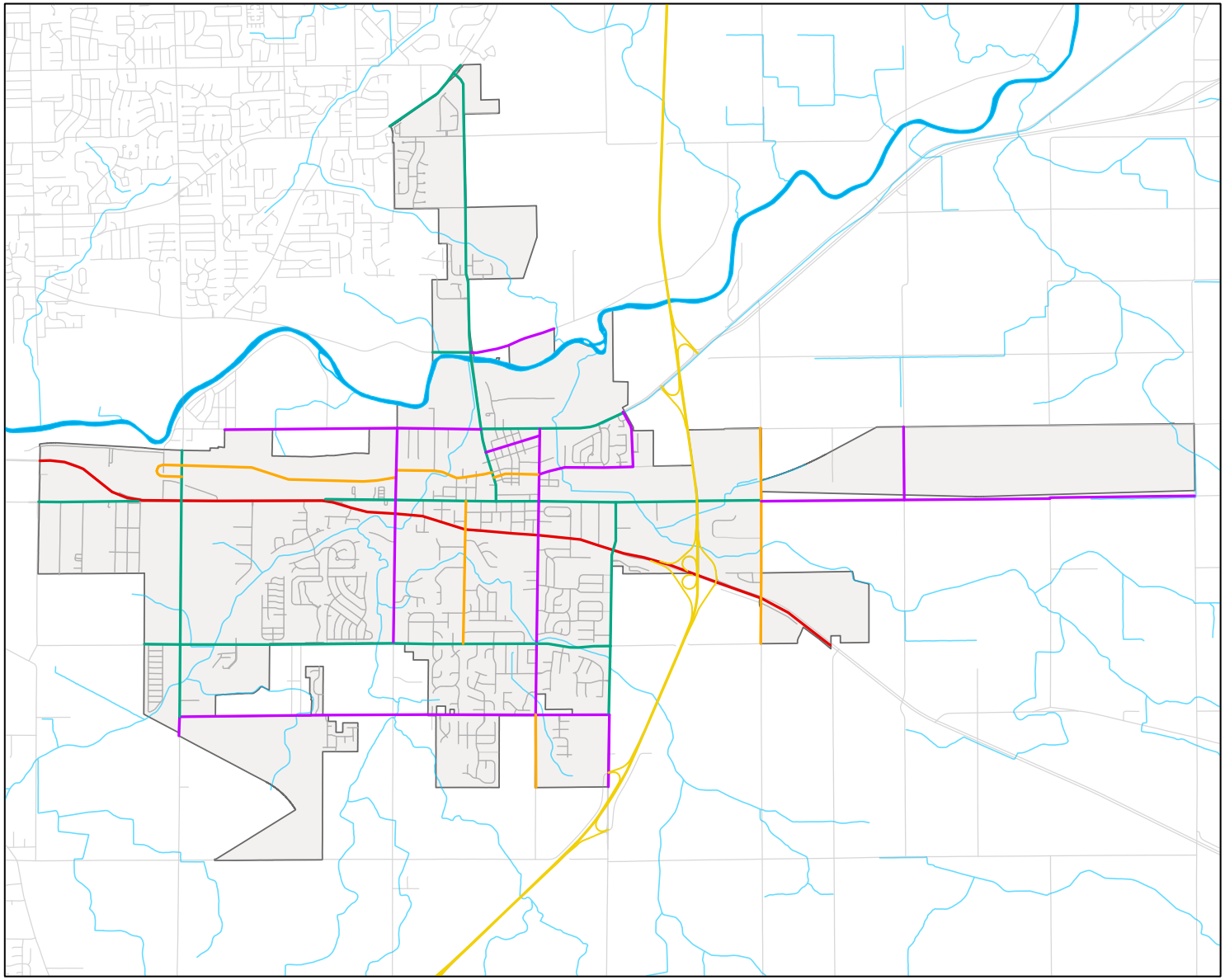
The National Functional Classification system recognizes the SR 930 alignment as a Primary Arterial. The alignment of New Haven Avenue to SR 930 to Lincoln Highway is classified as a minor arterial to the east and west of the SR 930 alignment. The Lincoln Highway corridor plan recommends the reconstruction of Lincoln Highway / SR 930 as a boulevard. A boulevard design typology can maintain the Primary Arterial classification, while prioritizing the local aesthetic values and the historic alignment between downtown New Haven and Fort Wayne that runs from Lincoln Highway to New Haven Avenue.

PARKS AND NATURAL FEATURES

The Maumee Rivergreenway Trail and the Maplecrest Trail offer vital connections to recreation destinations throughout Allen County, like Kreager Park. The gap in pedestrian and bicycle connectivity between these facilities and the New Haven Community Center represents a significant deficiency in the regional park and nonmotorized systems. The local network connection between the bike lanes on Lincoln Highway and the New Haven Community Center is equally important to rectify.

CORRIDOR ZONING

More than 50% of the 13 current zoning districts are present within the Lincoln Highway corridor study area, including I1, I2, C3, C4, SC, R1 and R3. This aligns with the lack of uniform character throughout the district. A form-based code that supports mixed use development is recommended to implement the land use vision for the corridor.



NFC Roadway Classifications

City of New Haven, Allen County, Indiana

LEGEND

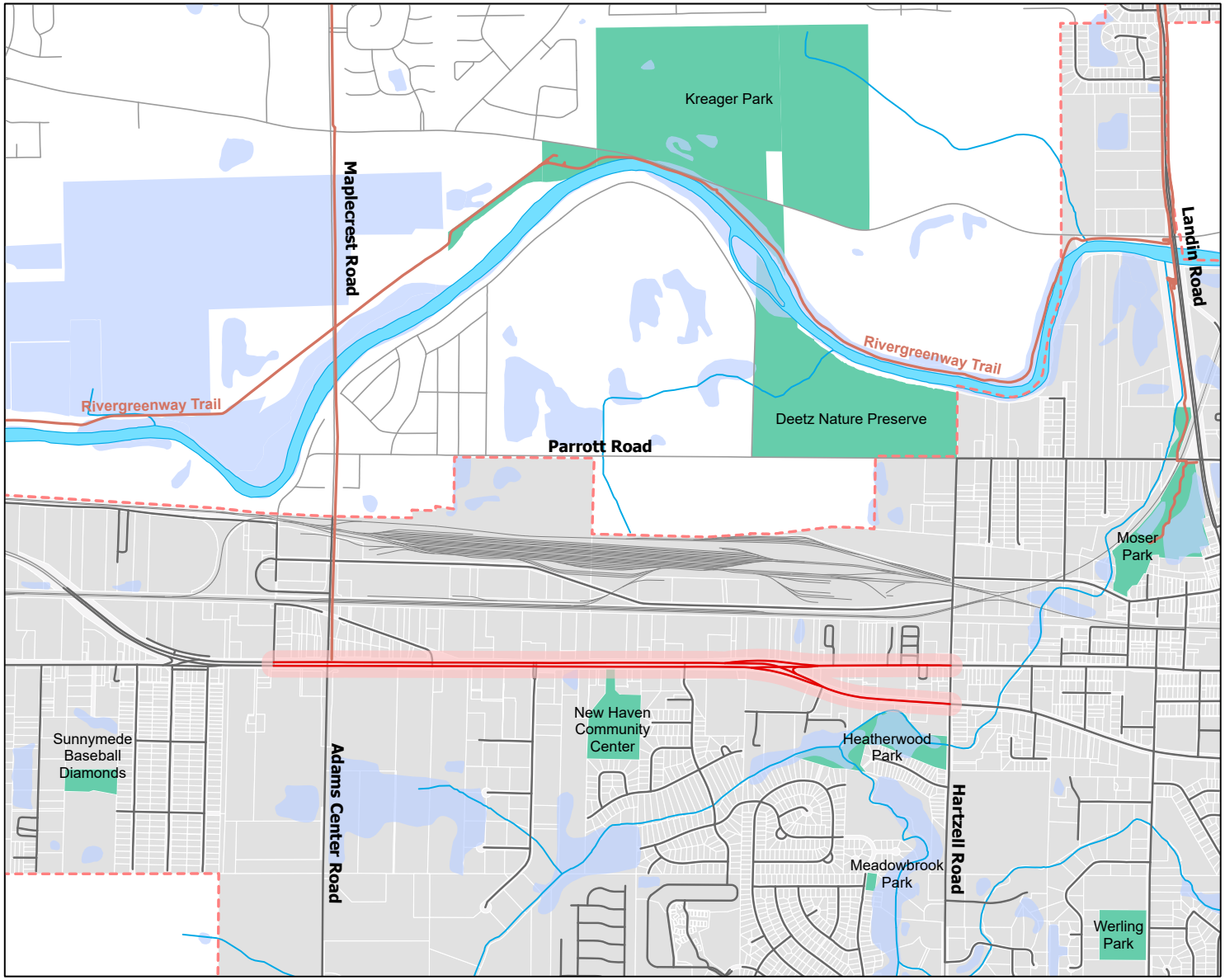
- Interstates
- Primary Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Streets
- New Haven City Boundary

0 0.75 1.5

Miles

Map Feature Source: Allen County GIS 2022.
City of New Haven GIS 2022. Indiana
MAP Public Data 2022. McKenna 2022.

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Parks and Natural Features

City of New Haven, Allen County, Indiana

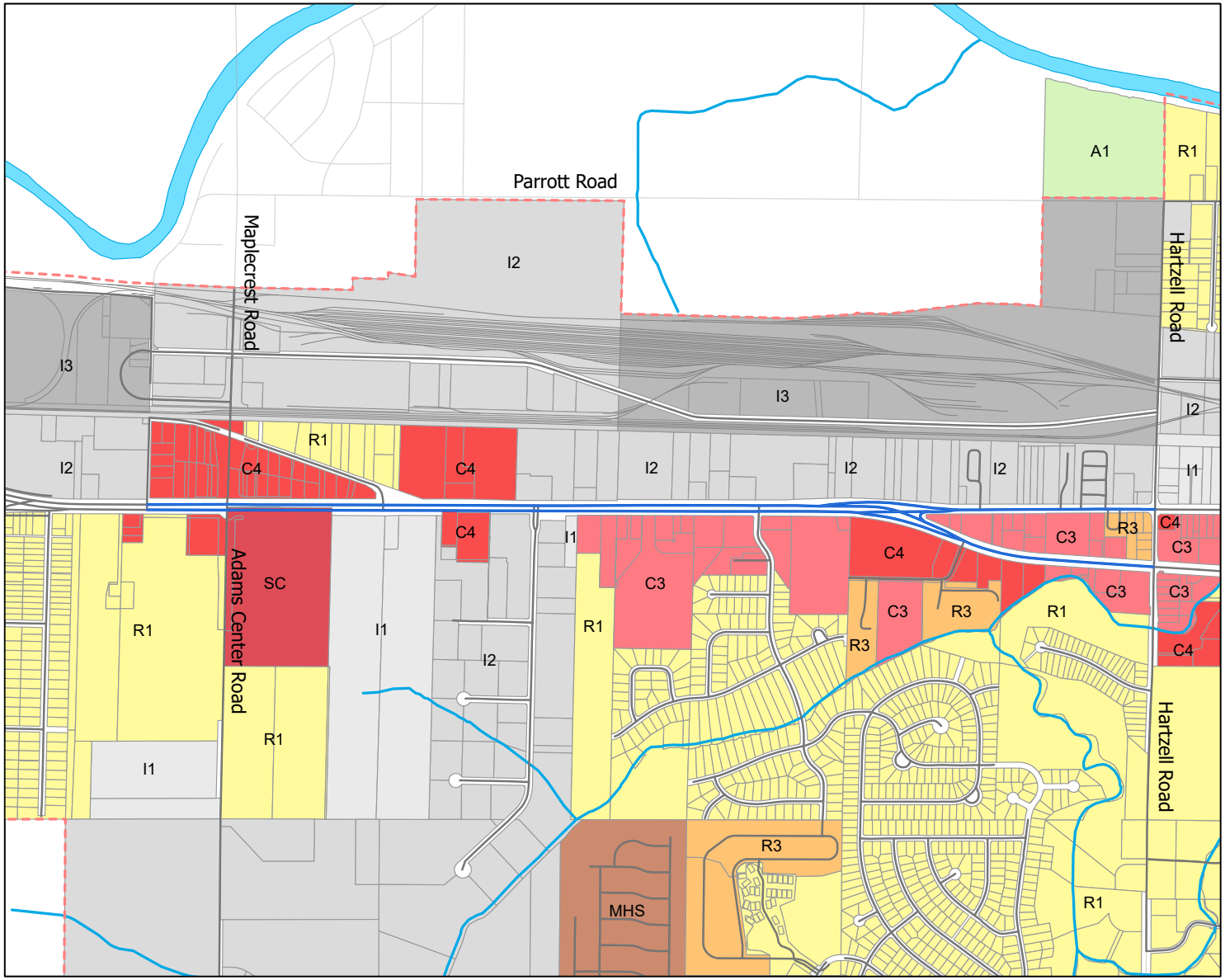
LEGEND

- Corridor Study Area
- Regional Trails
- Creeks and Streams
- Maumee River
- Wetlands
- Parks and Open Space
- New Haven City Boundary

0 0.25 0.5 Miles

Data Source: City of New Haven 2022. Indiana Map Open Data Hub 2022. McKenna 2022.

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Corridor Zoning

City of New Haven, Allen County, Indiana

LEGEND

- A1 - Agricultural
- C1 - Professional Office and Personal Services
- C3 - General Commercial
- C4 - Intensive Commercial
- SC - Shopping Center
- I1 - Limited Industrial
- I2 - General Industrial
- I3 - Intensive Industrial
- MHS - Manufactured Home Subdivision
- R1 - Single Family Residential
- R2 - Two Family Residential
- R3 - Multiple Family Residential
- R4 - Flex Residential

0 0.2 0.4 Miles

Data Source: City of New Haven 2022. Indiana Map Open Data Hub 2022. McKenna 2022.

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MARKET CONDITIONS

MARKET ANALYSIS SUMMARY

The planning team evaluated market data to determine if there was room for growth in retail uses along the Lincoln Highway corridor. The team conducted a detailed field inventory of existing businesses within the study area and examined market data within a 5-, 10-, and 15-minute drive. The team then examined the transportation network and other regional retail destinations and defined a primary trade area and a total trade area for the corridor. The primary trade area reflects people that live in the area and are likely to travel to the Lincoln Highway corridor for daily needs. The total trade area reflects people that are likely to travel to the Lincoln Highway corridor for specialty goods and services and want-based shopping activities. Based on the field inventory and review of market data provided through ESRI business analysis, the following market trends are projected for the Lincoln Highway corridor.



GROWTH MARKETS

Uses with room for market growth or unmet demand within the primary or total trade area:

- Food and beverage stores
- Grocery stores
- Food services and drinking places
- Books and music stores
- Office supply, stationary, gift shops
- Used merchandise stores

POTENTIAL GROWTH MARKETS

Uses somewhat represented but with potential for market growth or unmet demand within the primary or total trade area:

- Specialty food services
- Shoe stores

OVERSERVED, NO GROWTH MARKETS

Uses that are over-represented that may decline in market share or are over-supplied within the primary or total trade area:

- Motor vehicle and parts dealers
- Auto dealers
- Other motor vehicle dealers

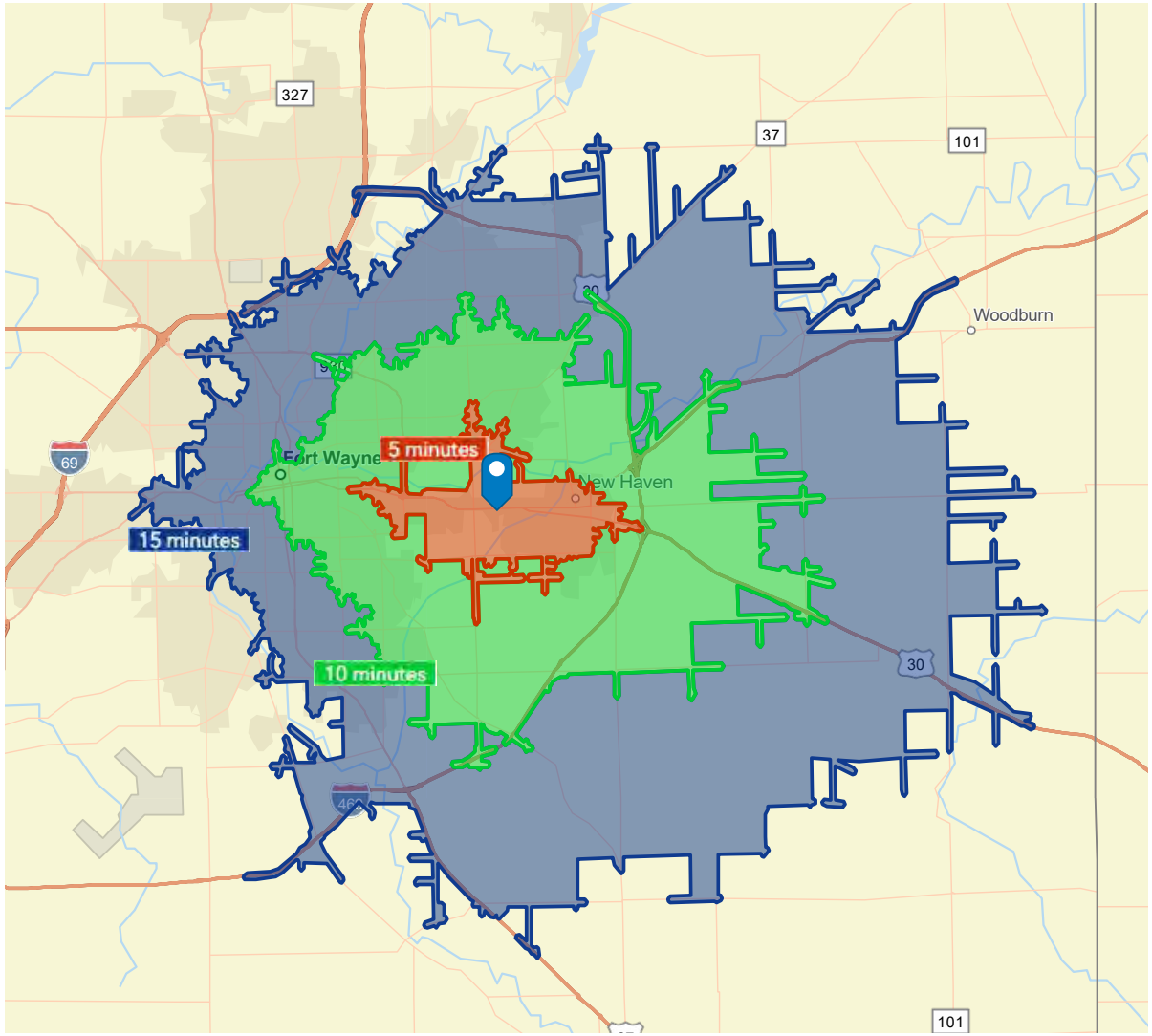


Figure 1. 5, 10, 15 minute drive times to Lincoln Highway corridor study area.

PRELIMINARY COMMERCIAL MARKET ANALYSIS

A brief study was undertaken in early 2022 to inventory and analyze the existing retail choices in and around the Lincoln Highway corridor, and test the potential for the corridor to accommodate additional retail square footage. A thorough inventory of all retail businesses within the corridor study area was taken in-person in December 2021, and trade areas were defined based on prior experience, drive times, and study of the existing commercial development throughout New Haven, Fort Wayne, and Allen County.

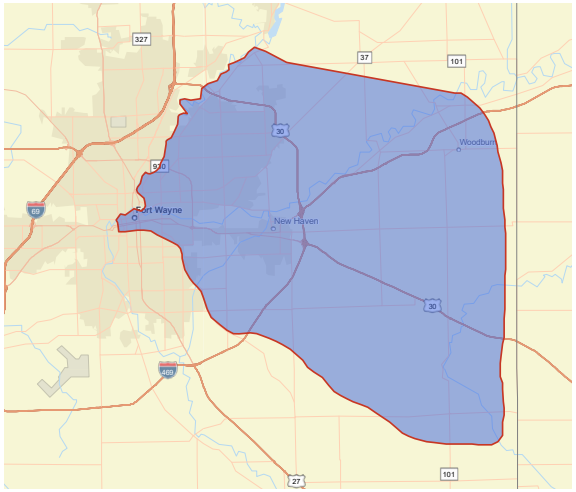


Figure 2. Illustration of total trade area.

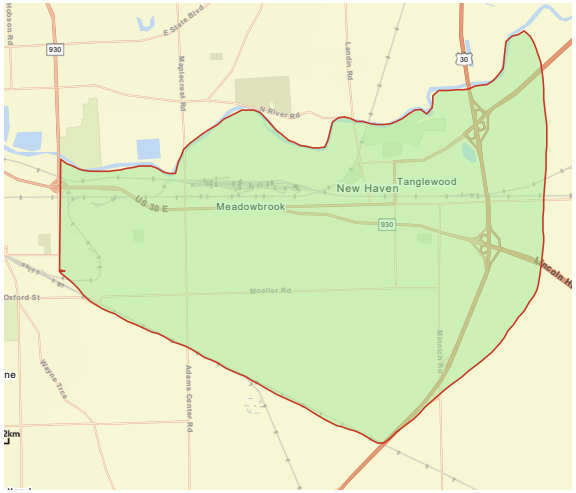


Figure 3. Illustration of primary trade area.

TOTAL TRADE AREA

The Total Trade Area for the Lincoln Highway corridor is depicted in Figure 2. Consumers living in the Total Trade Area will generate 70 to 95 percent of the total sales captured in the Study Area. This area includes the Downtown and northeastern portions of Fort Wayne, and extends outside the Interstate 469 bypass along the SR 37, U.S. 30, and U.S. 24 corridors into rural eastern Allen County. The Study Area is most conveniently accessed from the east along the U.S. 30 and U.S. 24 corridors for rural residents as far east as the Ohio state line.

PRIMARY TRADE AREA

A smaller, Primary Trade Area was also defined, and is depicted in Figure 3. Consumers living in the Primary Trade Area will generate 60 to 75 percent of the total sales captured in the Study Area. This area includes the Study Area, New Haven, and the residential areas south of the Study Area. The growth and development of eastern Fort Wayne has occurred north of the Maumee River, and the commercial nodes that serve this area are generally located on the Coliseum Boulevard, Maysville Road, and Maplecrest Road corridors. Given the limited number of crossings of the Maumee River, consumers living in the Primary Trade Area will choose to shop and dine in the Study Area over areas north of the river, due to the Study Area's relatively easy accessibility – assuming that the right mix of goods and services exist in this area to serve them.

Within the total trade area there are several well established commercial areas that provide services to residents, including downtown Fort Wayne, downtown New Haven, I-469 interchanges, the Maplecrest corridor and the Coliseum corridor, as illustrated on the Corridor Trade Area Map on page 35.

NEW HAVEN SUBMARKET COMMERCIAL REAL ESTATE ANALYTICS

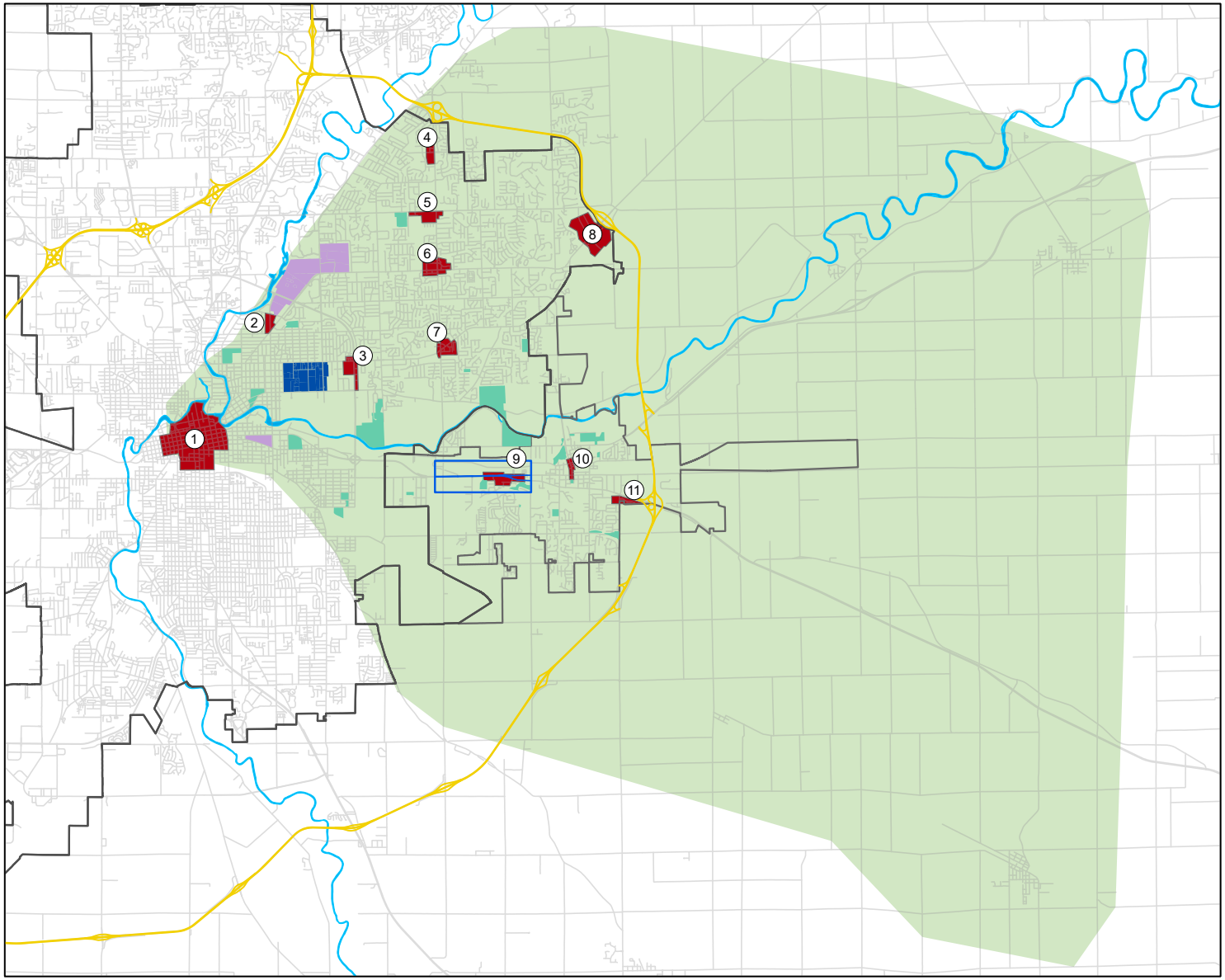
According to January 2022 data from CoStar group and Gibbs Planning Group, the overall New Haven retail submarket contains 1.5 million square feet (sf) of retail space. The submarket's current average retail market rent is $9.36/sf, a figure that has increased 3.1% from the year prior. This growth rate is the strongest rate of annual retail rent growth observed over the past five years, and outpaces the 1.4% annualized average over the past three years. The current retail vacancy rate is 2.5%, which has decreased by 2.4% over the past year and is below the submarket's 10-year average retail vacancy rate of 4.3%.

In terms of new development, no retail space was delivered in the submarket over the past year, nor is any currently under construction. In fact, no retail space has been delivered in the submarket over the past three years.

Retail investors are reasonably active in New Haven, and last year's sales volume (at $6.5 million) was over four times the submarket's 10-year historical average (at $1.6 million). However, over the past year the submarket's retail properties sold for an average of $94/sf, considerably lower than the region's average pricing. The submarket's cap rate, at 8.3 percent, is only a few basis points lower than last year's number.

TOTAL TRADE AREA RETAIL ANALYTICS

According to January 2022 data from CoStar group and Gibbs Planning Group, the Total Trade Area includes 7.1 million sf of retail space. The current average retail market rent in the trade area is $11.81, up from $11.55 one year ago. The current retail vacancy rate is 4.3%, which has decreased by 0.8% over the past year and is below the trade area's 10-year average retail vacancy rate of 6.2%. No retail space was delivered in the trade area over the past year, nor is any retail space currently under construction. Retail sales volume in the trade area over the past year reached $33.4 million and properties sold at an average of $134/sf (and at an 8.3% cap rate).



Corridor Trade Area

City of New Haven, Allen County, Indiana

- Trade Area
- Hospitals and Medical Facilities
- Higher Education Institutions
- Parks and Recreation Areas
- Interstates
- Corridor Study Area
- Commercial Nodes
  1. Downtown Fort Wayne
  2. North Anthony Boulevard
  3. Coliseum and State Boulevard
  4. Maplecrest and Rothman Road
  5. Maplecrest and St Joe Center Road
  6. Maplecrest and Stellhorn Road
  7. Maplecrest and State Boulevard
  8. I-469 and Maysville Road
  9. SR-930 Lincoln Highway (Study Area)
  10. Downtown New Haven
  11. SR930 Lincoln Highway and Minnich Road

0 1.5 3 Miles

Map Feature Source: Allen County GIS 2022.
City of New Haven GIS 2022. Indiana
MAP Public Data 2022. McKenna 2022.

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GAP ANALYSIS

Using March 2022 data from the U.S. Census Bureau and ESRI, an initial retail gap analysis was conducted to analyze retail and restaurant sales by category in the Primary and Total Trade Areas. Categories are as defined in the North American Industry Classification System (NAICS). This analysis examined any potential oversupply (market saturation) or undersupply (gap) of a given category in the trade areas based on consumer spending and number of business establishments.

Observations on which retail and restaurant categories have achieved market saturation in the Study Area, and which categories have potential for growth, are summarized in the following Table.

Table 1. Lincoln Highway Corridor Gap Analysis

NAICS Code	Retail Category	Analysis	Conclusion
4482	Shoe Stores	**100% of sales in these categories are leaking out of the Primary Trade Area**, due to a lack of businesses furnishing these categories. The Total Trade Area is a net importer of sales in these categories, meaning residents of the Primary Trade area are likely traveling elsewhere within the Total Trade Area to purchase in these categories.	**Potential for Growth**
7223	Special Food Services		
445	Food & Beverage Stores	The Total Trade Area is a net exporter of sales in these categories, meaning residents of both Trade Areas are leaving the Total Trade Area to meet some of their needs. However, the smaller Primary Trade Area within it is **overperforming**, relative to the Total Trade Area, due to the relatively small number of businesses in the Primary Trade Area.	**Potential for Growth**
4451	Grocery Stores		
441	Motor Vehicle & Parts Dealers	The Primary Trade Area is a big importer of sales in these categories from the entire region. This is evidenced by the number of automobile-related businesses identified in the Study Area. While this specialization brings in outside dollars to the Study Area, there is no need to focus on attracting additional businesses in these categories.	Market Saturation
4411	Auto Dealers		
4412	Other Motor Vehicle Dealers		
722	Food Services & Drinking Places	Both the Primary and Total Trade Areas are net importers of restaurant sales from the region. This is due in part to the presence of long-distance through traffic on major highways. Due to the low share of restaurants in the Primary Trade Area, there is room for growth. Restaurants tend to perform stronger when they are clustered together in a walkable district.	**Potential for Growth**
7225	Restaurants & Other Eating Places		
4512	Book, Periodical & Music Stores	100% of sales in these categories are leaking out of Primary Trade Area, due to a lack of businesses furnishing these categories. There is additionally net leakage in these categories out of Total Trade Area. **These categories are underserved.**	**Potential for Growth**
4532	Office Supply, Stationery & Gift		
4533	Used Merchandise Stores		



CORRIDOR VISION

The Lincoln Highway corridor plan studied an approximately 1.5-mile segment of SR 930, stretching from just east of Maplecrest Road to Hartzell Road. The corridor is strategically located on the east side of the Fort Wayne region, connecting to bus transit, Interstate 469, US 24, US 30, and communities that lie to the east, like Woodburn, Antwerp, Edgerton, and Monroeville. The corridor is making vital local connections to parks, neighborhoods and commercial services. The Lincoln Highway corridor currently has a mixture of industrial and automotive uses along with local commercial services and residential uses. The mixture of uses along the corridor lend well to a vision for iterative redevelopment that focuses on mixed uses and traditional urbanism. Connections to neighborhoods, parks, and downtown must put people first and protect vulnerable users of the roadway. Further, intergenerational aesthetic enhancements that utilize durable materials with an emphasis on a soft natural color pallet and durable materials like concrete, stone, and metal will support long-term private sector investment in redevelopment. The City, in creating a vision for the Lincoln Highway corridor, can lead by example with infrastructure investment that prioritizes people and placemaking. The City's investments in the Lincoln Highway corridor to make it a safe place to walk and bike can support market investments in redevelopment to make it a safe place to live and shop.



DESIGN OBJECTIVES

Increase nonmotorized connections throughout corridor area

- Connections to downtown and regional trails
- Connections to schools and neighborhoods
- Connections to parks and businesses

Enhance corridor aesthetics through sustainable design

- Repurpose excess pavement into functional and usable spaces
- Encourage stormwater mitigation and green infrastructure
- Consider new lighting and landscaping features along corridor

Increase accessibility to key employment centers and retail amenities

- Bolster public transit connections between corridor and greater Fort Wayne region
- Address access management challenges along corridor

Encourage compatible land uses that create a cohesive, unified corridor

- Create opportunities for new housing types and residential investment
- Create environment where businesses seek to invest and expand

02

DESIGN FRAMEWORK

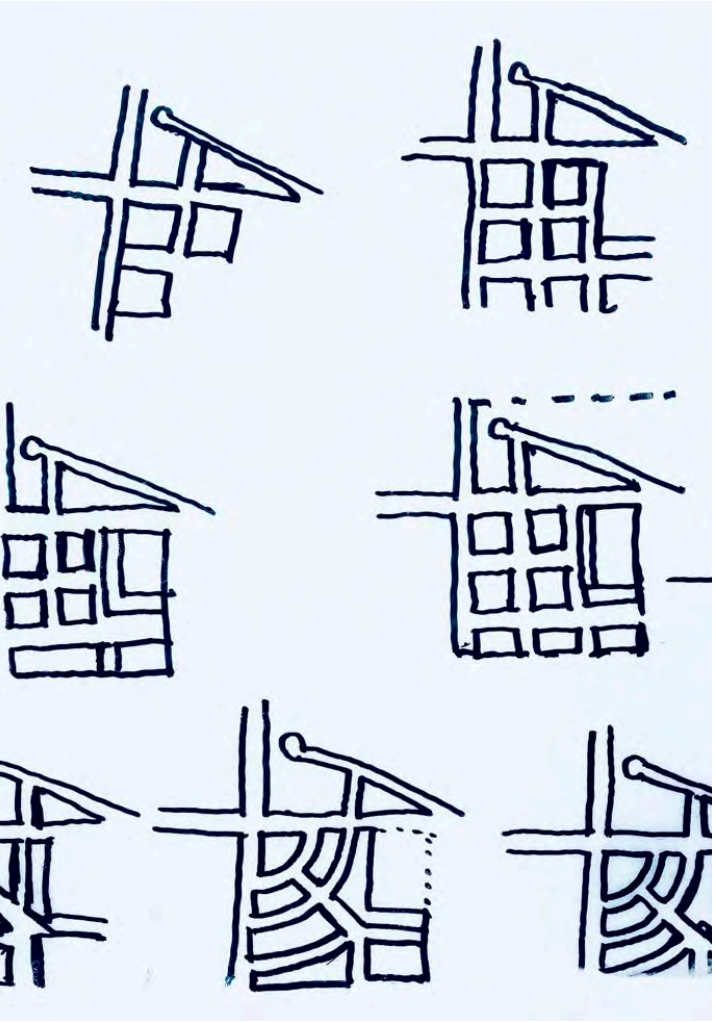
Urban Design Framework

Preferred Corridor Design Concept

Maplecrest Development Concept

Lincoln Highway Development Concept

Land Use Plan



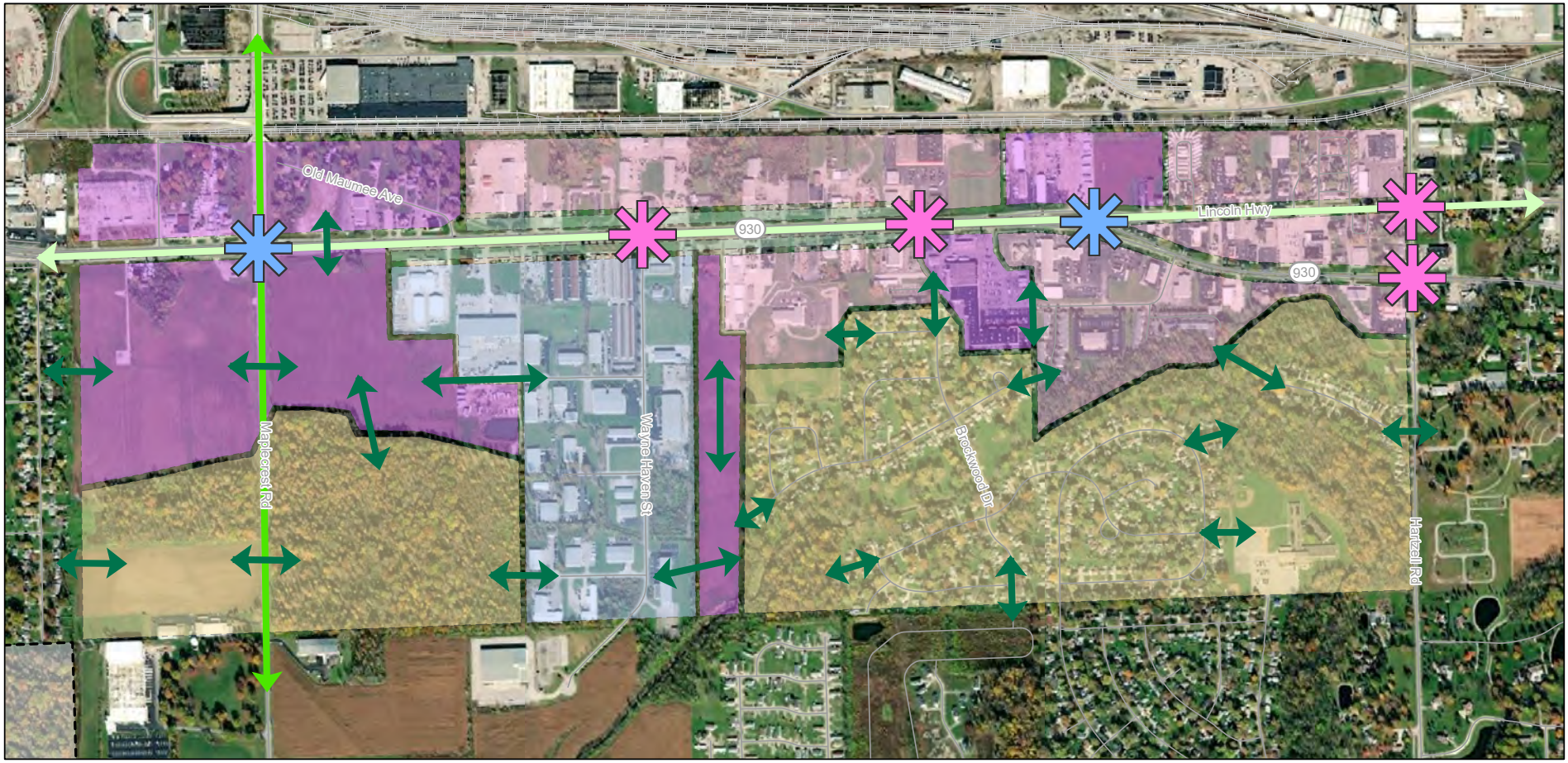
URBAN DESIGN FRAMEWORK

SCENARIO PLANNING

The Lincoln Highway corridor planning team utilized scenario planning to evaluate potential development around two key project sites in the City: the “Crescent” site, at Maplecrest, that focuses on a large greenfield at the Maplecrest and Lincoln Highway intersection and the “Point” site at the Lincoln Highway / SR 930 split, that focuses on a redesign of the channelized intersection of SR 930 and Lincoln Highway.

The scenarios tested recommendations for development intensity using plan schematics, perspective views and preference discussions with the Steering Committee. The feedback from the three alternatives was incorporated into one preferred concept for each area.

The preferred development scenario indicates the desired physical and economic patterns; including the desired form of land, buildings, lots, blocks, and use mix. The existing roadway conditions like utilities, traffic speed, traffic volumes, and right-of-way constraints, as well as the preferred cross section for Lincoln Highway was incorporated into the concept for each site.



Lincoln Highway Urban Design Framework

City of New Haven,- Allen County, Indiana

November 30, 2022

LEGEND

- Local Trail Connections
- Improve Bike / Pedestrian Connections
- Regional Trail Connector
- Gateways / Intersection Redesign
- Transitions / Crossings
- Planned City Scale Redevelopment
- Support Industrial Development
- Neighborhood Connections
- Mixed Uses / Opportunistic Development
- Landscaping and Furnishing Improvements

0 500 1,000 Feet

Basemap Source: ERSI 2022.
Data Source: City of New Haven 2022. McKenna 2022.

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URBAN DESIGN FRAMEWORK MAP

The Urban Design Framework is informed by site research, design constraints, and transportation system examination. This analysis will provide a basis for corresponding recommendations of preferred plan elements for the corridor. The following concepts are illustrated on the corresponding Lincoln Highway Urban Design Framework Map on page 41.

LOCAL TRAIL CONNECTIONS

The City has completed installation of bike lanes on Lincoln Highway east of the intersection with SR 930 connecting to Downtown via Broadway and adjacent neighborhoods. The redesign of the Lincoln Highway corridor offers a unique opportunity to further capitalize on this investment by completing the connection between these facilities and the regional trail connections at Maplecrest. Completing this significant gap in the local bicycle and pedestrian system can be addressed by reconstructing or retrofitting the SR 930 portion of the roadway.

REGIONAL TRAILS: MAPLECREST TRAILS AND MAUMEE PATHWAY

The Maplecrest Trail and the Maumee Rivergreenway trail are part of the Fort Wayne Trails system and provide vital connections for City residents to regional destinations via walking and biking. The creation of clear and convenient bicycle route or bicycle path connections that connect to these systems is a foundational objective of the corridor's design.

IMPROVE BIKE AND PEDESTRIAN CONNECTIONS

Within a ½ mile of the Lincoln Highway corridor there are several neighborhoods that would benefit from additional connections to shopping and recreational destinations. Connecting to a street grid enhances walkability, and in contrast, unconnected streets can isolate neighborhoods from desirable destinations. The City of New Haven's neighborhoods could be connected to new improvements on the Lincoln Highway corridor with short and strategic bicycle and pedestrian pathways. Where possible, new streets can be connected to newly planned developments to create a block pattern and increase vehicle connectivity as well.

There are naturally occurring places where increased connectivity is desirable, such as short gaps between streets, or rear-connections to sites that front on Lincoln Highway. Such opportunities have been illustrated on the Urban Design Framework Map with short dark green arrows.

GATEWAYS AND INTERSECTION REDESIGN

The Maplecrest intersection and the SR 930 / Lincoln Highway intersection can become gateways with a regional landmark potential. These locations have the potential of defining the corridor in the minds of residents and visitors alike by the impressions that they create. Monuments, pocket parks, and sculptural elements with compelling corridor branding and design can achieve this kind of impact. These high-impact features, combined with landscaping improvements, lighting, furnishing enhancements will transform Lincoln Highway from a through-street to a to-street.

TRANSITIONS AND CROSSINGS

Pedestrians and bicyclists are recommended to be the priority modes for crossing at each signalized intersection. The pedestrian crossing signal phase should be designed to include a Lead Pedestrian Interval (LPI) to allow non-motorized traffic to safely start the crossing movement prior to a vehicle stream. Corridor redesign must create safe and frequent connections between the north and south sides of the streets for functional nonmotorized travel to be practical.

While there are signalized crossings every half-mile or less along the corridor, within new developments, it may be necessary to consider stop signs or beacons to control traffic and prioritize pedestrian movements. A HAWK beacon (high-intensity activated crosswalk beacon) is a traffic control device used to stop road traffic and allow pedestrians to cross safely. They are often used for mid-block crossings where there are no traffic signals, flashing lights, or stop signs.

PLANNED CITY SCALE REDEVELOPMENT

The areas around the Maplecest intersection, the SR 930/Lincoln Highway intersection, and a 17-acre site east of Wayne Haven Street that borders the New Haven Parks and Recreation Department facility are planned for city scale redevelopment. Within these areas, new development will be planned to be destinations for entertainment, shopping, working and living in a compact, walkable environment. New uses within each of these areas and their respective existing adjacent uses will be compatible and designed to minimize adverse impacts on residents. New buildings along designated frontages will be constructed to a build-to-line at the right-of-way or sidewalk edge with a shopfront-style private frontage.

Sites designated as city scale redevelopment sites are those that could have a major impact on the community as a whole as a result of the scale or nature of their potential development. These sites include underutilized shopping areas and several greenfields. Civic uses, like the Parks and Recreation Department facility, can serve to anchor retail centers and restaurants in new city scale developments.

SUPPORT INDUSTRIAL DEVELOPMENT

At first consideration, the existing land use pattern on the Lincoln Highway corridor is characterized by inconsistency and seemingly unharmonious adjacencies between commercial services, heavy trucking, auto-services, underperforming agriculture, and even residential uses. A more sophisticated perspective acknowledges the historic uses of Lincoln Highway / US 30, which facilitated interstate transportation and tourism the later modernization of highway design. The current configuration of SR 930 led to a larger development emphasis on capturing regional shopping trips and accommodating edge-city industrialization. The existing industrial businesses, heavy-trucking facilities, and automobile service uses, while not consistent with the future vision for the corridor, can be mitigated through site improvements and supported through City policy. Over time, sites that do not realize the highest and best use may transition through market-based decisions. Thriving industrial businesses with appropriate design considerations that mitigate adverse effects on residents and adjacent sites will contribute to realizing the economic and social vision of the corridor.

NEIGHBORHOOD CONNECTIONS

As the Lincoln Highway corridor redevelops, current and future residents will desire reasonable proximity to new developments, entertainment, shopping, recreation opportunities and green space. Connecting new developments to existing and future neighborhoods adds value to both redevelopment areas and the neighborhoods. Walkable and connected neighborhoods with access to parks, shopping, and employment destinations will support the vision for the transformation of the Lincoln Highway corridor.

MIXED USES AND OPPORTUNISTIC REDEVELOPMENT

Sites designated as mixed uses and opportunistic redevelopment represent sites that could be transformed by mixed use redevelopments or residential developments, including row houses or loft-style apartments. Many of these sites are ripe for change based upon development potential. However, the existing site uses are compatible with the redevelopment vision and would be enhanced with other design improvements along the corridor. The realization of untapped potential at any of these locations represents a significant opportunity for the corresponding property owners or developers, but can be achieved iteratively through developer-initiated projects.

LANDSCAPING AND FURNISHING IMPROVEMENTS

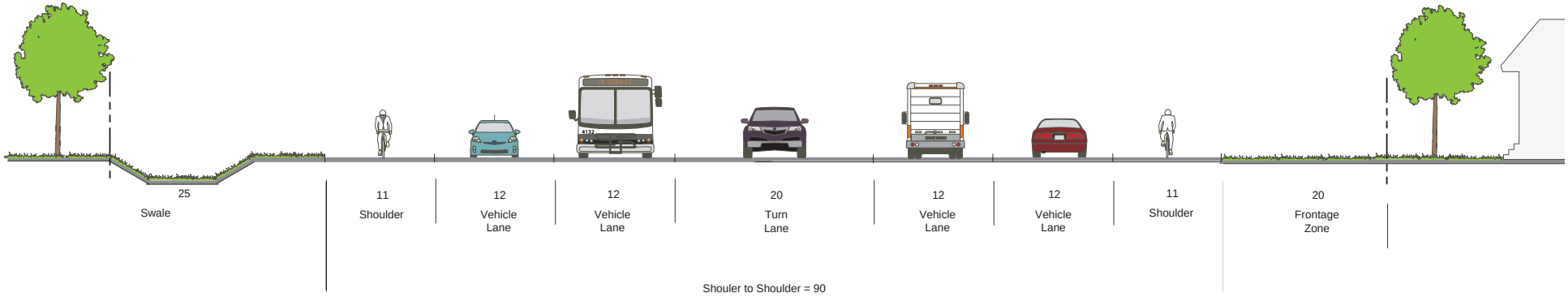
The areas fronting on the corridor between the city scale redevelopment sites should be prioritized for softening with multiuse paths, trees, plantings, benches, lighting enhancements, and other design amenities.

PREFERRED CORRIDOR DESIGN CONCEPT

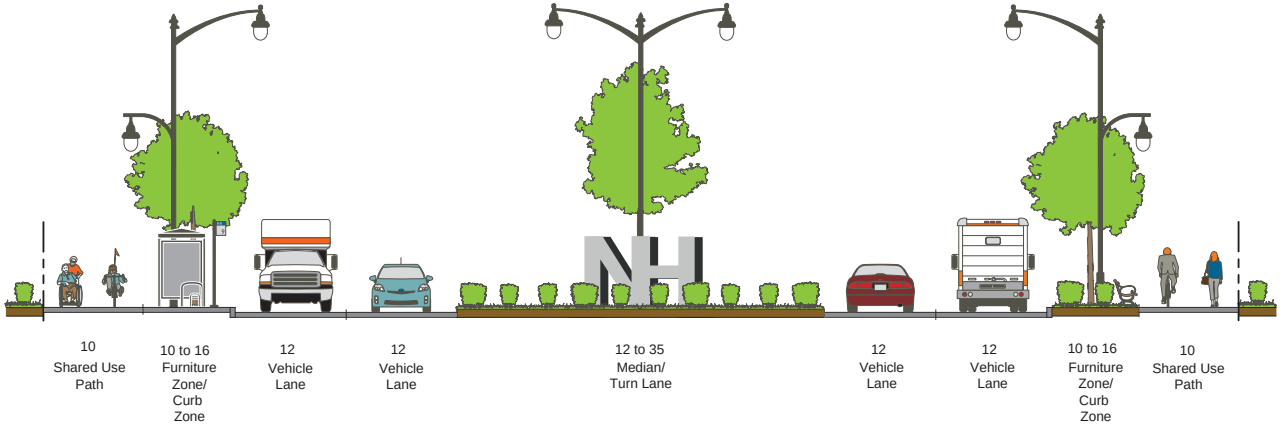
The Point at Lincoln Highway / 930 and the Crescent at Maplecrest are places to prioritize for reinvestment and mixed-use redevelopment. Between these focal points, gateways and other design elements are used to improve aesthetics and create a sense of identity. Elements like landscaping, furnishings and identity signs are recommended to be consistently utilized along the corridor with more substantial investments in hardscaping, pedestrian crossings, medians, street furniture and on-street parking being made around the redevelopment areas.

TYPICAL EXISTING CROSS SECTION

The typical existing cross section of the Lincoln Highway corridor includes five vehicle lanes; however, the center turn lane well exceeds a target dimension for a two-way turn lane, which typically ranges from 10 to 14 ft. There are few places where sidewalks are provided and people can be frequently observed walking or biking along the expansive shoulders. Power lines, open drains, and guard rails exist throughout the corridor. With few exceptions, most buildings are set back from the outer shoulder by more than 30-feet. The character of the corridor is that of a modern suburban highway designed for limited land access with maximum speed and vehicle capacity.



State Rte. 930, West of Wayne Haven St.



PREFERRED CROSS SECTION: BOULEVARD WITH MEDIAN MULTIUSE PATHS

The preferred reconstruction cross section incorporates multiuse paths on both sides of the corridor with landscape medians, pedestrian scale lighting, and identity features throughout. Shrubs, planters, and ground cover should be utilized in a manner that minimizes maintenance needs, particularly in medians. The center medians should be installed to limit the potential for vehicle conflicts and provide ample opportunity for accessing existing land uses. When it's desirable to limit left turns for access management, motorists can use the quadrant intersection at Maplecrest or the roundabout at Lincoln Highway/SR 930 to circle around and visit their destination.

The preferred cross section will continue to support vehicle access to commercial business and neighborhoods while linking large-scale redevelopments with nonmotorized transportation options. Aesthetic enhancements include complete streets elements to improve connections, not just along the corridor, but also between downtown and residential areas to Maplecrest Trail and the Maumee River Trail. One limitation to the preferred cross section is that it does not accommodate on street parking, so new residential uses and retail uses must be designed on streets the run perpendicular to the corridor.

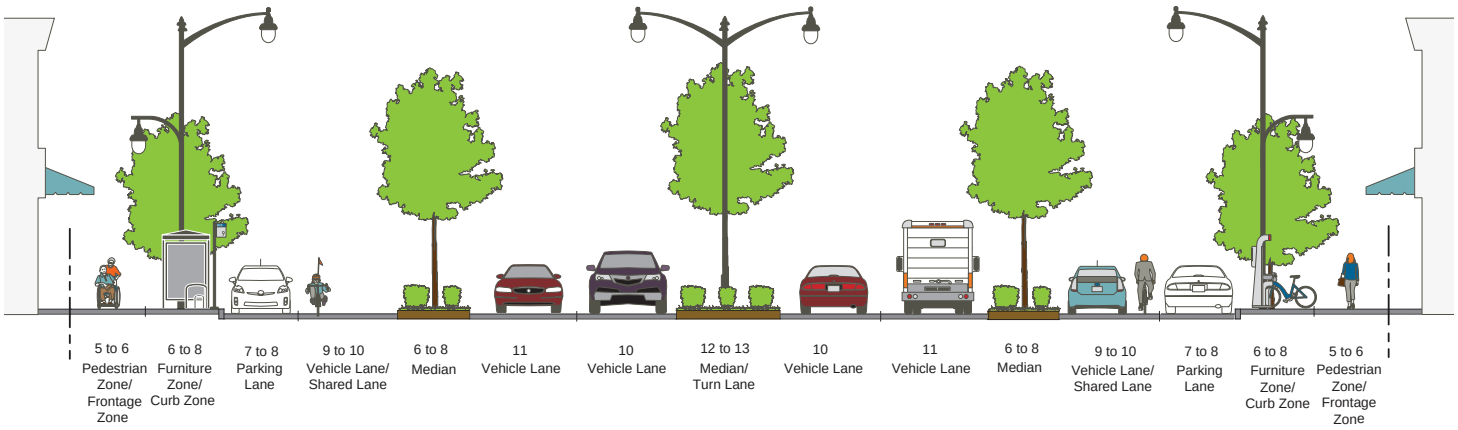


MULTIUSE PATH DESIGN

Multiuse paths may be paved concrete or asphalt and installed wide enough to accommodate both pedestrians and cyclists. They shall be a minimum of 8-foot wide for periods of not more that 300-feet with 2 feet of clearance on either side of the path. The target dimension for a multi-use path is 10-feet, but wider may be appropriate in areas of bicycle and pedestrian congestion. In these areas, a separate 5-foot sidewalk can also be delineated. Multiuse paths will offer cyclists a safe place to bike off-street and connect to the bike lane that goes downtown. Since Lincoln Highway will be prioritized for biking and walking, multiuse paths should be installed on both sides of the street and parallel to the corridor. Efforts should be made to limit driveways crossing the multiuse path through access management and driveway consolidation.

TRAILS AND NEIGHBORHOOD CUT-THROUGHS

As shown on the Urban Design Framework map. It is highly desirable to install neighborhood bicycle and pedestrian connections in areas where grid retrofit is not feasible. Trails are a place for recreation as well as transportation. Paved trails are off-street paths, usually not paralleling a roadway. Trails should be installed at 10- to 12-foot width with additional clearance recommended. Cut-throughs offer pedestrians and cyclists shorter and more direct routes to adjacent residential neighborhoods, schools, or parks. They can be accommodated with short sections of sidewalk where a minimum trail dimension is not feasible.



ALTERNATIVE CROSS SECTION: BOULEVARD WITH MEDIANS AND SLIP STREETS

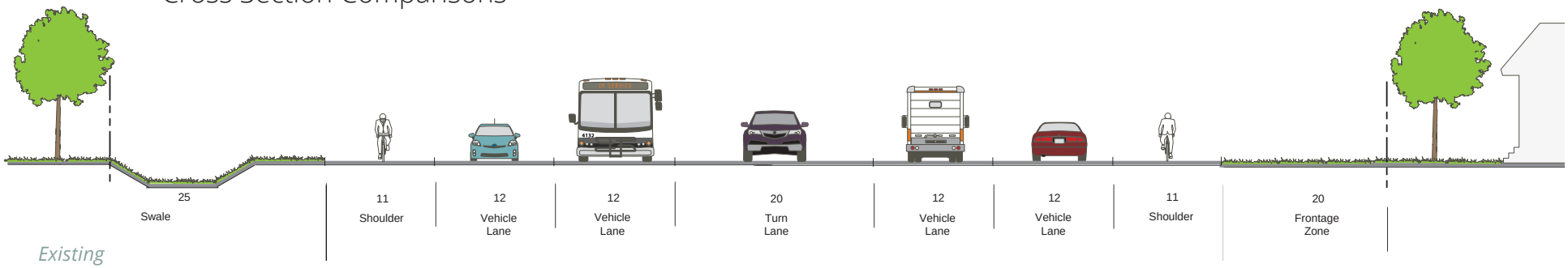
A boulevard with three medians and slip streets was also considered in the design process. This configuration has the advantage of creating more separation between through-traffic in the center lanes and local traffic in the slip street areas. The strip streets also provide the opportunity to include on street parking, on street biking, and greater separation from truck traffic for residential uses. This configuration requires a greater investment in reconstruction and does not accommodate existing land uses as well as the preferred cross section. Because the corridor has frontage areas in excess of 30-feet, it may be possible to utilize this approach on larger redevelop projects or iteratively through site design and zoning code amendments. A slip street configuration will allow for new infill opportunities for retail and residential housing to be designed parallel to the corridor.

ACCESS MANAGEMENT AND GRID RETROFIT

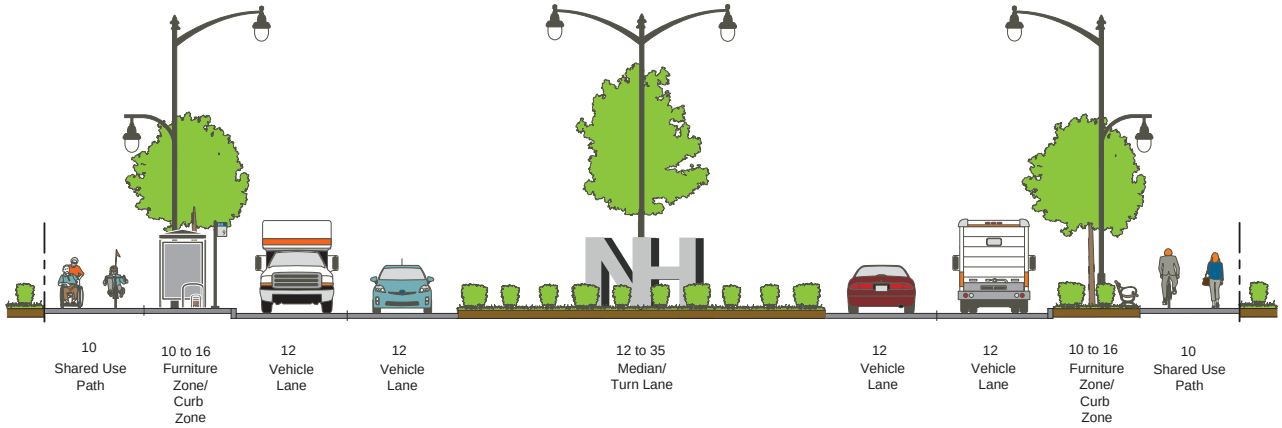
Another way to improve pedestrian and traffic circulation within the study area is through the application of access management. Access management reduces the number of points of access to the street from adjacent properties. This benefits pedestrians by reducing the number of points along a sidewalk where they may encounter a vehicle, and it benefits vehicular circulation by reducing the number of points for other vehicles to enter the street. Cross access should be required on the Lincoln Highway corridor and the total number of driveways should be reduced as sites are redeveloped. When possible, connecting new development to existing roads in the neighborhoods to the south of the corridor is recommended to enhance the system and improve multimodal access. Examples of access management and grid retrofitting are illustrated on the Urban Design Framework Map.

Cross Section Comparisons

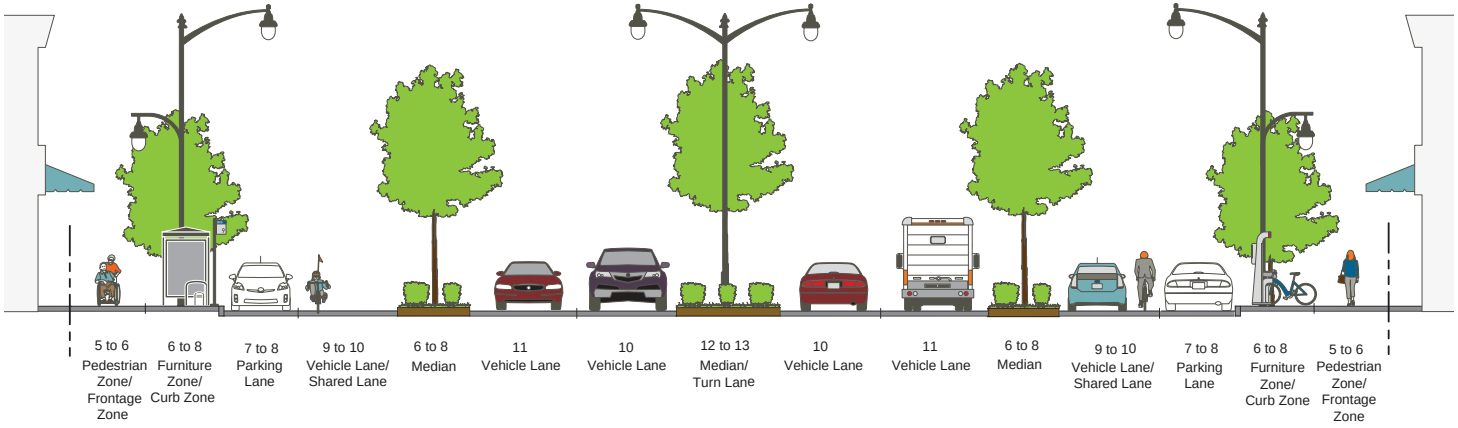
Existing



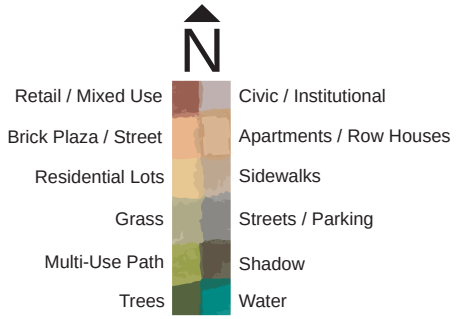
Preferred



Alternate

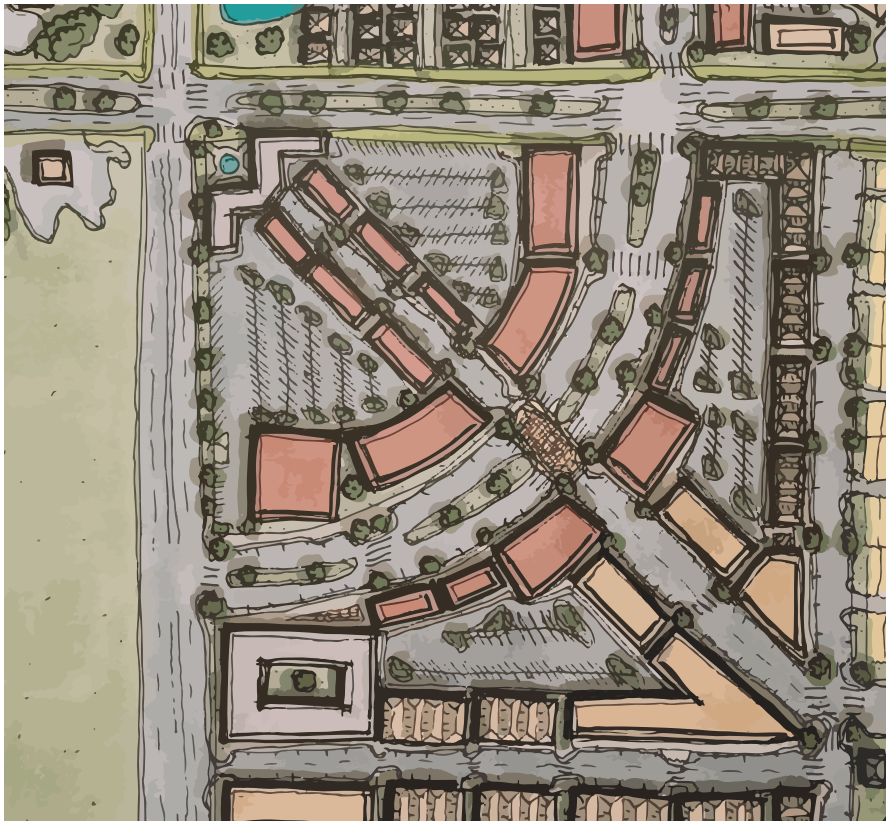


MAPLECREST DEVELOPMENT CONCEPT: “THE CRESCENT”



PREFERRED DEVELOPMENT CONCEPT

The preferred development plan for Maplecrest is city-scale mixed use development that fronts on a connected street grid pattern and offers new connections to the north across SR 930 and to the west across Maplecrest. The concept plan includes 140,000 square feet of retail and 80,000 square feet of office. The program includes 854 residential units in a mixture of 4-plexes, bungalow courts, rowhouses, duplexes, accessory dwelling units, loft-style apartments, and apartments above retail in mixed use buildings. Parking ratios are recommended at 2.5 spaces per thousand for office and retail, and 1 space for apartments. Parking for other residential uses will be in the buildings through rear access alleys or garages. The development scheme creates 220 on street parking spaces and 1100 spaces in surface parking lots. The “LHNH” sculpture will be oriented to view NH traveling east into New Haven, demarcating the transition from Fort Wayne into the City. From southbound Maplecrest the LH will be visible, raising the significance of Lincoln Highway within the Fort Wayne region. Smaller versions of this sculpture should be installed within medians between the quadrant and the roundabout.



930/Maplecrest. Illustration not drawn to scale.

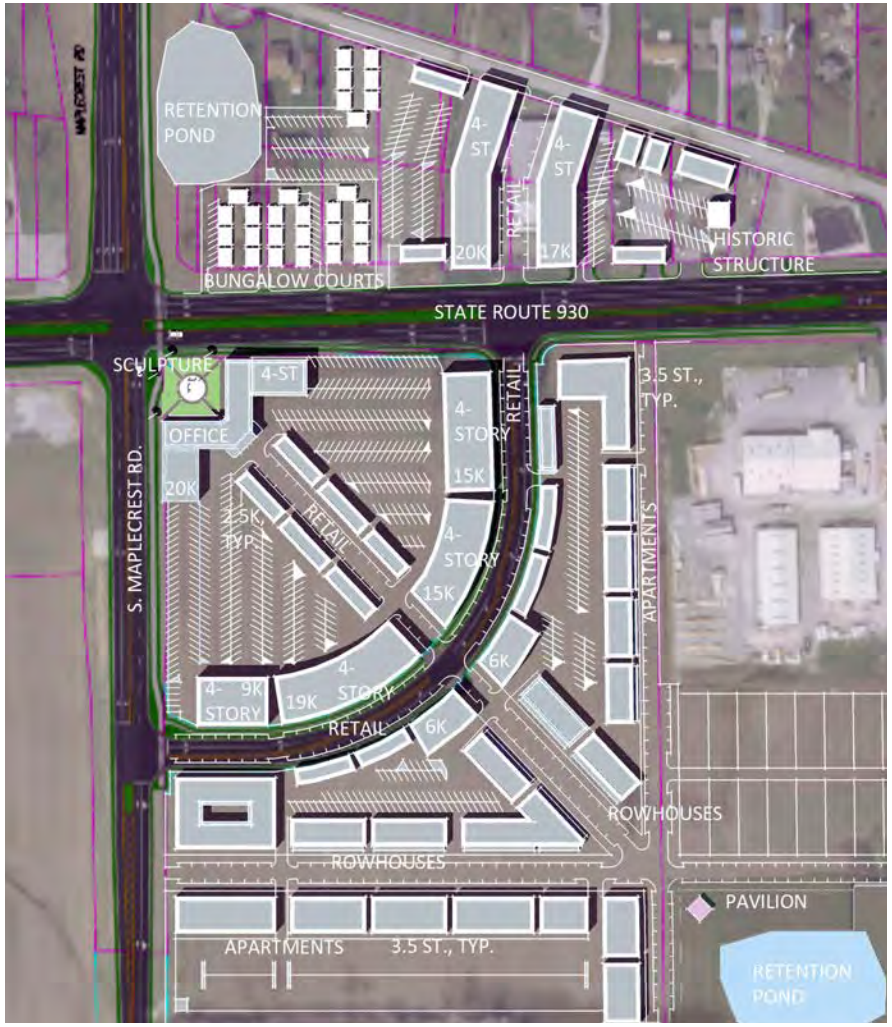
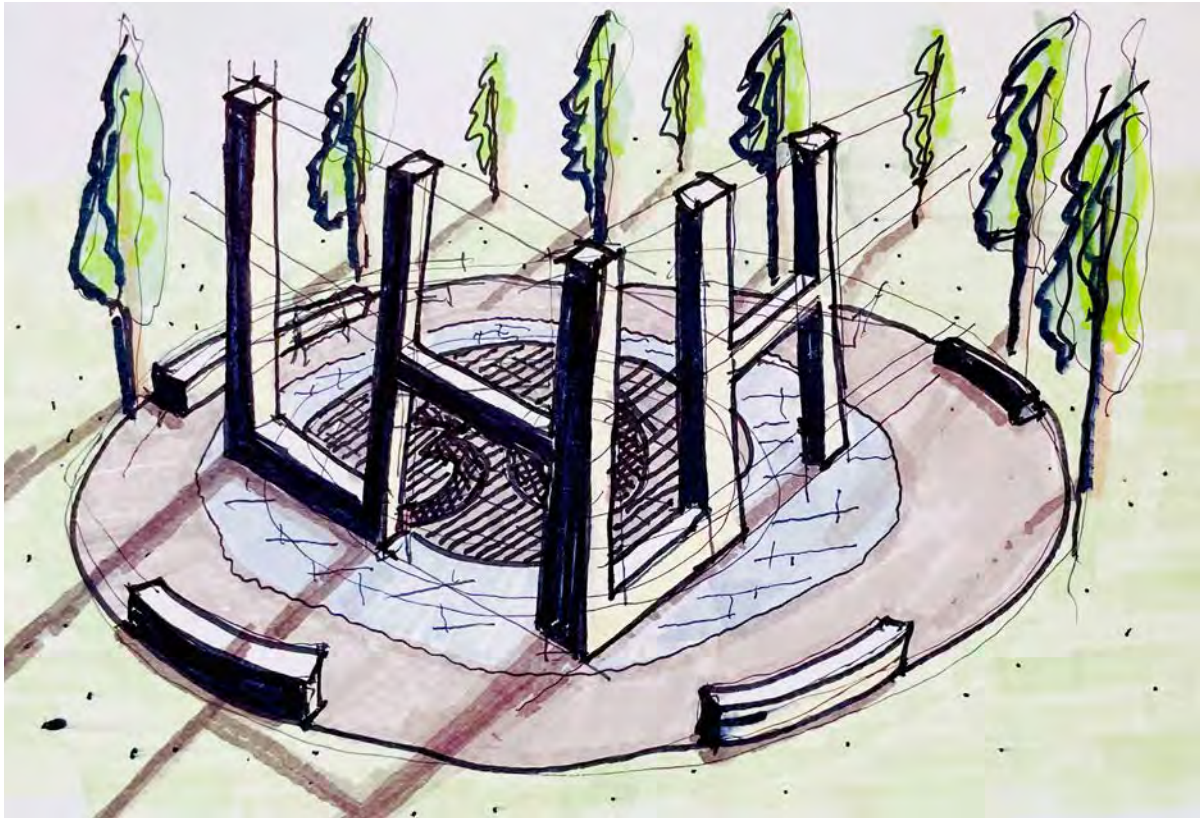


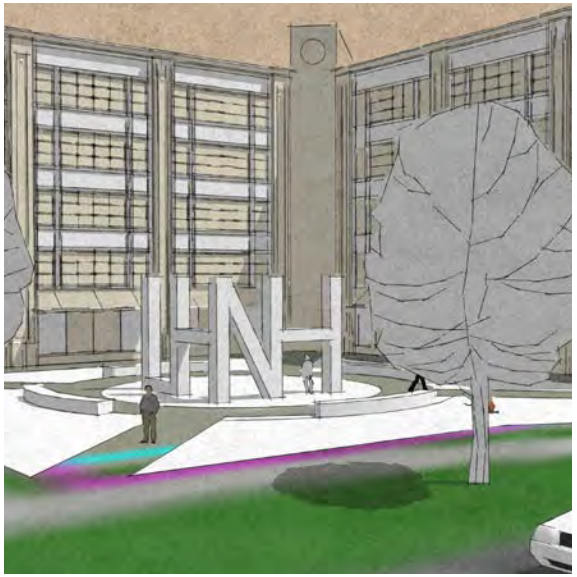
Table 2. The Crescent: Design Program and Parking Recommendations

Proposed Use	Total Units Or Square Footage	Parking Rate	Parking Spaces Recommended
4-Plexes	8	1 per Unit	In Unit
Bungalow Courts	28	1 per Unit	In Unit
Rowhouses	60	2 per Unit	In Unit
Duplexes	32	1 per Unit	In Unit
ADUs	16	1 per Unit	In Unit
Apartments: Loft	310	1 per Unit	310
Apartments: Above Retail	400	1 per Unit	400
Office (based on total SF)	80,000	2.5 per 1000 SF	200
Retail (based on total SF)	142,500	2.5 per 1000 SF	357
Totals	**654 Units** **222,500 SF Commercial**		**Recommended: 1267** **Provided: 1320** **On Street: 220** **Off Street: 1100**







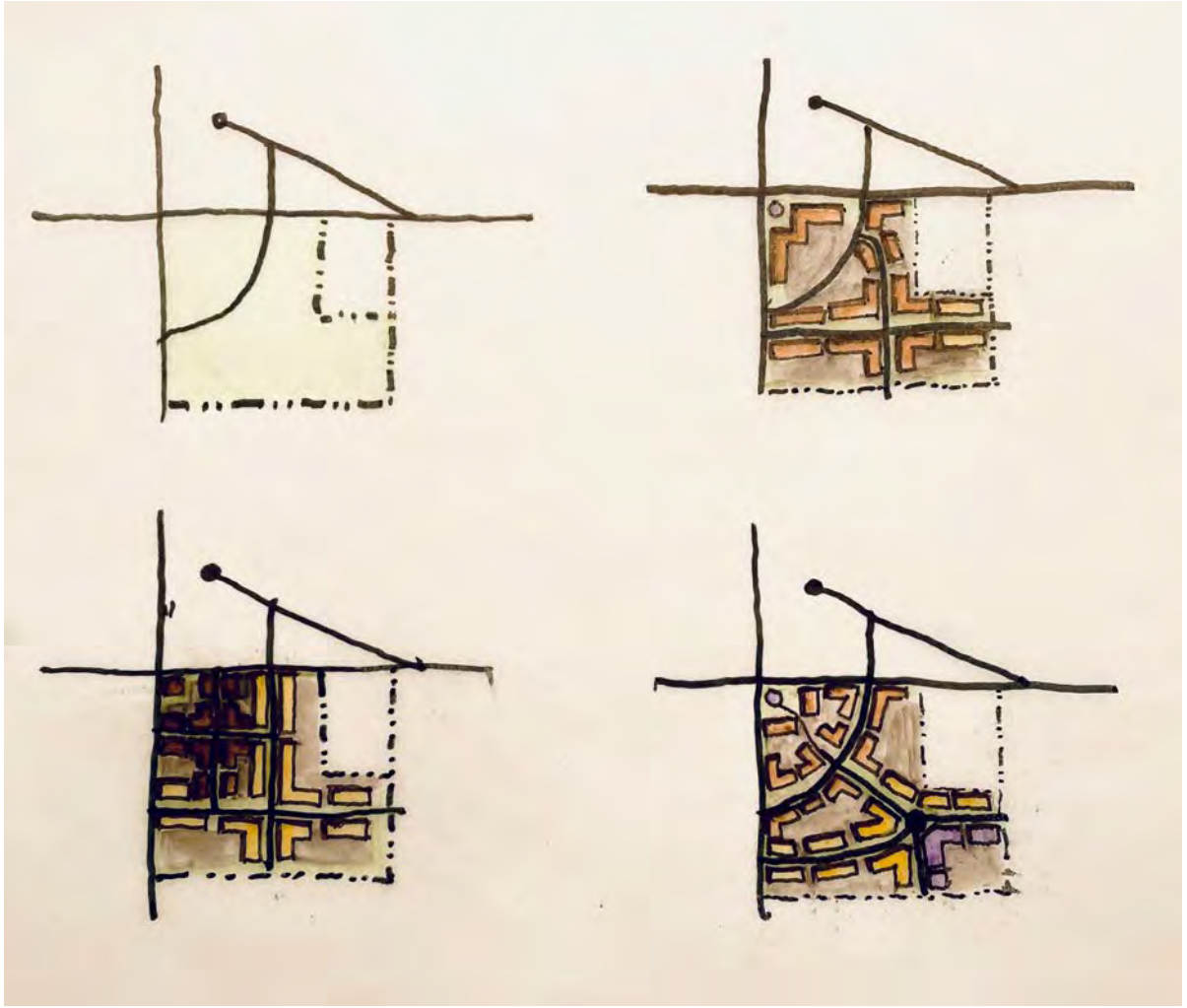


SCENARIO EVALUATION

Prior to developing the preferred concept for each node, the design team evaluated potential development scenarios through quick thumbnail sketch mock-ups and dialogue with the Mayor, City Staff, and the Steering Committee. The scenarios are presented here to inform future design processes and plan implementation actions.

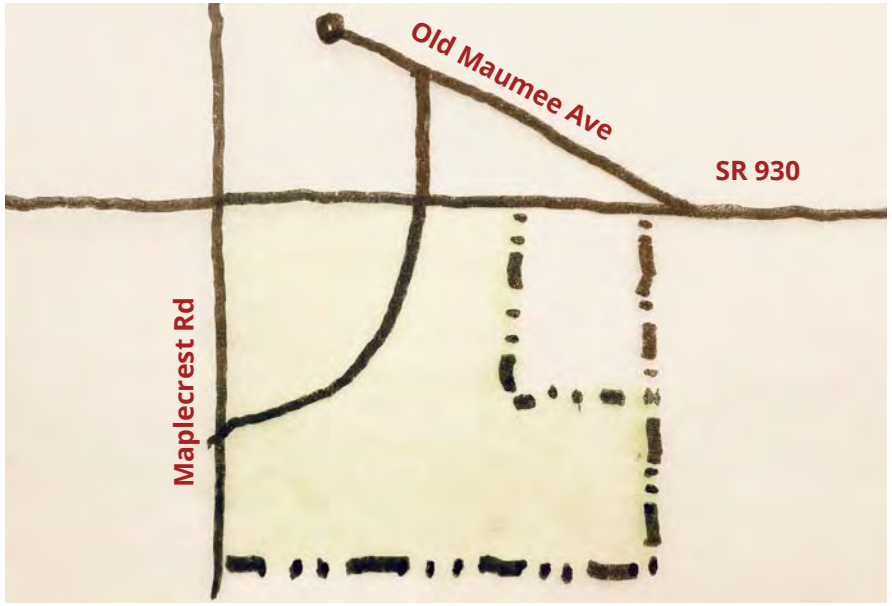
Existing: INDOT proposed quadrant intersection

Scenarios 1-3 present alternative street layouts that facilitate mixed use, walkable development patterns.



Thumbnail Plan Color Key:

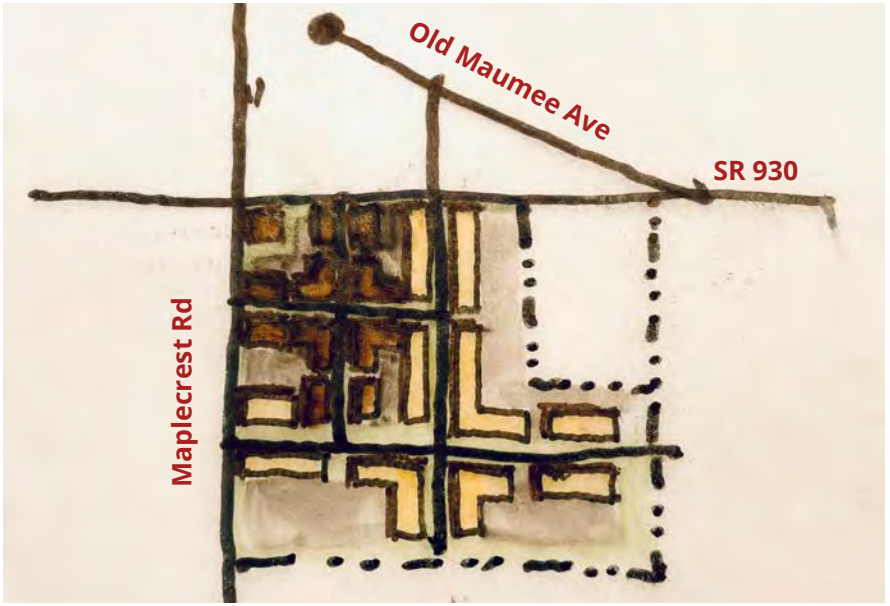
Red: Mixed Use; Yellow: Residential; Purple: Civic; Green: Open Space; Grey: Parking Fields



EXISTING MAPLECREST QUADRANT INTERSECTION

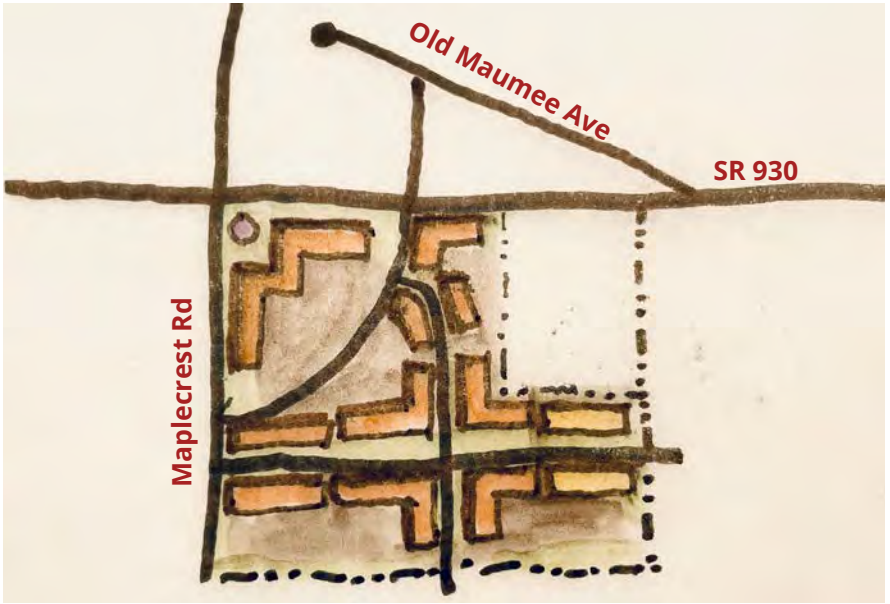
INDOT designed a quadrant intersection at SR 930 and Maplecrest.

Quadrant intersections are intended to displace all left-turn movement that is typically made at the main intersection. There is flexibility and room for innovation in designing development around quadrant intersections, including streets with retail frontage and on street parking. Reference FHWA publication: "Quadrant Roadway Intersection Information Guide," January 2020.



SCENARIO 1: TRADITIONAL GRID

A traditional grid alternative to the quadrant intersection could create blocks with 200 to 400 ft. of frontage. Mixed use buildings would be recommended toward the edges of the development, closer to the intersection of SR 930 and Maplecrest. Residential rowhouses or apartment units would be recommended on the south and eastern portions of the site.



SCENARIO 2: SIMPLIFIED GRID

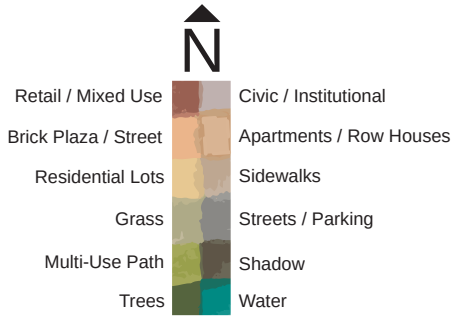
A simplified grid alternative could utilize the quadrant intersection and take advantage of the displaced left turn movements. This option would create rear parking lots off of the new quadrant road to access mixed use buildings fronting on Maplecrest and SR 930. A new block pattern to the south and east of the site would serve as the frontage roads with on-street parking. Block frontages in this alternative are approximately 500 to 600 feet. A public space, with civic identity signing, sculptural elements, and landscaping would create a gateway into New Haven from the east.



SCENARIO 3: MODIFIED GRID

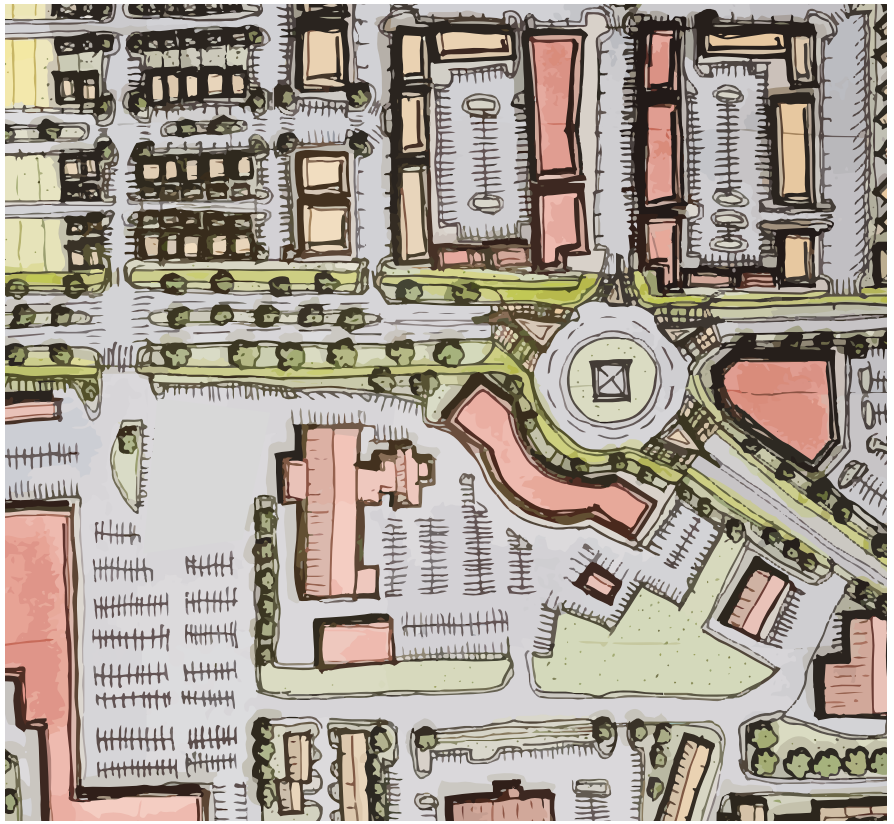
A modified grid alternative could utilize the quadrant intersection and take advantage of the displaced left turn to draw traffic into a higher intensity development of mixed-use buildings, residential rowhouses, apartments, and a significant civic use. This option would feature mixed use buildings fronting on the quadrant road, with on-street parking and rear parking accessed through an alley system. Block frontages in this alternative are approximately 300 to 400 ft. A public space, with sculptural elements would create a gateway into New Haven from the east. A sight line with a terminal vista would be created to the civic building to the southeast of the site. The modified grid scenario was selected as the preferred consensus following dialogue on development scenarios.

LINCOLN HIGHWAY DEVELOPMENT CONCEPT: “THE POINT”



PREFERRED DEVELOPMENT CONCEPT

The preferred development plan for Lincoln Highway is city scale mixed use development that utilizes a retail peel and a new (fourth) leg of the proposed roundabout at the Lincoln Highway/SR 930 split. Within the mixed use development, six city blocks are envisioned in a grid pattern that could also be replicated in future redevelopment on the south side of the corridor, which links to established New Haven neighborhoods. The concept plan includes 62 ,000 square feet of retail and 250,000 square feet of office, with parking provided on the lower levels. The program includes 679 residential units in a mixture of 4-plexes, bungalow courts, rowhouses, duplexes, accessory dwelling units, loft-style apartments, and apartments above retail in mixed use buildings. Parking ratios are recommended at 2.5 spaces per thousand for office and retail, and 1-space for apartments. Parking for other residential uses will be in the buildings through rear access alleys or garages. The development scheme creates 383 on-street parking spaces and 348 spaces in surface parking lots. The obelisk in the center of the roundabout is a landmark level gateway feature that will form a lasting impression to all visitors, establishing a super-regional place identity for New Haven within the State of Indiana.



930/Lincoln Highway. Illustration not drawn to scale.



Table 3. The Crescent: Design Program and Parking Recommendations

Proposed Use	Total Units Or Square Footage	Parking Rate	Parking Spaces Recommended
4-Plexes	112 units	1 per Unit	In Unit
Rowhouses	13 units	2 per Unit	In Unit
Duplexes	48 units	1 per Unit	In Unit
ADUs	45 units	1 per Unit	In Unit
Apartments: Loft	280 units	1 per Unit	280
Apartments: Above Retail	187 units	1 per Unit	187
Office (based on total SF)	250,000 units	2.5 per 1000 SF	In Lower Levels
Retail (based on total SF)	62,000 units	2.5 per 1000 SF	155
Totals	**685 Units** **312,000 SF Commercial**		**Recommended: 624** **Provided: 731** **On Street: 383** **Off Street: 348**





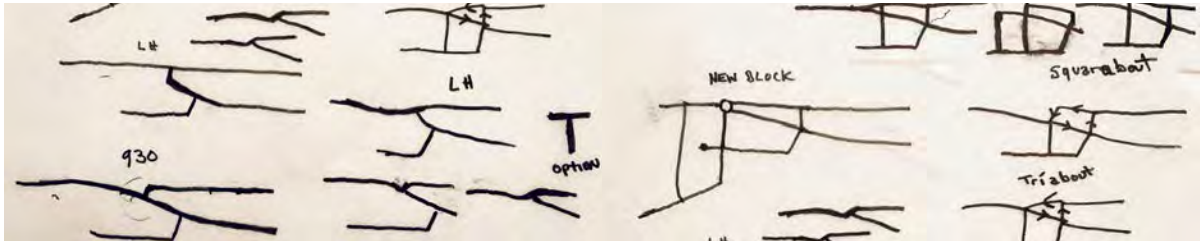
SCENARIO EVALUATION

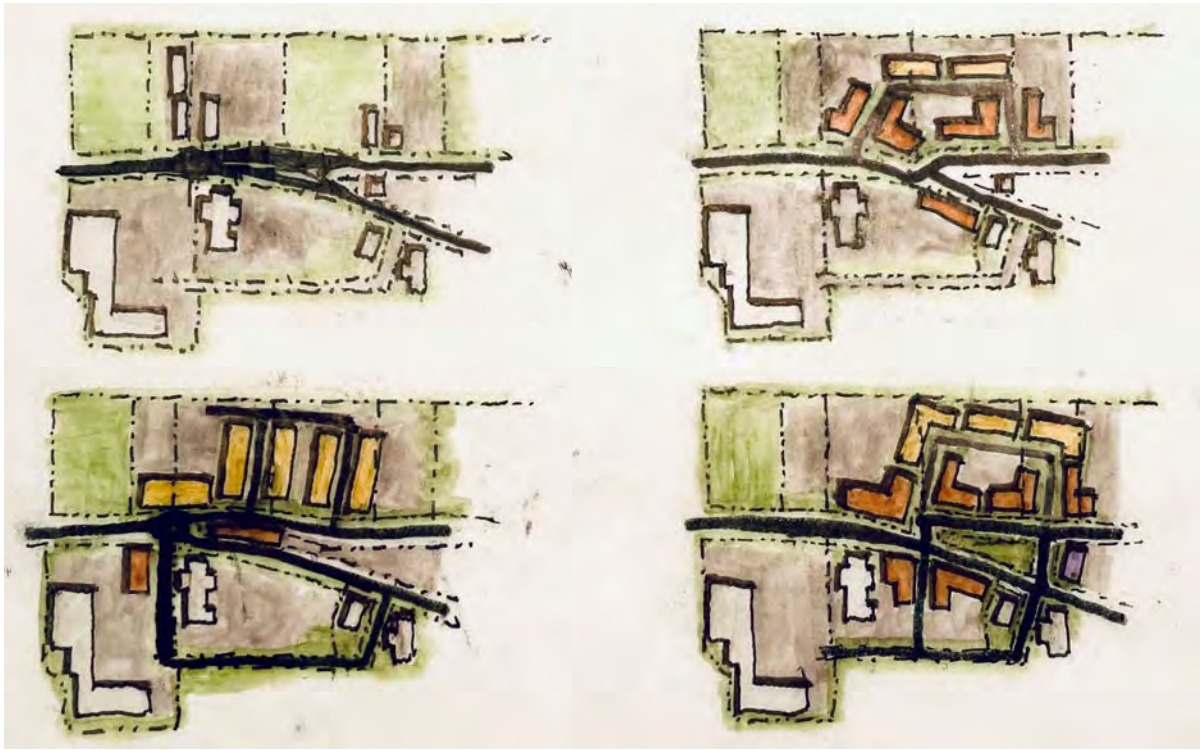
As previously noted, prior to developing the preferred concept for each node, the design team evaluated potential development scenarios through quick thumbnail sketch mock-ups and dialogue with the mayor, city staff, and the steering committee. The scenarios are presented here to inform future design processes and plan implementation actions.

Existing Lincoln Highway / SR 930

The existing intersection is similar to a modern era highway ramp declination with channelized vehicle lanes and a multiphase signal configuration. The design results in vast underutilized spaces and no pedestrian or bicycle crossings or accommodations.

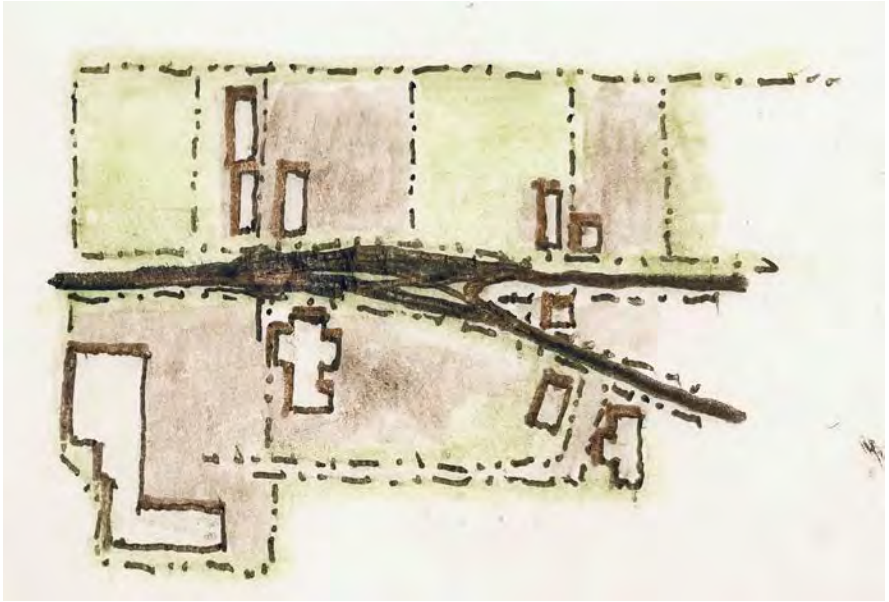
Scenarios 1-3 present alternatives intersection reconfigurations that facilitate mixed use and walkable development patterns.





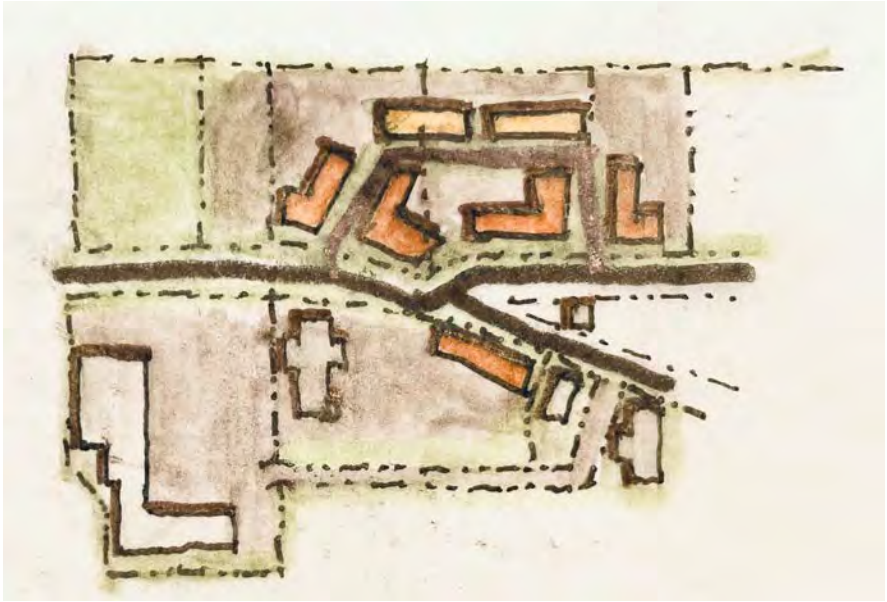
Thumbnail Plan Color Key:

Red: Mixed Use; Yellow: Residential; Purple: Civic; Green: Open Space; Grey: Parking Fields



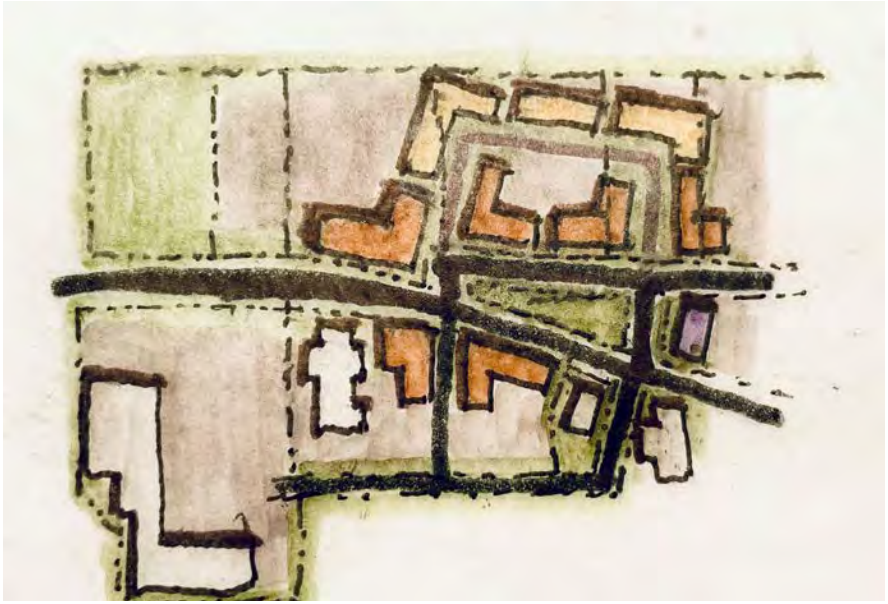
EXISTING

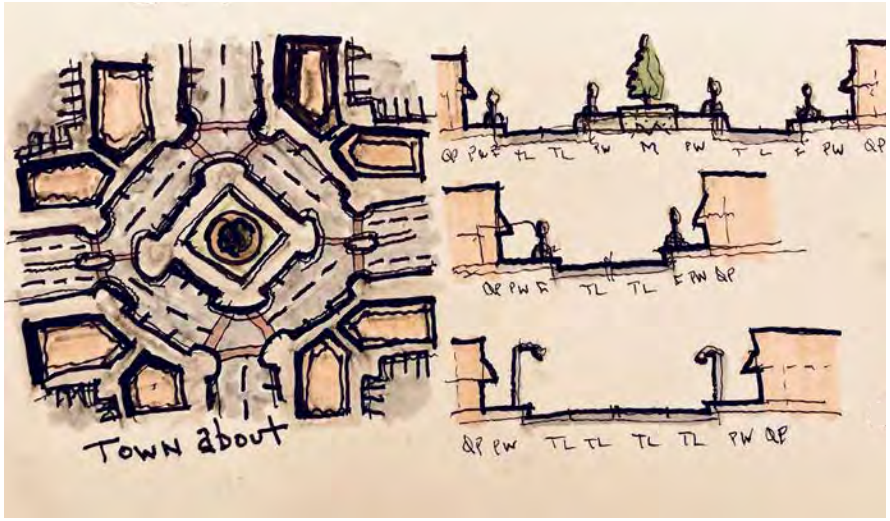
The existing signalized merging of SR 930 and Lincoln Highway is an interesting remnant from previous era highway design geometrics. It has some appeal as a no-build alternative due to its quirky obsolescence. The design accommodates all vehicle movements except for westbound Lincoln Highway to eastbound SR 930. If it remains in place, improvements to biking and pedestrian access should be made to update it for other modes of transportation. The underutilized spaces should be repurposed for public use and are and corridor identity features.



SCENARIO 1: TRADITIONAL T

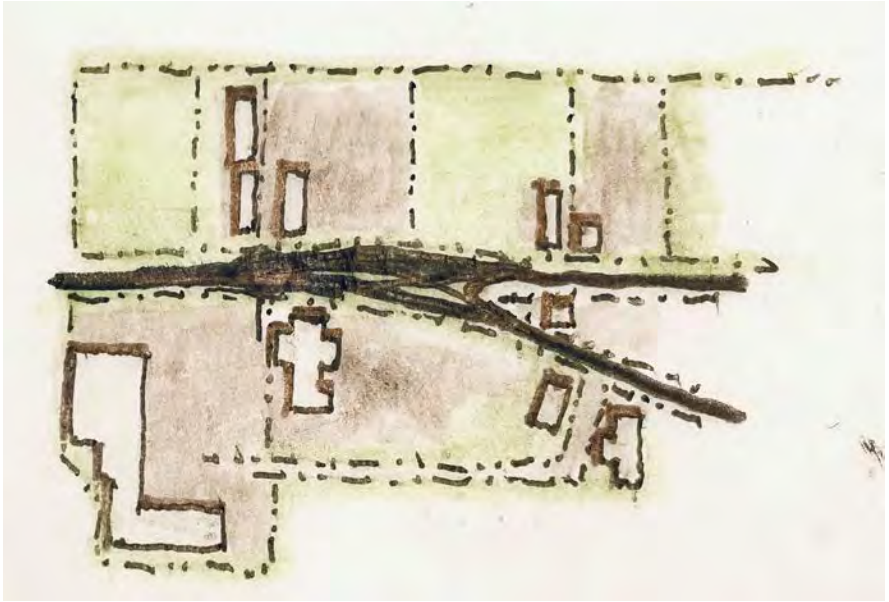
Installing a "T" intersection is perhaps the best way to improve safety for walking and biking because it will force traffic to come to a stop and consolidate signal phases in a manner that would allow for a lead pedestrian interval (LPI). To respect the importance of historic Lincoln Highway, the thumbnail sketch shows SR 930 to a "T" prioritizing traffic patterns that lead to downtown New Haven. Space created from removing the existing intersection could be utilized to create a mixed-use development to the north.





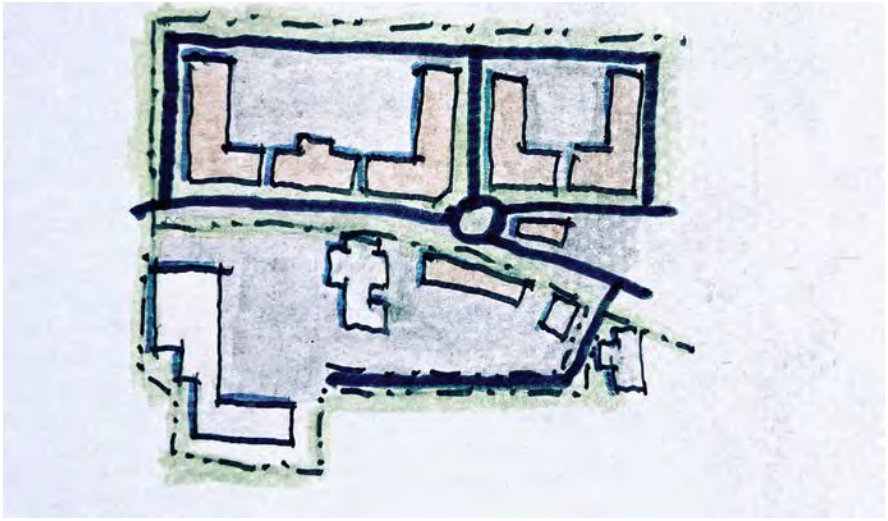
SCENARIO 2: TOWNABOUT

The “townabout” alternative, also called a “pinwheel” intersection is a more complex way to facilitate all turning movements. Similar to a roundabout, one-way traffic would circulate around a public park or town square. Mixed use buildings would front on the square with on-street parking and pedestrian access. A civic structure fronting on the square would also serve as a terminal vista from the east. A grid retrofit could create additional development options to the north and south.

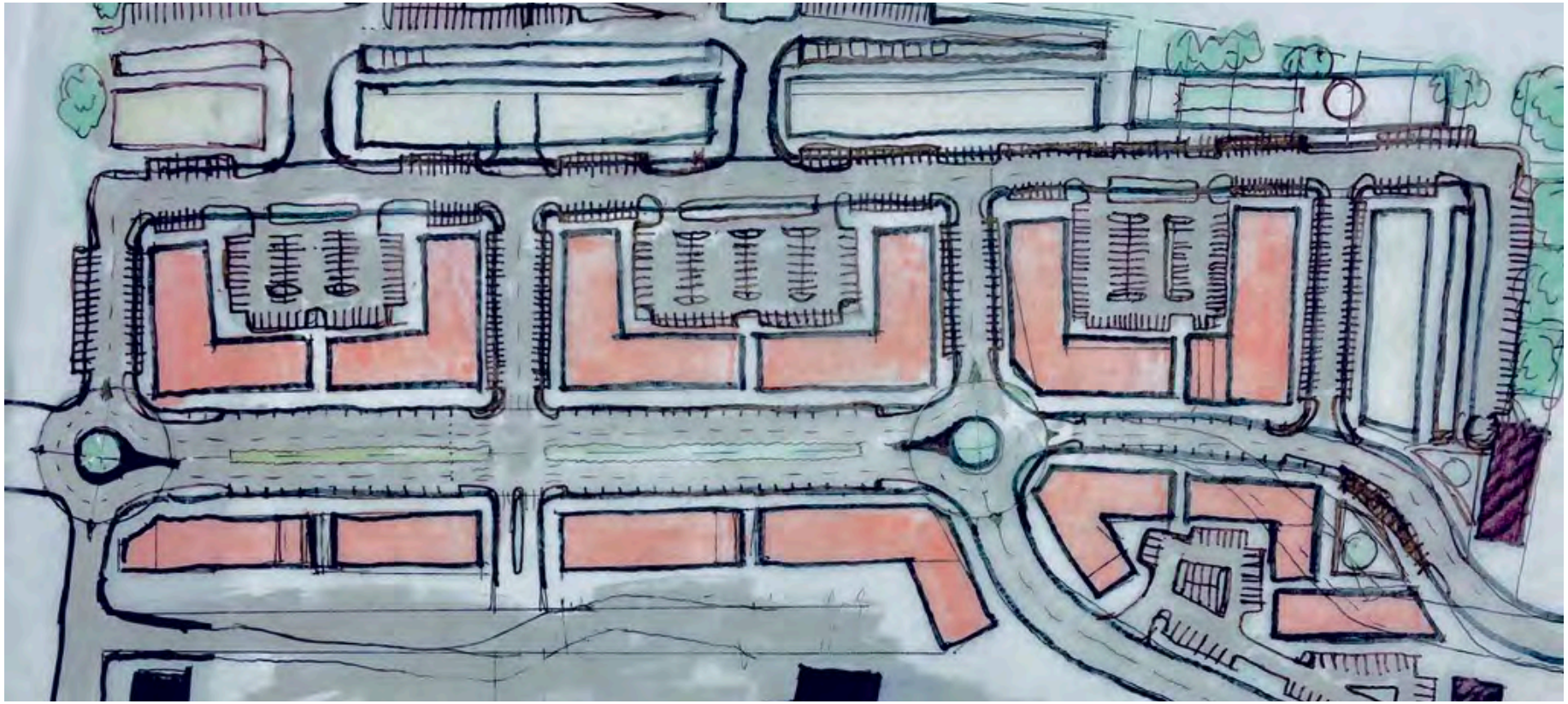


SCENARIO 3: ROUNDABOUT

A roundabout is one alternative that would facilitate all vehicular turning movements. This alternative could also utilize the excess space that would be created from removing the existing pattern to create a mixed use “flat iron” building that would serve as a terminal vista from the east. The roundabout intersection pattern could integrate with existing commercial buildings to the south and create an opportunity for residential development on vacant sites to the north. The roundabout scenario was selected as the preferred consensus following dialogue on development scenarios. Two thumbnails sketches were created for this concept. The second sketch incorporates block design concept of townabout and traditional “T” concepts. It also is based on the feedback that previous alignment conflicted will conflict with a new car wash site design on south side of SR 930.







LINCOLN HIGHWAY / SR 930 ALTERNATE CONCEPT

This iteration of design for the Lincoln Highway / SR 930 site shows urbanization along the corridor with a second roundabout at Brookwood Dr. to allow vehicles to circle back through the district.

LAND USE PLAN

FUTURE LAND USE

The Future Land Use Plan for the Lincoln Highway corridor utilizes land use classifications defined in the New Haven 2023 Comprehensive Plan. Further guidance on planned development characteristics is provided, as follows:





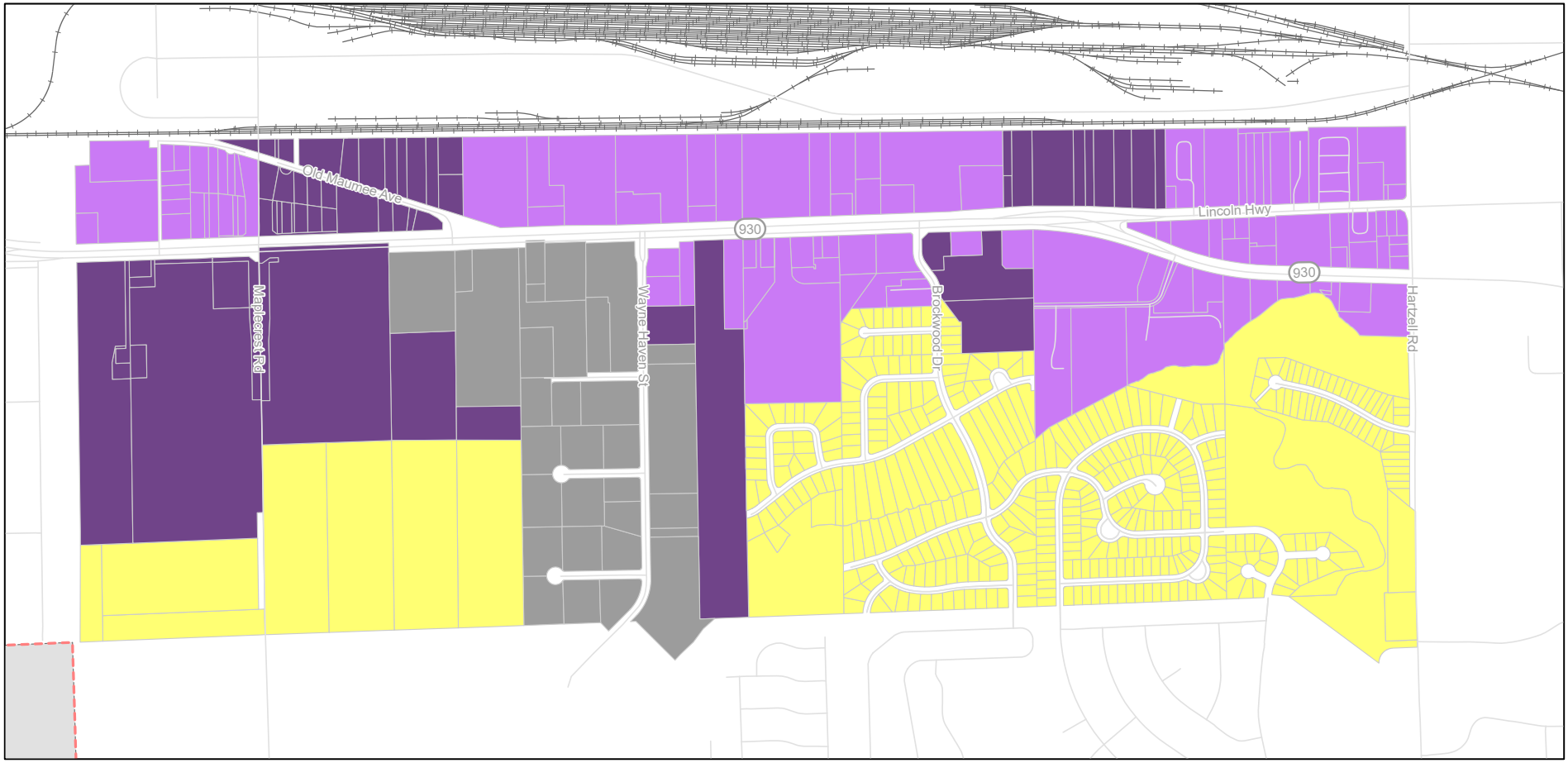
URBAN CENTER

The Urban Center areas are intended to be developed with the scale and intensity of downtown New Haven. In some cases, it may be appropriate to develop at a higher intensity. The vision for this area shall be achieved primarily through the development of mixed-use buildings, loft apartments, duplexes, small apartments, bungalow courts, and rowhouses. Single story retail may be permitted in new developments if it contributes to a retail street frontage. New development should be built at a sidewalk edge along slip streets or new streets that run perpendicular to SR 930 / Lincoln Highway. On-street parking is not recommended along the primary corridor but it is strongly encouraged on all intersecting streets and required in new planned developments. Within the corridor area all frontages and sidewalks should include landscaping, furnishing, lighting, and corridor branding elements to create a welcoming environment that accommodates shoppers and other pedestrians. Other features of this area include pedestrian-scaled building proportions and amenities, off-street parking located behind buildings, high-back concrete curbing separating vehicular lanes and sidewalks from one another, and a vertical mix of uses for multi-story buildings that places retail and restaurant uses at the ground-floor level with office, light industrial, and residential uses located above. In limited cases, office, industrial and residential uses may be appropriate on the first floor.



URBAN DESTINATION

The Urban Destination areas is a land use area is intended to serve as a transitional zone between the more recently designated Urban Center areas and surrounding residential neighborhoods. New residential uses are encouraged in this area with a focus on mid-scale multifamily buildings, like bungalow courts, duplexes, small apartments, and rowhouses. Single use retail shopping centers, professional services, office, and some light industrial uses are planned to remain in this area while the corridor is redeveloped over-time. Examples of light-industrial uses that are appropriate in this district are research, small-scale manufacturing, and maker-spaces. Light and heavy vehicle services should be subject to design review. Commercial uses that depend on auto-centric design, drive-throughs and parking ratios in excess of 5 per thousand should be discouraged. Where storefronts are setback they can serve a variety of purposes, from outdoor dining to product display, as well as receiving a variety of landscape treatments, from hardscape to manicured lawns with decorative fencing, shrubbery, hedges, and ground covers. Overtime, a gradual transition from vehicle dependent uses to traditional urban-scale development is encouraged.



Lincoln Highway Future Land Use Plan

City of New Haven, Allen County, Indiana

November 30, 2022

LEGEND

- Medium Density Residential
- Urban Center
- Urban Destination
- Light Industrial
- New Haven Boundary
- Railroads
- Streets

0 500 1,000 Feet

Data Source: City of New Haven 2022. McKenna 2022.

MCKENNA



MEDIUM DENSITY RESIDENTIAL

Medium density residential is a traditional neighborhood development pattern. Existing and new neighborhoods within this classification shall maintain a connected grid of neighborhood streets. Cul-de-sacs are strongly discouraged. In cases where it is impractical or unfeasible to connect the street network, pedestrian and bike connection may be utilized to create vital connections between people and district and neighborhood amenities.



LIGHT INDUSTRIAL

The Lincoln Highway corridor is envisioned to become a traditional urban destination and a landmark area within the Fort Wayne region. Light industrial uses in this area should be limited to uses that have few perceived externalities on surrounding neighborhoods and districts. Uses with excessive odor, noise, toxicity, heavy vehicle trips, or visual clutter shall be mitigated through strict design review, landscape buffering, and operations management restrictions.



DESIGN APPLICATION

Landscape Palette

Furnishing Palette

Identity Palette

Iterative Site Redevelopment

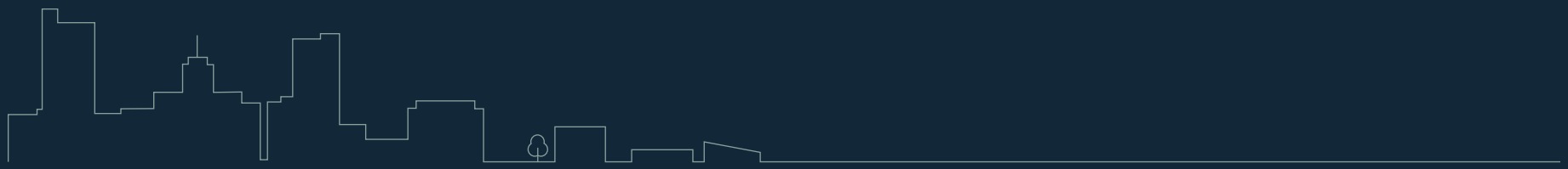
Lincoln Highway Estimated TIF Capture

Action Plan

Aesthetic enhancements for the Lincoln Highway corridor must utilize high-quality and durable materials to ensure that the investment in these features will stand the test of time and support iterative development of land uses within the study area. Landscaping elements must be selected, designed, and inspected upon installation by a licensed landscape architect in consultation with the City of New Haven Planning Director to ensure all species are in good health and a satisfactory maintenance schedule is in place. Plantings must be mature enough at the time of installation to ensure their health as they become established and they must be planted in an optimal season. Alternate plant selections must be approved by the City of New Haven Planning Director to ensure compliance with this plan. Similarly, furnishing palette and identity palette installation must conform to the design intent of the concept plans and design objectives for the corridor.

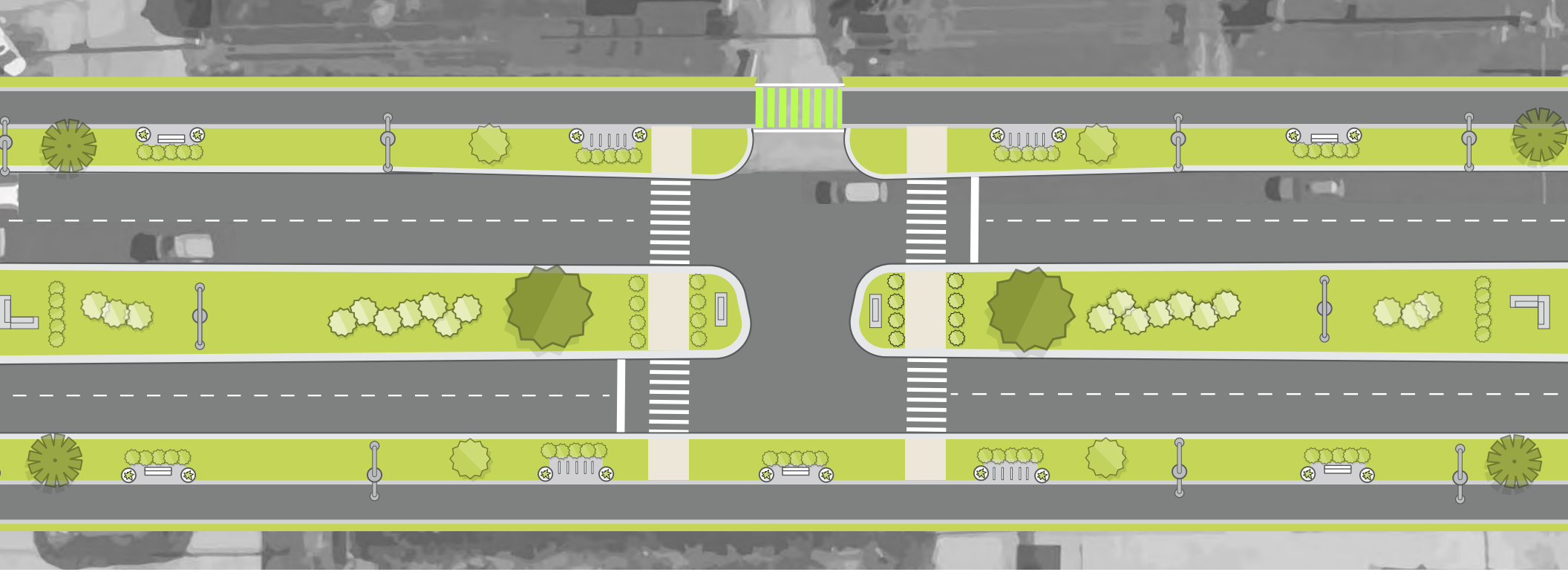
During future design and construction phases, the materials specified in these design palettes may only be substituted with like replacements upon the recommendation of a design professional with approval of the City Planning Director, with the following findings:

1. *The substitute will effectively match the element recommended in the Lincoln Highway Corridor Plan.*
2. *The substitute is of similar quality and durability of the element recommended in the Lincoln Highway Corridor Plan.*
3. *The substitute effectively achieves the design objectives and helps to implement the preferred concepts illustrated in the Lincoln Highway Corridor Plan.*



DESIGN PALETTE APPLICATION

The overarching theme of the redevelopment vision for the Lincoln Highway corridor, as expressed through the design objectives, is a reshaping of Lincoln Highway as a place for people. The elements included in these design palettes promote a pedestrian-first design philosophy centered around safety, accessibility and placemaking. Many of the enhancements are recommended for installation along the entire corridor to create an image recognizable and distinguishable within the region.





LANDSCAPE PALETTE

Plants make positive contributions to the economy, the aesthetics of the streetscape, and to the safety of the area.

Selection of plant material must consider plant performance in the urban environment, and visibility of adjacent merchant signage. Plants must be durable and withstand seasonal urban conditions; such as, drying winds, salt and snow.

Trees planted along the street at even intervals provide continuity of the streetscape, human scale and shade. Trees also contribute form, color, and texture along the streetscape while encouraging calming vehicular traffic and increasing awareness of pedestrians.

Shrubs and ground cover plantings are planted in visual harmony with the street trees and enhance the identity of the streetscape.

The plant recommendations for site include the following:













1. American Elm / Princeton Elm

Large deciduous tree that is vase shaped and broad rounded crown with a yellow fall color. The American Elm has a 15-foot clearance to the low branches when mature. Ideal placement is in frontage areas, parks, and median areas of 35 feet.

2. Honey Locust

Medium deciduous tree with pyramidal growth and dark green leaves that turn yellow in the fall. The Honey Locust has a 12-foot clearance to the low branches when mature. Ideal placement is in frontage areas, tree lawns and median areas between 10 feet and 35 feet.

3. Linden

Medium-small deciduous tree with pyramidal growth turn yellow in the fall. The Linden has a 10-foot clearance to the low branches when mature. Ideal placement is in tree lawns areas and softscaping for pocket parks.

4. Flowering Dogwood

Small ornamental flowering tree with white flowers and a round shape. The flowering dogwood a 3-foot clearance to low branches when mature and is not suitable for overhanging walkways or bikeways. Ideal placement is in medians and tree lawn areas with a minimum of 6 feet.

5. Yew

Hearty evergreen understory shrubs ideal for placement in medians.

6. Boxwood

A broad-leafed evergreen understory shrubs with suitable placement in planters or within tree lawns and medians.

7. Periwinkle

Evergreen flowering ground cover with oblong leaves and blue, purple, and white flowers. Ideal placement is in medians, tree lawns, and in planters.

















8. Rose Vervain

Low spreading, creeping and clumping ground cover with rose pink and rose purple flowers. Ideal placement is in medians, tree lawns, and in planters.

9. Sedum, Angelina's Teacup

Bright yellow and non-flowering year-round ground cover growing to 12 inches. Ideal placement is in medians, tree lawns, and in planters.

10. Sedum, Autumn Charm

Green and white year-round ground cover with flowering buds resembling broccoli that grows to 18-inches. Ideal placement is in medians, tree lawns, and in planters.

HARDSCAPE AND GRASSES

1. Brushed Concrete

Sidewalks and hardscaped parks and plazas should utilize a classic brushed concrete as the primary material, 80 to 90% of the streetscape and 50 to 60% of plazas. Smooth concrete should be used to demark the primary pedestrian way.



2. 2” River Rock

Aggregate mix for concrete texture for accent material. The use of an accent material on the streetscape and in hardscape park areas is a visual and textural cue that should be installed in clearance areas, along site edges and around sculptural elements. Exposed aggregate as an accent concrete paving reinforces the area’s identity and distinguishing it from other places in the City.

River rock can also be used in planters and as a low maintenance ground cover where mowing and weeding is difficult. In areas where spread of rocks is a concern, an epoxy mixed can be poured to stabilize the rocks and retain permeability.







3. Kentucky Bluegrass

Grass should be used sparingly as mowing is one of the more maintenance inducing activities; however, for a soft aesthetic in treelawns, medians, and parks, grass is highly desirable for its bright green color, appealing texture, and drainage benefits. Other species, as well as native grasses, for medians and storm water treatment areas align with the intent of the landscape palette.

SOIL AND DRAINAGE

Proper planting soils in the streetscape is important for successful plant growth as well as drainage.

Planting soils that contain a blended mixture of a sandy-loam topsoil, sand and compost is essential for the proper establishment of plant material. Balanced commercial fertilizers are also necessary to ensure the health and vigor of the plantings.

Shredded hardwood mulch or peat moss should be installed at the time of planting to help maintain soil moisture.

Supplementing the planting beds with a perforated drainage system should also be considered to prevent standing water and saturation of the plant materials.

The drainage system will also leach salt and other unwanted chemicals from the soil. Sidewalk drainage is taken into consideration when designing the placement of curbed planters. Sidewalks are sloped so that water on the sidewalk can drain in between the planters to the street.

MAINTENANCE

Maintenance is essential to the success of the streetscape. Maintenance and available budget must be considered when making material selections for the streetscape. Surface materials with low maintenance requirements and high durability must be selected when possible.

Maintenance may include regular attention to landscape materials such as pruning, removing, and replacement of plantings as needed, as well as regular care, fertilizing and replacement of irrigation systems.



FURNISHING PALETTE

Site furnishings provide important amenities for pedestrians by adding functionality and vitality to the pedestrian realm. These furnishing palette elements will complement the cobra streetlamps and are available for purchase from Michigan-based Landscape Forms, Inc. and Illinois-based Sternberg Lighting. To match the existing cobra lamps, the recommended color for powder coating is a matte silver. Matte black or matte gunmetal can be selected as an alternative if uniform across all elements and existing cobra lamps on the corridor or replaced with the Sternberg Omega features, or similar.

Site furnishings include the following:

CONTACT INFORMATION FOR FURNISHING SUPPLIERS:

Landscape Forms Inc.
431 Lawndale Ave.
Kalamazoo, MI 49048
Tel: 800.430.6209
http://www.landscapeforms.com

Sternberg Lighting
555 Lawrence Ave.
Roselle, IL 60172
T: (610) 635-5794
https://www.sternberglighting.com/







ACATA BENCH

Recommended Finishes

Powdercoated Metal (Metallic), Silver

Polysite®, Drift Wood



Powdercoated Metal (Metallic)*

Bronze | Silver | Steel | Stone | Titanium | Mercury

Polysite®

Bark | Black | Drift Wood



RING BIKE RACK

Recommended Finish

Powdercoated Metal (Metallic), Silver



Powdercoated Metal (Metallic)*

Bronze	Silver	Steel	Stone	Titanium	Mercury







CHASE PARK WASTE RECEPTACLE

Recommended Finish

Powdercoated Metal (Metallic), Silver

Powdercoated Metal (Metallic)*

Bronze | Silver | Steel | Stone | Titanium | Mercury



CIRQUE PLANTER

Recommended Finish



Natural Gray



CAST CONCRETE FEATURES

Recommended Finish



Natural Gray















IDENTITY PALETTE

Identity elements are recommended along Lincoln Highway to enhance placemaking and promote interaction and engagement between people and the streetscape environment. Interpretive signs can identify a district's name and entrances, announce important events, or display environmental information. Some identity features include medallions, signs, historical markers, sculpture installations, and banners.

The identity palette takes inspiration from art deco architecture coupled with iconic red, white, and blue hues that harken upon Lincoln Highway signs of years past. Historical markers and coordination of New Haven's customized brand for Lincoln Highway can be accomplished through collaboration with the national Lincoln Highway Association and the Indiana Lincoln Highway Association:

Lincoln Highway Association | https://www.lincolnhighwayassoc.org/

Indiana Lincoln Highway Association| https://indianalincolnhighway.org/

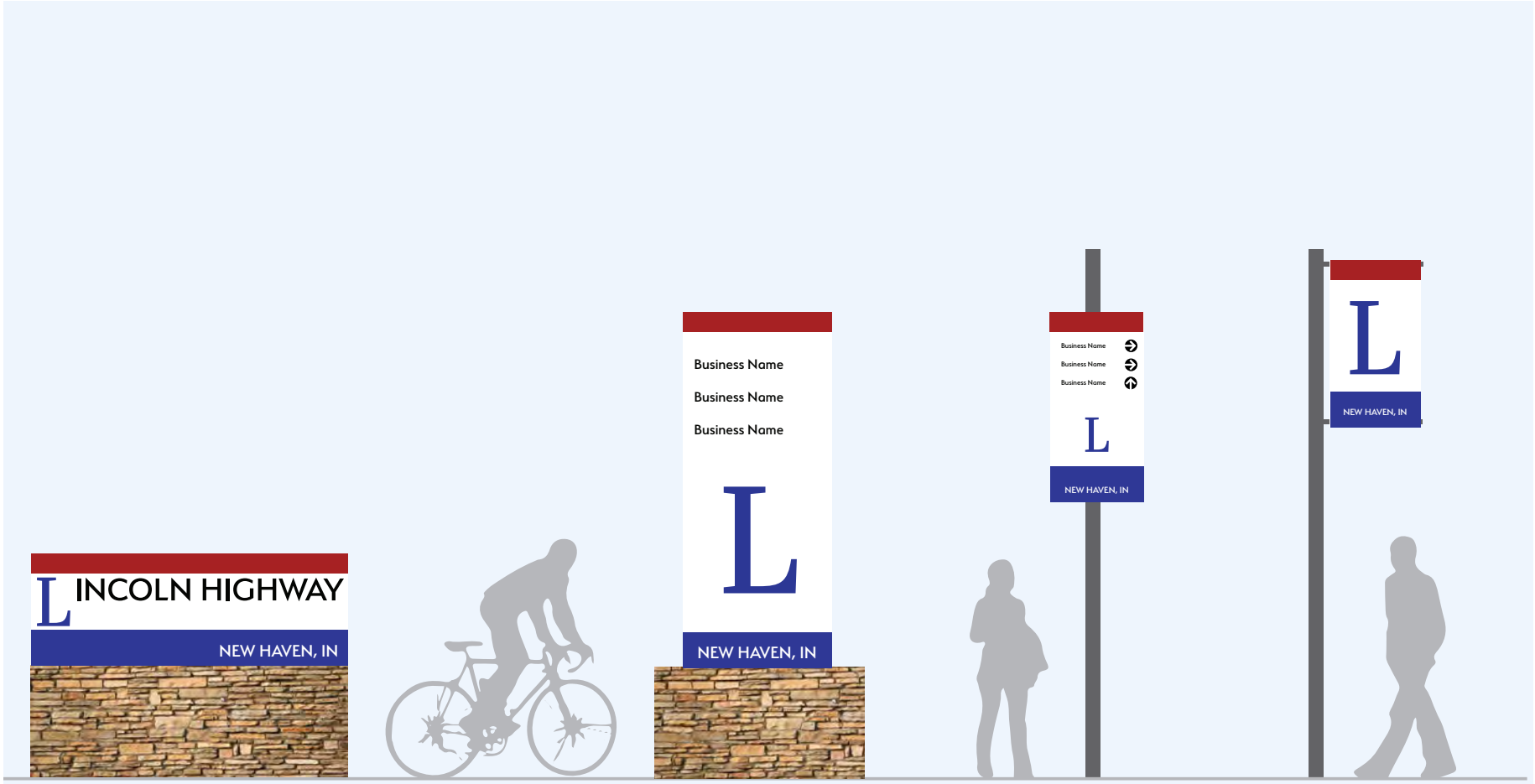


LHNH GATEWAY SIGNS

LHNH cast concrete and corten steel gateway signs are recommended within the landscape medians. These features will mark entrances to corridor at the quadrant intersection and the roundabout but may also be used where landscape medians are feasible between signalized intersections. The recommended design for these features is a cast concrete base with break-away mounted corten lettering elements placed to see NH when travelling east-west and LH when traveling north-south. Depending on orientation, the lettering may read NHLH, but the vertical letter line should always be shared with the neighboring letter and a right angle with parallel / perpendicular street orientation must be maintained.

LINCOLN HIGHWAY MONUMENT SIGNS

The Lincoln Highway brand can be utilized in a monument sign along the roadside. The monument sign should use a stone or muted brick masonry base and a painted wood or powder coated letter face utilizing the red, white, and blue lettering as pictured. The base should be oriented so that the angle aligns with the direction of the street—east to west, with lettering facing on coming vehicles and cyclists. The rear facing sign should maintain the color bands but have no lettering. The lettering should be placed to be prominently viewed from one direction. Landscape screens or buildings can be used as a back drop.



Monument - Gateway

Monument - Wayfinding

Directional

Banner



LHNH - Gateway North / South

LHNH - Gateway East / West

Medallion



LINCOLN HIGHWAY INFORMATION KIOSKS AND HISTORIC IDENTITY MARKERS

Kiosks and informational signs can be installed throughout the corridor as be attractive and useful street features. Kiosks can be used to display maps, historic information, bulletin boards, community announcements, and other important information.

LINCOLN HIGHWAY MEDALLIONS

The Omega lamps poles are recommended to feature a medallion. The medallion should be legible from the street for vehicles travelling at the speed limit. Text should be limited to an L with potentially “New Haven” at the bottom. Medallions should also incorporate the classic red, white, and blue.

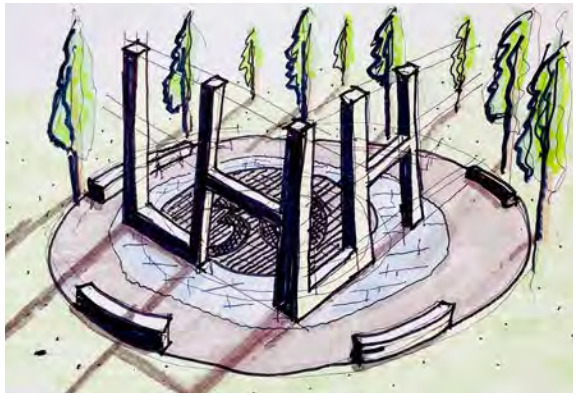
LINCOLN HIGHWAY BANNERS

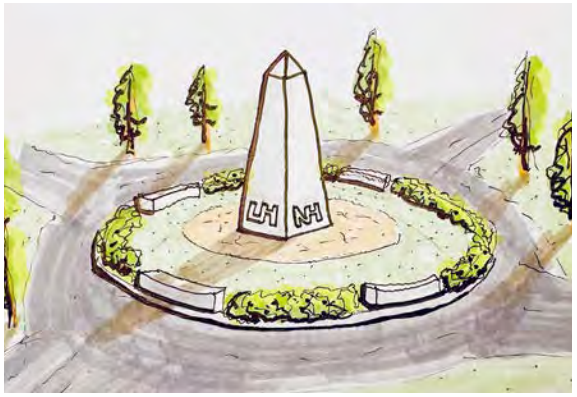
Banners can be displayed on new poles or hang from existing lighting and utilities. Banners can be permanent district markers or rotated to note seasons or significant events.

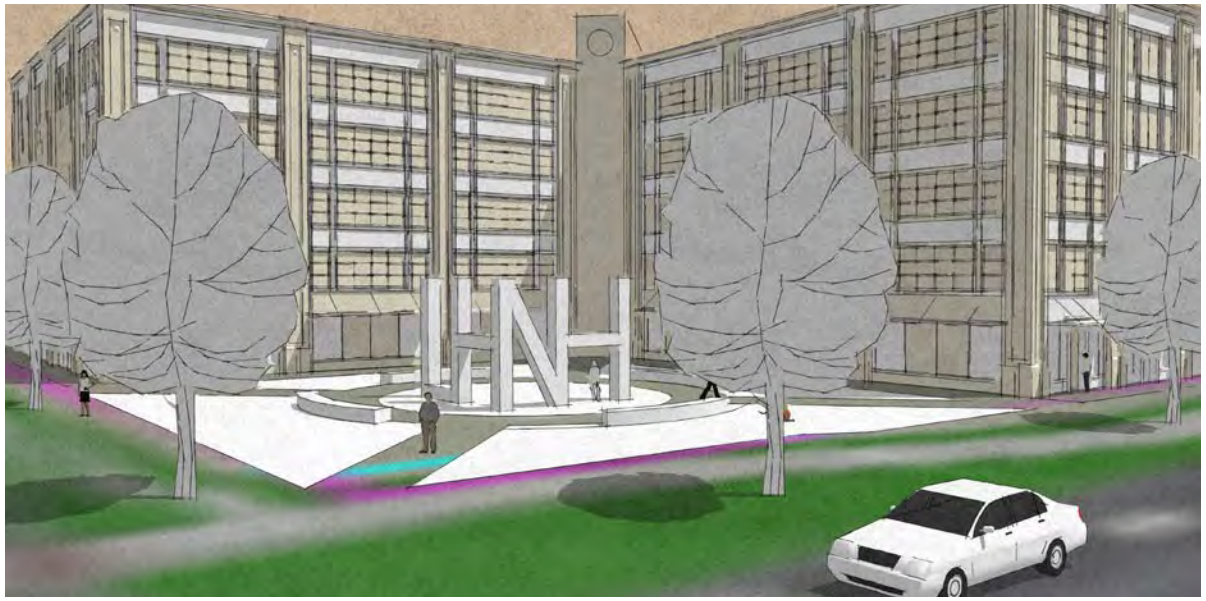
LINCOLN HIGHWAY LOGO/BRAND

The Lincoln Highway logo is recommended to be an established brand for the corridor. The use of this logo by local organizations, businesses, and residents is encouraged.

LINCOLN HIGHWAY
CORRIDOR PLAN
NEW HAVEN, INDIANA



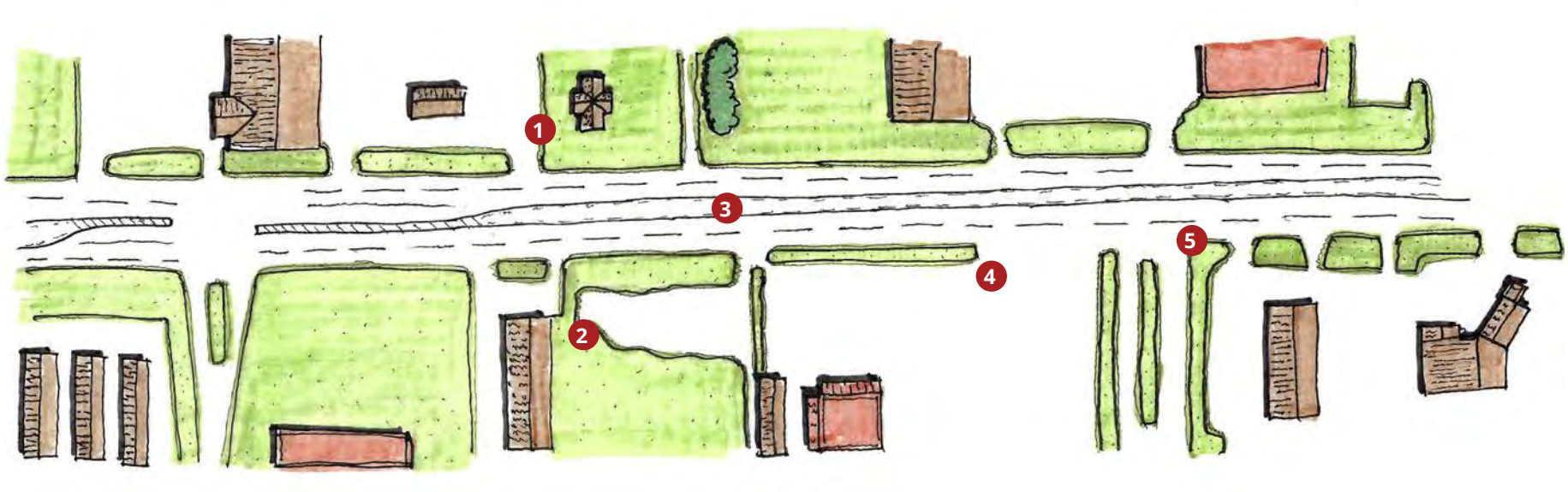




SCULPTURAL ELEMENTS

As previously noted, sculptural installations at Maplecrest and in the Lincoln Highway SR 930 roundabout can greatly accentuate the transportation network and improve the value of a place. Art can be effective traffic calming and are effective landmarks to make the corridor memorable to visitors.

ITERATIVE SITE REDEVELOPMENT

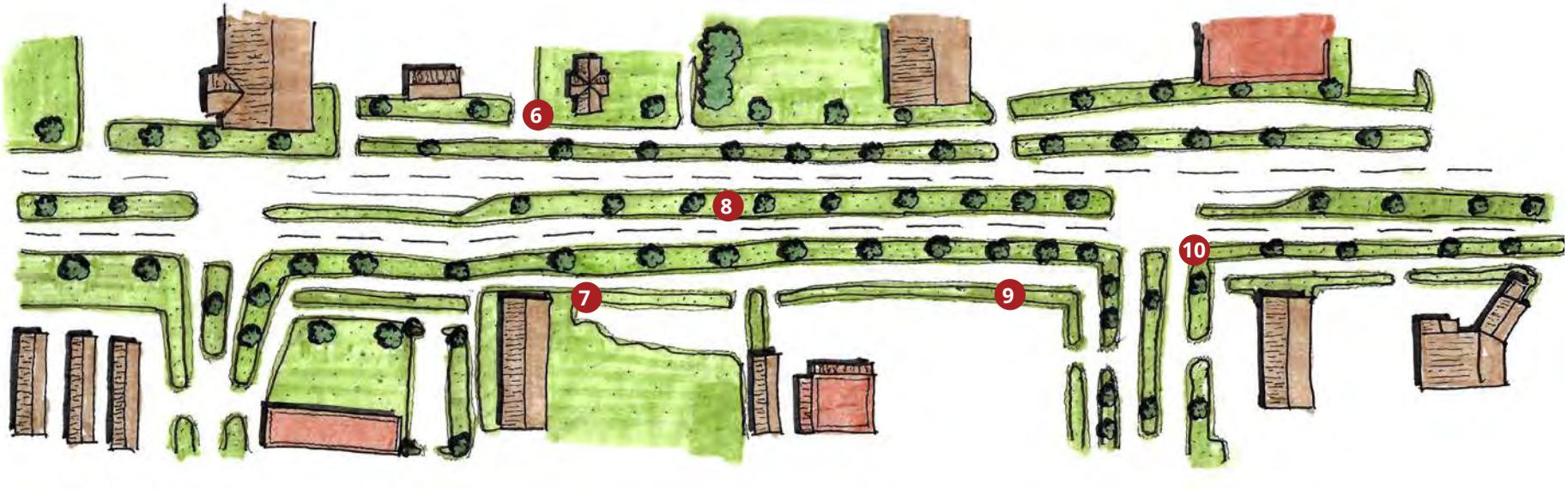


Lincoln Highway: Existing

ACCESS MANAGEMENT AND SLIP STREETS

Access management along the Lincoln Highway corridor, combined with cross-access agreements between property owners, can be utilized to create a slip street that provides greater access to local land uses while maintaining throughway capacity for regional trips. This strategy is a long-term approach that can be achieved through zoning requirements for site access, circulation, setbacks, cross-access, landscaping, and trail provision.

1. Frequent driveways
2. Semi-consistent setbacks
3. Wide and informal turn lane
4. Expansive parking and driveways
5. Devalued cross-street intersections



Lincoln Highway: Slip Street with Access Management Illustration

6. Consolidate driveways to reduce conflict
7. Formalize setbacks with slip street
8. Landscape median to replace turn lane
9. Slip street encloses parking areas
10. Cross-street trips are prioritized







SLIP STREET REDEVELOPMENT WITH MIXED-USE BUILDINGS

As sites redevelop along the corridor, setbacks can be utilized to create areas with slip streets and on-street parking. This access management strategy allows for more frequent interruption of the street, on street biking, and a separation from the main throughway with a row of medians. With cross-access agreements and zoning provisions that establish the build-to line for each structure, it is possible to formalize a slip streets through linked developments outside of the managed right-of-way. Developers interested in creating mixed-use and housing along the corridor can consider this approach, which is consistent with the design objectives for Lincoln Highway.

LINCOLN HIGHWAY ESTIMATED TIF CAPTURE

The primary implementation strategy for the Lincoln Highway Corridor Plan is through a right-of-way reconstruction project that is inclusive of the landscaping, identity and furnishing elements, as well as the nonmotorized paths, pedestrian crossing enhancements, intersection redesign elements, and enclosement of the open drains. These elements are not only necessary to facilitate land-use transformation, they are not possible without substantial investment in new development. New development can utilize Tax Increment Financing (TIF) capture to pay for investing in the infrastructure.

This TIF capture analysis is based on order of magnitude costs and could be further analyzed with unit costs by construction type. Additionally, sensitivity analysis could be conducted to evaluate high-low assumptions for annual growth of assessed value and the discount rate used in the net present value of the bond stream.

Overall, the principle of the analysis remains the same. New development will result in new taxable value. Tax Increment Financing will permit the City to capture the value created in new developments and finance infrastructure improvements along the corridor. State and federal transportation funding should also be leveraged through City partnerships with INDOT and the MPO; however, many programs limit spending on urban design features. This gap can be met through TIF capture.

The two preferred development concepts for the Maplecrest site and the Lincoln Highway/ SR 930 site show more than 2.2 million square feet of building space with more than 1,500 new residential units and 550 thousand square feet of commercial space. This yields and estimated assessed value of more than $70 million and annual taxes of more than $11 million. If the City were to use bond financing to finance infrastructure investment, a 10-year bond on an $11 million annual tax stream could reasonably be estimated at more than $100 million.

Table 4. TIF Value Estimate Calculations for Lincoln Highway Corridor

Preferred Concepts	Annual TIF	10-Year Bond^	20-Year Bond^	30-Year Bond^
Maplecrest	$5,763,367	$53,572,613	$102,165,455	$146,241,414
Lincoln Highway / SR 930	$5,421,431	$50,394,191	$96,104,057	$137,565,023
Corridor Total	**$11,184,798**	**$103,966,804**	**$198,269,512**	**$283,806,438**

* *Assessed Value is estimated at 120% of building construction cost*

** *The New Haven Adams PTX Tax Rate is 2.8908%. The Tax Rate is capped at 2% for rental housing and second homes and 1% for homestead properties*

*** *A $200 per S. F. cost is used as an average cost across all building types, and accounts for above average inflation in 2021 and 2022.*

^ *Bond values assume 2% annual growth on assessed value and a 3% discount rate*

Maplecrest Preferred Development Concept

Development Program	# of Units	S. F. Per Unit	Total S. F.	Cost Per S. F.	Assessed Value Estimate	Tax Rate**	Annual TIF Capture	Cost Per Unit	Annual Tax Per Unit
4-Plexes	8	750	6,000	$200	$1,440,000	2.0000%	$28,800	$180,000	$3,600
Bungalow Courts	28	650	18,200	$200	$4,368,000	1.0000%	$43,680	$156,000	$1,560
Rowhouses	60	2,000	120,000	$200	$28,800,000	1.0000%	$288,000	$480,000	$4,800
Duplexes	32	1,500	48,000	$200	$11,520,000	1.0000%	$115,200	$360,000	$3,600
ADUs	16	500	8,000	$200	$1,920,000	2.0000%	$38,400	$120,000	$2,400
Apartments: Loft	310	1,200	372,000	$200	$89,280,000	2.0000%	$1,785,600	$288,000	$5,760
Apartments: Above Retail	400	1,000	400,000	$200	$96,000,000	2.0000%	$1,920,000	$240,000	$4,800
Office (based on total SF)	-	80,000	80,000	$200	$19,200,000	2.8908%	$555,034	-	-
Retail (based on total SF)	-	142,500	142,500	$200	$34,200,000	2.8908%	$988,654	-	-
Maplecrest Preferred Plan Total	**854**		**1,194,700**		**$46,128,000**		**$5,763,367**		

Lincoln Highway SR 930 Preferred Development Concept

Development Program	# of Units	S. F. Per Unit	Total S. F.	Cost Per S. F.	Assessed Value Estimate	Tax Rate**	Annual TIF Capture	Cost Per Unit	Annual Tax Per Unit
4-Plexes	112	750	84,000	$200	$20,160,000	2.0000%	$403,200.00	$180,000	$3,600
Rowhouses	13	2,000	26,000	$200	$6,240,000	1.0000%	$62,400.00	$480,000	$4,800
Duplexes	48	1,500	72,000	$200	$17,280,000	1.0000%	$172,800.00	$360,000	$3,600
ADUs	45	500	22,500	$200	$5,400,000	2.0000%	$108,000.00	$120,000	$2,400
Apartments: Loft	280	1,200	336,000	$200	$80,640,000	2.0000%	$1,612,800.00	$288,000	$5,760
Apartments: Above Retail	187	1,000	187,000	$200	$44,880,000	2.0000%	$897,600.00	$240,000	$4,800
Office (based on total SF)	-	250,000	250,000	$200	$60,000,000	2.8908%	$1,734,480.00	-	-
Retail (based on total SF)	-	62,000	62,000	$200	$14,880,000	2.8908%	$430,151.04	-	-
Lincoln Hwy Preferred Plan Total	**685**		**1,039,500**		**$26,400,000**		**$5,421,431**		

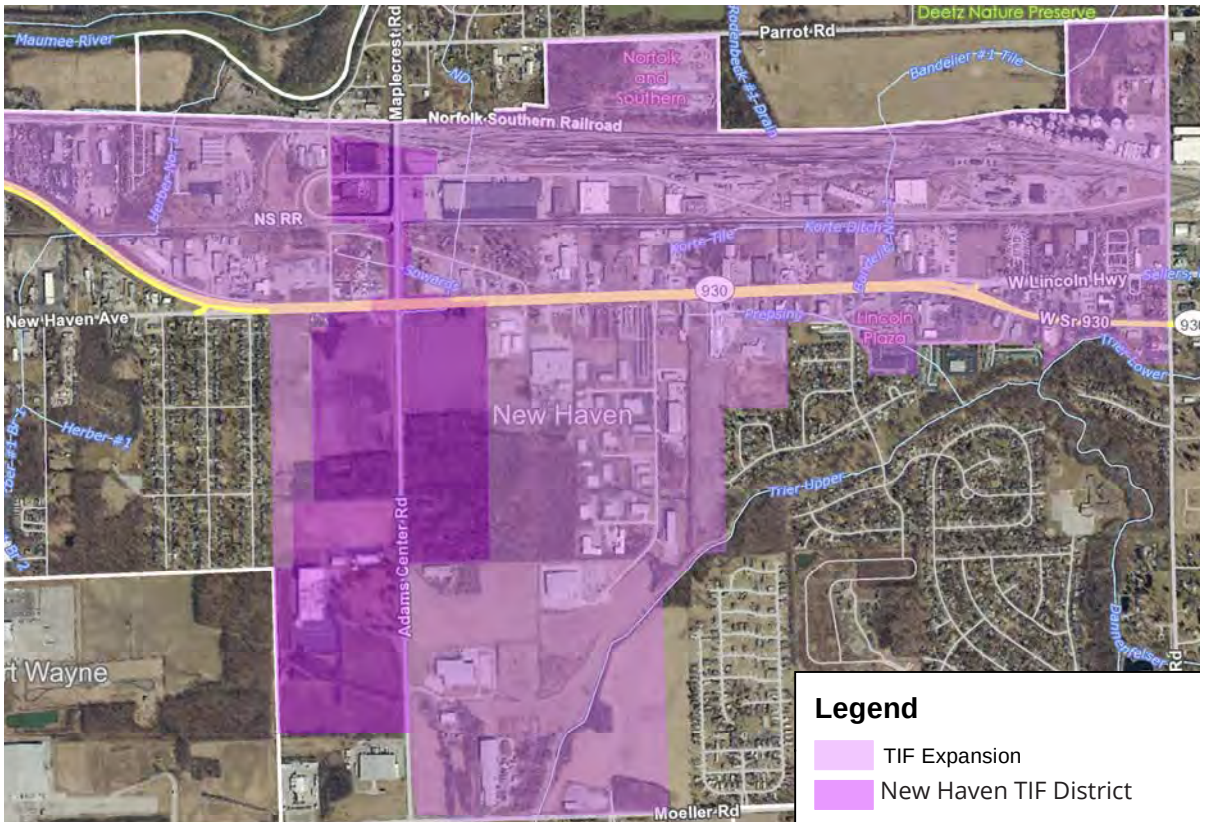
TOTALS FOR BOTH SITES	**1,539**		**2,234,200**		**$72,528,000**		**$11,184,798**		

ACTION PLAN

The recommended process and a six-step action plan to implement the Lincoln Highway Corridor Plan is outlined below. This proposed three-year timeline is provided for consideration and planning purposes; of course, it can be refined to be consistent with New Haven's capital planning and other City development objectives.

As mentioned prior, the City can utilize a TIF district to assist in infrastructure investment along the corridor. The partnership with the MPO and INDOT additional fundings sources can be obtained for reconstruction activities. The City's investment should be primarily on corridor identity features, landscaping, furnishing, and bicycle / pedestrian improvements that may otherwise not be funded by a conventional highway construction project.

Redevelopment of land along the corridor can also be implemented through site development. Additional concept plans are recommended for key development sites along the corridor, notably, the southwest corner of Lincoln Highway and Maplecrest connecting into the neighborhoods that border Fort Wayne. The City should also partner with the City of Fort Wayne and INDOT to study a redesign of the intersection of SR 930 and New Haven Ave on the City's western boundary. Finally, a form-based code is recommended as a near-term implementation activity to ensure that new projects are designed in a manner that is consistent with this plan.



The New Haven TIF expansion along Lincoln Highway will allow the City to capture tax revenue from future redevelopment on the corridor to utilize for infrastructure investment.



ACTION	DETAILS	LEAD / PARTNERS	TIMEFRAME
Step 1 **Adopt** Adopting as Lincoln Highway Corridor Plan as a subarea plan within the City's Comprehensive Plan.	• Redevelopment Commission and Plan Commission Accept Plan. • Staff Recommends Plan for Adoption. • City Council Review and Adopt.	RC / PC, CC, MS	Month 1
Step 2 **Refine** Expand plan to sites and neighborhoods west of Maplecrest. Partner with the MPO, INDOT and City of Fort Wayne to develop a plan for humanizing the declination of SR 930 at New Haven Avenue.	• Establish a series of working sessions with INDOT and Fort Wayne. • Develop scenarios. • Select preferred alternatives. • Adopt as addendum to the Lincoln Highway Corridor Plan.	RC / PC, CC, FW, SR, MS	Month 1 - 6
Step 3 **Regulate** Develop and adopt new form based code zoning ordinance provisions for the study area.	• Develop Form Based Code regulations. • Develop design standards that mixed use development with architectural standards, nonmotorized transportation access, site landscaping and durable materials. • Adopt into Zoning Code by Plan Commission and City Council.	PC / RC, CC, MS	Month 6 - 12

Partners: ***RC*** *Redevelopment Commission;* ***PC*** *Plan Commission;* ***CC*** *City Council;* *MS Mayor and Staff;* ***SR*** *State and Region (INDOT and MPO);* ***AC*** *Allen County;* ***DE*** *Developers;* ***RE*** *Residents;* ***FW*** *City of Fort Wayne*

ACTION	DETAILS	LEAD / PARTNERS	TIMEFRAME
Step 4 **Partner** Work with INDOT and the MPO to develop a Develop Request for Qualifications to Develop and Design Drawings for a reconstruction of the Lincoln Highway corridor.	• Create and RFQ that includes the development vision, objectives, and evaluation process. • Select a preferred design team.	MS, RC, PC, CC, SR, RE	Month 9 - 12
Step 5 **Design** Work with design team and partners on design drawings. Work with Redevelopment Commission to evaluate TIF projections for key redevelopment sides and prepare local, regional, federal construction source financing plan financing.	• Establish a timeframe for developing and reviewing design drawings. • Evaluate draft plans based on the Lincoln Highway Corridor Plan and the established design objectives. • Evaluate financial considerations, including fiscal impacts to the City and partner agencies.	MS, RC, PC, CC, SR, RE, DE	Month 12 - 24
Step 6 **Build** Approve design drawing and secure financing sources. Work with private developers to time corridor improvements with site redevelopment. Release construction bids and manage and inspect construction processes to ensure consistency with the vision and design objectives of the Lincoln Highway Corridor Plan.	• Secure financing and assess reporting requirements to meet all funding expectations. • Establish the City Planner or designee responsible for construction oversite and interpretations of design objectives and Lincoln Highway Corridor Plan requirements. • Land acquisition, permitting, and ground breaking, and construction management. • Inspect all materials and plantings prior to installation and upon installation.	PC, CC, DE, SR, AC, RC, MS, RE	Month 24 - 36

Partners: ***RC*** *Redevelopment Commission;* ***PC*** *Plan Commission;* ***CC*** *City Council; MS Mayor and Staff;* ***SR*** *State and Region (INDOT and MPO);* ***AC*** *Allen County;* ***DE*** *Developers;* ***RE*** *Residents;* ***FW*** *City of Fort Wayne*



MCKENNA