NEW HAVEN

COMPREHENSIVE PLAN

FEBRUARY 2023

NEW HAVEN
INDIANA

AMERICAN
STRUCTUREPOINT
INC.

ACKNOWLEDGEMENTS

EXECUTIVE SUMMARY

The process for updating the City of New Haven Comprehensive Plan began in Spring 2022. The plan includes several long-term projects and recommendations that will help strengthen the future of the City of New Haven. A Review Team oversaw the plan development and maintained frequent contact with the project team. The plan involved several public engagement opportunities at Summerfest, a Chamber of Commerce dinner, open houses, conversations with community stakeholders, and online surveys. An Existing Conditions Report analyzed the community's strengths and challenges and is available in the Appendix.

The long-term projects and recommendations in this plan include:

- Implementing a form-based code in specific districts of the city.
- Creating gateways that establish the city's identity and sense of place.
- Adopting a complete streets ordinance and exploring development incentives to encourage neighborhood connectivity.
- Expanding upon the development potential of the I-469 corridor.
- Implementing a capital improvement plan and program to prioritize infrastructure improvements.
- Exploring the possibility of and identify areas for an elevated train crossing.

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CHAPTER 1: INTRODUCTION

The City of New Haven is incorporated as a small (Class III) city under the Indiana Constitution. Initially developing independently from the City of Fort Wayne as a manufacturing city with canal and railroad access, the late 20th century has seen it transition to a more suburban role in the larger metropolitan area. New Haven is typical of an older suburb, defined by low-to-mid density residential development, aged sprawling utility infrastructure, low rated pavement assessments, and lack of to-date planning utilizing urbanism. In recent decades, specifically from the last ten years, the city has experienced an increase in residential, commercial, and industrial development, a median income higher than Fort Wayne, but lower than Allen County, and an increase in the corporate limits of the city as a result of super-voluntary annexation. Recent growth trends and long-range planning has facilitated more expected and targeted responsible growth in the coming years.
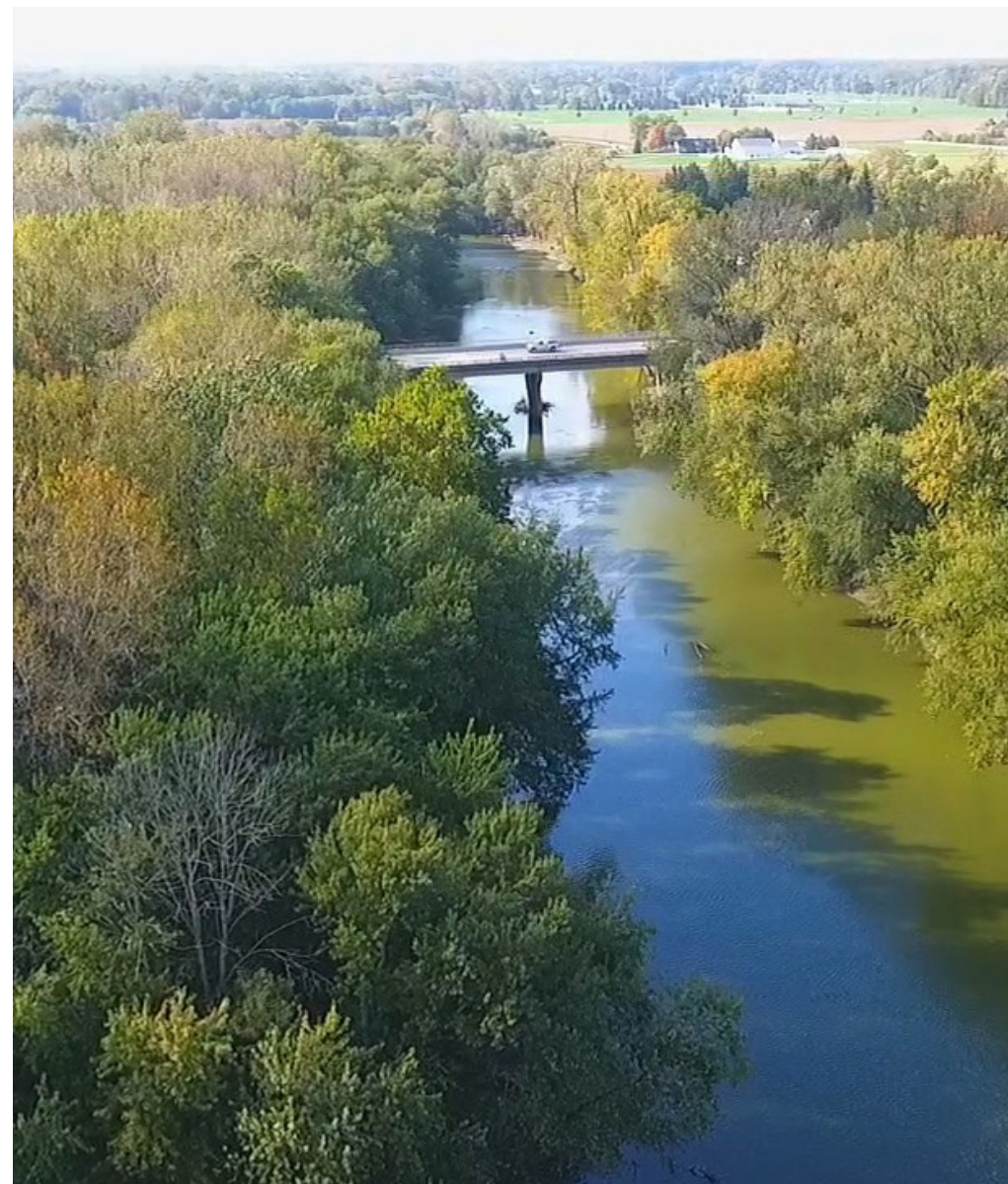
Source: LinkedIn.

What is a Comprehensive Plan?
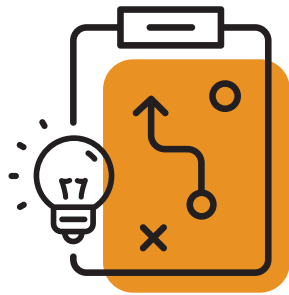
ACTION PLAN
FOR A COMMUNITY'S VISION
OVER THE NEXT 20 YEARS
PEOPLE • ECONOMY • PLACE

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a strategic guide containing policy statements for effective decision-making in private development projects and community initiatives for the public good. The plan's purpose is to guide the community through the realization of its vision. A comprehensive plan is a roadmap for a community's vision and growth over the next 20 years. It provides a snapshot of the current time and a vision for the future, guiding long-term investment, growth, and development.

A comprehensive plan assists policy, land use, and infrastructure decisions. The planning process gathers input from various sources to build consensus around the plan and its vision for the future. To increase the chance of success, a comprehensive plan should be treated as a living document that the City should update as changes occur in land use, transportation, infrastructure, resources, demographics, and priorities within the community.

Although the plan contains recommendations for zoning and future land use, it is not a regulatory document. The plan is used as a reference when future decision-making occurs, but its contents are not binding. Any future zoning changes within the city must follow standard Indiana law and the City's process for rezoning a property, or updating or amending the text of the ordinances. Recommendations within the comprehensive plan may require further, in-depth studies to provide the best possible solutions to specific issues.

PURPOSE

The City of New Haven Comprehensive Plan is a long-term strategic guide to help the community manage and facilitate stable and desired economic growth, as well as to develop and apply a vision for the community's future. The plan is designed to showcase the existing conditions of the community, specify desired goals and objectives that are integrated with the community's vision, and develop appropriate strategies to move the vision forward. It also demonstrates a community's apparent intent to carry out projects for which outside funding will be sought.

In addition to guiding local government officials, the plan also serves to guide other non-government community organizations, leaders, and all citizens in designing the future of their community. The planned changes outlined can give residents and stakeholders plenty of notice of what may happen and how they can react. Strategies and goals in the plan can be used in support of winning grants and procuring other funding for the betterment of the community. An updated plan will allow the City of New Haven to apply for state and federal funding for proposed projects.

One important outcome of the comprehensive plan is economic development. By coordinating the actions of multiple agencies and organizations, the comprehensive plan helps to provide public services and infrastructure efficiently. The plan also recognizes the best areas for certain types of growth, whether residential, commercial, or industrial, and what would be best for the community, which makes the city resilient and financially flexible.

A ROADMAP FOR THE FUTURE

A LIST OF PRIORITIES

A PLAN OF ACTION

QUALIFYING FOR FUNDING

?

DID YOU KNOW?

Communities may adopt comprehensive plans described by the Indiana Code to promote public health, safety, morals, convenience, order, or the general welfare and the sake of efficiency and economy in the development process.

Indiana Code 36-7-4-500 series sets forth the standards for developing and evaluating a comprehensive plan. Required elements include the following:

- A statement of objectives for the future development of the jurisdiction.
- A statement of policy for the land use development of the jurisdiction.
- A policy statement for developing public ways, places, lands, structures, and utilities.

HOW THIS DOCUMENT IS ORGANIZED

The organization of this document loosely follows the timeline of the four phases described in the planning process graphic below. First an existing conditions report was created, providing pertinent information about the City of New Haven and its people. The complete Existing Conditions report is included in the Appendix, with key trends discussed in the following section.

This plan identifies the goals and objectives from the public input received through Phase 1 and 2 of New Haven's Comprehensive Plan development. An overview of the public engagement process and its results is discussed in Chapter 3.

This document describes the vision statement that acts as a guiding principle for each goal section of the Comprehensive Plan. Following that, the goals and objectives are provided. The goals and objectives aim for broad guidelines to achieve the community's vision.

Following the goals and objectives is the implementation section of the plan, which includes best practices, recommendations, and critical path strategies. These latter activities are relatively low in cost, quick to complete, or require fewer human resources. Critical path strategies include direct, actionable steps, an estimated timeline, and an estimated cost.

PLANNING PROCESS

PHASE 0 PROJECT INITIATION	PHASE 1 INFORMATION GATHERING	PHASE 2 DRAFT PLAN DEVELOPMENT	PHASE 3 IMPLEMENTATION
November - February • Internal Project Kick-off • Data Transfer • Establishing Review Team (Meeting #1) • Project Website and Branding	**March - June** • Existing Conditions • Review Team Meeting #2 • Stakeholder Meetings • Public Open House and Survey	**July - October** • Draft Goals, Objectives, and Strategies • Review Team Meeting #3 • Public Open House and Survey • First Draft of Comprehensive Plan	**November - December** • Review Team Meeting #4 • Critical Path Strategies • Draft for Public Review • Final Draft Plan • Plan Adoption

CHAPTER 2: CITY PROFILE

The City Profile overviews key trends from the Existing Conditions Report. The complete Existing Conditions Report can be found in the Appendix.

The City of New Haven initially developed independently from Fort Wayne as a manufacturing city with canal and railroad access. The late 20th century saw it transition to a suburbanized role within the larger metropolitan area. The city has characteristics typical of an older suburb: a decreasing population in recent decades, a median income higher than Fort Wayne but lower than Allen County, and a large and growing boundary with Fort Wayne.

The east-west orientation of the Maumee River and the Norfolk-Southern Railway effectively inhibits north-south vehicular movements, resulting in a generally linear city form that runs east to west. In recent years the city has attempted to make changes by annexing along Landin Road north of the river, but this area is sparsely developed relative to the rest of the city.

County Context
New Haven Comprehensive Plan

LEGEND
- ▪▪▪▪ County
- ▬ ▬ ▬ Indiana-Ohio State Line
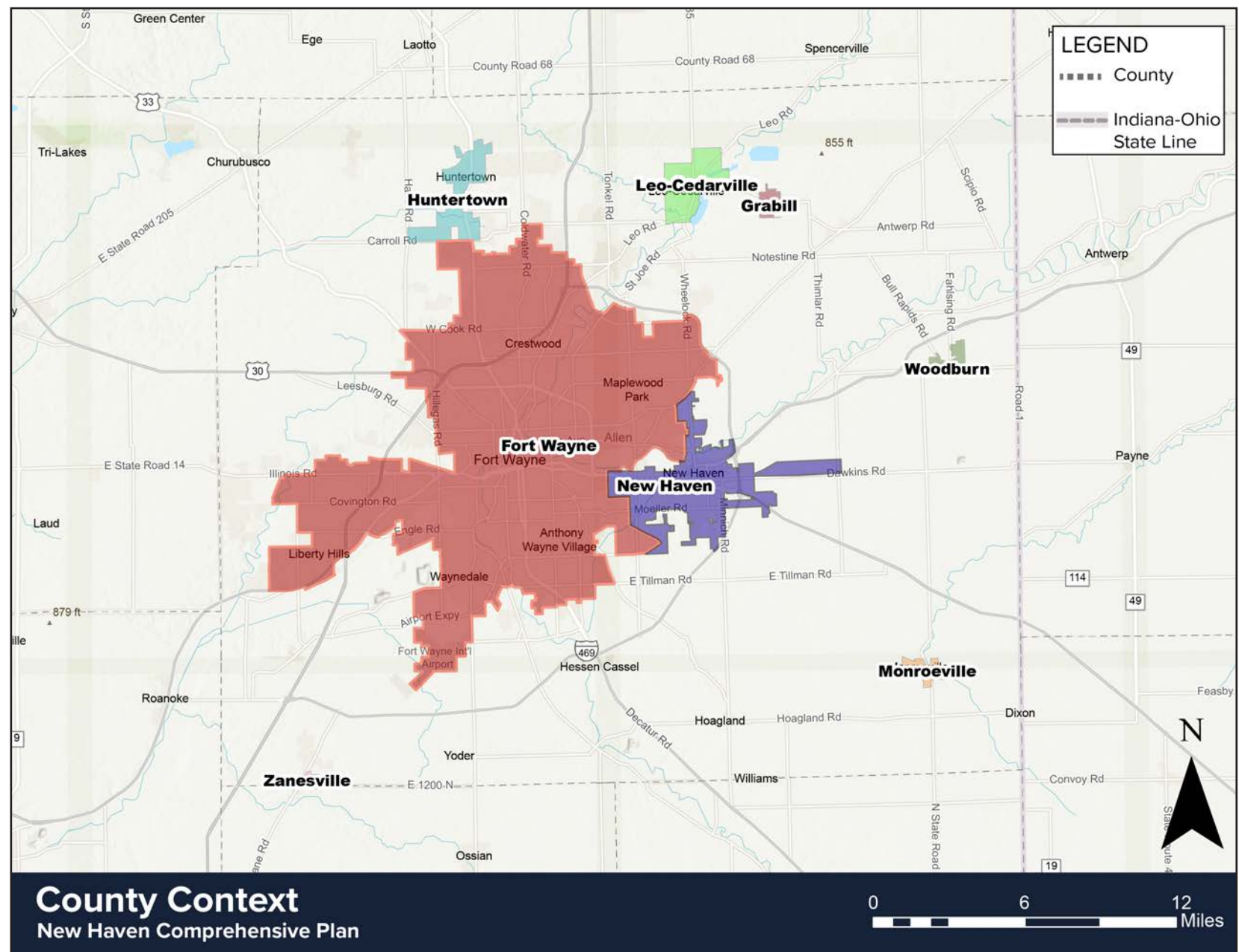
0 — 6 — 12 Miles

REGIONAL OVERVIEW

Located in Allen County, the City of New Haven is positioned in the northeastern portion of Indiana on the eastern edge of the Fort Wayne metropolitan area. New Haven encompasses areas to the east and west of the outer belt of I-469, which bypasses downtown Fort Wayne, and is continuing to grow to areas east of I-469. It is approximately fifteen minutes from the Indiana-Ohio border and within one hour's drive of the Indiana-Michigan border. Some medium-sized metropolitan areas are within a two-hour drive, including Toledo, OH, Kalamazoo, MI, and the South Bend-Elkhart Region. Some smaller metropolitan markets exist south along I-69, including the Muncie and Anderson metropolitan areas. Many smaller Indiana urban centers orbit the Fort Wayne area, including Columbia City, Huntington, and Decatur.

The primary interstate corridor serving the region is I-69, which extends north; an interchange with I-80/90 approximately 45 miles to the north provides east-west access, most notably to Chicago. US Highways 24, 30, and 33 are significant metropolitan thoroughfares, providing easy access to western Ohio.

Neighboring counties comprise of Noble and DeKalb counties to the north, Whitley and Huntington to the west, Wells and Adams to the south, and the State of Ohio to the east. Fort Wayne encompasses much of Allen County. However, several smaller cities and towns like New Haven lie on Allen County's outskirts. Huntertown, Leo-Cedarville, and Grabill are on the north side of Fort Wayne, while Woodburn, New Haven, and Monroeville lie on the eastern side, with Zanesville to the south.

KEY TRENDS

Key trends were developed by connecting demographic data with trends heard through public engagement and stakeholder meetings. Key trends identify pros and cons and potential opportunities, influencing the strategies and recommendations mentioned later in this plan. A demographic summary shows the primary demographics for the City of New Haven from 2010 to 2030.

POPULATION

2010	2021
14,860	15,842

2030 PROJECTION
19,843

2010 to 2021 % CHANGE
6.5%

2021 to 2030 % CHANGE
25.3%

MEDIAN AGE

2010	2021
37.4	38.5

2026 PROJECTION
38.3

2010 to 2021 % CHANGE
2.9%

2021 to 2026 % CHANGE
-0.5%

MEDIAN HOUSEHOLD INCOME

2020
$52,597

2026 PROJECTION
$56,618

2021 to 2026 % CHANGE
7.1%

HOUSEHOLDS

2010	2021
5,869	6,287

2030 PROJECTION
7,631

2010 to 2021 % CHANGE
7.1%

2021 to 2030 CHANGE
21.4%

RACE AND ETHNICITY

	White	Hispanic or Latino
2010	93.3%	3.1%
2021	90.9%	4.3%
2026 PROJECTION	89.6%	5.0%
2010 to 2021 % CHANGE	-2.4%	1.2%
2021 to 2026 % CHANGE	-1.3%	0.7%

Source: ESRI Business Analyst, American Structurepoint.

RAPID GROWTH

Population projections from ESRI Business Analyst forecasted the city to grow to 16,231 in 2026.[1] However, in-depth discussions with the Comprehensive Plan Review Team, staff, and stakeholders revealed that ESRI's projection likely underrepresented growth trends, as recent development activity was already reaching the long-term forecast. A closer look at the city's building permit trends over the past five years revealed a much higher total population forecast of 19,843 in 2030. New Haven has already seen an uptake in residential development over the last five years, and with population projections, this is expected to continue. Many new residential developments have been to the city's south

inside I-469 and north along Landin Road. This increase in residential development may also cause the need for more commercial and industrial development to support new residents. However, with the city growing outwardly to the north and south, sprawl is a potential concern that should be mitigated as growth continues. Sprawl will increase the strain on existing infrastructure, public transit, and emergency services, whose service boundaries will increase as the city continues to grow. Sprawl can be combatted by ensuring a mix of land uses to serve new residential areas, supporting mixed-use development, and encouraging alternative transportation opportunities and connectivity.

Several Methods of Population Projections for New Haven's 2050 Population.
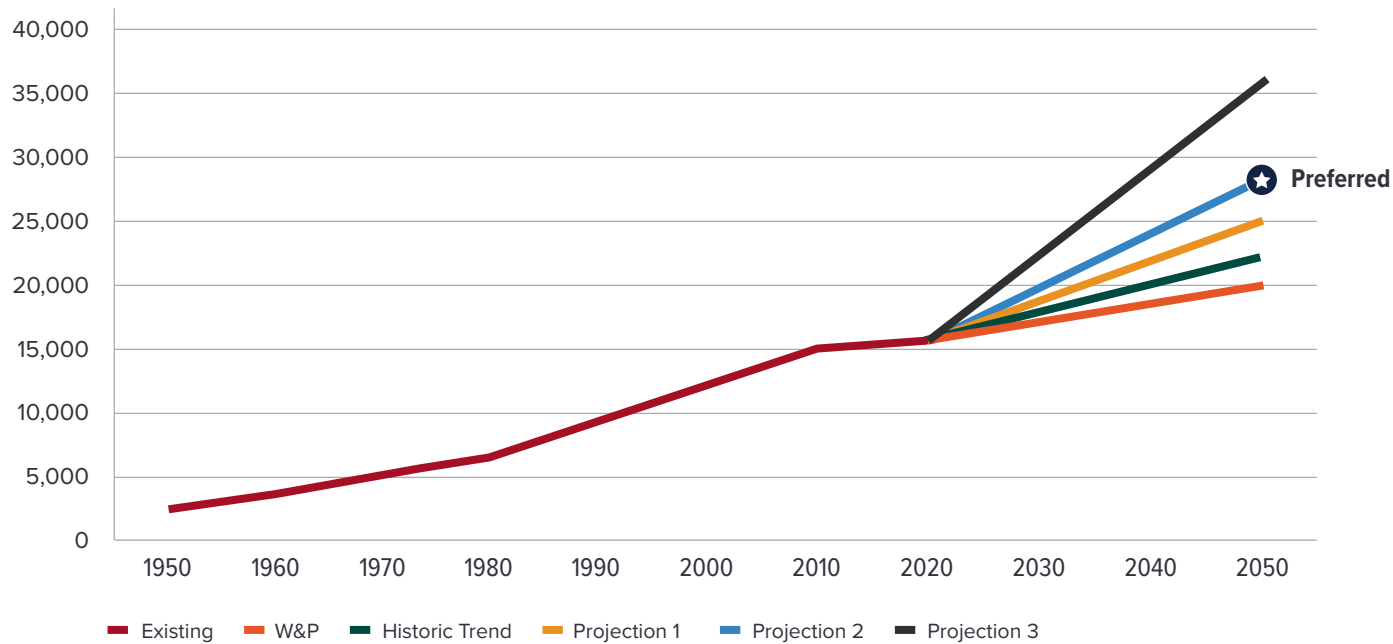
Source: ESRI Business Analyst.

PROJECTIONS

Utilizing existing data from the past 100 years from Woods & Poole, a proprietary demographic and economic statistics resource, several projection methods were used to forecast New Haven's population for the year 2050. Woods & Poole also conducts population projections for metropolitan statistical areas, counties, and micropolitan statistical areas. The population projection most heavily based on the Woods & Poole forecasts yielded the lowest of all the projections, forecasting a population of 20,000 in 2050. Examining the historical population trend yielded a slightly higher projection of 21,973 in 2050. The city's building permits and increase in residential developments over the past five years provided the foundation for the remaining three population projections. Projection 1 shows the trend of the city's development occurring at 50% of the rate that it is occurring now, and projection 2 shows the city's development trend continuing at the current rate. In contrast, projection 3 shows the city's development trend doubling its current rate. After conversations with the Review Team, projection 2 was deemed the most accurate projection out of the three presented and projects a population of 28,863 in 2050. Projection 2 and its population forecast were utilized to calculate the acreages for future land uses, discussed in the future land use section.

PROS	CONS	OPPORTUNITIES
• Increase in population. • Driver for an increase in development.	• Potential for sprawl. • Increased strain on services. • Lack of diversity of land uses.	• Increase accessibility and type of services available (public transit, walkability). • Identify areas for different types of growth (residential, commercial, industrial). • Employ SMART growth practices.

[1]ESRI Business Analyst.

SUBURBAN COMMUNITY

Although New Haven was historically independent from Fort Wayne, it has a suburban, rural, and industrious feel and development style. Many conversations with stakeholders and responses to the survey revealed that New Haven residents are primarily commuters and see the location to Fort Wayne and I-469 as benefits of living in New Haven. New Haven's location in Fort Wayne is unique because the city can offer a small-town feel with big-city amenities nearby. Many saw New Haven's quality of life as one of the city's most significant assets. Like many Indiana communities, especially suburbs, connectivity and sprawl are concerns. The city can use its anticipated growth to increase connectivity and provide other modes of alternative transportation to combat sprawl.

PROS	CONS	OPPORTUNITIES
• Small town feel with big city amenities nearby. • Proximity of Fort Wayne. • Experiencing significant growth and development with room to grow. • Ease and access of 469.	• Car-centric community. • Limited diversity of housing types – primarily single-family residential. • Residents are primarily commuters. • Continued sprawl will strain community services.	• Focus on quality-of-life initiatives. • Opportunity for innovative solutions for mixed use and more dense development centered around transit, bicycling, and pedestrian infrastructure.

AGING IN PLACE

Aging in place refers to residents remaining in their homes as they grow older instead of moving into retirement or assisted-living communities. The aging-in-place movement has grown in popularity over the past decade. Nationally, 77 percent of adults 50 years and older want to remain in their home long term, but one-third of adults 50 years and older say they need to modify their current home for themselves or a loved one to do so.[2] Aging in place is associated with a higher quality of life as older residents can remain in their homes and continue enjoying their community.

New Haven's proximity and access to wellness and medical services are also a plus for those aging in place in the community. However, aging in place does pose some challenges, such as affordability and accessibility. Changes may need to be made to homes to make them more accessible, such as wider doorways and ramps for wheelchair users. Opportunities can be explored to help provide diverse, accessible housing options, such as promoting one-level and patio homes and allowing accessory dwelling units in the city's ordinance.

Driving may also not be an option for some elderly people, which will require the availability of public transit or alternative transportation systems to help them get around. A higher proportion of aging adults can also increase the demand for services such as EMS. However, with New Haven's proximity to Fort Wayne and larger regional hospitals, this may not be as much of a concern.

PROS	CONS	OPPORTUNITIES
• Associated with a higher quality of life. • Aging populations have access to wellness and medical services.	• Housing affordability can be a challenge. • Results in an increase in demand for services such as EMS. • Accessibility can be challenging (differing housing types, public transit, alternative transportation). • Associated with a higher median age.	• Provide diverse housing options (one-level homes, patio homes, accessory dwelling units). • Expand alternative transportation options. • Continue quality of life initiatives.

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[2] We're Here to Help You Age in Your Own Home.

MANUFACTURING ROOTS

Much of New Haven reflects the city's history as a manufacturing town. The city's history has been heavily shaped by transportation. Initially, the city was located along the Wabash and Erie Canal. The canal, since removed, was later replaced by the railroad. New Haven was served by the Wabash and Nickel Plate Railroads. Norfolk Southern Railway remains a significant operation in New Haven today. As motor vehicles are the main form of travel today, New Haven is also served by Lincoln Highway (State Road 930), US 24, US 30, and I-469.[3] With the accessibility of highways and trains, New Haven is an ideal location for industrial operations, such as manufacturing. In 2020, almost 20 percent of employees ages 16+ were employed in the manufacturing industry. As the city grows, manufacturing will remain a significant employment base. The land east of the city provides opportunity for industrial expansion. Industrial growth also provides opportunities for more diverse housing options to encourage workers to live in New Haven.

PROS	CONS	OPPORTUNITIES
• Employment hub with Fort Wayne. • Major rail hub. • Direct access from I-469. • Availability for expansion.	• Train traffic. • Some lack of diverse employment and business opportunities. • Competing with Fort Wayne's new industrial hub to the south by the airport. • People employed in manufacturing jobs are not living in the community.	• The east side of I-469 provides opportunities for new industries with a connection to the rail network. • Affordable and diverse housing options to draw workers into the community. • Relationships with local institutions to continue job training facilities and programs.

[3] About New Haven.

PAST PLANNING EFFORTS

Part of the planning process involves revisiting past planning efforts from the city, county, and region. Past plans provide an insight into what was essential to the community and how it has changed. The goals and objectives discussed in the following sections were partly developed based on goals from previous plans.

New Haven's last comprehensive plan was adopted in 2002. The New Haven-Adams Township Parks Department is also working on updating its parks and recreation 5-year master plan at the time of this writing. In addition to the comprehensive plan, the city is undergoing an additional study on the Lincoln Highway Corridor by McKenna, at the time of this writing. The goals, objectives, strategies, and recommendations from this plan align with McKenna's Corridor Plan. Several additional plans and studies were completed in the region, and were reviewed and used to formulate goals and objectives for this plan. Each past planning effort is unique and offers a particular perspective on the desired goals and outcomes of the city. An overview of past plans is provided to understand better their content, purpose, impact, and relevance to this plan. The plans and documents that were reviewed included:

- New Haven Comprehensive Land Use and Strategic Economic Plan (2002)
- New Haven-Adams Township Parks and Recreation Master Plan (2017)
- New Haven Unified Development Ordinance (2020)
- Broadway Street Pedestrian Rail Crossing Study (2022)
- Review of Conceptual Grade Separations, New Haven, Indiana (1990)
- All in Allen (2021)
- Growing with Vision – Northeast READI Plan 2021

- Plan it Allen! (2007)
- Bike Fort Wayne (2010)
- Blueprint Plus – Downtown Fort Wayne Charrette Final Report and Action Plan (2005)
- Bus Fort Wayne (2013)
- Front Door Fort Wayne (2012)
- Citilink 2030 Transit Development Plan (2020)
- Northeastern Indiana Regional Coordinating Council 2040 Transportation Plan (2018)
- Upper Maumee Watershed Management Plan (2014)
- Coordinated Public Transit – Human Services Transportation Plan for Allen County (2017)

CHAPTER 3: COMMUNITY ENGAGEMENT

Community engagement is a vital part of the planning process and informs every component of the comprehensive plan. Engagement included review team meetings, stakeholder conversations, surveys, and public workshops. The goals and objectives discussed in the next section were heavily influenced by what was heard from the public during the community engagement activities.

Source: Spend an Afternoon in New Haven, Indiana.

REVIEW TEAM

The Review Team is a coalition of local leaders who work together with the project team, guiding the process, providing immediate feedback, and deciding the final character of the plan. Members were selected by New Haven City staff based on their roles in the community and the perspective they brought regarding its future. The Review Team consisted of the following members:

- Brian Acheff
- Emily Adkins
- Jenn Blackburn
- Bill Bradley
- Dave Cheviron
- Craig Dellinger

- Roman Doust
- Mike Mowery
- Kevin Richardson
- Bonnie Roth
- Gary Schultz
- Mathew Tsuleff

- Ron Turpin
- Pone Vongphachanh
- Yolanda Walker
- Adam Welch
- Nichole Westendorf
- Kevin York

Throughout the project, the Review Team met five times and reviewed all project materials before they were released to the general public. The Review Team helped suggest community stakeholders with whom to meet, provided insight on local public events and happenings, refined goals and objectives, and helped to draft the future land use plan. A timeline shows the meeting dates and the significant discussions at each meeting.

MEETING #1	MEETING #2	MEETING #3	MEETING #4	MEETING #5
Introduction to project and project scope	Existing Conditions, Stakeholder Engagement, and Public Engagement Process.	Key Findings from Existing Conditions and Public Outreach.	Goals and Objectives, Future Land Use Scenarios.	Overview of Critical Path Strategies, Coordination with Corridor Plan, Final Comprehensive Plan.

STAKEHOLDER GROUPS

A critical part of the success of the planning process is the participation of property owners, residents, business owners, and other stakeholders in the community. The project stakeholders represent various community interests, including major employers, developers, community organizations, and leadership. Twenty-four stakeholder interviews were conducted throughout the summer of 2022. The interviews ranged from in-person to virtual meetings. The organizations of stakeholders that provided insight for the comprehensive plan are provided below:

- City of New Haven
- City of New Haven Police Department
- Community Transportation Network
- League for the Blind and Disabled
- Citilink
- City of New Haven-Adams Township Parks and Recreation Department
- City of New Haven Parks Board

- Visit Fort Wayne
- Fort Wayne Trails
- East Allen County Schools
- New Haven High School
- Allen County Public Library - New Haven Branch
- IVY Tech
- Indiana University Fort Wayne
- Allen County Department of Planning Services
- Allen County Department of Health

- Allen County Highway Department
- Northeastern Indiana Regional Coordinating Council
- AWS Foundation
- Lancia Homes
- Zion Real Estate and Development
- Bradley Company
- New Haven Chamber of Commerce
- Greater Fort Wayne, Inc.

PUBLIC OUTREACH

Public outreach was held to gather input from the community and spread awareness about the comprehensive plan effort. The project team gathered public input at Summerfest on July 4, 2022. A survey, open from July through September, asked various questions about the City and its future and received over 140 responses. An open house was held at City Hall on September 14, 2022 to present the plan's progress and ask residents for input. The survey and open house were advertised on Facebook and the City's website. Detailed survey and public outreach data can be found in the Appendix.

WHAT WE HEARD

The project team used what was heard from the public to provide the goals, objectives, strategies, and recommendations for this plan. Each goal section contains relevant viewpoints from public engagement to justify the proposed strategies.

Community challenges:

- Supply and affordability of housing
- Traffic
- Trains
- Education (specifically higher education)
- Solid employment

Essential amenities:

- Community events and festivals
- Restaurants and dining
- Libraries
- Parks and recreation facilities
- Youth programming

The most critical items for New Haven's future:

- Providing and maintaining infrastructure
- Maintaining existing businesses
- Creating jobs
- Providing public services
- Encouraging beautification in plantings and streetscaping

Additionally, the stakeholders commented on connectivity issues, the need for more alternative transportation, the lack of sidewalks and pedestrian crossings, supporting aging in place, providing diverse housing options, diversifying the tax base, urban design, and quality of life.

Downtown was seen as an asset that could be built upon. Many stakeholders and comments on the survey stated they enjoyed the small-town feel of New Haven while having access to big-city amenities nearby in Fort Wayne. However, New Haven's identity and gateways could be improved to provide a more apparent identity between the two.

CHAPTER 4: COMMUNITY VISION

The Review Team members created a community vision statement for this comprehensive plan update, which is a statement uniquely outlining the residents' personalities and aspirations. The community vision is designed to balance embracing the past, maximizing the present, and improving the future to create a thriving community for people and businesses. The goals, objectives, and strategies identified within this plan strive to help the city to implement and achieve this community vision.

VISION STATEMENT

New Haven is a growing community known for its small-town feel, charm, and proximity to Fort Wayne amenities. The city will remember its heritage at the forefront of transportation innovations and focus on maintaining a strong downtown core while enhancing its identity, connectivity, and quality of life to attract diverse people and thriving businesses.

FOCUS AREAS

The Comprehensive Plan aims to outline and guide the community to achieve its fullest potential and vision. To address all future ideas, the Comprehensive Plan must address a wide range of topics that affect the community. These focus areas become the goals that influence the objectives and strategies within this plan The focus areas for the City of New Haven reflect the following key themes from public engagement:

- Affordability and supply of housing.
- Identify New Haven's niche: image, logos, events, and differentiation from Fort Wayne.
- Attract/support local businesses and job creation.
- Improve connections within New Haven and surrounding communities.
- Preserve the city's small-town feel.
- Downtown redevelopment.
- Maintain and upgrade public infrastructure.
- Expand bicycle and pedestrian infrastructure.
- Upgraded parks and facilities.
- City-wide Beautification.
- Increase transparency and communication.
- Gateways.
- Corridor enhancements.

GOALS

Goals are the targeted statements identified in the plan to see measurable outcomes in the community. These goals are meant to overlap plan focus areas and tie all objectives statements to familiar themes. This plan seeks to enhance and propel the City of New Haven into the next 20 years by:

☑ Striving to develop diverse, quality, economical, and desirable housing types for residents of all income levels and ages while fostering healthy, safe, connected, active, and livable communities with a focus on a high quality of life in existing and future neighborhoods.

☑ Encouraging neighborhood pride by providing opportunities for reinvestment and redevelopment, promoting beautification, implementing placemaking techniques, protecting existing neighborhood character and history, and fostering a safe and healthy environment with appropriate land uses of varying densities that provide quality places to live, work, and play.

☑ Supporting policies that balance nature and the built environment that preserve natural systems, protect waterways, reduce air pollution, encourage innovation in alternative energy sources, conserve natural corridors, protect the built environment, and conserve open space landscapes.

☑ Coordinating the promotion of innovative and diverse economic growth through attracting, retaining, and growing new and existing commercial, industrial, and local businesses.

☑ Promoting efficient and safe modes of transportation, including biking, walking, trains, vehicular travel, and public transit, ensuring connectivity throughout the city, enhancing corridor connections from north to south, and improving infrastructure.

OBJECTIVE STATEMENTS

The Objective Statements of the plan are essential in establishing a better understanding of the more detailed strategies mentioned later within this plan.

The Objective Statements are policy objectives related to the previously mentioned goals. These statements are aspirational to guide the community toward its future goals and overall Community Vision. They were created using a variety of data inputs. The primary sources used when crafting these statements include input from:

- Past planning documents from the community;
- Online Survey;
- Review Team;
- Various Stakeholder Groups; and
- Community Engagement Sessions at Summerfest and Public Open House.

As a community, we should all strive to achieve these objective statements to further our vision.

STRATEGIES

Strategies are concrete initiatives intended to carry out an idea, goal, or objective identified within the plan. Each strategy will be a specific projection or program to implement. The Implementation Chapter of this plan further identifies strategies into Critical Path Strategies, which are seen as high-priority strategies that the city should implement over the next three to five years. More details about Critical Path Strategies will be discussed in the Implementation Chapter. The strategies listed in the following sections were developed following the identified goals and objectives. Additional best practices in each section provide examples for the implementation of specific strategies.

Using the previously listed focus areas, the goals and objectives were grouped into several categories: social sustainability and equity, environmental sustainability, livability, resiliency and emergency preparedness, administrative action, transportation and connectivity, and future land use and development.

SOCIAL SUSTAINABILITY & EQUITY

Social sustainability and equity consider human needs and the impact existing systems have on people. Social sustainability combines the built environment with human, social and cultural systems. This category includes areas relevant to equality, equity, quality of life, and wellbeing, which can include specific topics such as housing, childcare, health and wellness, and safety.

RELEVANT COMPREHENSIVE PLAN GOALS

- Striving to develop diverse, quality, economical, and desirable housing types for residents of all income levels and ages while fostering healthy, safe, connected, active, and livable communities with a focus on a high quality of life in existing and future neighborhoods.
- Encouraging neighborhood pride by providing opportunities for reinvestment and redevelopment, promoting beautification, implementing placemaking techniques, protecting existing neighborhood character and history, and fostering a safe and healthy environment with appropriate land uses of varying densities that provide quality places to live, work, and play.

WHAT WE HEARD

- 25% of respondents to the survey were age 65 or older.
- The supply and affordability of housing were seen as one of New Haven's biggest challenges.
- Stakeholders expressed concern about the existing amount of ADA-accessible housing and opportunities for aging in place.
- Respondents expressed the need to "clean up" certain areas of the city and provide beautification along its main gateways, specifically Lincoln Highway.

OBJECTIVE STATEMENTS

- Provide housing opportunities for residents to age in place by promoting accessible development in areas with convenient access to services and transportation.

  Strategy: Establish a land bank program to acquire properties in desired redevelopment areas.

- Foster walkable, neighborhood-focused commercial and mixed-use development to expand access to everyday needs and employment opportunities.

  Strategy: Explore options like development incentives to increase the amount of new affordable housing units in the community.

- Ensure local ordinances are continually updated and support initiatives such as aging in place, mixed-use development, and affordable housing to develop quality neighborhoods.

  Strategy: Evaluate economic development tools and incentives, along with state and federal grant opportunities for assistance in rehabilitating residential development.

- Provide protections or requirements to preserve the character of historic areas in the city, such as downtown.

  Strategy: Partner with a local agency to develop an owner-occupied rehabilitation program to support those with limited incomes and to stabilize neighborhoods.

BEST PRACTICE: AGING IN PLACE[4,5]

Aging in place is when residents can live and age in the community of choice for as long as possible, ideally staying active for as long as possible. According to a national survey on housing and home modifications issues, 82 percent of respondents would prefer to stay at their residence as long as possible.[6] However, many communities have had difficulty creating livable communities for all ages. Physical and non-physical barriers may make staying at home a poor option or even impossible. Municipalities need to minimize or eliminate these barriers and create housing options that enable citizens to be independent and thrive at all ages. If residents can age in place, it benefits not only them, but it benefits the social and economic fabric of the community.

Housing issues are interdependent with neighborhood and community design, access to food and transportation, affordability, safety, and access to healthcare and public spaces. Housing is a variable in social interaction. It is a multifaceted issue that requires interdisciplinary approaches to create successful solutions. Solutions to consider include "universal design," the design of neighborhoods, social support, affordability, and safety.

BEST PRACTICE: UNIVERSAL DESIGN

The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

- Ron Mace, one of the founders of Universal Design

Homes designed according to the principles of Universal Design (also known as barrier-free design) would meet the behavioral needs of the majority of the population in our society across a range of ages and abilities. Current standards generally do not include a broad range of ages, abilities, heights, and people's senses, resulting in spaces that unnecessarily disable residents.

Housing not designed to meet people of any age and ability increases the risk of accidents because of the gap between the built environment's demands and a resident's abilities. For example, falls are the leading cause of injury and death for older adults and have a direct cost to society of over $30 billion annually. Falls and other safety concerns can be addressed by available design features such as a zero-step entry into the home, a zero-step shower, non-skid flooring, high lighting with low glare, grab bars, and a clear and accessible path. Other human-made barriers are narrower doorways for wheelchairs, walkers, and bathrooms accessed only by stairs.

Universal Design features have been formalized in ordinances and policies that promote housing features such as zero-step entries, no-threshold showers, a bathroom on the first floor, and 36-inch wide doorways. These solutions have been successfully built in all housing types in every climate in the US and, therefore, could be implemented in New Haven's housing stock.

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[4] Aging in Place: Housing, Supports, Safety.

[5] Aging in Place: Tools to Advance Resilience.

[6] Fixing to Stay: A National Survey on Housing and Home Modification Issues.

POTENTIAL FUNDING SOURCES FOR HOME IMPROVEMENTS ARE:[7]

US Department of Agriculture's Rural Development
The US Department of Agriculture's Rural Development program offers loans of up to $20,000 and grants of up to $7,500 to low-income homeowners in rural areas who need to renovate. To qualify, you must have a family income below 50% of your area's median income. The interest rate is capped at 1.0 percent. Grants are available only to homeowners who are 62 or older. Younger borrowers are eligible only for loans.

To apply, contact your state office of the US Department of Agriculture. **A state-by-state list is available on the USDA's website.** You can also find lenders in your area who specialize in USDA loans.

Fannie Mae and the Federal Housing Administration (FHA)
FHA renovation loans for homeowners and buyers are not explicitly designed for borrowers with disabilities but can be used for necessary adaptations. **Fannie Mae's HomeStyle program** is available for buyers who want money to buy and renovate a home in one loan or those who wish to refinance their home loans and get cash for renovations. **The FHA's 203(k) renovation loan** is similar to Fannie's but has more flexible qualification requirements. To qualify, you'll need to gather the necessary documents and information on your assets, credit, and debt to **apply for an FHA loan**.

Refinancing
Refinancing when interest rates are low is an excellent way to use a home's equity to pay for projects like a home renovation. First, contact several different lenders to see who offers the best rate, then secure a preliminary mortgage approval, and finally, choose your lender.

Getting Help From Non-profit Organizations
Non-profits can be a source to choose which home repairs are needed and how to pay for them, and some include:

- **Rebuilding Together** works with dozens of affiliated organizations nationwide to complete some 10,000 projects a year. They help low-income homeowners, requiring applicants to fall under income guidelines, which vary depending on location.
- **The National Resource Center on Supportive Housing and Home Modification:** Headquartered at the University of Southern California, the center aims to encourage aging in place and promote home modifications. The National Resource Center provides training, education, technical help, and an information clearinghouse.
- **Local Independent Living Center Affiliates:** This is a directory of independent living centers compiled by the Independent Living Research Utilization Program, a non-profit organization. The guide lists centers that train people with disabilities to live independently, where 51% of the staff and the board of directors have disabilities.
- **Local Easter Seals chapters:** Easter Seals and real estate brokerage Century 21 launched the Easy Access for Easier Living Program, which includes educational brochures, resources, and tips for making a home accessible.

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[7] MoneyGeek.

NEIGHBORHOOD DESIGN

Universal design also applies to neighborhoods. Universal Design is designing an environment to be used and understood "to the greatest extent possible by all people regardless of age, size, ability or disability."[8] Suppose every environment is designed to meet the needs of all people who wish to use it. In that case, everyone can benefit from that design and not just a minority of the population because "if an environment is accessible, usable, convenient and a pleasure to use, everyone benefits."[9]

Considering a large diversity of needs and abilities throughout the design process leads to the most significant number of users possible. Universal design is good design.

When New Haven adds new or renovates public infrastructure, building universal design considerations into every process step is a great way to maximize the number of future users. Universal Design works best when applied at the beginning of the design process and not seen as an "add-on" to the process.[10] Reaching out to the disabled community in the area and involving them in planning decisions from the beginning is also vital for designing genuinely inclusive spaces.

The National Disability Authority notes that "Universal Design is not only applicable to the needs of people with disabilities but to everyone, regardless of age, size, ability or disability. Secondly, Universal Design is not a list of specifications; it is an approach to design that considers the varied abilities of users."[11] The term "Universal Design" is different from compliance with the ADA standards. ADA prohibits discrimination based on disability, while Universal Design standards include the ADA's requirements but go beyond them to make the built environment accessible to even more users.[12]

One example of a universal design improvement is building or repairing the ends of driveways to meet the street with as little slope as possible. Many drivers have experienced "bottoming out" their car at the end of a driveway. Those situations can be precarious for people with limited mobility and wheelchair users. By addressing where the driveways meet the street in a more universally designed way, residents who use wheelchairs can more safely roll onto the road. Still, it is also easier for everyday pedestrians and drivers.

Source: Inclusive Mobility.

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[8] What is Universal Design.

[9] Literature Review on Vehicle Travel: Speeds and Pedestrian Injuries.

[10] What is Universal Design.

[11] The Center for Universal Design (1997). The Principles of Universal Design, Version 2.0. Raleigh, NC: North Carolina State University.

[12] 10 things to know about UD.

SOCIAL SUPPORT SYSTEMS

While aging in place in the community may have the advantages of familiarity and maintaining one's connections, it may also set older adults and disabled persons up for social isolation, particularly if they have limited mobility or access to other people. Social isolation and loneliness have been shown to affect health and well-being negatively. Density does not automatically ensure social interaction. Can residents get to a senior center or other places for interaction? Get to medical services? Can an aide take a bus to serve a senior at home? Understanding transportation issues from varied perspectives will assist New Haven with addressing these and creating housing options that work for residents' needs. Barriers to accessing support services are created when one can no longer drive to a location or afford to own a vehicle. This barrier may also be an obstacle to receiving services at home, regardless of whether one rents or owns.[13]

SAFETY

At the scale of a neighborhood, safety includes benches to enable walking, shade and shelter for refuge from the weather, smooth and well-maintained sidewalks year-round, good lighting, orientations that encourage informal surveillance and social interactions, human-scale design, layers of public versus private space that support territoriality, and a lack of dark nooks to give shelter to possible predators .

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[13] Ball, M.S. (2014.) "Aging in Place: A Toolkit for Local Governments."

ENVIRONMENTAL SUSTAINABILITY

Environmental sustainability involves conserving natural resources and protecting ecosystems to support the health and well-being of humans and the environment. Topics in the environmental sustainability category include parks and recreation, natural features, alternative energy, and conservation.

RELEVANT COMPREHENSIVE PLAN GOALS

- Supporting policies that balance nature and the built environment that preserve natural systems, protect waterways, reduce air pollution, encourage innovation in alternative energy sources, conserve natural corridors, protect the built environment, and conserve open space landscapes.

OBJECTIVE STATEMENTS

- Continue to recognize the vital importance of parks, recreation, and natural spaces to human health and quality of life.
- Increase the quantity and quality of parks, recreation facilities, natural areas, and trails.

  Strategy: Support the update to the New Haven-Adams Township Parks and Recreation Master Plan and its subsequent implementation.

- Ensure the health of the Maumee River and other natural waterways while respecting the inherent natural value of waterways and human health.

  Strategy: Explore options to slow the river's current and decrease flooding that will not disrupt the greater natural environment, such as riparian buffers, bank erosion control, flood management, or levy walls.

WHAT WE HEARD

- Average responses to the survey indicated most were visiting the parks weekly or one to two times per month.
- Responses to the survey indicated the need for more walking trails and connections between parks.
- Respondents to the survey would like better presentation, beautification, and maintenance in parks and natural areas.
- Parks and recreation facilities were listed as essential amenities in the survey.

BEST PRACTICE: GREEN INFRASTRUCTURE AND WATER PLANNING[14,15]

"Green infrastructure" is stormwater management systems that preserve, emulate, or restore a site's natural hydrology. It is sometimes called "urban stormwater control" or "low-impact development." It has become a popular way to manage stormwater runoff as it is less expensive than traditional "grey" infrastructure (i.e., vast systems of pipes and sewer lines).

By using green infrastructure, regulators can encourage more stormwater to infiltrate into soils, to help replenish aquifers, or be taken up by plants and filtered for pollutants. Additionally, green infrastructure increased beautification and the potential for positive ecological impacts utilizing vegetation instead of pipes (see Figure 1). Using those same plants can benefit the local ecosystem by providing food and habitat for wildlife and pollinators. Green infrastructure reduces the flow and pollution into a water body during rainfall or snowmelt. Snowmelt runoff has the potential for higher pollutant loadings to waterways because of the sudden release of pollutants trapped in the snow. It may also become a more significant water-quality threat as climate change increases the number of freeze-thaw cycles during increasingly warmer winters.

Stormwater runoff contributions to urban streams increase with the amount of impervious surface in a watershed (see Figure 2). For example, the Center for Watershed Protection found that stream quality is affected when only 10 percent of an urbanized watershed consists of impervious surfaces, such as roofs and paving. Also, streams become severely polluted when impervious surfaces in a watershed exceed 25 percent.

Figure 1: Green infrastructure captures stormwater runoff.
Source: Green Infrastructure and Stormwater Management.

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[14] The Effectiveness of Green Infrastructure for Urban Stormwater Management.

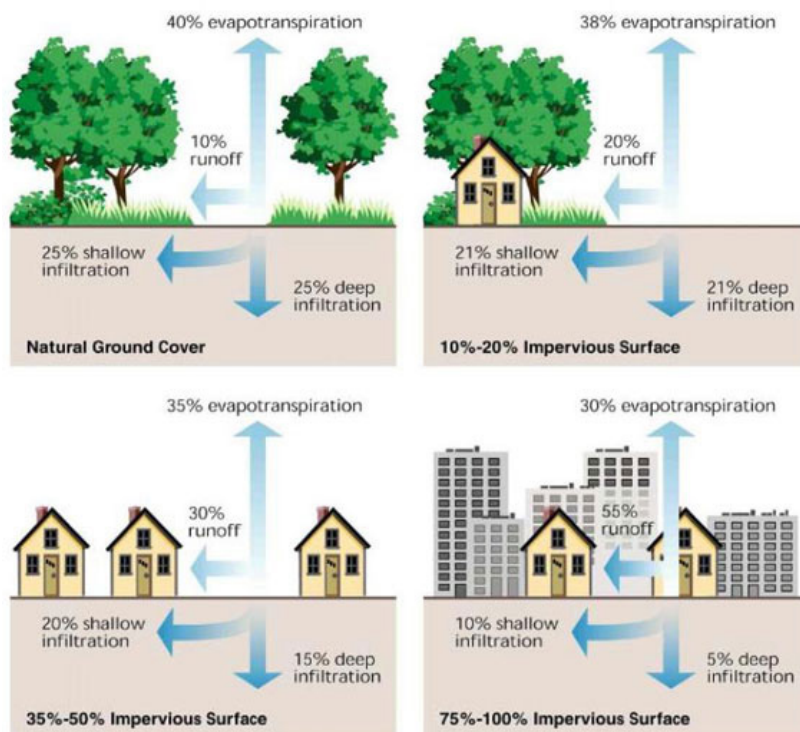[15] Integrating Land Use and Water Planning for a Sustainable Future.

Figure 2: Changes in hydrology from the increased impervious surface. Source: The Effectiveness of Green Infrastructure for Urban Stormwater Management.

The US Environmental Protection Agency has been championing green infrastructure as part of its Municipal Separate Stormwater Sewer System (MS4) permit program. Smart Growth advocates have also promoted these practices as their low-impact development initiatives. Local regulators need to know how to evaluate green infrastructure when it is proposed to replace conventional infrastructure in a new development or when it is intended to retrofit existing stormwater management systems to address existing water pollution and flood-hazard risks.

Castle Rock, Colorado, is one of the fastest-growing communities in the United States. In 2006, the City planning department and the local water utility partnered to address how to conserve water best while still accommodating growth. As part of their plan, the City set up financial incentives, regulatory changes, and behavioral service strategies to utilize water more efficiently. For example, the City gave financial incentives to developers in exchange for the developers being required to meet professional certification requirements for water efficiency. Although Midwestern cities like New Haven sometimes have too much water instead of too little, managing water during floods and droughts is essential.

There are many methods for tackling water conservation on the American Planning Association's website, planning.org. Some ideas include requiring only plants native to Indiana to be planted in new developments and upgrading aging stormwater management infrastructure with green infrastructure. Although the law does not mandate all water-related planning, residents and utilities can still find ways to collaborate. More specific local plans can include water supply and wastewater infrastructure plans; hazard mitigation and resilience plans, like floodplain and stormwater management; demand management; watershed processes and health; and interagency coordination and collaboration plans. If those variables feel overwhelming, New Haven can look to peer communities for best practices. Although every city is different, no one needs to reinvent the wheel.

ECONOMIC SUSTAINABILITY

One of the most significant drivers of population growth is the availability of high-quality jobs. While jobs can bring people to an area, providing for the safety and comfort of residents and populations keeps people interested in a community. Growing New Haven's commercial and industrial diversity will go hand-in-hand with developing the city's workforce and population. Industries are attracted to places with a high quality of life, diverse economic activity, adequate infrastructure, and shovel-ready sites. Public infrastructure keeps the city moving and functioning smoothly. High-quality, efficient, and proper infrastructure is needed to address the needs of both existing and future residents and businesses.

RELEVANT COMPREHENSIVE PLAN GOALS

- Striving to develop diverse, quality, economical, and desirable housing types for residents of all income levels and ages while fostering healthy, safe, connected, active, and livable communities with a focus on a high quality of life in existing and future neighborhoods.

- Encouraging neighborhood pride by providing opportunities for reinvestment and redevelopment, promoting beautification, implementing placemaking techniques, protecting existing neighborhood character and history, and fostering a safe and healthy environment with appropriate land uses of varying densities that provide quality places to live, work, and play.

- Coordinating the promotion of innovative and diverse economic growth through attracting, retaining, and growing new and existing commercial, industrial, and local businesses.

OBJECTIVE STATEMENTS

- Encourage collaboration between community partners such as East Allen County Schools, Ivy Tech, Purdue Fort Wayne, Indiana Tech, the library, and local businesses to promote workforce development skills and lifelong learning initiatives.

  Strategy: Create and promote a small business toolkit.

- Create a business-friendly environment that encourages the development of new business ventures and entrepreneurs.

  Strategy: Promote and enhance local career pathway strategies that can offer continued on-the-job training to advance workers' skills, pay, and future employment opportunities.

- Support efforts to bolster the local economy and encourage the development of new local businesses or entrepreneurs.

  Strategy: Promote an entrepreneurial economy through coworking spaces, maker's spaces, food halls, and pop-up shops.

- Encourage mixed-use development when in appropriate and applicable areas of the city.

  Strategy: In cooperation with Allen County, continue to maintain extraterritorial planning jurisdiction to allow for the logical extension of services and facilities to new employment and residential areas currently outside the city boundary.

- Expand opportunities and encourage collaboration and partnerships to retain youth in local industries or as small business owners in the community after graduation.
- Promote an economic environment that encourages the development of new local businesses and entrepreneurs.

  Strategy: Maintain communication with City and County economic development institutions to continually explore new options for fostering entrepreneurship.

- Expand upon the potential of the I-469 corridor.

  Strategy: Conduct Capital Improvement Planning and Programming for crucial areas of the City, including the I-469 corridor, to ensure that the extension of facilities, infrastructure, and services are well-timed concerning new growth.

WHAT WE HEARD

- Responses from the survey indicated that solid employment was one of New Haven's biggest challenges.
- Restaurants, grocery, and small or locally owned businesses were identified as the top industries New Haven should focus on supporting from the survey.
- On the survey, expanding the local economy, maintaining existing businesses, and job creation were the most important for New Haven's future.
- Stakeholders and responses from the survey saw downtown as an asset that can be improved upon by encouraging more restaurants, entertainment, and other small businesses.
- Stakeholders emphasized the importance of diversifying the tax base in New Haven.
- I-469 is a significant asset to attract and grow businesses.
- Stakeholders mentioned that employers seem unaware of existing assets such as the East Allen County Career Center.

BEST PRACTICE: ENTREPRENEURIAL DEVELOPMENT

Entrepreneurs are often the heart of a community's downtown. Local businesses give consumers diverse shopping options and the feeling of supporting a local business owner directly but are also excellent sources of community development. A healthy local business often has a ripple effect on other businesses. Consumers visiting one shop or eating out at one local restaurant will likely take time to see another business downtown while they are there, and local businesses tend to source their materials from nearby. The e-commerce effect discussed in the retail gap section has changed how consumers shop for goods. A local good or service can provide consumers with a unique experience of finding a product that would not be offered online and supporting a business owner within the community.

Local businesses and entrepreneurs also provide a unique opportunity to fill underserved retail NAICS market areas. Local businesses often serve a niche for the community or the retail environment that big box stores cannot. Based on stakeholder discussions and the retail gap analysis, consumers want more local restaurants and boutiques—both optimal opportunities for entrepreneurs to take on.

Being an entrepreneur is difficult—having an established local business often takes time, money, and hard work. The city should establish incentives to encourage business development downtown to mitigate the entrepreneur's risks. Incentives could include sponsoring an infrastructure improvement plan to update and make downtown buildings more attractive to building owners. The city should continue utilizing and providing more opportunities such as workshops, networking events, and entrepreneurship classes in this space.

One of the easiest ways to diversify businesses is by promoting business types such as food trucks, test kitchens, maker's spaces, co-working spaces, and pop-up shops. Sponsoring a "food-truck Friday" or weekend pop-up show is a relatively low-cost, low-effort effective way to promote diverse businesses throughout the community and give residents a chance to experience new retail opportunities.

LIVABILITY

Livability is the attention to and growth of spaces that promote the community's health, happiness, well-being, and quality of life. The city's continued success will expand on the community that New Haven offers and the characteristics of its history and people. Focusing on the community's existing wants and needs will promote growth and population retention.

Source: *YouTube*.

RELEVANT COMPREHENSIVE PLAN GOALS

- Striving to develop diverse, quality, economical, and desirable housing types for residents of all income levels and ages while fostering healthy, safe, connected, active, and livable communities with a focus on a high quality of life in existing and future neighborhoods.

- Encouraging neighborhood pride by providing opportunities for reinvestment and redevelopment, promoting beautification, implementing placemaking techniques, protecting existing neighborhood character and history, and fostering a safe and healthy environment with appropriate land uses of varying densities that provide quality places to live, work, and play.

- Supporting policies that balance nature and the built environment that preserve natural systems, protect waterways, reduce air pollution, encourage innovation in alternative energy sources, conserve natural corridors, protect the built environment, and conserve open space landscapes.

- Promoting efficient and safe modes of transportation, including biking, walking, trains, vehicular travel, and public transit, ensuring connectivity throughout the city, enhancing corridor connections from north to south, and improving infrastructure.

OBJECTIVE STATEMENTS

- Increase options for alternative transportation, whether for passive or active recreation or transportation.

    Strategy: Coordinate with the New Haven-Adams Township Parks and Recreation Department and other community partners to increase programming, activities, and entertainment for all ages.

    Strategy: Increase connections between existing parks and trail systems to downtown and other key areas of the community like the community center.

- Encourage the development of stable and diverse neighborhoods with a range of housing types for people of all incomes, ages, and stages of life.

    Strategy: Provide incentives to developers to create diverse and economical housing types.

- Explore programs to increase retention and employment of youth in the community.

WHAT WE HEARD

- Supply and affordability of housing was listed as one of New Haven's greatest challenges.
- Small-town feel with access to big city amenities was a common response to the survey question asking respondents their favorite thing about New Haven.
- Responses to the survey indicated a need for more alternative transportation and connectivity.
- Many survey responses indicated the importance of the community's parks.
    - Several responses stated they would visit the parks more if more programming or connections between parks and trails were available.

URBAN DESIGN

Urban design connects people, places, and the natural and built environment. The fundamental principles of urban design focus on place-making (i.e., creating a "sense of place" or identity), environmentalism, social equity, and economic viability to create a site with distinct beauty and individuality. Urban design can be achieved by creating recognizable neighborhoods with unique identities, designing safe and engaging spaces and buildings, and giving form and framework to the urban environment. Some of the commonly implemented elements of placemaking and urban design include lively commercial spaces, mixed-use development (with an emphasis on ground floor retail), human-scale design, safe and attractive public areas, branding, and beautifying aspects of the public realm such as streets, sidewalks, and open spaces.[16]

RELEVANT COMPREHENSIVE PLAN GOALS
- Encouraging neighborhood pride by providing opportunities for reinvestment and redevelopment, promoting beautification, implementing placemaking techniques, protecting existing neighborhood character and history, and fostering a safe and healthy environment with appropriate land uses of varying densities that provide quality places to live, work, and play.
- Promoting efficient and safe modes of transportation, including biking, walking, trains, vehicular travel, and public transit, ensuring connectivity throughout the city, enhancing corridor connections from north to south, and improving infrastructure.

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[16] Urban Design.

OBJECTIVE STATEMENTS

- Ensure connectivity and walkability between downtown, city facilities, parks, recreation facilities, trails, and sidewalks.

  Strategy: Explore additional gateway treatments at entry ways to the community, specifically on the I-469 exits, and differentiate the entrance to the community from Fort Wayne along west SR 930.

  Strategy: Improve the urban design and beautification of the west end of SR 930 to make it a more inviting, safe, and welcoming entrance to the city.

  Strategy: Encourage decorative, attractive signage directing SR 930 traffic to downtown at Green Street and Mourey Street and again at Lincoln Highway.

- Continue to build upon the unique assets the downtown and its surrounding areas provide to the community.

  Strategy: Explore design elements to be incorporated into a form-based code that would apply to the downtown, its surrounding residential neighborhoods, and pertinent sections of the Lincoln Highway Corridor.

- Build upon the strengths of New Haven to solidify the city's brand, identity, and assets through beautification, urban design, gateway treatments, and landscaping.

  Strategy: Promote easy understanding of the community through wayfinding, branding, and markers.

  Strategy: Beautification of downtown New Haven.

- Employ placemaking techniques to create unique, inviting, safe, and welcoming spaces throughout the community for residents to enjoy and connect with the city.

  Strategy: Expand the boundaries of downtown to connect City Hall and Schnelker Park by providing wayfinding, gateways, and connectivity.

WHAT WE HEARD

- Stakeholders and responses from the survey indicated the need for gateways and beautification, specifically on the west end of SR 930.
- Many responses indicated it is hard to tell where Fort Wayne ends and New Haven begins.
- Downtown is an asset that can be expanded upon was a common theme from stakeholders and the public.
- The survey showed a broad mix of how often people visit downtown. Most people only pass through downtown or use a service.

BEST PRACTICE: DOWNTOWN BEAUTIFICATION

Downtown New Haven includes Broadway from Schnelker Park to Rose Avenue. Downtown mainly includes the buildings on the street frontage of Broadway, although includes portions of Ann Street as well. Many of the buildings have upper story residential, but it is unknown how many upper levels are occupied for residential use.

Aspects such as street trees, distinctive architecture, and signage help foster a unique sense of place. The downtown portion of Broadway is also lined with American flags, which gives the downtown a sense of identity. Elements such as the American flags, traditional street lights, wide sidewalks, and street trees make the area recognizable as downtown. Wide sidewalks ornamented with pavers and plantings encourage walking and activity downtown. Outdoor dining and seating are another way to promote street life and create an inviting space. Murals are an easy way to bring life and color into a space and attract visitors who market the city in a post on social media.

Source: Facebook.

RESILIENCY & EMERGENCY PREPAREDNESS

Resilience is the capacity of individuals, communities, institutions, businesses, and systems within a municipality to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks are experienced. Like illnesses, chronic stresses—high unemployment, poor or overtaxed infrastructure, and water shortages—weaken cities and social systems. Acute shocks are the devastating occurrences that often get conversations about resilience started, e.g., earthquakes, floods, disease outbreaks, and terrorist attacks. COVID-19 sparked many communities to begin thinking about resiliency and emergency preparedness as most communities were unprepared for the total shock many systems, especially the economy, experienced during the pandemic.[17]

RELEVANT COMPREHENSIVE PLAN GOALS
- Supporting policies that balance nature and the built environment that preserve natural systems, protect waterways, reduce air pollution, encourage innovation in alternative energy sources, conserve natural corridors, protect the built environment, and conserve open space landscapes.
- Coordinating the promotion of innovative and diverse economic growth through attracting, retaining, and growing new and existing commercial, industrial, and local businesses.
- Promoting efficient and safe modes of transportation, including biking, walking, trains, vehicular travel, and public transit, ensuring connectivity throughout the city, enhancing corridor connections from north to south, and improving infrastructure.

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[17] Planning for Resilience.

OBJECTIVE STATEMENTS

- To the extent feasible, prepare for unexpected challenges that could arise from local, regional, national, or global circumstances.

  Strategy: Ensure consistent connectivity and communication between the fire and police departments and coordinate with Fort Wayne fire and police when necessary.

- Develop opportunities and resources to help mitigate, avoid, or recover from disruptions to natural, social, or economic systems.

  Strategy: Work with INDOT and other regional or local partners to identify and prioritize areas for maintenance and improvement through a Capital Improvement Plan and Program.

- Increase the redundancy of the transportation system, allowing for multiple routes of movement within and throughout the community, thereby reducing dependencies upon any particular route.

  Strategy: Maintain, expand, and improve infrastructure to service all existing and future residents.

  Strategy: Improve existing sidewalk and roadway infrastructure.

WHAT WE HEARD

- Stakeholders discussed the need to diversify the city's tax base.
- Stakeholders expressed concern for the strain on emergency services due to train traffic as the community grows.
- The survey listed providing and maintaining infrastructure as one of the essential items for New Haven's future.
- Many survey responses and conversations with stakeholders mentioned the need to update and improve roads, sidewalks, and pedestrian crossings throughout the city.

ADMINISTRATIVE ACTION

Administrative action goals reflect actions that heavily involve city staff and services, and methods to improve their effectiveness, efficiency, and transparency. Focusing on Downtown Redevelopment will bring life and the economy back to the center of New Haven. A continued focus on infill development, pedestrian-oriented commercial uses (such as restaurants and shops), and local amenities contribute to a strong community.

RELEVANT COMPREHENSIVE PLAN GOALS

- Promote the development of diverse, quality, economical, and desirable housing types for residents of all income levels and ages while fostering healthy, safe, connected, active, and livable communities with a focus on a high quality of life in existing and future neighborhoods.

- Encourage neighborhood pride by providing opportunities for reinvestment and redevelopment, promoting beautification, implementing placemaking techniques, protecting existing neighborhood character and history, and fostering a safe and healthy environment with appropriate land uses of varying densities that provide quality places to live, work, and play.

- Strive for efficient and safe transportation through all systems, including biking, walking, trains, vehicular travel, and public transportation, while ensuring connectivity throughout the city, enhancing corridor connections from north to south, and improving infrastructure.

OBJECTIVE STATEMENTS

- Promote cleanliness through city maintenance and ordinance enforcement for streets, gateways, and facilities by implementing more robust urban design, form-based code, sign regulations, and neighborhood, corridor, and gateway standards to enforce identity and placemaking.

  Strategy: Pursue learning opportunities to explore alternatives to traditional zoning, such as form-based code, and identify areas of applicability, such as downtown.

- Reinforce the public's confidence in the City's rational, information-based approach to development and public policy.

  Strategy: Implement a Capital Improvement Plan and Program to identify and prioritize areas of improvement.

- Explore options to expand infrastructure to increase development in the southern portion of the city.
- Maintain, improve, and update the public infrastructure accordingly.

  Strategy: Pursue partnerships with local merchants and neighborhood associations to beautify and upkeep visible corridors.

- Prioritize areas for beautification, landscaping, and gateway treatments.

  Strategy: Identify locations and funding sources for gateways at critical locations in the community, including the Lincoln Highway Corridor.

- Build upon the city's identity, brand, and unique assets.

  Strategy: Continue to promote transparency through communication efforts and advertising, and hosting public events.
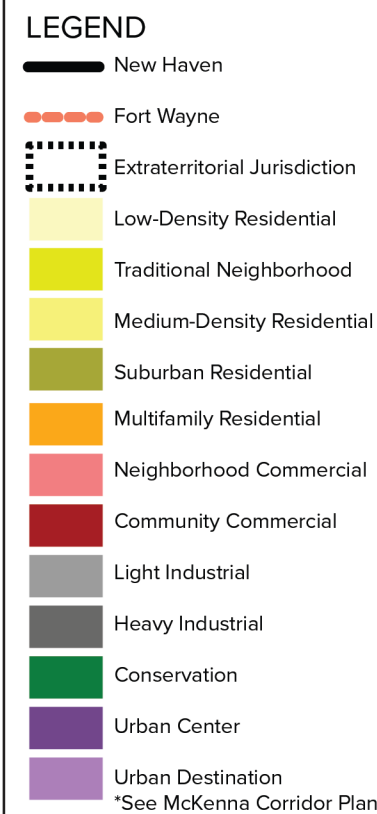
WHAT WE HEARD

- Responses from the survey and stakeholders stated downtown is an asset that can be expanded upon.
- The survey identified a need for beautification along Lincoln Highway and downtown.
- Conversations with stakeholders and responses from the survey stressed the importance of updating and improving infrastructure throughout the city.
- 67% of survey respondents selected providing/maintaining infrastructure as essential for New Haven's future.
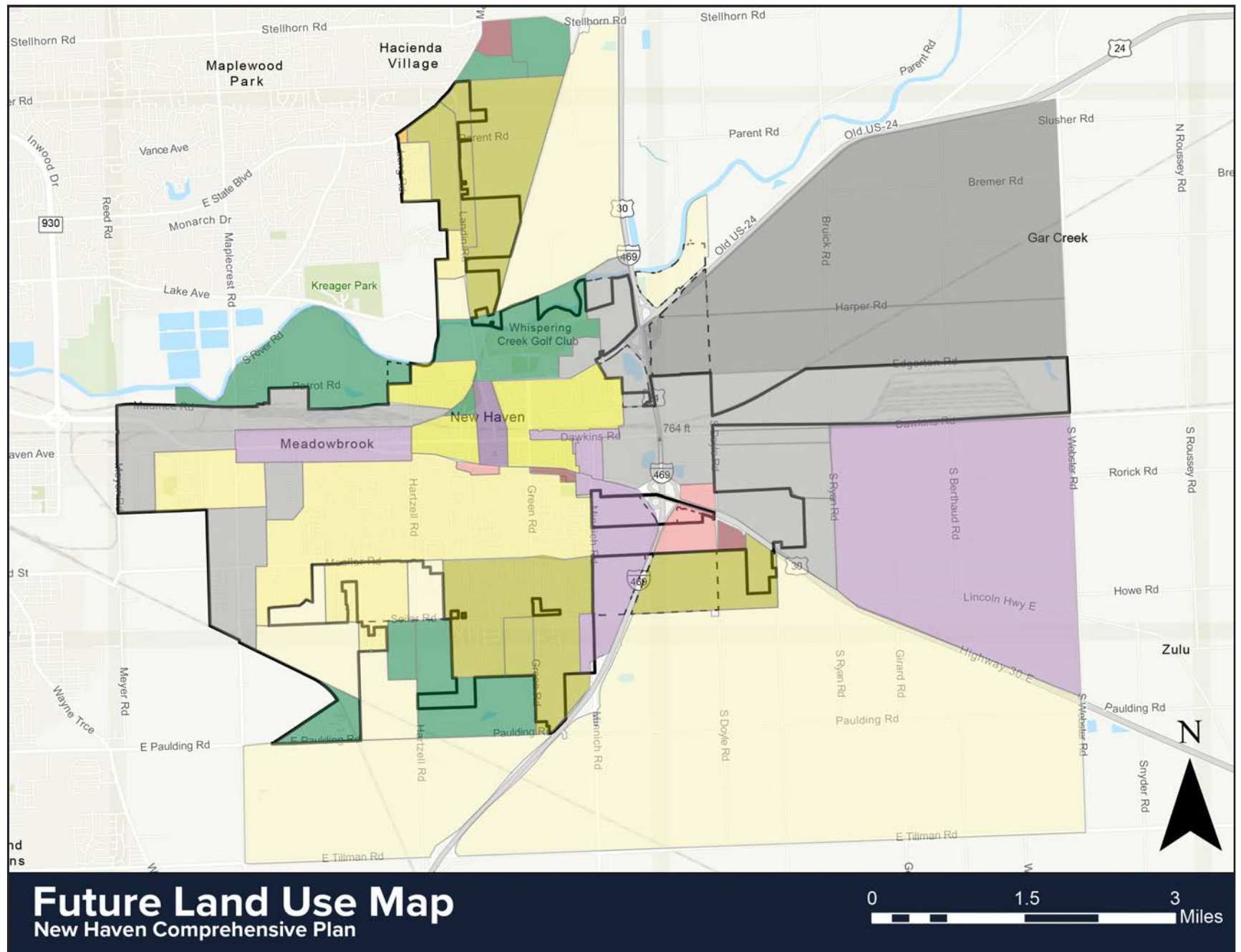- Responses from the survey indicated that some information about events and programs can be hard to find.

CHAPTER 5: LAND USE PLAN

Using the forecasted population for 2050, land use projections for residential, commercial, and industrial acreages were calculated. Three land use scenarios were prepared, further discussed in the Appendix. These scenarios consisted of development based on existing growth patterns, existing growth patterns, development focused on downtown and its neighborhoods, and new neighborhood growth. The Review Team provided feedback on each scenario, resulting in the final Future Land Use Map.

Land use plans are created to protect the character of a community as it grows and make choices that allow desirable development patterns to become established. A map of community land is used to diagram the different ways that a community needs to use the land. City officials can use the diagram as a visual reference when making responsible decisions about future development in the community. Areas within New Haven and outside growth areas have been classified into 12 unique character types. Unlike traditional land use designations, which are applied parcel by parcel, character-type designations can define the nature and desired character of uses on a larger scale. The approach allows for greater flexibility regarding future land use decisions and emphasizes how adjacent character types interact and impact one another. Each of New Haven's 12 character types describes the character, land uses, and level of connectivity within each designation. Land use character types have been designated based on existing land use, built form, physical characteristics and conditions, growth trends, and community input. Following the adoption of the comprehensive plan, the city should regularly review the Future Land Use Map and individual character types to ensure that the land uses are responsive to the community's needs and goals.

The Future Land Use Map highlights three residential growth areas for the city to prioritize as development ensues. As the city continues to grow, infrastructure and improvements in these growth areas may need to be completed and prioritized for maintenance.

LEGEND

- New Haven
- Fort Wayne
- Extraterritorial Jurisdiction
- Low-Density Residential
- Traditional Neighborhood
- Medium-Density Residential
- Suburban Residential
- Multifamily Residential
- Neighborhood Commercial
- Community Commercial
- Light Industrial
- Heavy Industrial
- Conservation
- Urban Center
- Urban Destination
*See McKenna Corridor Plan

Future Land Use Map
New Haven Comprehensive Plan

The Future Land Use Map can be used when applying land use recommendations to specific sites or districts. The Future Land Use Map builds upon the current development pattern within New Haven with a focus on investment within strategic areas of the city's core. Source American Structurepoint, City of New Haven, ESRI.

LAND USE CATEGORIES

URBAN CENTER

The urban center category is a mixed-use category located in historic or downtown areas of New Haven. This typology is the community's focal point. It offers various uses to serve as a core area as this is intended to be one of New Haven's most diverse areas with a scale of development catered to the pedestrian. This typology should have high-intensity development with compact blocks.


Downtown New Haven looking on Broadway Street. Source: Facebook.

URBAN CENTER

USES	Primary	• Local commercial and retail establishments, professional office space, and personal services. • Attached single-family residential and multifamily residential.
	Secondary	• Active or passive recreation, educational, and civic institutions.
FORM	Building Placement	• Building setback maximum of 5'. Main entrances should be oriented to the street. Facades should be ornamented with awnings, overhangs, windows, brick, and masonry.
	Building Height	• Building height should be a minimum of three stories or 35', whichever is greater.
	Lot Size/Density	• Lot size varies. • Compact blocks with buildings adjacent to the sidewalk.
SITE DESIGN	Landscape and Open Space	• Ornamental plantings, street trees, other decorative features.
	Amenities	• Wide sidewalks and bike lanes, if applicable. • Open spaces, outdoor seating, streetscape and urban design elements.
CONNECTIVITY	Access	• Pedestrian-oriented.
	Parking	• Promote on-street parking, shared parking, surface lots behind buildings, allies.

The Greene mixed-use shopping center in Beavercreek, Ohio.
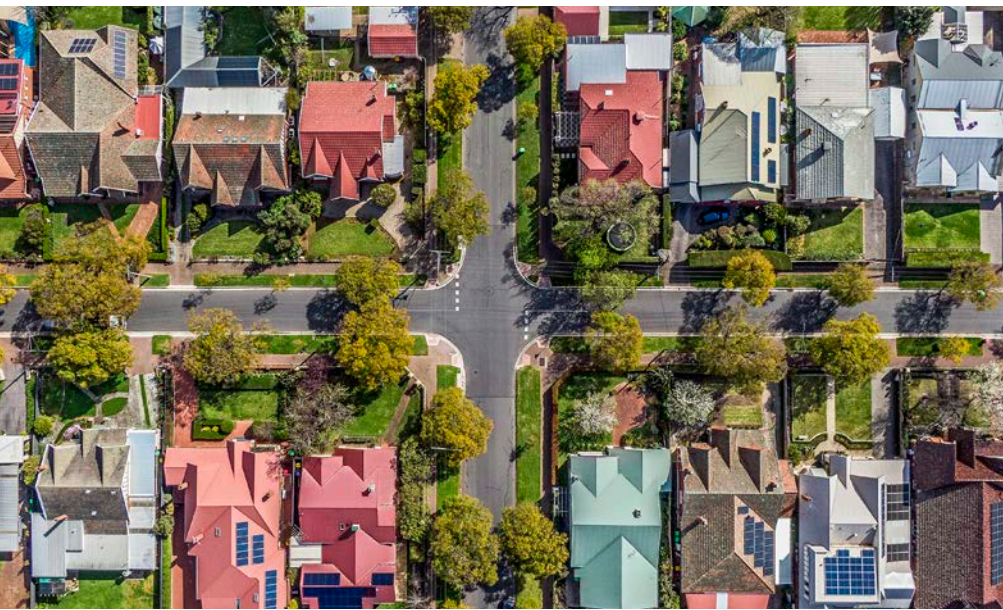Source: Dayton Daily News.
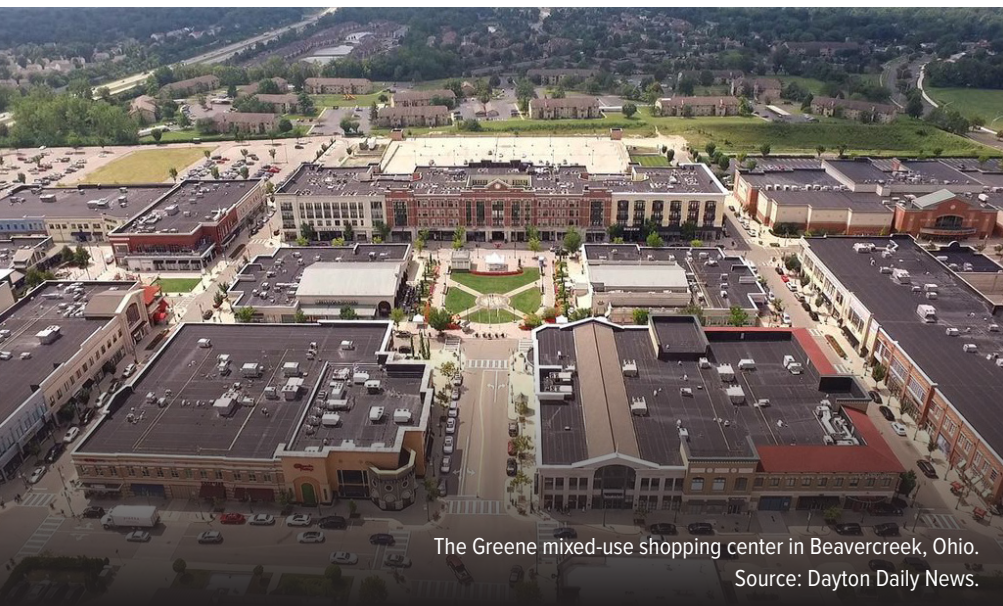
URBAN DESTINATION

The urban destination category is an additional mixed-use category located in newer urban areas such as the Lincoln Highway Corridor. This use is similar to the urban center designation as both promote mixed-use development with a focus on pedestrians. However, the urban destination category differs from the urban center designation in that this type of development is not as high-density as the latter. While high-density and compact blocks are still encouraged in the urban destination, a lower-density mixed-use is also permitted. The urban destination category also applies to newer areas of the city. More information about this character-type can be found in the McKenna Corridor Plan.

TRADITIONAL NEIGHBORHOOD

The traditional neighborhood category includes older residential neighborhoods within or around the city's existing urbanized areas and downtown New Haven. Featuring an older housing stock, the traditional urban neighborhood typology occurs in traditional block-grid patterns on smaller lots. These neighborhoods are in dense, walkable environments with quick access to commercial areas, parks and open spaces, community facilities, and local destinations. Typically the oldest areas within a city, reinvestment, upkeep, maintenance, and ownership pride are critical to these neighborhoods' long-term stability. New construction, significant renovations, and building additions should consider the surrounding area's existing scale, style, and character. Traditional neighborhoods will require maintenance and infill to vacant areas in existing neighborhoods.

TRADITIONAL NEIGHBORHOOD

USES		
	Primary	• Detached single-family residential.
	Secondary	• Attached single-family residential, active or passive recreation, religious, education, and civic institutions.

FORM		
	Building Placement	• Building setback should be a minimum of 5' or a maximum of 15'. • Buildings and their main entrance oriented toward street. • Building facade should be ornamented with a clear, visible entryway, and a porch or overhang.
	Building Height	• Minimum of two stories or 24', maximum of three stories or 40'.
	Lot Size/ Density	• 700 square feet.

SITE DESIGN		
	Landscape and Open Space	• Screens, and buffers when along higher-traffic roadways or higher-intensity land uses. • Visible green spaces, street trees, ornamental plantings.
	Amenities	• Sidewalks, bike lanes or multi-use paths if applicable. • Open spaces, outdoor seating, streetscape and urban design elements.

CONNECTIVITY		
	Access	• Driveways to individual lots. • Sidewalks or multi-use paths can be required (or improved) throughout and connect to other nearby pedestrian infrastructure.
	Parking	• Off-street private property located away from primary thoroughfares.

LOW-DENSITY RESIDENTIAL

The low-density residential neighborhood category consists of low-density developments or large-sized lots. These are typically detached-single family homes in rural settings on large-sized lots of an acre or more. While no new low-density residential neighborhoods have been designated on the Future Land Use Map, the existing areas can be preserved and utilized as transitions between character types in some undeveloped regions.
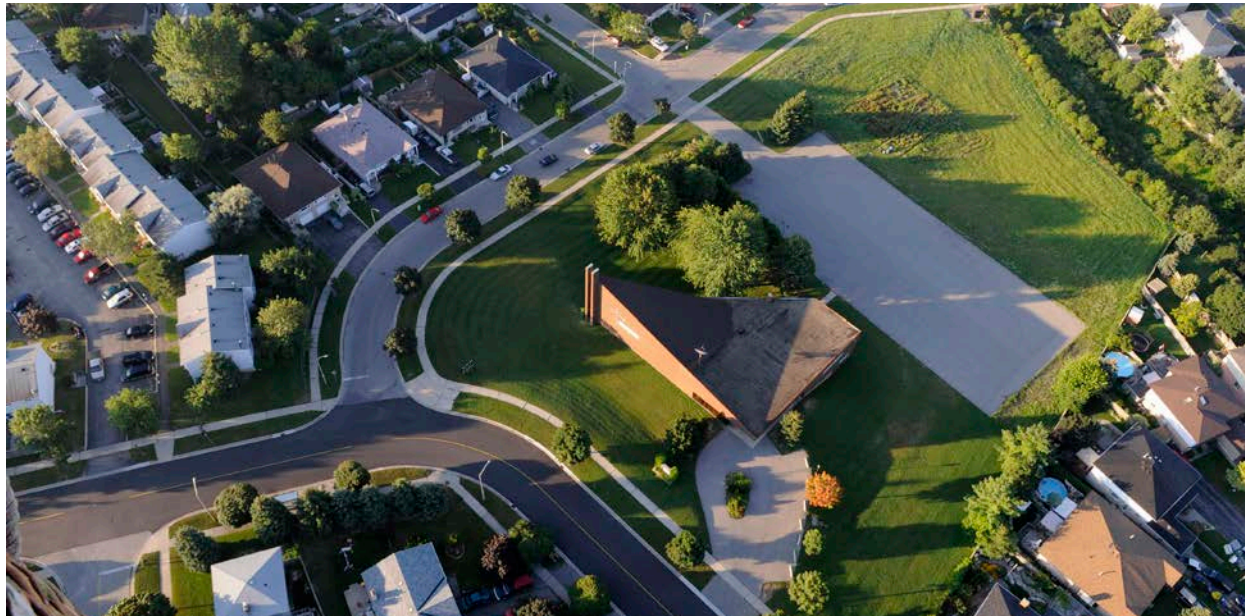
LOW-DENSITY RESIDENTIAL

USES	Primary	• Detached single-family residential.
	Secondary	• Attached single-family residential, open space, low-intensity agriculture, and agritourism activities.

FORM	Building Placement	• Can preserve the rural character of the area. 25' front yard setback or platted building line setback, whichever is greater.
	Building Height	• Maximum two stories or 40'.
	Lot Size/ Density	• One acre or more.

SITE DESIGN	Landscape and Open Space	• Preserve existing natural features when possible.
	Amenities	• Due to the rural character of these areas, urban amenities such as curbs and gutters, internal sidewalks, multi-use pathways, and public utilities can be limited. • If sidewalks or multi-use paths exist, the pedestrian infrastructure can connect to adjacent existing and planning areas of the community.

CONNECTIVITY	Access	• Driveways to individual lots. • Sidewalks or multi-use paths can be required (or improved) if applicable throughout and connect to other nearby pedestrian infrastructure.
	Parking	• Off-street private property located away from primary thoroughfares.

MEDIUM-DENSITY RESIDENTIAL

The medium-density residential category includes most of the City's existing single-family residential neighborhoods. Single-family residential houses that are evenly spaced characterize this category and are relatively close to each other. Housing types such as single-family attached units and two-family attached units may be appropriate in some areas abutting mixed-use or business areas.

MEDIUM-DENSITY RESIDENTIAL

USES		
	Primary	• Detached single-family residential.
	Secondary	• Attached single-family residential, active or passive recreation, religious, educational, and civic institutions.

FORM		
	Building Placement	• Buildings and their main entrances should be oriented toward the street, and 25' front yard setback or platted building line setback, whichever is greater. • Secondary uses should be located outside the traditional subdivision or neighborhood boundaries but accessible to adjacent neighborhood residents.
	Building Height	• Maximum two stories or 40'.
	Lot Size/ Density	• 2/5 of an acre

SITE DESIGN		
	Landscape and Open Space	• Screens, and buffers when along higher-traffic roadways or higher-intensity land uses. • Visible green spaces, street trees, ornamental plantings.
	Amenities	• Sidewalks, bike lanes or multi-use paths if applicable. • Open spaces, outdoor seating, streetscape and urban design elements.

CONNECTIVITY		
	Access	• Driveways to individual lots. • Sidewalks or multi-use paths can be required (or improved) throughout and connect to other nearby pedestrian infrastructure.
	Parking	• Off-street private property located away from primary thoroughfares.

SUBURBAN RESIDENTIAL

The suburban residential neighborhood category includes many planned or platted areas of the city that have not yet been developed or are in the process of being developed. The suburban residential neighborhood is intended to be somewhat of a blend of housing types, including detached single-family residential homes and attached single-family residential homes such as duplexes or townhouses. This residential category can serve as a transition between higher-intensity commercial or mixed-use areas and other lower-density residential areas.

SUBURBAN RESIDENTIAL

USES		
	Primary	• Detached single-family residential, attached single-family residential.
	Secondary	• Active or passive recreation, religious, educational, and civic institutions.

FORM		
	Building Placement	• 25' front yard setback or platted building line setback, whichever is greater. • Main entrance oriented toward street.
	Building Height	• Maximum three stories or 60' for townhouses, 40' for single-family residential.
	Lot Size/ Density	• 1/5 of an acre, 1/10 of an acre for townhouses.

SITE DESIGN		
	Landscape and Open Space	• Screens, and buffers when along higher-traffic roadways or higher-intensity land uses. • Visible green spaces, street trees, ornamental plantings.
	Amenities	• Sidewalks, bike lanes or multi-use paths if applicable. • Open spaces, outdoor seating, streetscape and urban design elements.

CONNECTIVITY		
	Access	• Driveways to individual lots. • Sidewalks or multi-use paths can be required (or improved) throughout and connect to other nearby pedestrian infrastructure.
	Parking	• Off-street private property located away from primary thoroughfares.

MULTIFAMILY RESIDENTIAL

The multifamily residential neighborhood category includes apartments and condos. Multifamily areas should be established nearby commercial or mixed-use areas. These areas should be walkable and include community parks and services within walking distance.

MULTIFAMILY RESIDENTIAL

USES	Primary	• Multifamily residential.
	Secondary	• Active or passive recreation, religious, educational, and civic institutions.

FORM	Building Placement	• Minimum 5' setback or maximum of 15' setback. • Main entrance oriented toward street.
	Building Height	• 60'
	Lot Size/ Density	• 20 to 25 dwelling units per acre

SITE DESIGN	Landscape and Open Space	• Screens, and buffers when along higher-traffic roadways or higher-intensity land uses. • Visible green spaces, street trees, ornamental plantings.
	Amenities	• Sidewalks, bike lanes or multi-use paths if applicable. • Open spaces, outdoor seating, streetscape and urban design elements. • Complexes can be encouraged to provide neighborhood facilities such as athletic centers, bark parks, trails, and basketball, tennis, or volleyball courts.

CONNECTIVITY	Access	• Driveways to individual lots. • Sidewalks or multi-use paths can be required (or improved) throughout and connect to other nearby pedestrian infrastructure.
	Parking	• Off-street private property located away from primary thoroughfares. • On-street where appropriate and in mixed-use settings.

NEIGHBORHOOD COMMERCIAL

The neighborhood commercial character type is intended to serve the day-to-day shopping needs of adjacent residents and neighborhoods. This use should encourage walkable, compact, and dense development and be closely integrated with residential uses.

NEIGHBORHOOD COMMERCIAL

USES		
	Primary	• Moderate intensity business, limited retail uses.
	Secondary	• Community, office, personal service, limited retail use, and certain residential facilities.

FORM		
	Building Placement	• Buildings and main entrances street oriented. 0' front yard setbacks.
	Building Height	• 50' - 60'
	Lot Size/ Density	• Varies

SITE DESIGN		
	Landscape and Open Space	• Screens, and buffers when along higher-traffic roadways or higher-intensity land uses. • Visible green spaces, street trees, ornamental plantings.
	Amenities	• Sidewalks, bike lanes or multi-use paths if applicable. • Open spaces, outdoor seating, streetscape and urban design elements.

CONNECTIVITY		
	Access	• Primary access from a primary thoroughfare or internal streets. • Sidewalks or multi-use paths can be required (or improved) throughout and connect to other nearby pedestrian infrastructure.
	Parking	• Off-street private property located away from primary thoroughfares • Surface lots screened or hidden from street frontage. • Promote on-street parking where appropriate and in mixed-use settings.

COMMUNITY COMMERCIAL

The community commercial character type is primarily located along highly-traveled corridors, which serve as primary entry points to the city, such as I-469. The community commercial district operates primarily as a shopping district for New Haven residents and visitors by providing a mix of everyday essentials and unique goods and services. The position of the commercial area serves both residents and regional visitors.

COMMUNITY COMMERCIAL

USES	Primary	• Commercial and retail establishments.
	Secondary	• Corporate and professional offices, active or passive recreation, higher education, and civic institutions.
FORM	Building Placement	• Large developments can be master-planned to achieve a cohesive design for the entire site. 35' front yard setback. • Buildings and their main entrances should be oriented toward the street.
	Building Height	• Varies depending on location. Taller buildings can be considered when near I-469.
	Lot Size/ Density	• Varies
SITE DESIGN	Landscape and Open Space	• Screens, and buffers when along higher-traffic roadways or lower-intensity land uses. • Visible green spaces, street trees, ornamental plantings.
	Amenities	• Sidewalks, bike lanes or multi-use paths if applicable. • Open spaces, outdoor seating, streetscape and urban design elements.
CONNECTIVITY	Access	• Primary access from a primary thoroughfare or internal streets. • Sidewalks or multi-use paths can be required (or improved) throughout and connect to other nearby pedestrian infrastructure.
	Parking	• Off-street private property located away from primary thoroughfares • Surface lots screened or hidden from street frontage. • On-street parking where appropriate and in mixed-use settings.

LIGHT INDUSTRIAL

The light industrial land use character type includes a variety of low-intensity industrial and office uses that are moderate in scale and impact, with lower noise, odors, and traffic generation than most heavy industrial uses. Typical uses include manufacturing operations, wholesale, storage activities, office, and final assembly of goods. Limited to no outdoor storage or operations should take place. Operations should be enclosed within a building and conducted so that no adverse impacts are created or emitted outside the building. Light industrial should be used as a transition between heavy industrial uses and community commercial areas. Light industrial also includes business and technology parks.

LIGHT INDUSTRIAL

USES	Primary	• Manufacturing, warehousing, wholesale, business parks, office.
	Secondary	• Company headquarters, corporate campus, medical and healthcare facilities, and research and development.
FORM	Building Placement	• Large developments can be master-planned to achieve a cohesive design for the entire site. 25' front yard setback. • Forward-facing buildings with main entrances towards the street, with moderate setbacks along the front and sides. Limit visibility of truck docks. • Building setbacks can be increased when adjacent to residential, and significant buffers can be provided to transition from less intensive use.
	Building Height	• 60'
	Lot Size/ Density	• Varies
SITE DESIGN	Landscape and Open Space	• Screens, and buffers when along higher-traffic roadways or lower-intensity land uses. • Visible green spaces, street trees, ornamental plantings.
	Amenities	• Sidewalks, bike lanes or multi-use paths if applicable. • Open spaces, outdoor seating, streetscape and urban design elements.
CONNECTIVITY	Access	• Primary access from a primary thoroughfare. • Common or shared access points between adjacent developments are encouraged to limit curb cuts along the street and promote a pedestrian-oriented environment.
	Parking	• Off-street parking. • Screening can be used to limit view from street.

HEAVY INDUSTRIAL

The heavy industrial land use character type is intended to provide areas for intense industrial uses such as fabricating, manufacturing, processing, extraction, heavy repair, and dismantling industries where outside operations and storage areas may be required. Heavy industrial uses should be located away from residential areas and appropriately screened in transition areas to light industrial or community commercial character types. Industrial performance standards should be utilized, which set quantitative measurements for qualitative descriptions typically used in zoning codes. These consist of eleven fields; noise, smoke, odor, dust and dirt, toxic gases, glare and heat, fire hazards, industrial wastes, transportation and traffic, aesthetics, and psychological effects.[18]

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[18] Performance Standards in Industrial Zoning.

HEAVY INDUSTRIAL

USES		
	Primary	• Industrial parks, fabricating, manufacturing, heavy repair, and processing.
	Secondary	• Heavy commercial, active or passive recreation.

FORM		
	Building Placement	• Large developments can be master-planned to achieve a cohesive design for the entire site. 50' front yard setbacks. • Forward-facing buildings with main entrances towards the street, with moderate setbacks along the front and sides. Limit visibility of truck docks. • Building setbacks can be increased when adjacent to residential, and significant buffers can be provided to transition from less intensive use.
	Building Height	• 75'
	Lot Size/ Density	• Varies

SITE DESIGN		
	Landscape and Open Space	• Screens, and buffers when along higher-traffic roadways or lower-intensity land uses. • Visible green spaces, street trees, ornamental plantings.
	Amenities	• Sidewalks, bike lanes or multi-use paths if applicable. • Open spaces, outdoor seating, streetscape and urban design elements.

CONNECTIVITY		
	Access	• Primary access from a primary thoroughfare. • Common or shared access points between adjacent developments are encouraged to limit curb cuts along the street and promote a pedestrian-oriented environment.
	Parking	• Off-street parking. • Screening can be used to limit view from street.

CONSERVATION

The conversation character-type category refers to uses such as parks and recreation, open spaces, natural areas, agricultural areas, unique assets, floodplains, or environmentally sensitive areas. Facilities under this category can be both publicly and privately owned. A secondary use for this category is residential. However, this should only be considered after priority areas identified for residential have already been developed.

CONSERVATION

USES		
	Primary	• Parks and recreation, open space, natural and agricultural areas, environmentally sensitive areas, floodplain, and low-intensity agricultural use.
	Secondary	• Residential.

FORM		
	Building Placement	• Varies by location and type. Building placement may be sensitive to natural features and surroundings. 25' front yard setback.
	Building Height	• Built structures can be limited to one story to emphasize the natural environment and open space.
	Lot Size/ Density	• Varies

SITE DESIGN		
	Landscape and Open Space	• Existing natural features can be preserved and integrated into the design of the overall property. • Additional landscape and open space areas can be placed to enhance further the natural environment and the active/passive use of the area.
	Amenities	• Encourage connectivity to nearby neighborhoods and existing parks and trails.

CONNECTIVITY		
	Access	• Primary access from a primary thoroughfare. • Local streets and trails can be used to promote movement, connectivity, and non-vehicular travel.
	Parking	• The location of off-street parking may vary based on the activity and use of the conversation area.

PROPOSED LAND USE/EXISTING ZONING DISTRICT COMPARISONS

The Unified Development Ordinance of the City of New Haven has districts that already fit into the suggested land use character types. The table shows which existing zoning districts correspond to which character types.[19]

PROPOSED LAND USE CHARACTER-TYPE	EXISTING ZONING DISTRICT
Urban Center	CC, MU
Urban Destination	MU, SC
Traditional Urban Neighborhood	R1, R2
Low-Density Residential	R1
Medium-Density Residential	R1, R2
Suburban Residential	R1, R2, R3
Multifamily Residential	R3, R4
Neighborhood Commercial	NC, C1, C2,
Community Commercial	C3, C4
Light Industrial	BTI, I1, I4
Heavy Industrial	I3, I2
Conservation	A1, RP

LEGEND

— New Haven

– – Extraterritorial Jurisdiction

•••• Fort Wayne

■ Residential

■ PUD

■ Conservation

■ Residential/Mixed Use

■ Mixed Use

■ Industrial

LONG-TERM STRATEGIC GROWTH AREAS

In addition to areas previously discussed, there are several areas of interest that overlap with the county's jurisdiction. The City may request to the County an extension of the planning jurisdiction to encompass some or all of these areas. The plan sees potential future growth within the full extent of unincorporated Adams, St. Joseph, Milan, and Jefferson Townships. This plan provides a basic framework for development of areas contiguous to the city limits, but in the unincorporated areas of Allen County, should extraterritorial zoning jurisdiction be granted in the future.

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[19] New Haven UDO.

Long-Term Strategic Growth Areas
New Haven Comprehensive Plan
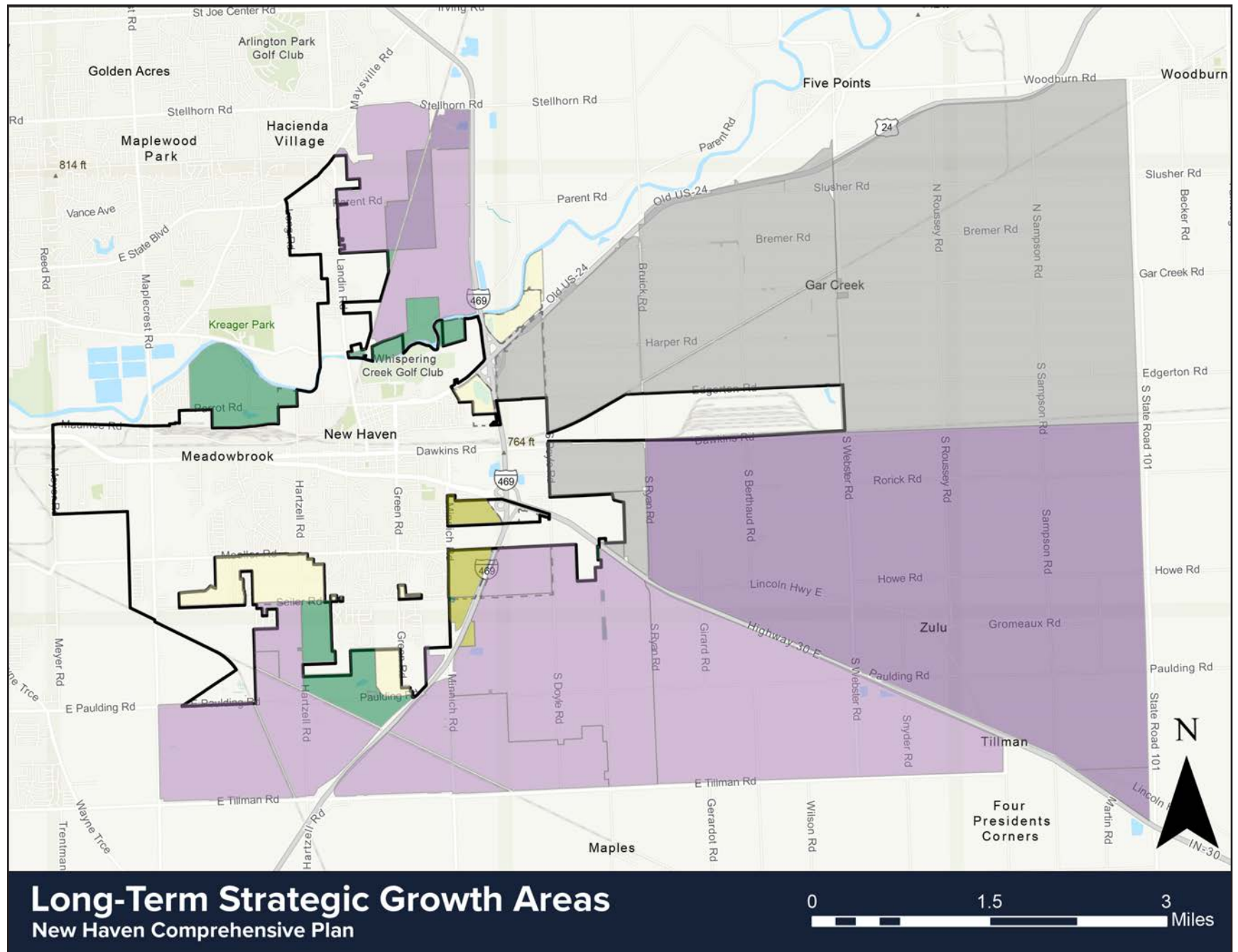
Potential planning jurisdiction and long-term growth areas outside of the existing city.
Source: ESRI, City of New Haven, IndianaMAP.

FUTURE LAND USE AND DEVELOPMENT

The future land use portion of the plan is meant to guide development over the next 10 to 20 years and complement the plan's goals and objectives. The Future Land Use Map serves as a visual representation of the city's intended future development, redevelopment, and reinvestment. The recommended land use plan promotes the integration of compatible land uses, infill development, city-wide growth, thoughtful downtown redevelopment, and placemaking qualities.

RELEVANT COMPREHENSIVE PLAN GOALS

- Striving to develop diverse, quality, economical, and desirable housing types for residents of all income levels and ages while fostering healthy, safe, connected, active, and livable communities with a focus on a high quality of life in existing and future neighborhoods.

- Encouraging neighborhood pride by providing opportunities for reinvestment and redevelopment, promoting beautification, implementing placemaking techniques, protecting existing neighborhood character and history, and fostering a safe and healthy environment with appropriate land uses of varying densities that provide quality places to live, work, and play.

- Supporting policies that balance nature and the built environment that preserves natural systems, protect waterways, reduce air pollution, encourage innovation in alternative energy sources, conserve natural corridors, protect the built environment, and conserve open space landscapes.

- Coordinating the promotion of innovative and diverse economic growth through attracting, retaining, and growing new and existing commercial, industrial, and local businesses.

OBJECTIVE STATEMENTS

- Prioritize areas for growth in specific sections of the city to focus on improving infrastructure and other supporting needs as rapid growth ensues.
- Promote infill and redevelopment of underutilized parcels in areas already served by utilities and other City services.

  Strategy: Review the zoning code and subdivision ordinance to remove barriers to implementing diverse high-density, mixed-use developments.

- Promote mixed-use developments downtown and along primary or secondary roadways where appropriate, particularly along the Lincoln Highway Corridor.

  Strategy: Pursue learning opportunities to explore alternatives to traditional zoning, such as form-based code, and identify areas of applicability, such as downtown.

- Coordinate future land use changes with connections to transportation options and community facilities.

  Strategy: Mitigate areas of conflicting land use, such as west SR 930.

- Ensure development is cost-effective by equitably requiring developers to provide pertinent infrastructure in new developments, as per the subdivision component of the City's UDO.

  Strategy: Identify potential applications of form-based code to allow for more accessible redevelopment of sites in older urban areas.

WHAT WE HEARD

- The supply and affordability of housing were seen as one of New Haven's biggest challenges.
- Stakeholders expressed concern about the existing amount of ADA-accessible housing and opportunities for aging in place.
- Respondents expressed the need to "clean up" certain areas of the City and provide beautification along its main gateways (Lincoln Highway).

CHAPTER 6: TRANSPORTATION

The Future Transportation Map complements the Future Land Use Map and this plan's goals, objectives, and strategies. The Future Transportation Map guides the city's plans for roadway, trail, and pedestrian infrastructure improvements.

Transportation plans often guide short, mid, and long-range transportation projects. Transportation plans often provide guidelines and recommendations on corridor functional classification, critical design standards, and the integration of public utilities and are often critical in securing infrastructure funding.

A partnership between New Haven, Fort Wayne, Allen County, and INDOT will be crucial in improving infrastructure following the future transportation plan. The recommendations in this section are a tool intended for all parties to understand the implications of land use development patterns on motorized and non-motorized systems and to balance the community's functional needs with their desire to maintain a small-town feel.

This map should be used when applying land use recommendations to specific sites or corridors. The Future Transportation Map builds upon the current development pattern within New Haven with a focus on improvement to key corridors or intersections and prioritization of specific growth areas.

The map highlights three residential growth areas for the city to prioritize as development ensues. As the city continues to grow, infrastructure and improvements in these growth areas may need to be completed and prioritized for maintenance. Several proposed gateways are shown in the future transportation map at the intersection of Maplecrest Road and the Lincoln Highway, Broadway and the railroad tracks, and along Minnich Road. An intersection improvement project is also highlighted at the Lincoln Highway 930 split, which can be referenced in further detail in the McKenna Corridor Plan (see Appendix A). The intersection of Maplecrest Road and the Lincoln Highway, although not the formal city entrance, is nevertheless what many people consider to be the gateway to the community. Creating a welcoming feel to the Lincoln Highway Corridor, along with enhancing this area, would help improve the look and feel of the corridor and main entry way to the community.

Improved streetscape and beautification on Broadway at the railroad would benefit Downtown New Haven. The third proposed gateway is located along Minnich Road, near the intersection of Seiler Rd. As the city continues to develop in this area, a formal gateway from the southern boundary is recommended.

During the community engagement process, many comments were received about the need for connectivity between parks, trails, and downtown. The Future Transportation Map shows several potential connections between parks, trails, and downtown. Many comments were also received about train traffic in the city. While the city will continue to explore strategies to improve rail and vehicular travel, a 1990 study determined that an elevated or separated grade crossing was not feasible.

LEGEND

- New Haven
- Extraterritorial Jurisdiction
- Fort Wayne
- Bike Lanes
- Existing Trails
- Planned Trails
- Future Trails
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Roadway
- Proposed Gateway
- Intersection Improvement *See McKenna Corridor Plan

Future Transportation Map
New Haven Comprehensive Plan
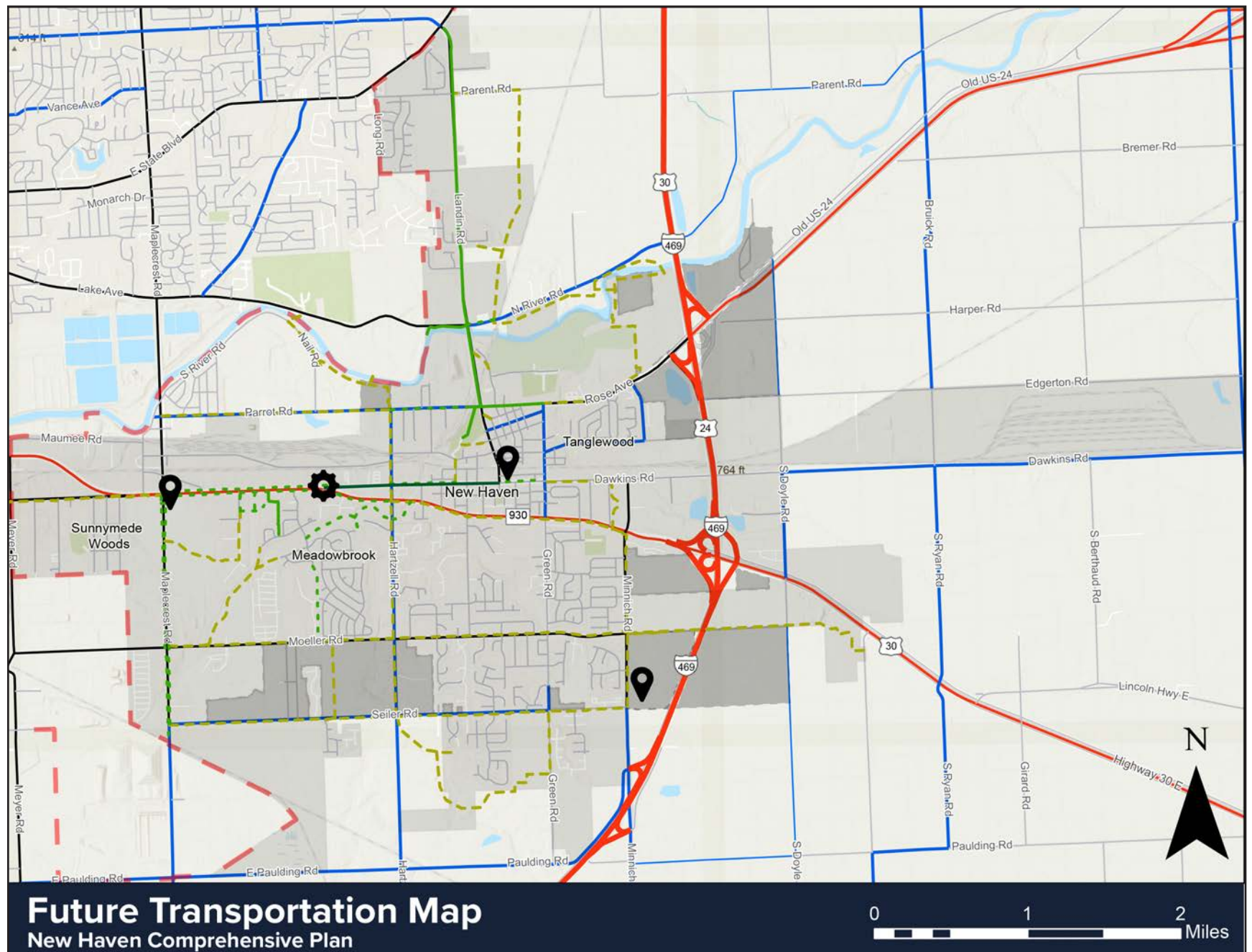
The Future Transportation Map is a tool for the community to use along with the Future Land Use Map to coordinate growth and infrastructure improvements.
Source: ESRI, IndianaMAP.

TRANSPORTATION AND CONNECTIVITY

Connectivity includes all forms of transportation that move a person from one space to another. The future transportation component of the plan focuses on enhancing the connections throughout the city for pedestrians, cyclists, vehicular travel, public transit, and other forms of travel. Transportation is vital for daily life and essential for future growth, sustainability, and resiliency.

RELEVANT COMPREHENSIVE PLAN GOALS

- Striving to develop diverse, quality, economical, and desirable housing types for residents of all income levels and ages while fostering healthy, safe, connected, active, and livable communities with a focus on a high quality of life in existing and future neighborhoods.
- Promoting efficient and safe modes of transportation, including biking, walking, trains, vehicular travel, and public transit, ensuring connectivity throughout the city, enhancing corridor connections from north to south, and improving infrastructure.

OBJECTIVE STATEMENTS

- Creatively apply transportation improvements that strike a balance between traffic flow, alternative transportation, and public transportation, as dictated by particular circumstances.

  Strategy: Retrofit existing intersections and replace them with roundabouts where applicable before additional development occurs.

- Promote walkability and connections between transportation systems and existing sidewalk infrastructure, especially to improve connections to downtown.

  Strategy: Adopt a complete streets ordinance and explore development incentives to encourage neighborhood connectivity.
  Strategy: Identify gaps in sidewalk infrastructure, bicycle infrastructure, and areas where pedestrian crossings are needed.
  Strategy: Implement a wayfinding system to help improve connectivity to major activity centers in the City, including the Downtown.

- Improve traffic flow by increasing resiliency to avoid train traffic by providing several alternative routes and strengthening connections from north to south.

  Strategy: Implement traffic-calming elements along roadways near heavy pedestrian or bicycle activity, such as downtown or schools.
  Strategy: Continue to work with CitiLink to determine options to increase bus ridership and connections to new developments as the city expands.
  Strategy: Develop an alternative transit hub or a park-and-ride location in coordination with CitiLink along Lincoln Highway or Maplecrest Road.
  Strategy: Explore the possibility of potential apps to track trains and alert residents of upcoming train crossings or other innovative methods of predicting train traffic.
  Strategy: Collaborate with the County and the MPO to identify, fund, and implement additional routes for north and south movements through the city.
  Strategy: Continue to explore strategies for increased rail and vehicular traffic.
  Strategy: Ensure that the subdivision component of the City's UDO provides adequate guidance for developers to implement new streets and transportation infrastructure.

WHAT WE HEARD

- 67% of survey respondents selected providing/maintaining infrastructure as essential for New Haven's future.
- Most survey respondents considered the train crossings to be one of the biggest challenges in New Haven.
- Stakeholders expressed concern for the strain on emergency services due to train traffic as the community grows.
- Many survey responses and conversations with stakeholders mentioned the need to update and improve roads, sidewalks, and pedestrian crossings throughout the city.
- Responses to the survey indicated a need for more alternative transportation and connectivity.
- Survey responses indicated a desire for more connections between parks and trails.

CHAPTER 7: IMPLEMENTATION

The goals and objective statements are created to guide the community's vision through recommendations; the strategies are straightforward guidelines to implement those recommendations. Strategies that are considered high-priority were developed into Critical Path Strategies. Critical Path Strategies are the key to the implementation of this plan. Each Critical Path Strategy has a complete page outlying the work plan. This portion of the plan is intended to assist in implementation, provide related goals, outline action items, list people or organizations who should be involved, and suggest an estimated timeline and cost for each project.

Each strategy identified as a Critical Path Strategy should be considered a top priority. Strategies are typically short-term initiatives that are affordable projects that can create momentum and showcase immediate progress for the community. Some projects will be long-term and require extended timelines, additional budgeting, or increased staff resources. Strategies might apply to multiple goals or objective statements. Strategies that directly address multiple goals will be identified. Strategies might address the first step to completing a long-term goal as well.

CRITICAL PATH STRATEGIES

The following pages guide New Haven and community partners in implementing the identified Critical Path Strategies. Each program's dedicated work plan will have an included timeframe that will be no longer than five years and an estimated cost.

Some proposed projects and programs will incorporate public outreach and engagement activities in their planning process. To provide transparency to the decision-making and implementation process, responsible parties must keep the public informed of the changes and progress occurring because of the implementation of this plan. All identified Critical Path Strategies will benefit from informing the public of potential changes, anticipated impacts and benefits, and when the community can expect to see those changes implemented. Public outreach will give businesses and residents time to prepare for the changes, become educated about and aware, and potentially reduce adverse public reactions.

STRATEGY 1

Prepare for implementing alternatives to traditional zoning, such as form-based code, and identify areas of applicability, such as downtown.

ACTION STEPS

- Determine areas for form-based code implementation.

  - Areas for consideration include Lincoln Highway Corridor, downtown, and downtown neighborhoods.
  - Conduct a use inventory of areas that could serve as a model for form-based code implementation such as the downtown.

- Identify design principles for each area that a form-based code would support. These could include but are not limited to:

  - Minimum and maximum building height.
  - Façade requirements.
  - Stricter parking requirements.
  - Density requirements.
  - Smaller lot size and frontage requirements for residential uses.

- Observe the location and type of variance requests the city has received over the past several years to identify potential barriers in the existing unified development ordinance.

- Sponsor a form-based code workshop to educate citizens, business owners, city council, board of zoning appeals, and plan commission.

- Issue an RFP or RFQ for a consultant to write a form-based code to be included in the city's UDO.

PARTIES TO INVOLVE

- City of New Haven
- Downtown merchants and business owners
- Lincoln Highway merchants and business owners
- Board of Zoning Appeals
- Plan Commission

RELATED GOALS

- Livability
- Administrative Action
- Future Land Use and Development

TIME FRAME	2-3 years
ESTIMATED COST	$10,000 to $80,000, dependent on outside consultation.

CASE STUDY: NICKEL PLATE DISTRICT FORM-BASED CODE, FISHERS, INDIANA

Rendering of Nickel Plate District showing main street, pedestrian-friendly, downtown feel.
Source: City of Fishers, Nickel Plate District Code. 2014.

Form-based code is an approach to zoning that differs substantially from traditional "Euclidean" (use-based) zoning, emphasizing built form over land use. Form-based code has recently been implemented in hundreds of cities and counties to create and protect pedestrian-oriented development. The most crucial distinction between traditional and form-based zoning is that form-based codes use zoning districts to establish or reinforce physical development patterns. Zoning districts reflect transects, are tied to street types, and are based on a character typology determined by the view from street level. The land use portion of this plan incorporates character-typology into its land use categories to help encourage form-based design within the city. Many form-based codes also include street design standards, such as street trees or furniture for different roads. Form-based codes do not replace a traditional zoning code completely. Still, they can be used supplementally as form district overlays in specific areas such as downtown, Lincoln highway, and traditional urban neighborhoods.[20]

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[20] Form-Based Zoning.
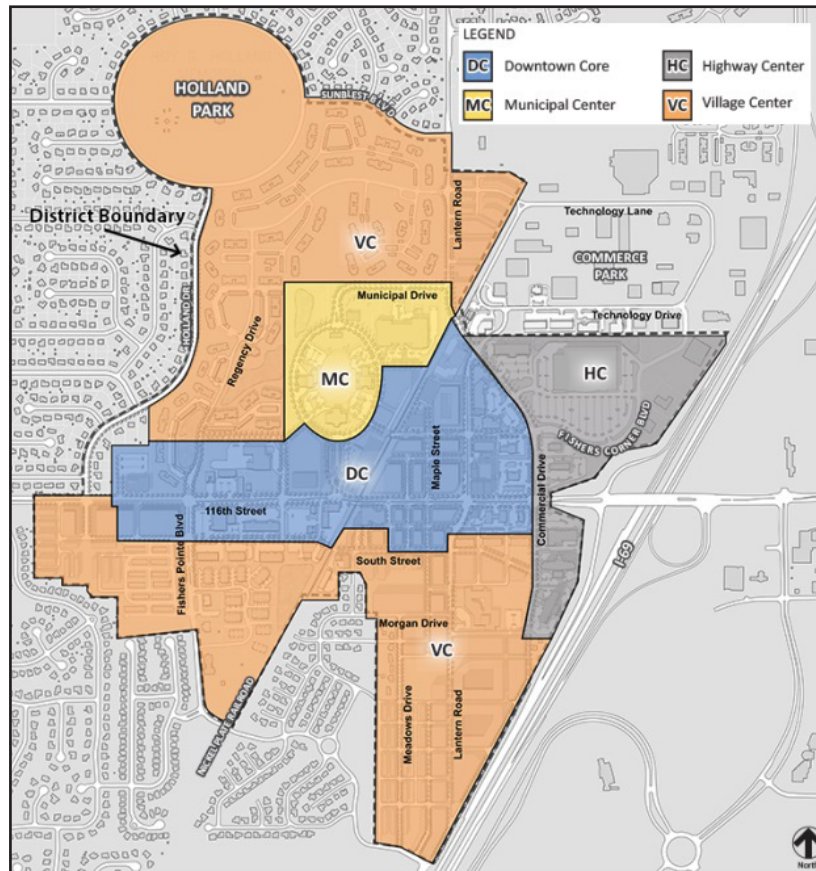
Nickel Plate District is divided into four sub-districts, each with specific development standards and descriptions.
Source: City of Fishers, Nickel Plate District Code. 2014.

After completing its 2030 Downtown Master Plan, the City of Fishers implemented the plan's vision by creating the Nickel Plate District Code to provide a zoning ordinance that would produce a built environment that creates a pedestrian-friendly, aesthetically pleasing streetscape. The Nickel Plate District Code enforces general design requirements such as:

- A traditional "main street" walkable and vibrant downtown feel with pedestrian-scaled storefront building designs.
- Retail on the ground floor with living, retail, or office on the upper floors.
- Two to four-story buildings adjacent to the street.
- No large surface parking lots are allowed in specific districts.
- Limited parking in the rear of structures for deliveries and trash enclosures to be serviced off existing alleys.
- Promote designs that show durability and permanence through brick and masonry.
- Allow flexibility in design for buildings that will be adjacent or nearly adjacent.
- When a façade is longer than 150 feet, it should look like two or more buildings to maintain a small downtown atmosphere.[21]

The form-based code provides sections on zone regulations, architectural and landscape standards, parking requirements, lighting, signage, street standards, and design standards for each subdistrict.

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[21] Nickel Plate District Code.

STRATEGY 2

Explore additional gateway treatments at entryways to the community and downtown, specifically on the I-469 exit, and differentiate the entrance to the community from Fort Wayne along west SR 930.

ACTION STEPS

- Identify specific locations for gateway treatments at the city's west, south, and east entryways. Proposed locations include:

  - Broadway Street, Downtown
  - Minnich Road, future Neighborhood Commercial center

- Provide a separate gateway downtown to attract attention to the city's core from SR 930 and Lincoln Highway East.
- Implement additional signage and wayfinding throughout the city to identify neighborhoods and districts.
- Secure funding for gateway, beautification, and placemaking improvements.

PARTIES TO INVOLVE

- City of New Haven
- Downtown merchants and business owners
- Lincoln Highway merchants and business owners

RELATED GOALS

- Livability
- Administrative Action
- Future Land Use and Development

TIME FRAME	1-2 years
ESTIMATED COST	Variable depending upon design, location, and availability of external funding.

CASE STUDY: LAFAYETTE AND WEST LAFAYETTE NEIGHBORHOOD SIGNAGE PROJECT

Examples of signage and branding for neighborhoods in Lafayette and West Lafayette.
Source: City of Lafayette Economic Development Department, Neighborhood Signage Project.

One simple way to implement gateway and placemaking elements is to implement a neighborhood branding and signage program. The cities of Lafayette and West Lafayette initiated the program to recognize their strong neighborhoods through the installation of custom neighborhood signage. The process is ongoing with new neighborhood groups forming and asking to join the program.[22]

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[22] City of Lafayette Economic Development Department, Neighborhood Signage Project.

GATEWAY AND URBAN DESIGN TREATMENTS

The renderings below show two conceptual gateway and urban design treatments to improve identity and branding in New Haven. The image to the left shows a conceptual rendering of downtown from Broadway looking north. The existing site has several surface lots on both sides of the street at this location. Comments from the survey identified downtown as an asset that could be expanded upon, and many stated that downtown is often only passed through. One recommendation to improve identity and placemaking is to add a downtown-specific gateway, shown in the rendering as an archway at the entrance to downtown. Murals are another useful urban design tool to add color, identity, and recognition to a space. The downtown rendering also shows a proposed bike lane and increased plantings on both sides of the street to reflect comments from the survey about increased connectivity and beautification.

The image to the right shows a conceptual rendering of how gateways and urban design can be implemented in areas of new development as growth occurs. Located near the intersection of Minnich Road and Seiler Road near the southern I-469 interchange, the rendering shows a conceptual design along the corridor of walkable, bikeable new development with connections to other areas of the city and a formal gateway treatment.

Conceptual rendering of downtown New Haven looking on Broadway.
Source: Natalie Kroger, American Structurepoint.

Conceptual rendering at the intersection of Minnich and Seiler Roads looking north.
Source: Natalie Kroger, American Structurepoint.

STRATEGY 3

Adopt a complete streets ordinance and explore development incentives to encourage neighborhood connectivity through sidewalks and trails.

ACTION STEPS

- Examine existing zoning ordinance for current trail and sidewalk requirements.
- Work with the New Haven – Adams Township Parks and Recreation Department to provide specific recommendations for trail implementation and incorporate the updated Parks Master Plan.
- Maximize the utility of the Maumee trail by establishing viable connections to downtown and the existing trail and sidewalk network.
- Identify gaps in sidewalk infrastructure and areas in need of maintenance or improvement.
- Coordinate with the City of Fort Wayne and Allen County to establish connections throughout the broader region especially the Six Mile Creek Trail.
- Consider traffic-calming measures in areas of high pedestrian activity, such as downtown.
- Explore funding opportunities for bicycle and pedestrian infrastructure, trails, and sidewalk improvements.

PARTIES TO INVOLVE

- City of New Haven
- City of Fort Wayne
- Allen County
- MPO
- New Haven – Adams Township Parks and Recreation Department

RELATED GOALS

- Future Land Use and Development
- Transportation
- Livability
- Administrative Action

TIME FRAME	2-3 years
ESTIMATED COST	Administrative costs only, possible consultant costs.

CASE STUDIES: COMPLETE STREETS ORDINANCE

Neighboring communities such as Fort Wayne, which passed its complete streets ordinance in 2016, provide examples of adopting a complete streets ordinance. Additionally, Bike Walk KC, a nonprofit dedicated to redefining streets as places for people, provides a complete streets ordinance template that may help form the initial ordinance.[23]

FORT WAYNE, INDIANA[24, 25]

The City of Fort Wayne passed its complete streets ordinance in November 2016 to incorporate design elements such as sidewalks, bike lanes, special bus lanes, safe crossing opportunities, median islands, and accessible pedestrian signals. The process spanned several years of development and involved many community stakeholders, organizations, and partners.

OXFORD, OHIO[26]

Oxford, Ohio, is an example of a small suburban community with a complete streets ordinance adopted in April 2019. Oxford's complete streets ordinance also provides performance measures, best practice design, and the benefits of complete streets.

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[23] Complete Streets Ordinance Template – Updated Model.

[24] Resolution Regarding Complete Streets Policy.

[25] Complete Streets.

[26] Transportation Planning.

STRATEGY 4

Expand upon the potential of the I-469 corridor.

ACTION STEPS

- Finalize negotiations with Allen County to develop an extraterritorial jurisdiction.
- Identify roadway projects that allow for local property access to new industrial properties east of I-469 that do not directly access Lincoln Highway.
- Identify infrastructure such as wastewater, power, broadband, etc. That enhances the viability and desirability of new industrial sites.
- *Optional:* Approach the IEDC for site assembly.
- Buffer residential uses from industrial uses.

PARTIES TO INVOLVE

- City of New Haven
- City of Fort Wayne
- Allen County
- Greater Fort Wayne
- Allen County Economic Development
- IEDC

RELATED GOALS

- Economic Sustainability
- Future Land Use and Development
- Transportation

TIME FRAME	Ongoing
ESTIMATED COST	Administrative costs only.

STRATEGY 5

Implement a Capital Improvement Plan and Program to identify and prioritize areas of improvement.

ACTION STEPS

- Work with INDOT and other regional or local partners to identify and prioritize areas for maintenance and improvement through a Capital Improvement Plan and Program.
- Prioritize improvements, expansions, and new roadways in areas of growth shown on the Future Land Use Map.
- Identify gaps in existing sidewalk infrastructure to improve connectivity.
- Coordinate with the New Haven – Adams Township Parks and Recreation Department to include and prioritize trail expansion or improvement projects identified in the updated Parks Master Plan.
- Identify potential funding sources to complete a CIPP.

PARTIES TO INVOLVE

- City of New Haven
- INDOT
- New Haven – Adams Township Parks and Recreation Department

RELATED GOALS

- Transportation
- Future Land Use and Development
- Resiliency and Emergency Preparedness

TIME FRAME	3-5 years
ESTIMATED COST	Consultant costs; estimated at ~$50,000.

WHAT IS A CAPITAL IMPROVEMENT PLAN AND PROGRAM (CIPP)?

A Capital Improvement Plan and Program (CIPP) ensures that public funds are strategically invested in infrastructure to provide the most significant benefit to the public. The CIPP prioritizes transportation projects for local funds and helps ensure eligibility for state and federal grant programs. Projects can include intersection improvements, road widening, beautification, and new construction or reconstruction of roads and trails.

UPDATING THE PLAN

The following measures should be taken to ensure that the recommended strategies and action steps continue to move the community toward its vision and that the plan accurately reflects its collective vision and values over time.

- Prepare an annual report highlighting how the plan was used and the effectiveness of the contents. Pay particular attention to the implications of how one part of the plan affects or otherwise relates to another.

- Establish a five-year review and update process to examine and revise the plan's contents regularly. Items of particular importance to examine are:

  - Updates to sociodemographic information.
  - Relevancy of identified policy objectives.
  - Advancement in best practice in land use, transportation, or zoning.
  - Changes to the local regulatory environment.

- Convene a community engagement process with inter-local cooperation to complete the first two measures.

CONCLUSION

Throughout the course of the 12-month process, several public open houses and a public survey were held, and input was gathered from the review team and local stakeholders. The input was compiled to develop goals, objectives, and strategies produced in the plan. These goals, objectives, and strategies were organized by category which included social sustainability & equity, environmental sustainability, economic sustainability, livability, urban design, resiliency & emergency preparedness, administrative action, future land use and development, and transportation and connectivity. The most high priority strategies were further developed into critical path strategies, which should be implemented within the first five years of the plan. While the plan looks 20 years into the future, it should be continually reviewed and updated around every five years to remain accurate to the community's vision.

APPENDIX

STAKEHOLDER VIEWPOINTS

TRANSPORTATION

- Strain on public transportation
- Connectivity issues, trains, limited travel options from north to south
- Demand for alternative transportation
- Lack of sidewalks and pedestrian crosswalks

HOUSING

- Have existing accessibility and affordable issues
- Need to be able to make modifications to units for ADA accessibility or provide ADA housing
- Currently options to age in place
- Rapid growth and development taking place
- Need diverse housing options and workforce housing
- New Haven is ideal for commuters

EMPLOYMENT AND ECONOMY

- Diversify tax base
- Infrastructure issues
- Focus on I-469 corridor
- New Haven is ideal for a megasite that could attract Ohio workers
- Existing employers not aware of the East Allen County Career Center

URBAN DESIGN AND QUALITY OF LIFE

- SR 930 on the west side dilutes New Haven's identity
- Hard to tell where Fort Wayne starts and New Haven begins –lack of gateways
- Downtown is an asset, but could be improved
- Connectivity and alternative transportation are needed
- More entertainment and restaurants are needed

PUBLIC SURVEY - WHO RESPONDED

AGE

PLACE OF RESIDENCE
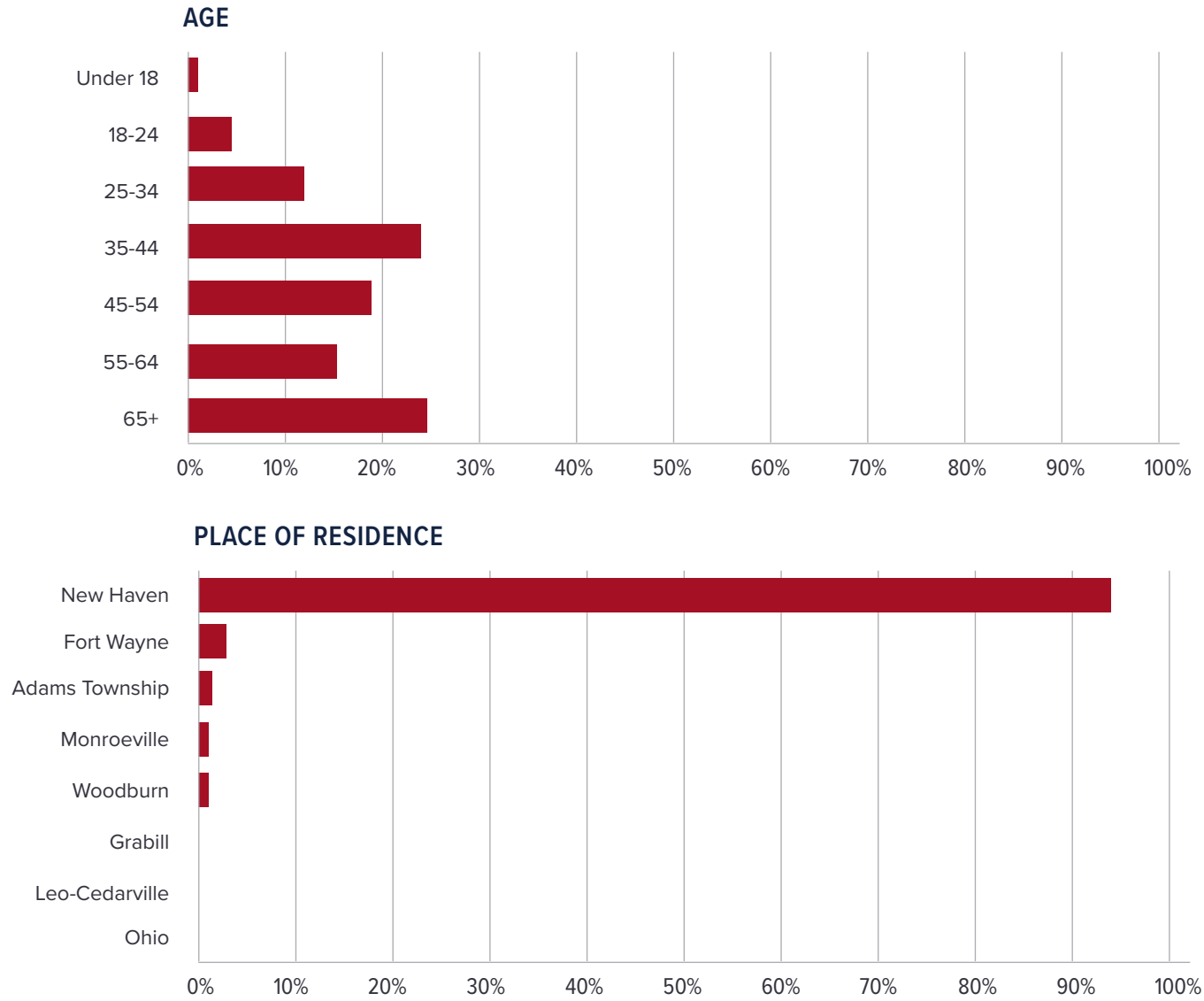
COMMUNITY VIEWPOINTS

CHALLENGES

- Supply and affordability of housing
- Traffic/trains
- Education
- Solid employment

MOST IMPORTANT AMENITIES

- Restaurants and dining
- Parks and recreation facilities
- Youth Programming

MOST IMPORTANT FOR NEW HAVEN'S FUTURE

- Expanding the local economy
- Providing and maintaining infrastructure
- Maintaining existing businesses
- Job creation

Friendly Residents events Community Pride family **Small City Feel** schools Neighboring Fort Wayne Large City Amenities support Ease of Access Parks

IF YOU COULD CHANGE ONE THING ABOUT NEW HAVEN WHAT WOULD IT BE?

businesses   food   people   school

affordable housing   restaurants   downtown   train traffic

Better grocery stores

fix roads   housing   shopping

WHAT INDUSTRIES SHOULD NEW HAVEN FOCUS ON SUPPORTING?

- Restaurants
- Grocery/Supermarkets
- Small locally owner businesses
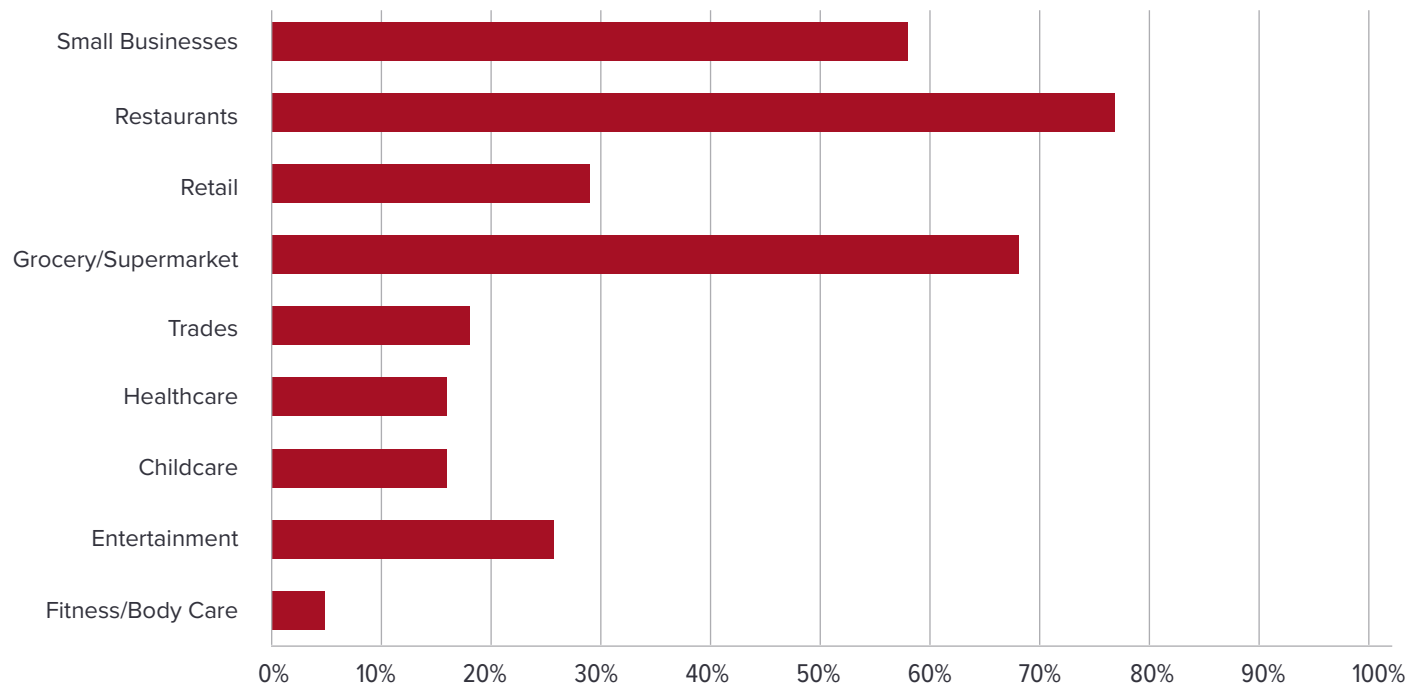
DOWNTOWN NEW HAVEN

- Wide mix of how often people visit downtown
- Most people only pass through downtown or use a service
- People would like to see more restaurants, small local businesses, and entertainment downtown
- Beautification needed
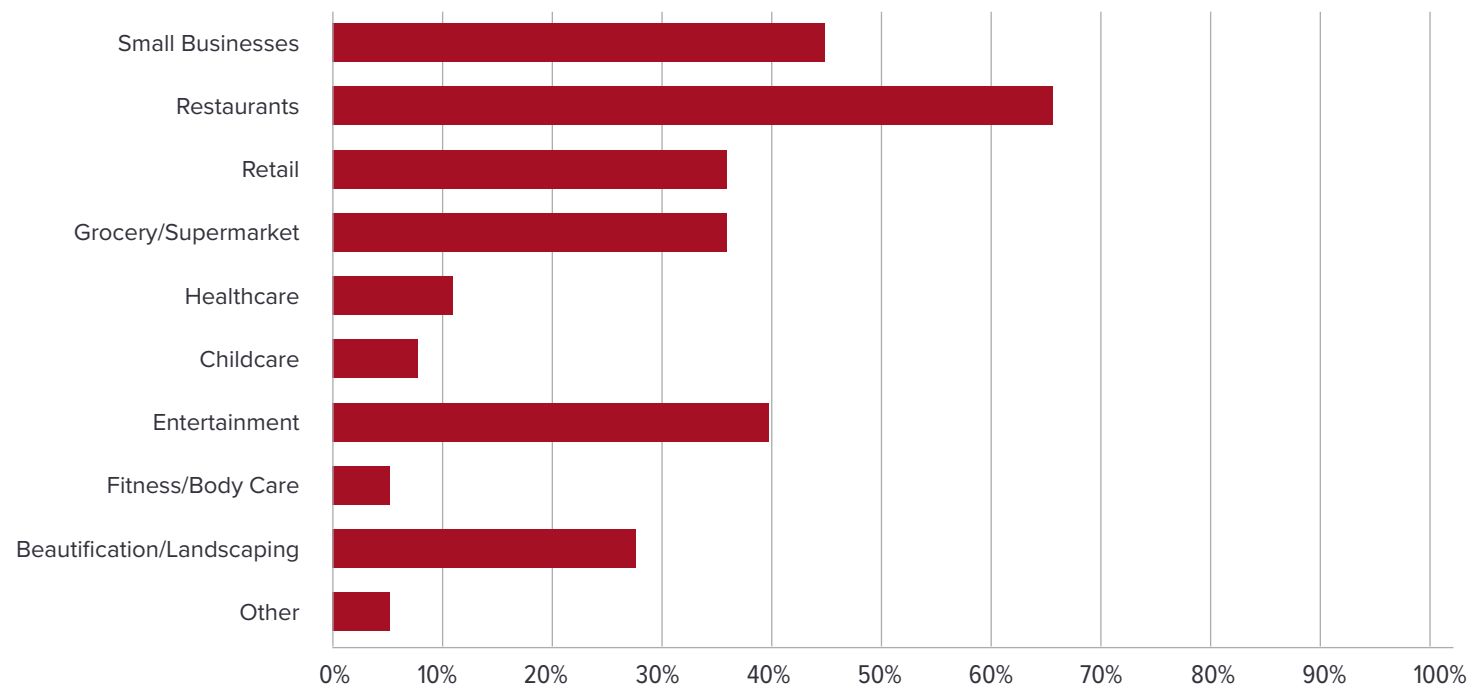
PARKS

- Most visiting parks weekly or one to two times per month
- Schnelker Park was the most often visited
- Need more walking trails/exercise options
- Need connections between parks
- More programming/activities
- Better playground equipment
- Better presentation/beautification, maintenance
- Communication/advertisement needed

EXISTING CONDITIONS REPORT

Source: City of New Haven.

EXECUTIVE SUMMARY

This Existing Conditions Report comprises part of the groundwork for updating the City of New Haven's Comprehensive Plan.

The City of New Haven is incorporated as a small (Class III) city under the Indiana Constitution. Initially, developing independently from the City of Fort Wayne as a manufacturing city with canal and railroad access, the late 20th century has seen it transition to a more suburban role in the larger metropolitan area. The community is typical of an older suburb: a decreasing population in recent decades, a median income higher than Fort Wayne but lower than Allen County, and a large and growing boundary with Fort Wayne.

The east-west orientation of both the Maumee River and the Norfolk-Southern Railway effectively inhibit north-south vehicular movements, resulting in a generally linear city form that runs from east to west. In recent years the city has attempted to make changes by annexing along Landin Road north of the river, but this area is sparsely developed relative to the rest of the city.

INTRODUCTION

As part of the update process for the New Haven Comprehensive Plan, this Existing Conditions Report was written to identify significant trends for the community's future development.

Comprehensive plans generally cover a wide range of topics; those selected for inclusion in this report are not all of the potential issues that could affect the city's future, but they represent the ones identified as the most relevant. The main sources for the topic areas are general professional planning practice, best practices in Indiana comprehensive planning, and the identification of local concerns.

The term "local concerns" means the issues brought to the attention of the process through the plan's community outreach program. This topic is primarily addressed in a separate report. Still, it includes public meetings, stakeholder focus groups, a community survey, and input from a Review Team assembled by the city to oversee the planning process. The connection between these outreach initiatives and the description of existing conditions will be identified where pertinent.

The report divides the "environment" of the City of New Haven into five main categories: encompassing regionalism, sociodemographic matters, the built environment, natural features, and governance and regulations.
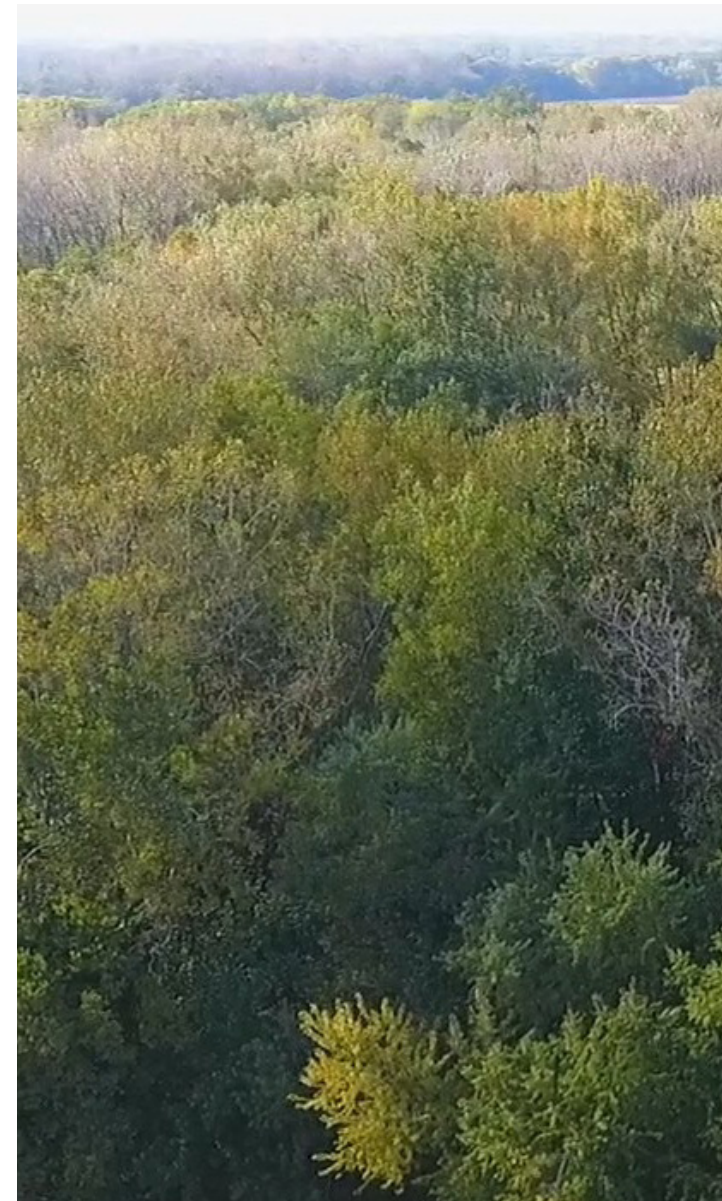
Source: LinkedIn.

THE REGIONAL ENVIRONMENT

Cities and towns do not exist in isolation but as parts of larger regional systems interconnected into state, sub-national, national, and even global units. People, information, and goods flow from smaller units to larger ones and vice-versa. The following is an examination of the larger regional connections in which the City of New Haven is located.

Located in Allen County, the City of New Haven is positioned in the northeastern portion of Indiana on the eastern edge of the Fort Wayne metropolitan area. New Haven sits inside the outer belt of I-469, which bypasses downtown Fort Wayne, and is starting to straddle the belt to areas east. It is about fifteen minutes from the Indiana-Ohio border and about one hour to the Indiana-Michigan border. Some medium-size metropolitan areas are within a two-hour drive, including Toledo (OH) and Kalamazoo (MI). Some smaller metropolitan markets exist south along I-69, including the Muncie and Anderson metropolitan areas. Many smaller Indiana urban centers orbit the Fort Wayne area, including Columbia City, Huntington, and Decatur.

The primary interstate corridor serving the region is I-69, which extends north; an interchange with I-80/90 about 45 miles to the north provides east-west access, most notably to Chicago. US Highways 24, 30, and 33 are significant metropolitan facilities, providing easy access to western Ohio.

Location of New Haven and Regional Context

Regional Context
New Haven Comprehensive Plan

Source: USGS, ESRI.

Location of New Haven and Fort Wayne

County Context
New Haven Comprehensive Plan
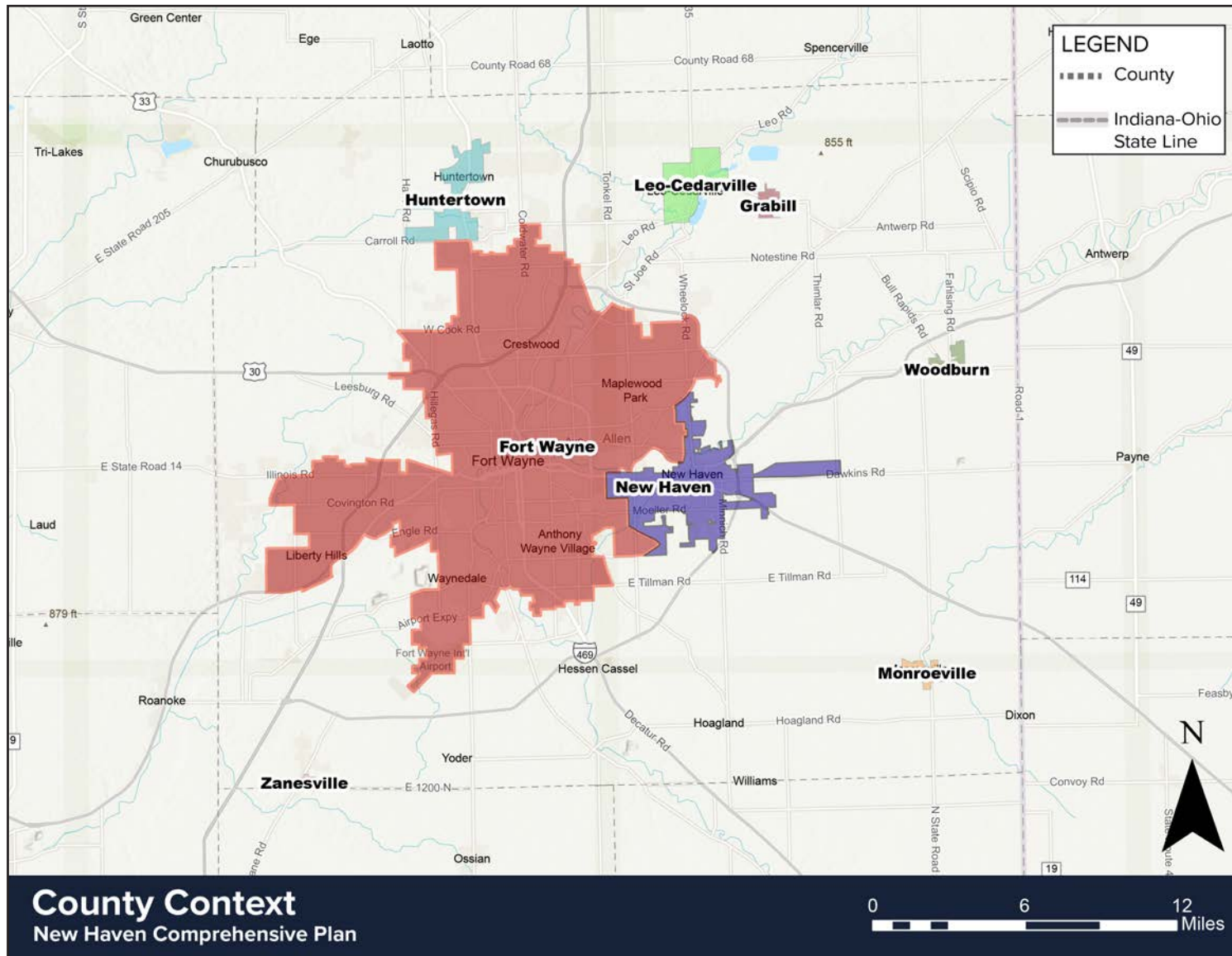
Source: USGS, ESRI.

POLITICAL AND ADMINISTRATIVE BOUNDARIES

Allen County's neighbors are Noble and DeKalb counties to the north, Whitley and Huntington to the west, Wells and Adams to the south, and the State of Ohio to the east. Fort Wayne encompasses much of Allen County. However, several smaller cities like New Haven lie on Allen County's outskirts. Huntertown, Leo-Cedarville, and Grabill are on the north side of Fort Wayne, while Woodburn, New Haven, and Monroeville lie on the eastern side and Zanesville to the south.

COMPARISON COMMUNITIES

New Haven's characteristics were compared to those of several similar-sized regional communities. The comparison communities included Fort Wayne, Auburn, Huntington, and Defiance, Ohio. Comparing New Haven to these communities, which shared similar characteristics, separated trends from New Haven's actions as opposed to those outside the city's control. Examples of events that could result in trends outside the city's control include market change, public health crises, national trends, etc. Data was also gathered at the state and county level to compare New Haven's demographics with more significant regional and national trends.

The City of New Haven shares its western boundary with Fort Wayne. Most of the city is concentrated on Lincoln Highway, inside I-469. A sliver of the city also forms north along Landin Road until reaching Fort Wayne. An eastern portion extends slightly past I-469 to encapsulate a rail yard and some commercial interchange sites.

New Haven and Fort Wayne City Boundaries

City Boundary
New Haven Comprehensive Plan
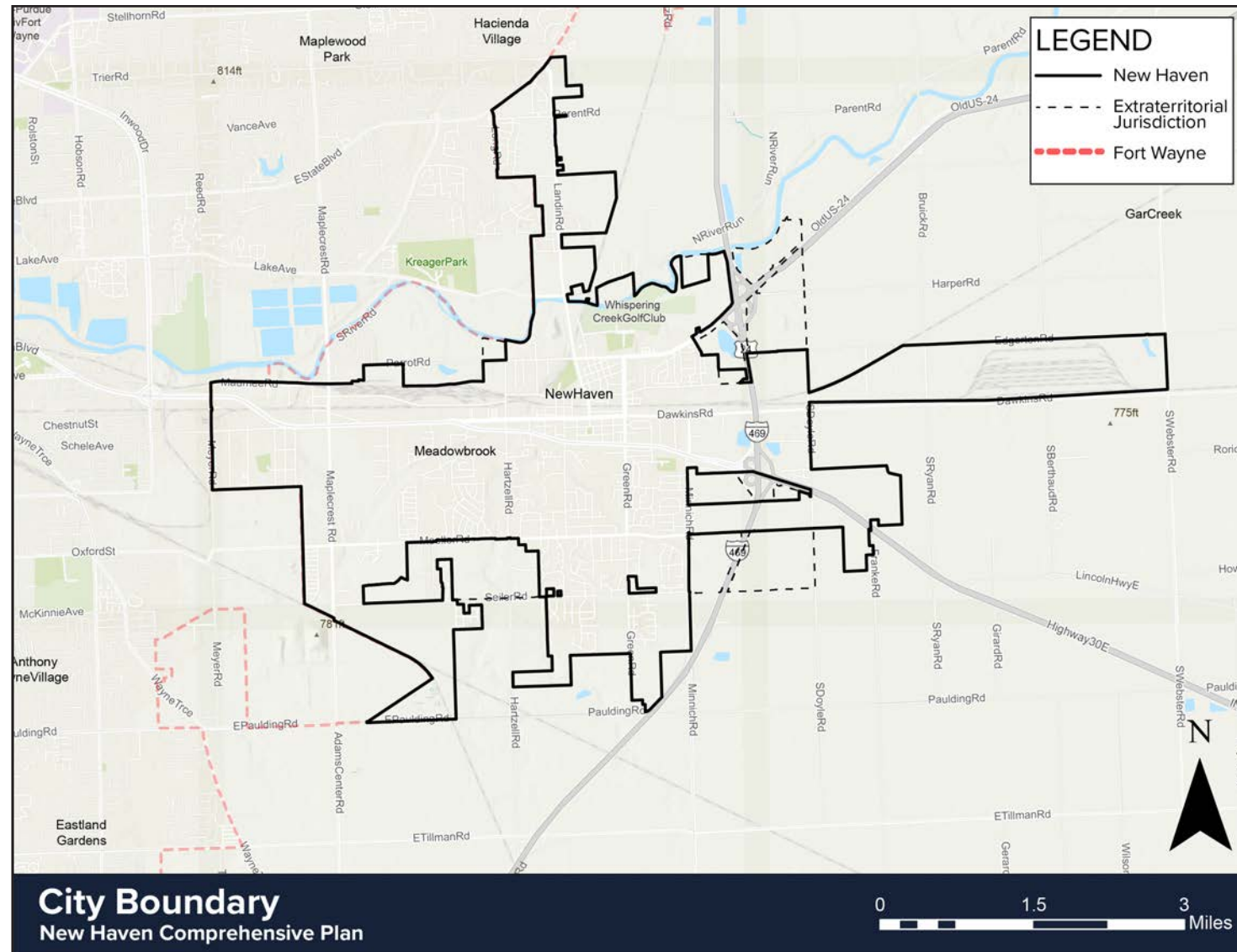
Source: USGS, ESRI.

Source: American Structurepoint.

THE SOCIAL ENVIRONMENT

While comprehensive plans typically focus on local policy and regulatory actions, ultimately, these actions will aid residents, employees, and visitors. To benefit the social environment, the planning process will consider the characteristics of the population and employment base, as well as understand economic patterns and local institutions.

Data used in this section were pulled primarily from the US Census Bureau via the following sources:

2019 American Community Survey, 2020 US Census, 2010 US Census
In addition to the decennial census, the US Census Bureau conducts dozens of other censuses and surveys, including the American Community Survey. The American Community Survey is an ongoing effort that gathers information from a community through a small sample instead of the extensive 10-year survey with which many people are familiar.

ESRI Business Analyst
ESRI Business Analyst is a powerful tool for analyzing data within a specific geographic location. That allows data to be observed locally and compared with surrounding groups.

Data was used from the US 2010 and 2020 Census, 2019 American Community Surveys (ACS), and ESRI-derived projections for 2026.

DEMOGRAPHICS

This section describes the population characteristics of New Haven. Historically, New Haven functioned fairly independently from Fort Wayne and other Allen County municipalities. However, over the last several decades, as Fort Wayne and New Haven grew closer to each other, they became more socioeconomically interlinked, with New Haven increasingly taking on a suburban role within the metropolitan area.

Unsurprisingly, most of Allen County's population is concentrated in Fort Wayne, with many neighborhoods exhibiting high population density relative to the rest of the County. Central New Haven has lower residential densities than Fort Wayne, with the population density tapering off from the city's core. Outside of I-469, population density shrinks considerably compared to Fort Wayne and New Haven.

Allen County Population Distribution

Population Distribution
New Haven Comprehensive Plan
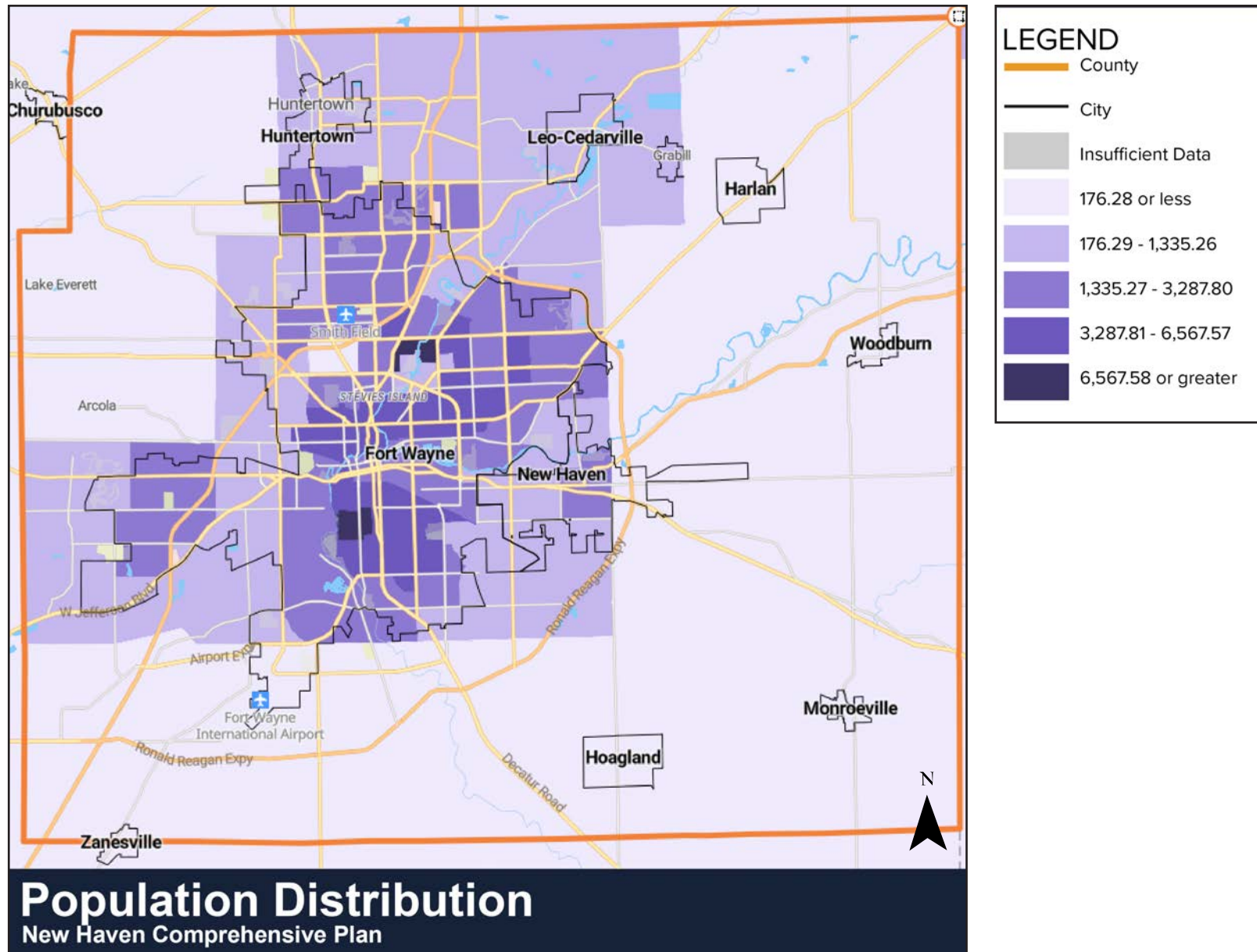
Source: USGS, ESRI, PolicyMap.

FORECASTING

Forecasts tell us how much development the area should expect over the next few years. Growth in households gives an idea of how much housing will be required, employment growth tells about the kinds and quantities of shopping and employment areas needed, and population growth shows how local demand for goods and services will change. Communities integrated into larger areas typically examine regional trends in addition to their own. For New Haven, two such regions are Allen County and the Fort Wayne Metropolitan Statistical Area (MSA): the latter consists of Allen, Wells, and Whitley counties. The Fort Wayne MSA is expected to reach a population of 470,691 in 2050, most of which will reside in Allen County, with 432,837 residents in 2050. New Haven's population of 15,583 comprises four percent of Fort Wayne's MSA population (414,739) in 2020. Both Allen County and Fort Wayne have historically increased their population every ten years. Between 2010 and 2020, the population in Allen County and Fort Wayne increased by around six percent. The population is projected to increase between two to four percent from 2020 to 2050.

Historical and Forecasted Trends for Population, Employment, and Households in Allen County and Fort Wayne

Allen County	Populations	Employment	Households
Fort Wayne	Populations	Employment	Households
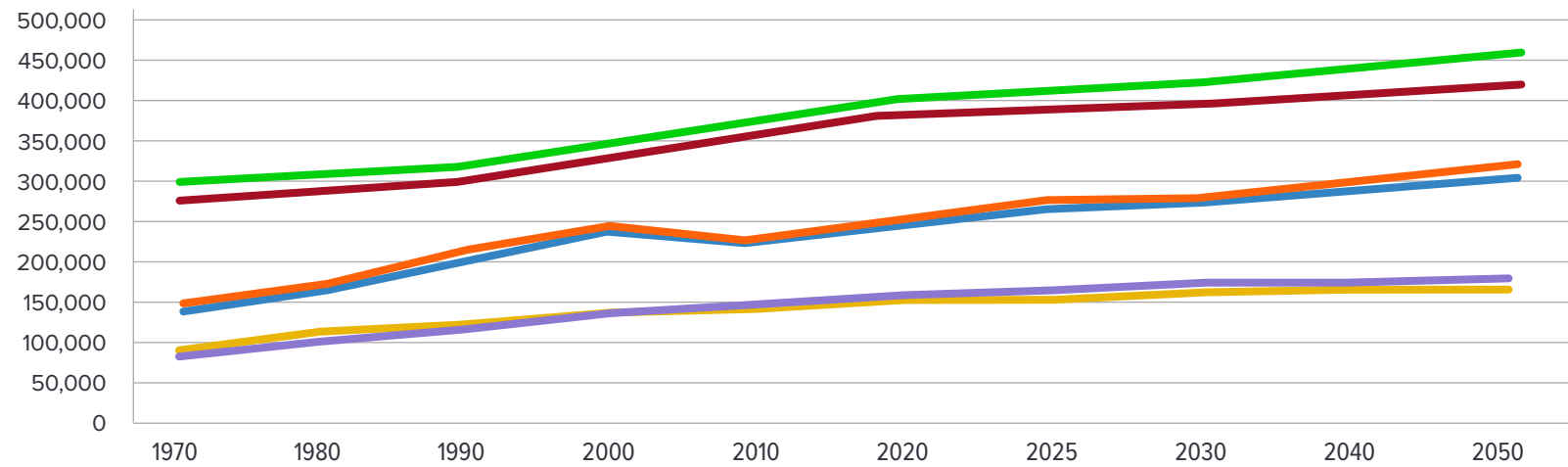
Source: ESRI Business Analyst.

POPULATION TRENDS

Historic population trends in New Haven showed that the population consistently increased by 20 to 30 percent every ten years from 1950 to 2010. Then, growth generally slowed to a five percent change from 2010 to 2020, reaching 15,583 persons. This growth pattern is typical of suburbanizing communities, particularly older or "first-ring" suburbs. The recent slowdown in growth is also typical of older suburbs.

New Haven Population by Decade
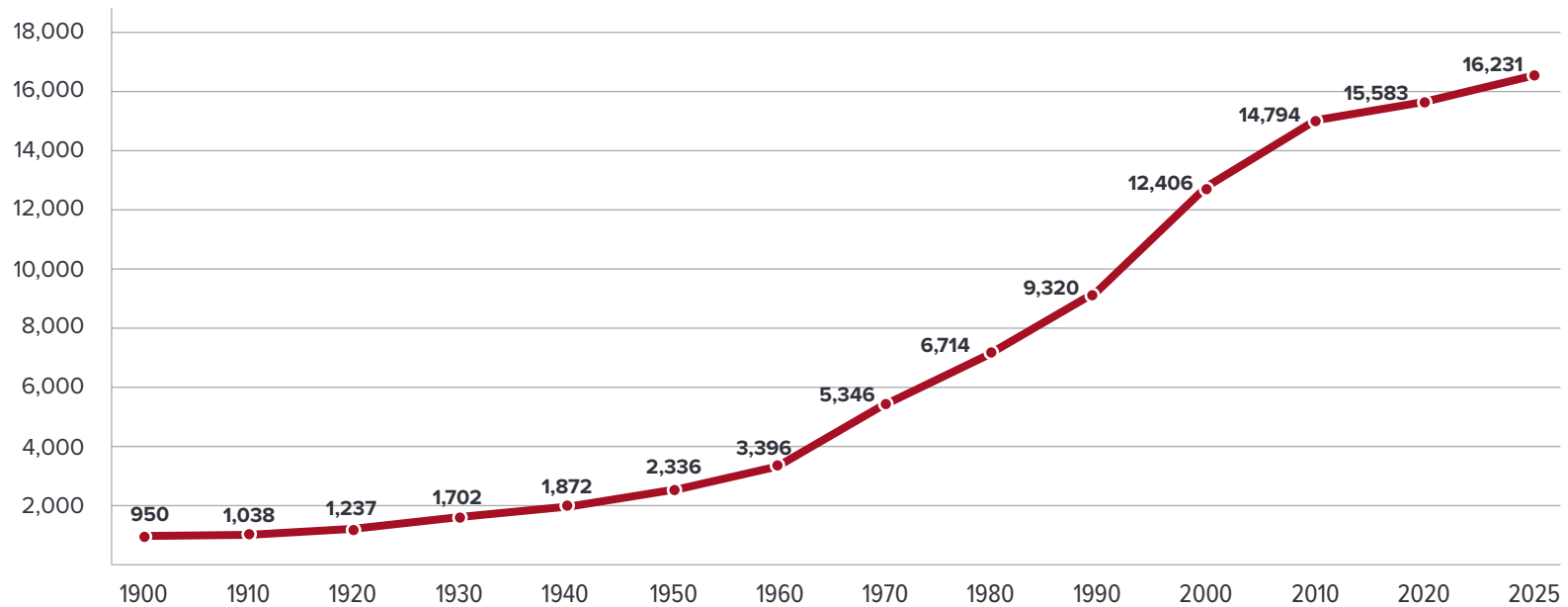
Source: ESRI Business Analyst.

HOUSEHOLDS

Household growth increased by seven percent in Fort Wayne and Allen County from 2010 to 2020. Household growth is projected to remain consistent, rising between two to three percent every ten years to reach 184,115 households in Fort Wayne in 2050. New Haven had 6,287 households in 2020 and is projected to increase to 6,444 households in 2025. Households increased by seven percent from 2010 to 2020.

The population and household projections in the discussion above extrapolate past behavior to future years; to the extent that current conditions differ from past ones, these projections may be inaccurate. It should be noted that New Haven and Allen County development has taken off over the past few years, perhaps due to "pent-up" demand.

The 2020 Census reported a total population of 15,842 in New Haven. However, considering the new residential development in the city, New Haven's population is estimated at 16,467. Also, market circumstances may change such that New Haven will "capture" an increasing proportion of countywide and MSA growth.

New Haven's Percentage Change of Total Households

■ Percent of Change (2020-2025)   ■ Percent of Change (2010-2020)
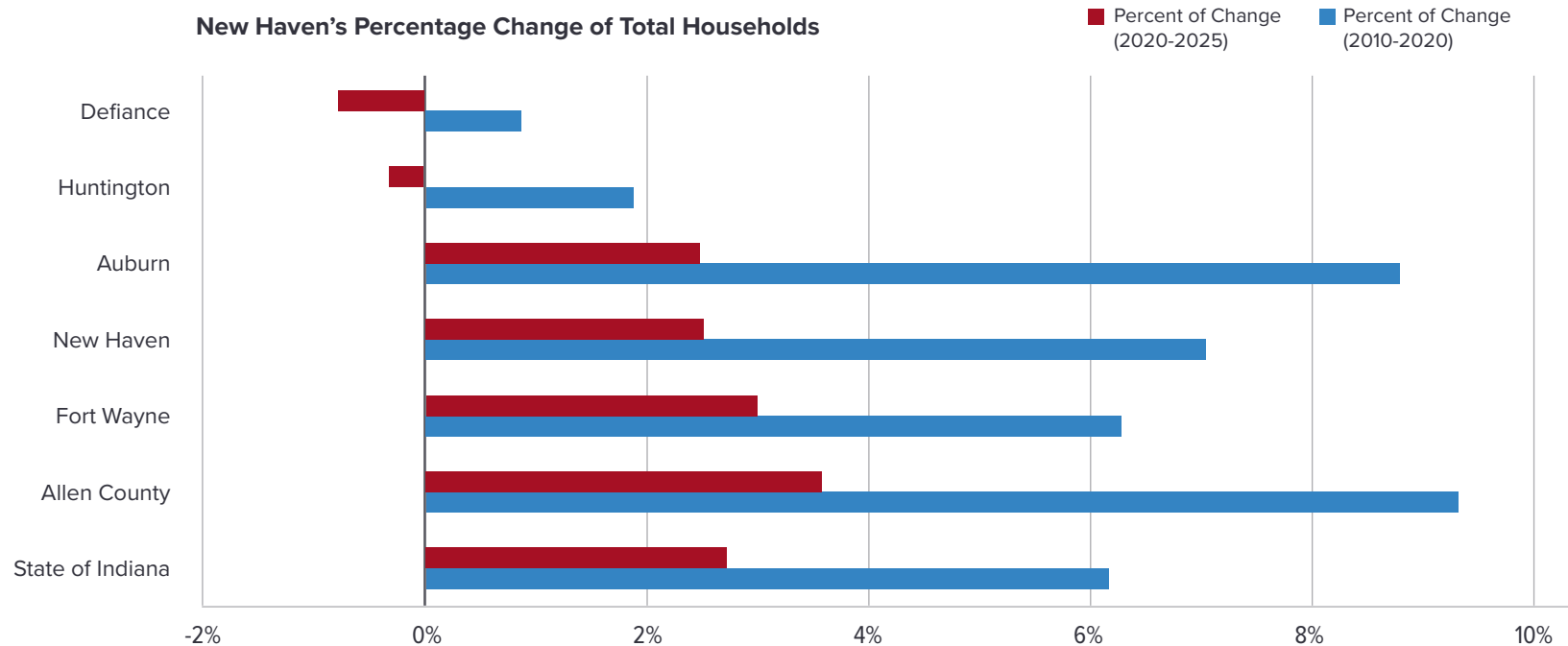
Source: ESRI Business Analyst.

AGE

New Haven's population, on average, is slightly aging. New Haven's median age was 38.5 in 2021, slightly older than the median age of the city in 2010 (37.4). Allen County's median age was 37.3 in 2021, while Fort Wayne's was 36.7. The median age for New Haven was projected to remain consistent at 38.3 years in 2025, while both Allen County and Fort Wayne's median ages were projected to increase respectively to 38 and 37.3.

These age breakdowns might reflect the types of lifestyles that New Haven attracts relative to the rest of the region. For example, young families may relocate to New Haven as they have children and stay after their children leave the nest. Stakeholder discussions also revealed that there has been an increase in the number of single elderly households in New Haven, which could result in the increase in median age compared to Fort Wayne.

New Haven had many householders under 35 years (21.4%). The second highest age group was those between 55 to 64 years (20.9%). A householder refers to the person (or one of the people) in whose name the housing unit is owned, rented, or maintained.[1]

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[1] Census.gov.

New Haven's Median Age from 2010 to 2025

■ Median Age (2010)   ■ Median Age (2020)   ■ Median Age (2025)
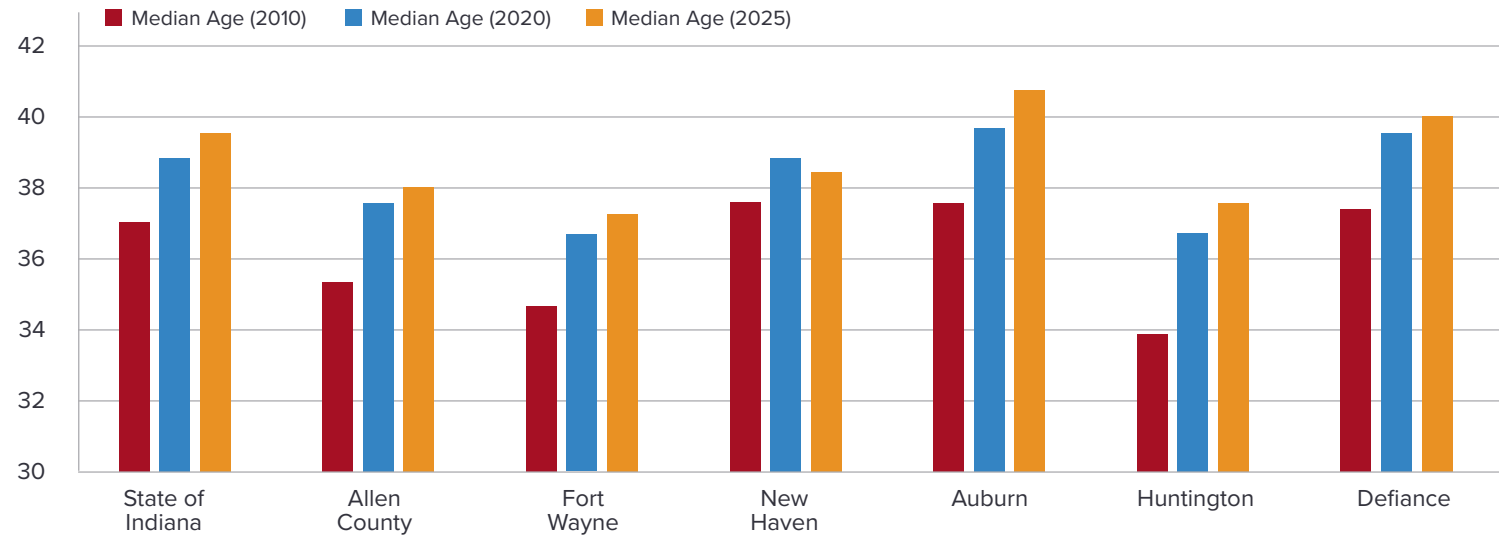
2019 Age of Householder in New Haven

Under 35 Years	21.4%
35-44 Years	14.1%
45-54 Years	15.1%
55-64 Years	20.9%
65-74 Years	16.2%
75-84 Years	9.9%
85 Years and Over	2.4%
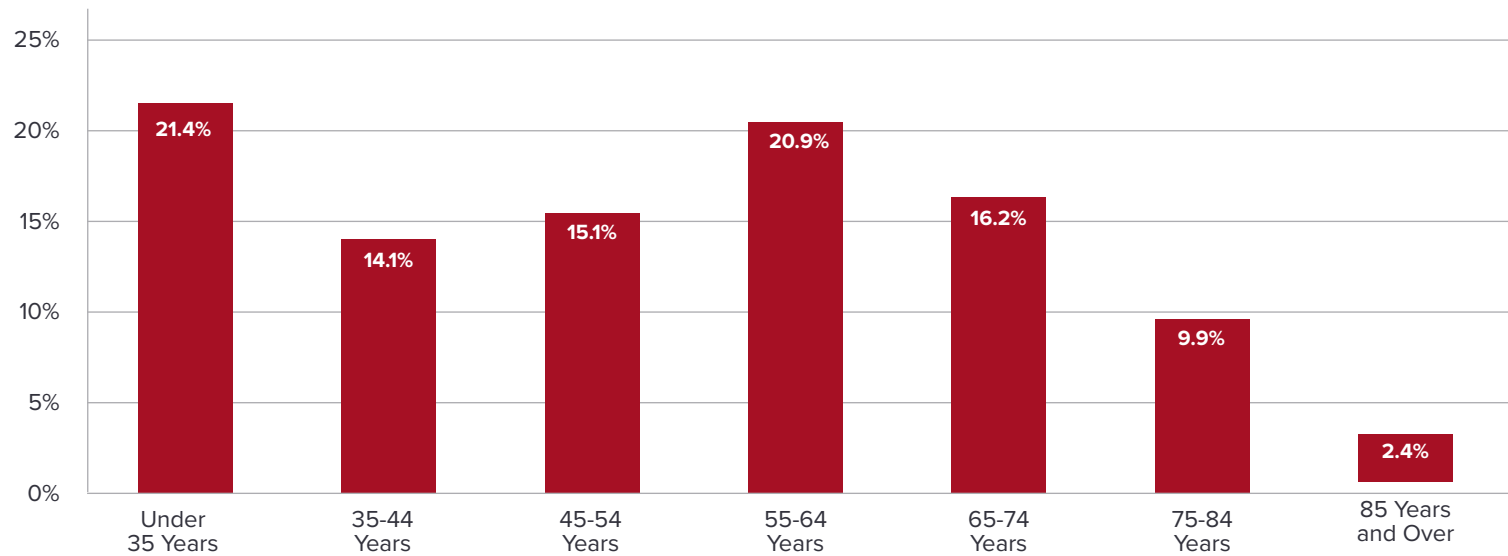
Source: ESRI Business Analyst.

RACE AND ETHNICITY

New Haven is relatively homogeneous in racial and ethnic terms. The majority of New Haven's population was white (91 percent). Allen County and Fort Wayne were more diverse than New Haven. Fort Wayne was 68 percent white, while Allen County was 75 percent white. Fort Wayne also was 15.6 percent Black/African American and 6.10 percent Asian. Fort Wayne (10 percent) and Allen County (8 percent) had a higher Hispanic population than New Haven (4.3 percent).

Hispanic Ethnicity of New Haven and Comparison Communities

Community	Percentage
State of Indiana	7.6%
Allen County	8.1%
Fort Wayne	10.0%
New Haven	4.3%
Auburn	3.2%
Huntington	4.1%
Defiance	17.1%
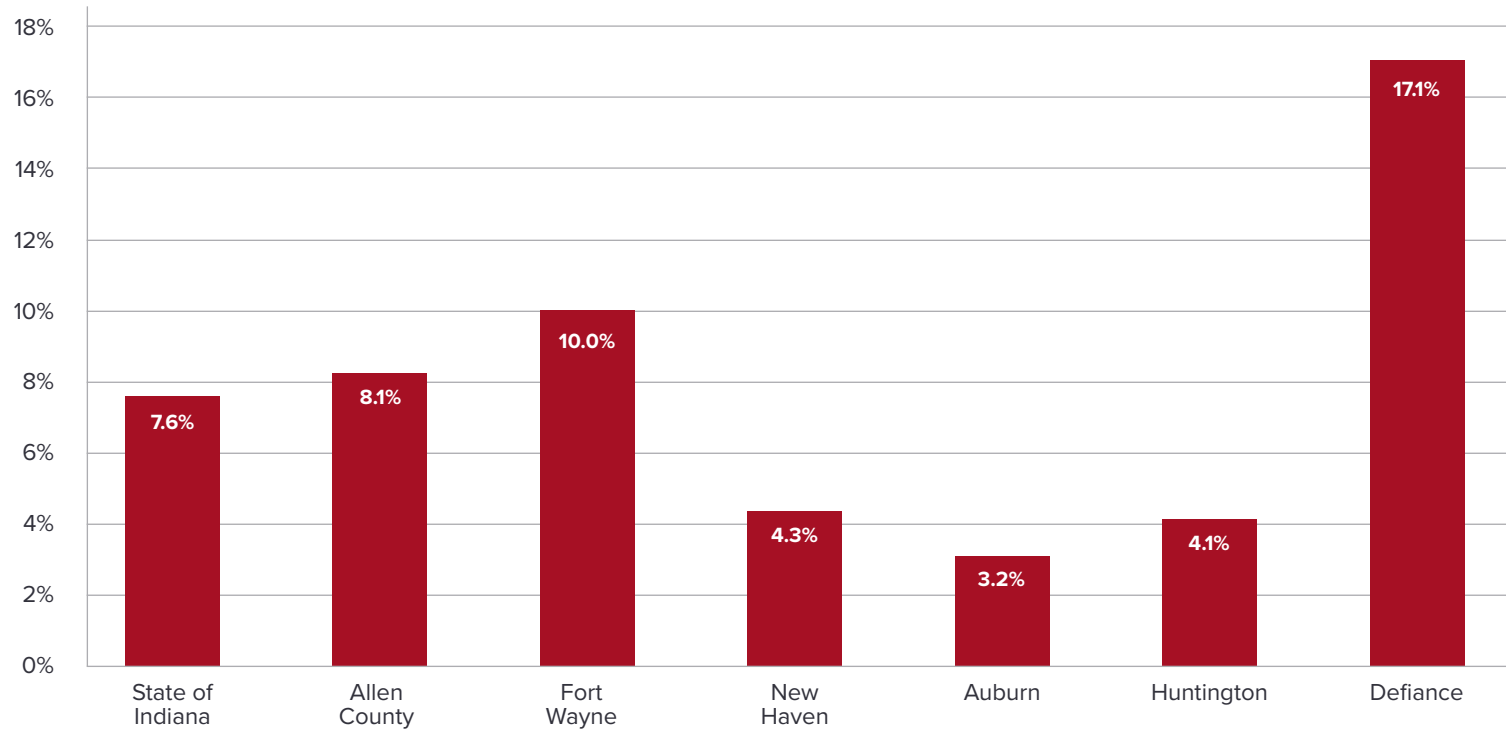
Source: ESRI Business Analyst.

New Haven's 2021 Race and Ethnicity
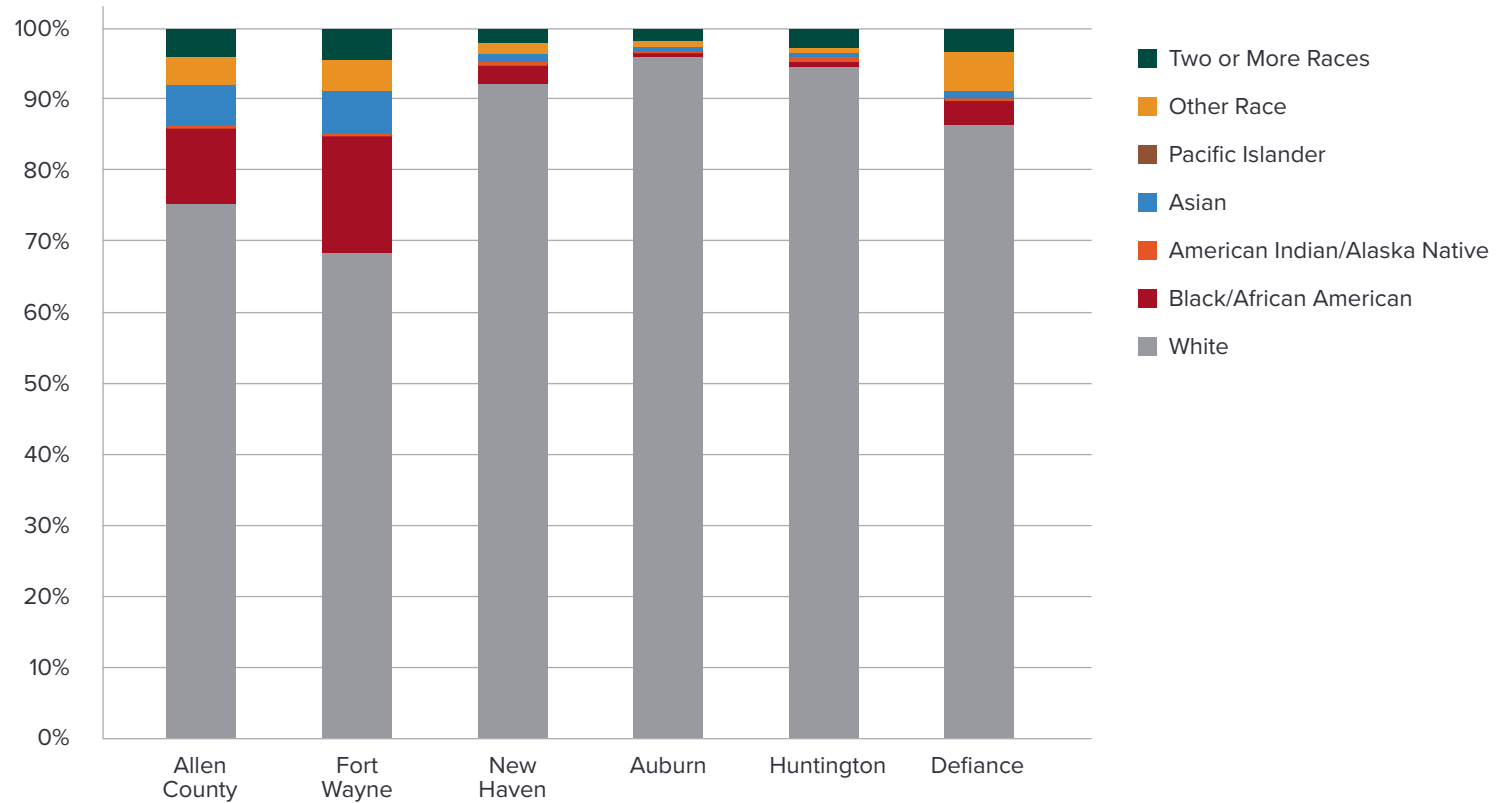
Source: ESRI Business Analyst.

Interestingly, conversations with community stakeholders indicated a significant Burmese population in the city. Population distribution for those of Asian ancestry revealed a large cluster of Asian populations just southwest of New Haven's boundary. The cluster, also south of Fort Wayne, had Census tracts ranging from 10 to 45 percent Asian.

Searching existing businesses and cultural facilities in this area also revealed many cultural amenities for those of Asian descent. The businesses and cultural facilities included Asian markets and restaurants, mosques, and community centers such as the Burmese Muslim Education and Community Center, the Fort Wayne Myanmar Islamic Educational Academy, the Ansar Islamic Education Academy, and the Muslim Community Help Center Association.[2]

_____

[2] Welcome to Jamia Arabia Noor Ul-Huda.

Allen County Asian Population and Distribution

Asian Population Distribution
New Haven Comprehensive Plan
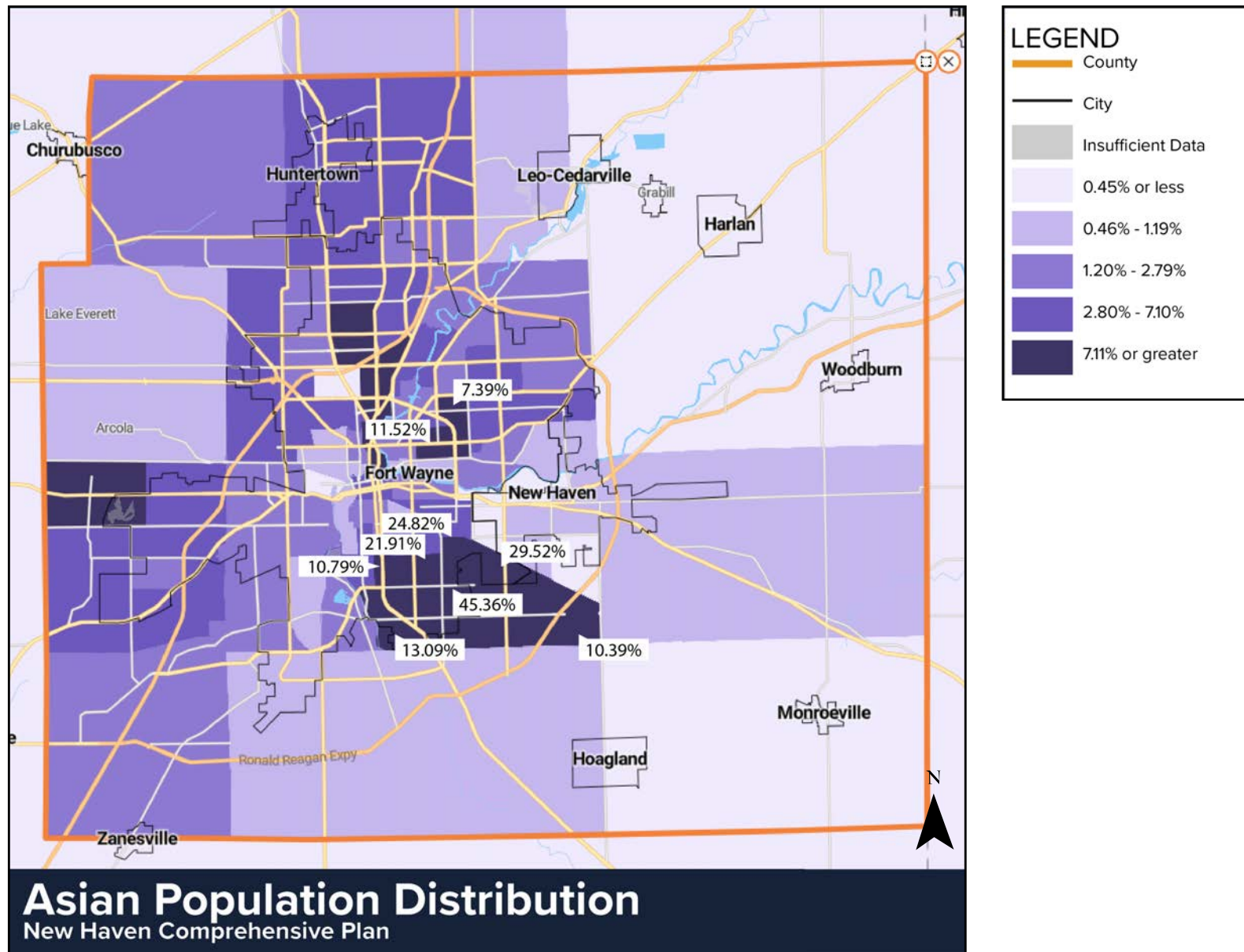
Source: USGS, ESRI, PolicyMap.

Further analysis revealed clusters of foreign-born persons from Burma, which probably accounts for the higher Asian populations in the Census Tracts listed above. Most of the Burmese population bordered or was close to the City of New Haven. While New Haven does not have a high proportion of foreign-born Burmese or Asian populations, the city is surrounded by large populations of Asian and Burmese descent.

East Allen County Schools' Boundary Map revealed that many portions of eastern Fort Wayne were a part of the East Allen County School District, which meant students from the east side of the city and New Haven would attend New Haven Jr/Sr High School for grades 7 through 12.[3] The school district boundary encompasses most of the heavily Burmese and Asian population centers. The Burmese population does not necessarily live within New Haven but relies on the city for services such as education, work, and parks, and is, therefore, an important factor to consider for the city's future.

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[3] East Allen County Schools Boundary Map and Grade Configurations. School Year 2019-2020.

Foreign-Born Burmese Population

Foreign-Born Burmese Population
New Haven Comprehensive Plan
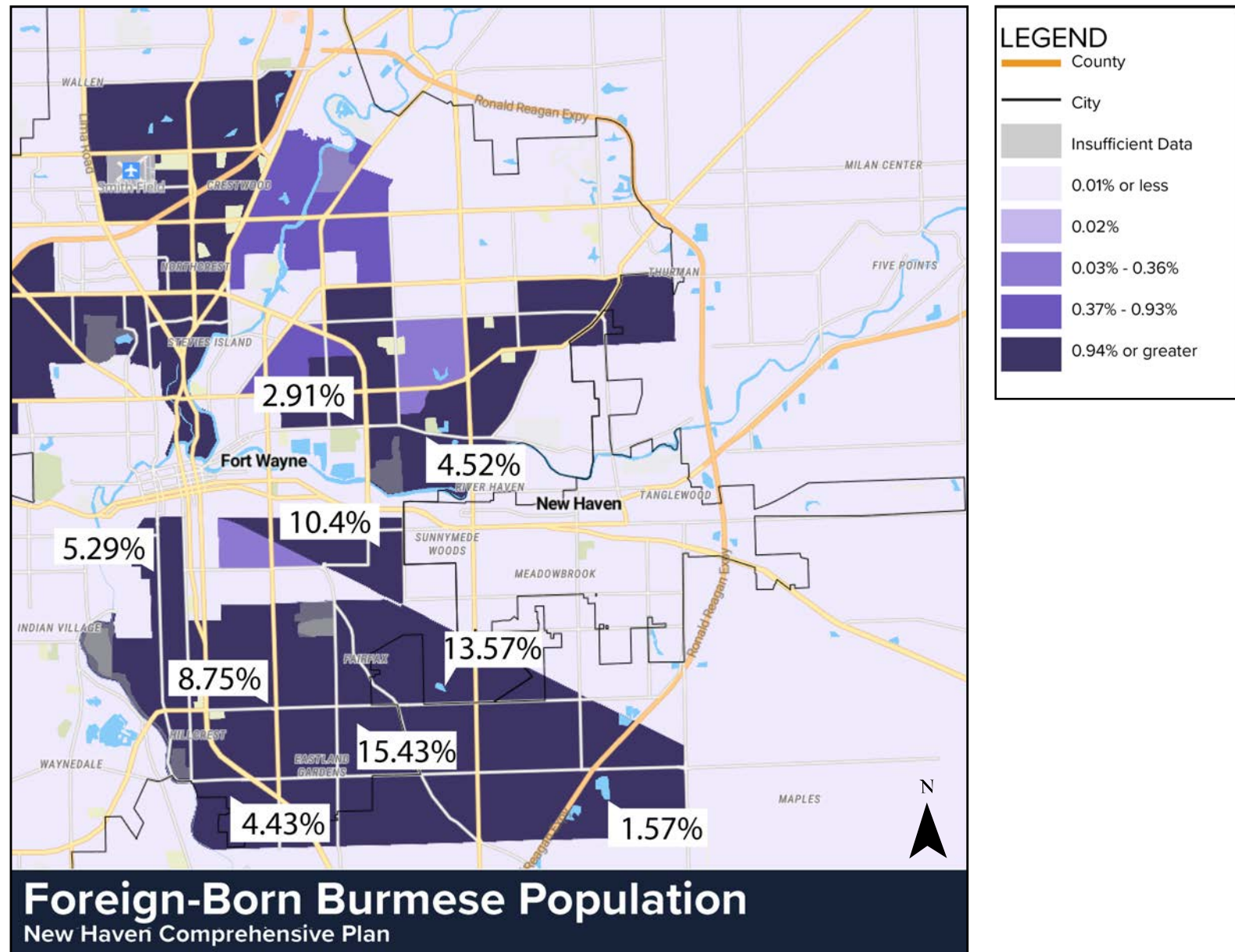
Source: USGS, ESRI, PolicyMap.

INCOME

Compared to Fort Wayne, New Haven's median household incomes were considerably higher. However, the city's western side had a lower median income than Fort Wayne. The south and north corners, where many of the city's single-family neighborhoods are located, had a higher median income than the rest of the city.

In 2021, New Haven had an overall median household income of $56,618 compared to $61,503 for Allen County and $50,933 for Fort Wayne.

2020 Median Household Income

Location	Median Household Income
State of Indiana	$57,268
Allen County	$56,151
Fort Wayne	$50,933
New Haven	$52,597
Auburn	$52,164
Huntington	$45,343
Defiance	$53,424
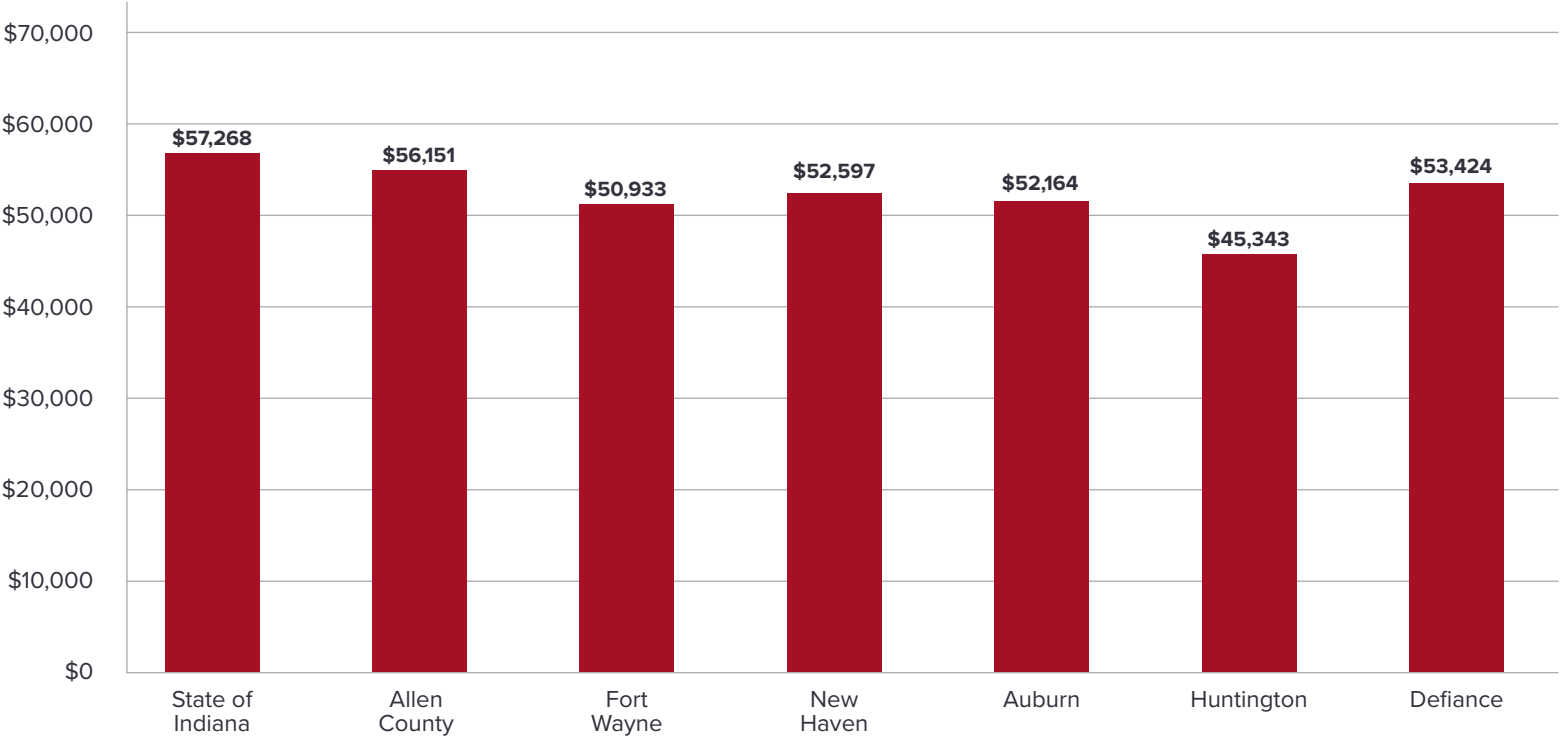
Source: ESRI Business Analyst

Allen County Income Distribution

LEGEND
- County
- City
- Insufficient Data
- $40,564 or less
- $40,565 - $52,891
- $52,892 - $66,121
- $66,122 - $88,208
- $88,209 or greater

Income Distribution
New Haven Comprehensive Plan
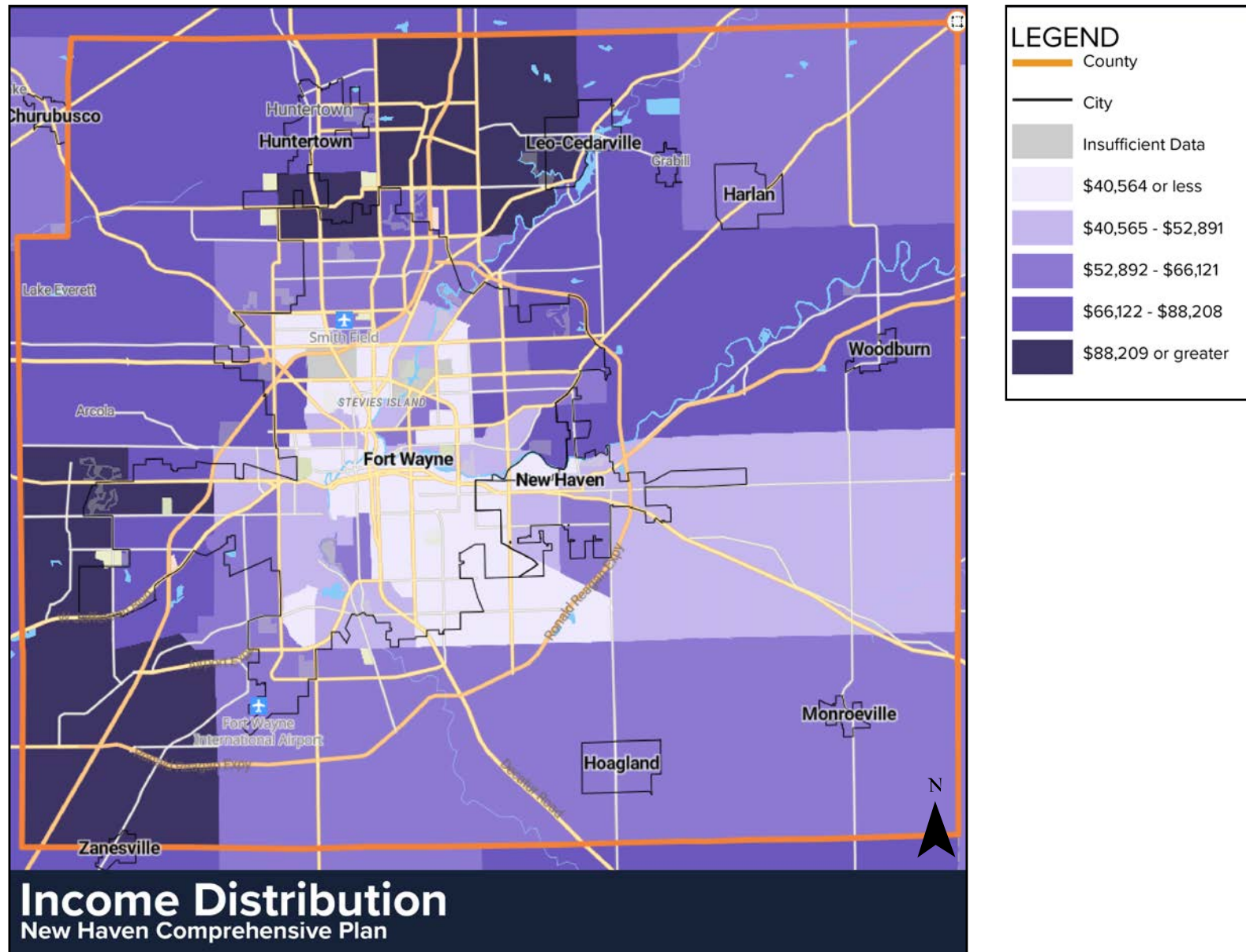
Source: USGS, ESRI, PolicyMap.

ECONOMY

Many comments from stakeholders highlighted issues that reflected current national trends such as housing availability and affordability, retaining and hiring employees, and supply chain delays. Greater Fort Wayne discussed New Haven's increased role and importance in regional economic growth. The City of New Haven is well positioned to utilize the I-469 corridors for residential and industrial growth. As discussed in more detail in the building permit section, New Haven is already experiencing rapid growth and development to the south near 469. That would allow New Haven to create industrial sites to the east, which could draw employment from Fort Wayne and Ohio. The city does have a career center, but it could be more heavily utilized and marketed to potential employers. Stakeholders in the education sector commented on the high number of graduates who enter the workforce after graduating high school. Trade programs through the local high school seem to be supplying local industries with new workers. However, a need for training p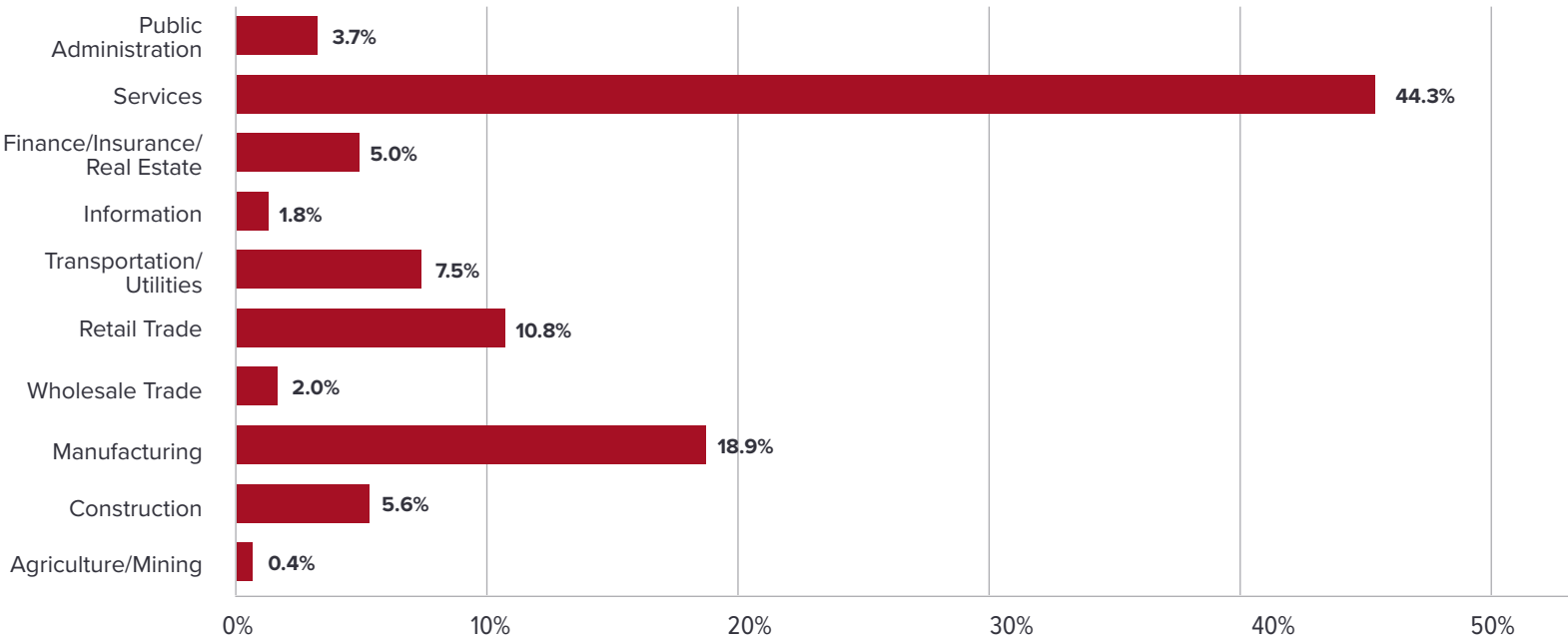rograms for existing workers was expressed. More support for current businesses and entrepreneurs was requested: such as additional workforce development programs, a coworking space, and support for existing small businesses.

Percentage of Employed Persons by Place of Employment. Where New Haven Residents Work, by Industry.

Industry	Percentage
Public Administration	3.7%
Services	44.3%
Finance/Insurance/Real Estate	5.0%
Information	1.8%
Transportation/Utilities	7.5%
Retail Trade	10.8%
Wholesale Trade	2.0%
Manufacturing	18.9%
Construction	5.6%
Agriculture/Mining	0.4%

Source: ESRI Business Analyst

UNEMPLOYMENT

Employment was measured by comparing the percentage of employed persons (by place of employment) aged 16 or more by industry type. New Haven's most significant industry was services (44.3 percent), followed by manufacturing (18.9 percent) in 2021. Retail trade was the third highest (10.8 percent) for the employed population of 16+ by industry. Fort Wayne and Allen County's most prominent industries were consistent with New Haven's 2021 trends. New Haven's most prominent industries in 2021 were also its highest in 2010, with 39.7 percent employed in services, 20.3 percent in manufacturing, and 15.3 percent in retail trade.

Unemployment was reported as 5.5 percent in 2021, which was slightly higher than the State of Indiana (4.6 percent) and Allen County (4.9 percent) but consistent with Fort Wayne (5.5 percent).

**Unemployment in New Haven and Comparison Communities**
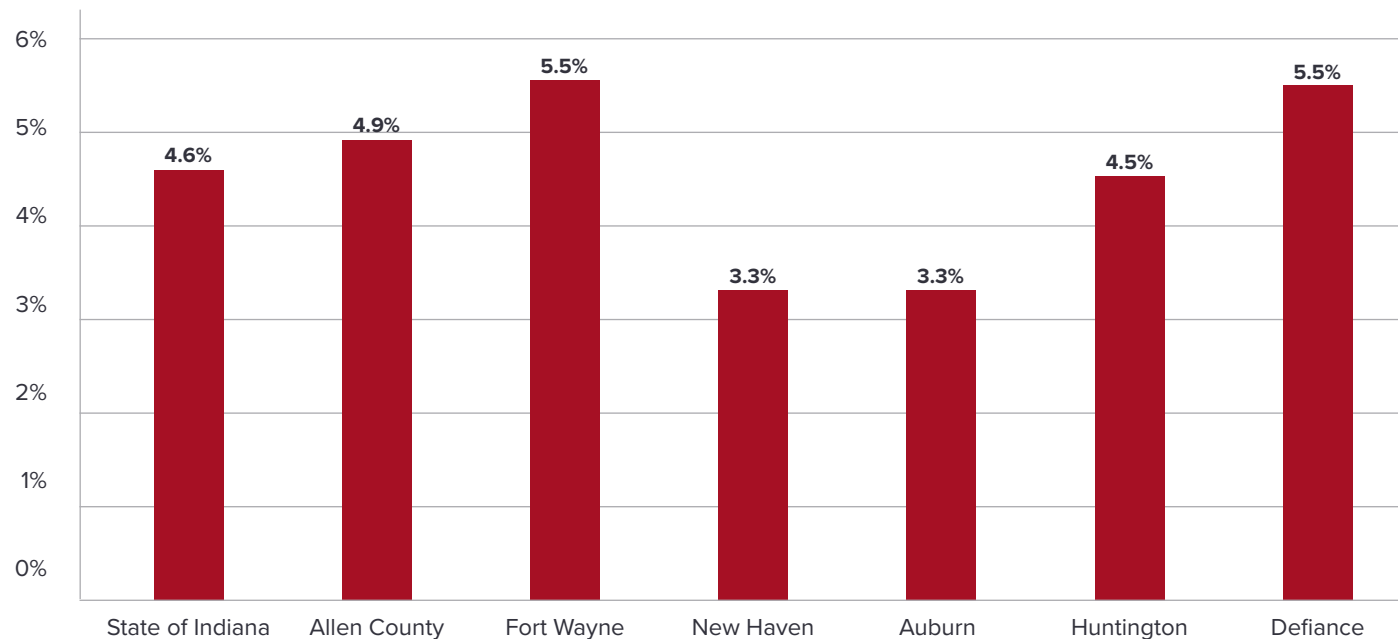
Source: ESRI Business Analyst

WORKFORCE

The workforce measured the percentage of the employed population (by place of residence) ages 16 or older by occupation. Occupations were categorized by white-collar, blue-collar, and services. 52.3 percent of New Haven's population had a white-collar occupation in 2021. White-collar occupations included management/business/financial, professional, sales, and administration. 30.9 percent worked in blue-collar occupations such as farming/forestry/fishing, construction/extraction, installation/maintenance/repair, production, and transportation/material moving. 16.8 percent had a services occupation.

Fort Wayne and Allen County had a higher percentage of the employed population working white-collar occupations than New Haven. In Fort Wayne, 59.5 percent worked in white-collar occupations, 15 percent in services, and 25.6 percent in blue-collar occupations. Allen County had 60.7 percent working in white-collar occupations, 13.8 percent working in services, and 25.5 percent in blue-collar occupations. In 2019, New Haven's labor force participation rate was 64.7 percent. Fort Wayne's labor force participation rate was similar at 66.5 percent. Allen County was consistent with Fort Wayne's labor force participation rate of 66.8 percent.

Percentage of New Haven Residents Working in Blue-Collar, Service, and White-Collar Jobs
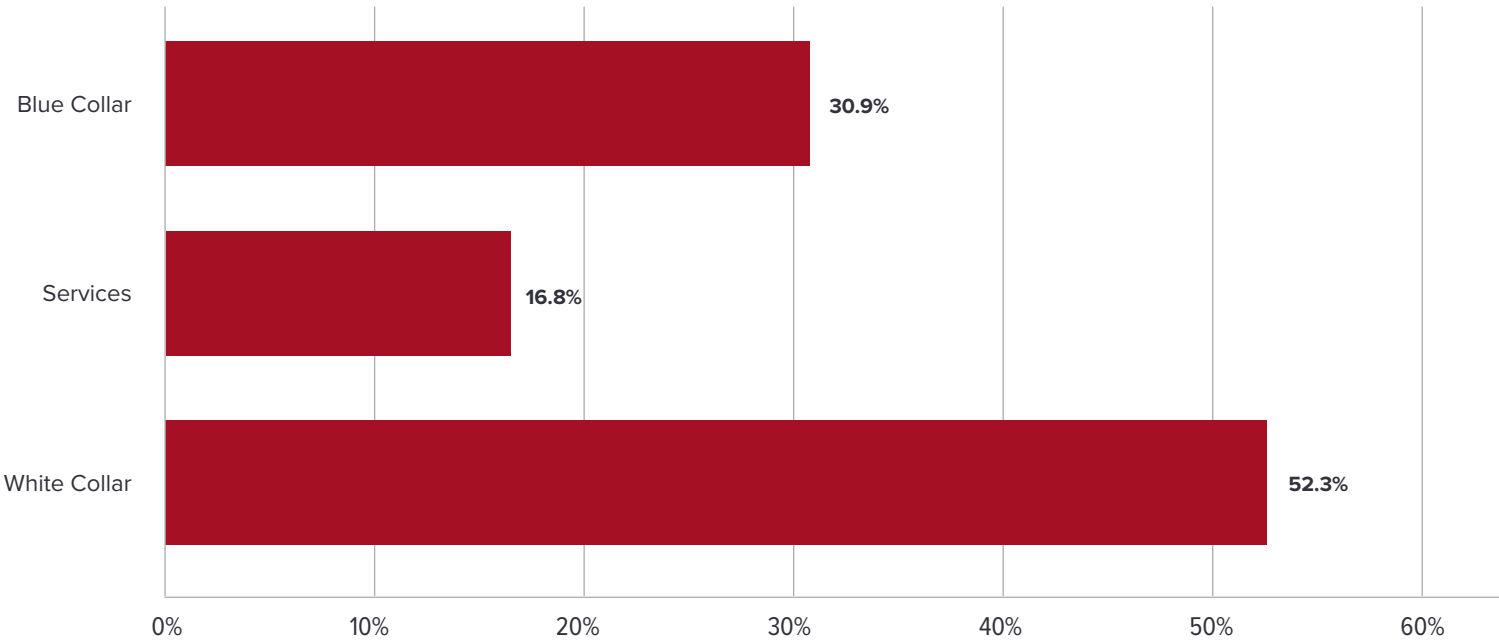
Source: ESRI Business Analyst

MARKET CONDITIONS

RETAIL GAP ANALYSIS

A retail gap analysis shows how much money is spent locally compared to how much money "should" be spent based on the local population's income. A retail gap analysis helps to:

- Uncover unmet demand and possible opportunities.

- Understand the strengths and weaknesses of the local market area.

- Measure the difference between actual and potential retail sales.

Leakage and surplus are the two categories used in a retail gap analysis:
- **Leakage:** In a local market it means that people living in the trade area are spending money outside of the trade area. A leakage indicates the amount of additional disposable income that could be captured in the trade area but is being lost or "leaking" to shopping areas outside.

- **Surplus:** In a local market it means more money is being spent at local businesses than the trade area's population "should be" spending. A surplus can have multiple meanings:

  - Too many businesses exist in the trade area without enough disposable income to support them all.
  - The trade area is attracting spending from additional shoppers beyond the local residents' spending power.

TRADE AREAS

An analysis of New Haven's population trends, commuter patterns, daytime population, and public input revealed two distinct trade areas. The two trade areas identified were:

Primary Trade Area

The primary trade area was defined by a five-minute drive time from downtown. A five-minute drive time included most of the area within the city limits and captured residents and employees that work and likely shop at local businesses in New Haven multiple times per week.

Extended Trade Area

The extended trade area was defined as a 10-minute drive from downtown and captured potential shoppers who may frequent New Haven's businesses once or twice a month.

Comparative Retail Gap Analysis of New Haven's Primary and Extended Trade Areas

Note: Negative numbers in red indicate surplus and positive numbers in green indicate leakage.

CATEGORY	PRIMARY TRADE AREA ($)	EXTENDED TRADE AREA ($)
Motor Vehicle and Parts Dealers	-35,256,219	-81,345,866
Furniture and Home Furnishings Stores	-1,489,551	1,965,735
Electronics and Appliance Stores	1,727,868	6,805,972
Building Material and Garden Equipment and Supplies Dealers	-4,000,122	-16,723,214
Food and Beverage Stores	-6,994,367	-5,502,605
Health and Personal Care Stores	5,323,947	17,862,808
Gasoline Stations	-7,428,229	-9,720,735
Clothing and Clothing Accessories Stores	-200,602	13,843,250
Sporting Goods, Hobby, Musical Instrument, and Book Stores	531,688	2,763,292
General Merchandise Stores	-2,290,259	-27,432,369
Miscellaneous Store Retailers	2,393,825	10,267,944
Non-Store Retailers (Online Shopping)	-1,318,736	22,475,944
Food Services and Drinking Places	-2,459,164	7,140,878
TOTAL	**-51,483,920**	**-57,598,967**

Source: Retail Market Power Opportunity Gap by Retail Store Types 2022; Claritas.

Trade Areas

Trade Areas
New Haven Comprehensive Plan
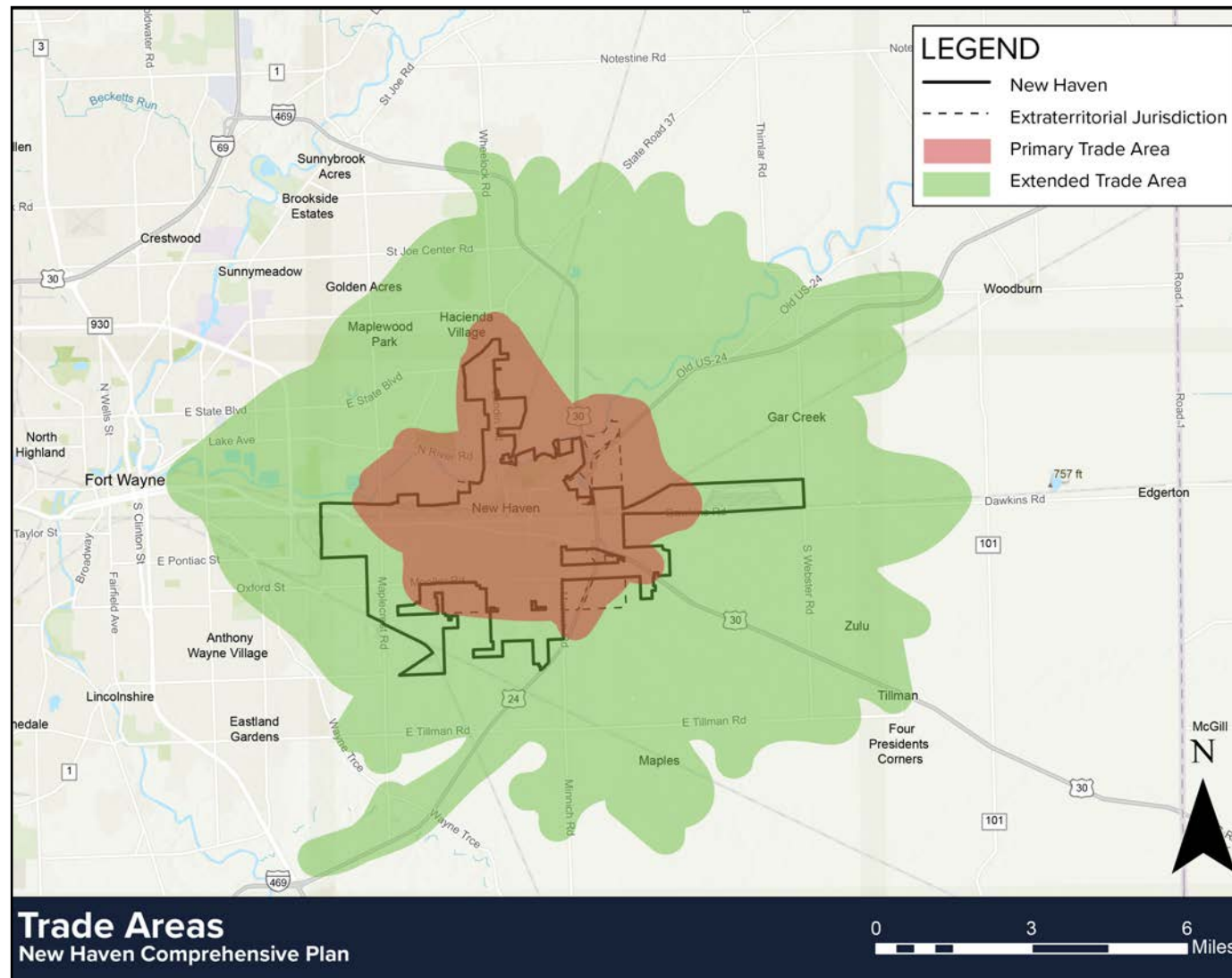
Source: USGS, ESRI.

PRIMARY TRADE AREA

New Haven's primary trade area had a total surplus of -$51,483,920 for all retail trade including food and drink. The largest reported surplus within the primary trade area was in Motor Vehicle and Parts Dealers at -$35,256,219. A surplus can indicate that too many businesses exist in the trade area without enough disposable income to support them all or that the trade area is attracting spending from additional shoppers beyond the local residents' power. The large surplus in motor vehicles and parts dealers indicates that many people come to New Haven to purchase a car or other auto parts or auto services. The primary trade area also had surpluses in the following categories:

- Furniture and Home Furnishing Stores (-$1,489,551)
- Building Material and Garden Equipment and Supplies Dealers (-$4,000,122)
- Food and Beverage Stores (including grocery stores) (-$6,994,367)
- Gasoline Stations (-$7,428,229)
- Clothing and Clothing Accessories Stores (-$200,602)
- General Merchandise Stores (including department stores, big box stores such as Walmart and Big Lots) (-$2,290,259)
- Food Services and Drinking Places (Including restaurants, full service and take-out, and bars) (-$2,459,164)

A leakage shows where residents inside the trade area are spending money outside of the trade area. A leakage indicates the opportunity to capture the disposable income that is being spent outside of the trade area. New Haven's primary trade area showed leakages in the following categories:

- Electronics and Appliance Stores ($1,727,868)
- Health and Personal Care Stores ($5,323,947)
- Sporting Goods, Hobby, Musical Instrument, and Book Stores ($531,688)
- Miscellaneous Store Retailers (including office supply stores, pet supply stores, and gift, novelty, and souvenir stores) ($2,393,825)

EXTENDED TRADE AREA

The extended trade area captured spending occurring within a 10-minute drive time from downtown. The Retail Gap of Primary Trade Area compared to Extended Trade Area chart shows the reported gap analysis for each major category in the primary and extended trade area with surpluses shown in red and leakages shown in green. The extended trade area had a total surplus of -57,598,967. Similar to the primary trade area, the highest surplus was reported in the Motor Vehicle and Parts Dealers category with a surplus of -$81,345,866. General Merchandise Stores reported a much higher surplus than the primary trade area at -$27,432,369. Building Material and Garden Equipment and Supplies Dealers also reported a higher surplus of -$16,723,214.

On the other hand, several categories reported opposite trends or an increase in leakage in the extended trade area. Clothing and Clothing Accessories Stores reported a surplus of -$200,602 in the primary trade area and a leakage of $13,843,250 in the extended trade area. Another drastic change from primary trade area to extended trade area was reported in the food services and drinking places category which had a surplus of -$2,459,164 in the primary trade area and a leakage of $7,140,878 in the extended trade area. The remaining following categories also experienced an increase in leakage from the primary trade area to the extended trade area:

- Sporting Good, Hobby, Musical Instrument, and Book Stores ($2,763,292)
- Electronics and Appliance Stores ($6,805,972)
- Miscellaneous Store Retailers ($10,267,944)
- Furniture and Home Furnishings Stores ($1,965,735)
- Health and Personal Care Stores ($17,862,808)

WHAT THIS ANALYSIS TELLS US

New Haven appears to be a regional destination for automobile dealers and parts shops, as well as general merchandise (big box) retailers. Residents largely travel elsewhere in the county or to Fort Wayne for dining, clothing retail, electronics, and health and personal care. These latter categories point to potential target markets for New Haven's downtown to focus on, due to the presence of shopping and dining to reinforce one another.

RECREATIONAL AND CULTURAL RESOURCES

Recreational and cultural resources included parks and recreation, nature areas, playgrounds, museums, and art exhibits. The City of New Haven is recreationally rich, containing 13 parks and recreation facilities, as shown in green on the "Recreational and Cultural Resources" map. Cultural and recreation facilities that were listed on the map included: the community center and fitness center, Jury Pool, New Haven Railroad Depot, Deetz Nature Preserve, Moser Park Woods, Canal Landing, Havenhurst Park, Heatherwood Park, Jury Park, Marylands Farm Park, Moser Park, Schnelker Park, Werling Park, Meadowbrook Park, Star*Quest Observatory, Fort Wayne Historical Railroad Society, Allen County Public Library - New Haven Branch, TAG Art Company, Whispering Creek Golf Club, and Bell's Roller Skating Rink. Amenities at parks and recreation facilities included playgrounds, a pool, pavilions, tennis courts, trails, basketball courts, ball diamonds, and a craft activity shed. [4]

The community center also hosted various activities and programs such as event spaces, makers markets, fitness centers, community art galleries, and fine art workshops. Youth and senior programs included fitness classes, bingo, motor coach tour trips, crafts, luncheons, music, educational classes, healthy meal kits, small group cards and soccer, basketball, flag football, and crafts and paintings for the kids.

New Haven's cultural assets are also unique to the city's history with canals and rail. The Fort Wayne Railroad Historical Society, located just outside eastern New Haven, preserves and makes railroad history by operating one of the last living steam locomotives. [5] Star*Quest Observatory, located near the Railroad Historical Society, is home to the Fort Wayne Astronomical Society and offers free stargazing for the public every Saturday from April to November, public meetings, and volunteers with schools and other groups.

The city also holds an annual festival celebrating an important cultural aspect of their heritage: the Wabash and Erie Canal. The Canal Days Festival, usually held in the spring, is a yearly parade and 5k race that benefits the high school track program. It began in 1958 when a "canal boat" was brought to New Haven. The festival has been held in the downtown area since 1987. [6]

LEGEND

— New Haven

- - - Extraterritorial Jurisdiction

▪▪▪▪ Fort Wayne

1. Star*Quest Observatory
2. Fort Wayne Railroad Historical Society
3. Library
4. Railroad Depot
5. TAG Art Company
6. Bell's Roller Skating Rink

1. Jury Park
2. Havenhurst Park
3. Whispering Creek Golf Club
4. Schnelker Park
5. Canal Landing
6. Moser Park
7. Deetz Nature Preserve
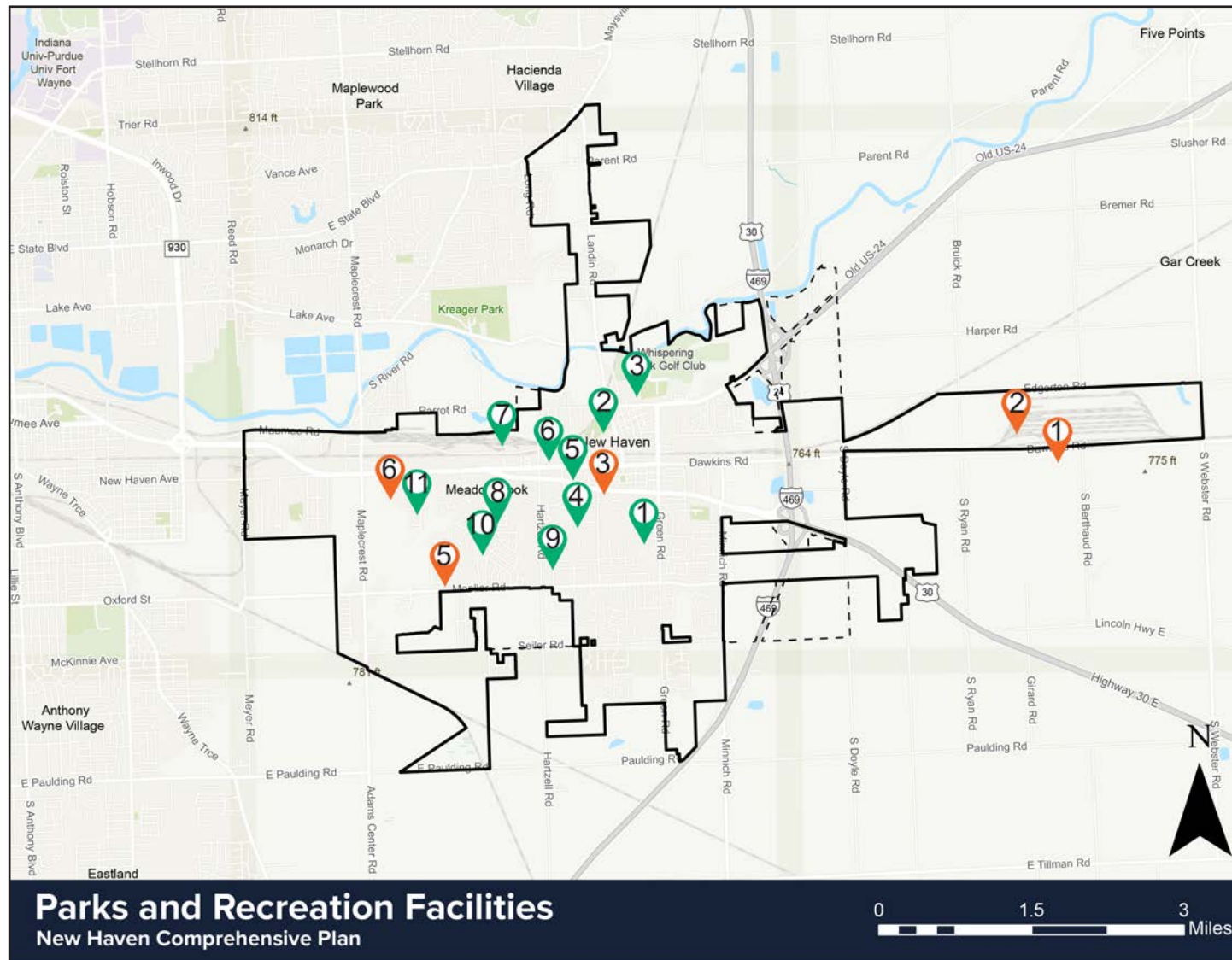8. Heatherwood Park
9. Werling Park
10. Meadowbrook Park
11. New Haven Community Center

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[4] New Haven Parks.

[5] Fort Wayne Historical Society.

[6] New Haven Canal Days Festival.

New Haven Parks and Recreation Facilities
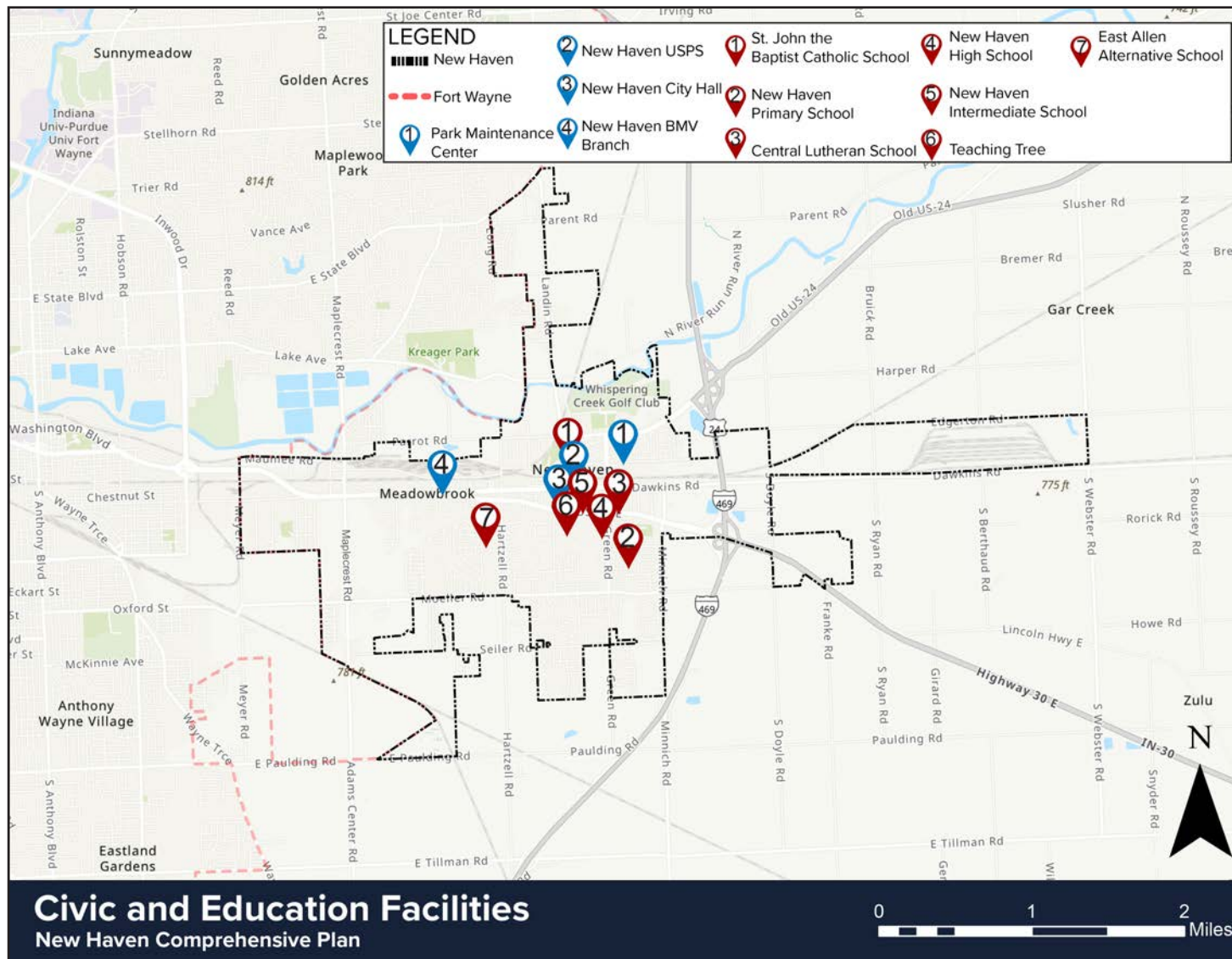

Source: USGS, ESRI.

INSTITUTIONS

SCHOOLS
In New Haven, there is one public high school, intermediate school, junior high school, alternative school, and primary school. These schools are part of East Allen County Schools. Additionally, St. John the Baptist Catholic School and Central Lutheran School are two private schools within the city. Teaching Tree, a preschool and daycare, is another educational asset to the city. The education facilities within New Haven are centrally located along or nearby Lincoln Highway. Additional, the city is serviced by United Methodist Church preschool and daycare and Martini Kids Club Ministry daycare. No higher education facilities existed within the city limits.

GOVERNMENT
City Hall housed most of the city's departments, such as planning and zoning, engineering, utilities, and police. Also located downtown is the city's postal service branch. Near the Whispering Creek Golf Course is the Parks and Recreation Department's maintenance facility. A BMV branch is also located along Lincoln Highway.

Civic and Education Facilities in New Haven

Civic and Education Facilities
New Haven Comprehensive Plan

Source: USGS, ESRI.

NEIGHBORHOODS

New Haven has several suburbs and neighborhoods throughout the city. The map shows neighborhoods as identified by Nextdoor in New Haven. Communication with neighborhoods is essential to the city. The city's Neighborhood Advocate fosters relationships and builds a sense of communication between local government and its citizens by ascertaining the needs and wants of residents, creating multiple methods of communication with residents, encouraging social interaction, increasing the ability to meet those needs through a higher level of participation and interaction between residents, and promoting community welfare. The Neighborhood Advocate works with residents wishing to form new neighborhood associations while remaining allegiant to preserve relationships with current neighborhood leaders and strengthen existing neighborhoods.[7]

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[7] New Haven Neighborhoods.

New Haven Neighborhoods

Neighborhoods
New Haven Comprehensive Plan

Source: NextDoor.

THE BUILT ENVIRONMENT

Existing development, land uses, and infrastructure tend to persist for long periods, and the built environment changes incrementally. Therefore, the character of the current built environment influences the types of development that can be expected in the future. In this section, the main characteristics of the built environment are explored.

LAND USE

Single-family residential uses were the city's most prominent land uses, comprising 30.94%. Vacant uses were the second most common land use at 22.67%. Single-family was mainly located within the suburban neighborhoods to the north and south of downtown. However, a substantial portion of residential development was also downtown. Many commercial and industrial land uses were clustered along Lincoln Highway, the main corridor through the city. The rail line also travels parallel to Lincoln Highway, making this corridor ideal for industry.

LEGEND
- —— New Haven
- - - - Extraterritorial Jurisdiction
- ■■■■ Fort Wayne
- Vacant
- Agriculture
- Industrial
- Multifamily
- Single Family
- Other Residential
- Commercial
- Institutional
- Utilities
- Other

NEW HAVEN EXISTING LAND USE CATEGORY	CITY	
	ACRES	% OF TOTAL
Agriculture	1,693	24.6%
Commercial	949	13.8%
Industrial	696	10.1%
Institutional	712	10.4%
Multi-family Residential	64	0.9%
Other Residential	43	0.6%
Single-Family Residential	1,828	26.6%
Utilities	366	5.3%
Vacant	526	7.7%
TOTAL	**6,876**	**100%**

New Haven Existing Land Use

Existing Land Use
New Haven Comprehensive Plan
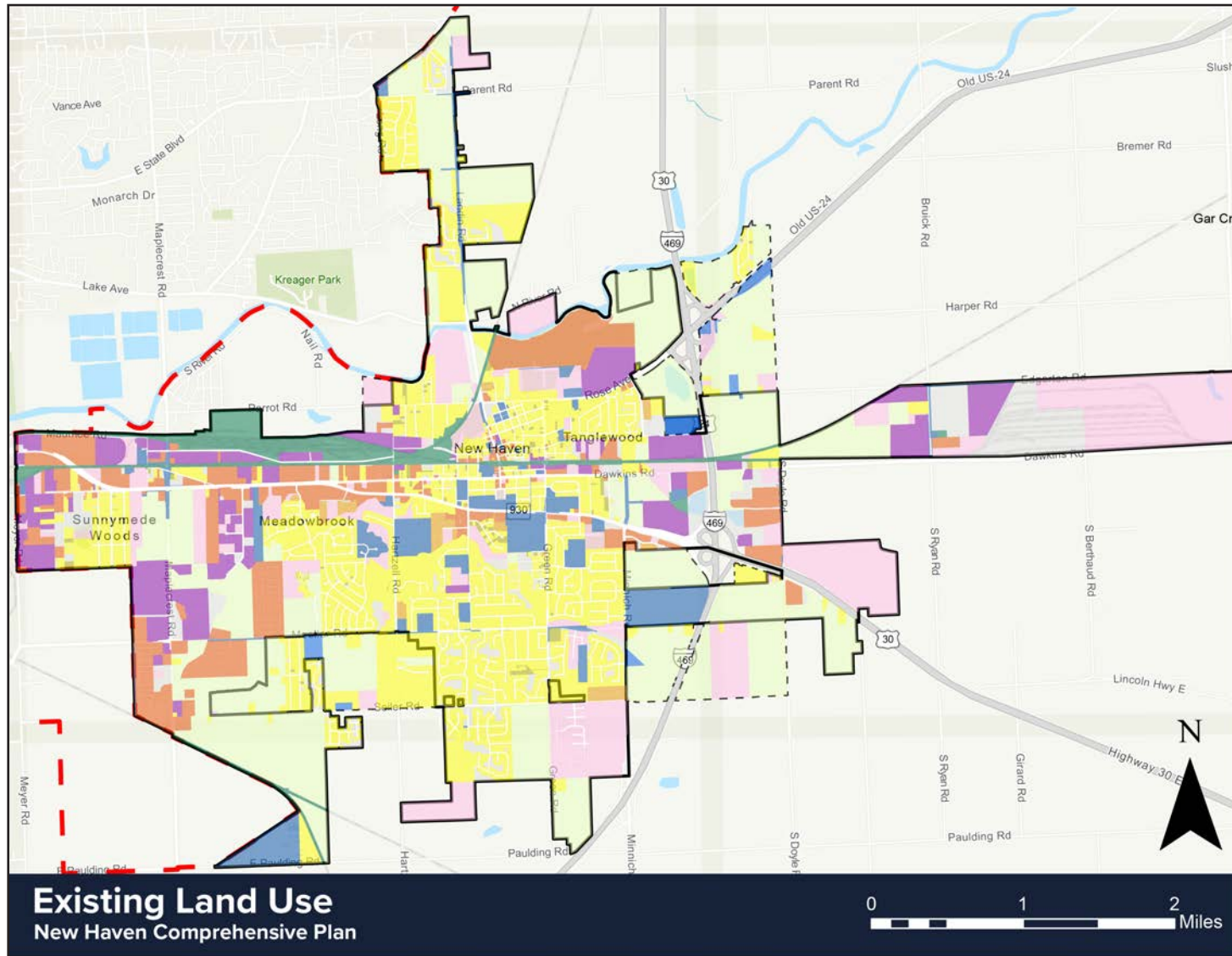
Source: USGS, ESRI.

BUILDING PERMITS

A building permit is an official document issued by the local government that approves the construction of a structure. Allen County has had an average of 1,500 building permits annually since 2017. In 2021, Allen County reported 1,863 building permits.

The reported building permits included those for single-family, two-family, three-to-four family, and five or more family homes. Over the past five years, more single-family homes have been built at an increasing rate than any other housing type.

2017 to 2021 Allen County Building Permits [8]
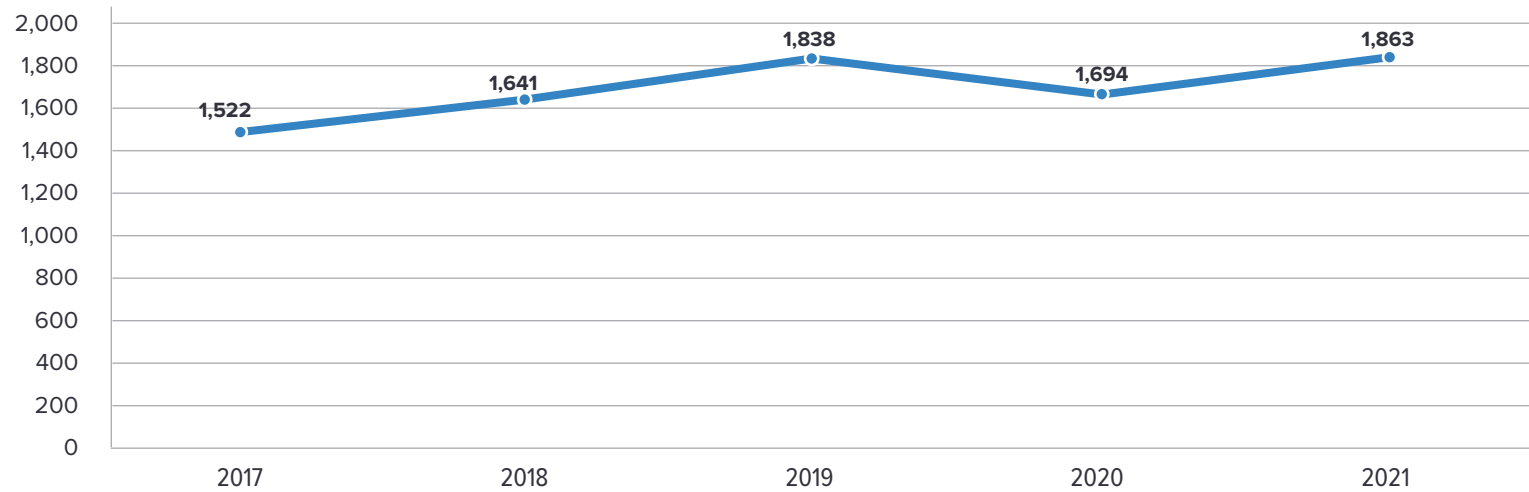
Percentages of Allen County Building Permits

● Single Family ● 2 Family ● 3-4 Family ● 5 or More Family
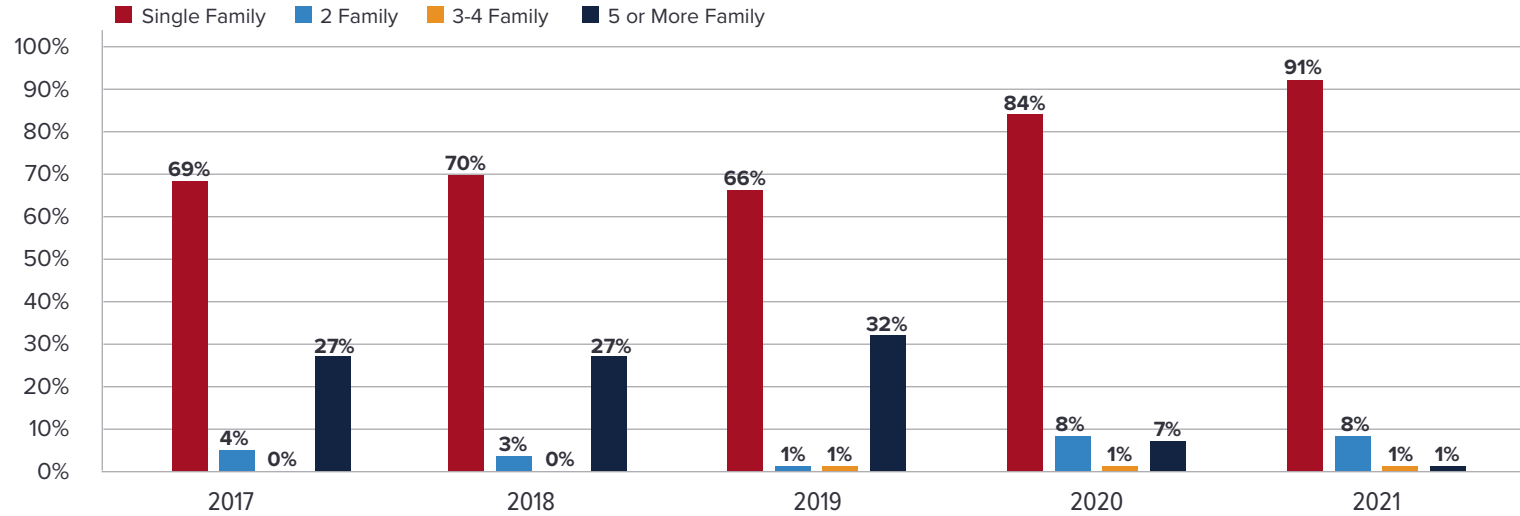
Source: ESRI Business Analyst

[8] STATS Indiana Residential Building Permits.

New Haven's 2019, 2020, 2021, and 2022 Building Permits

Building Permits
New Haven Comprehensive Plan
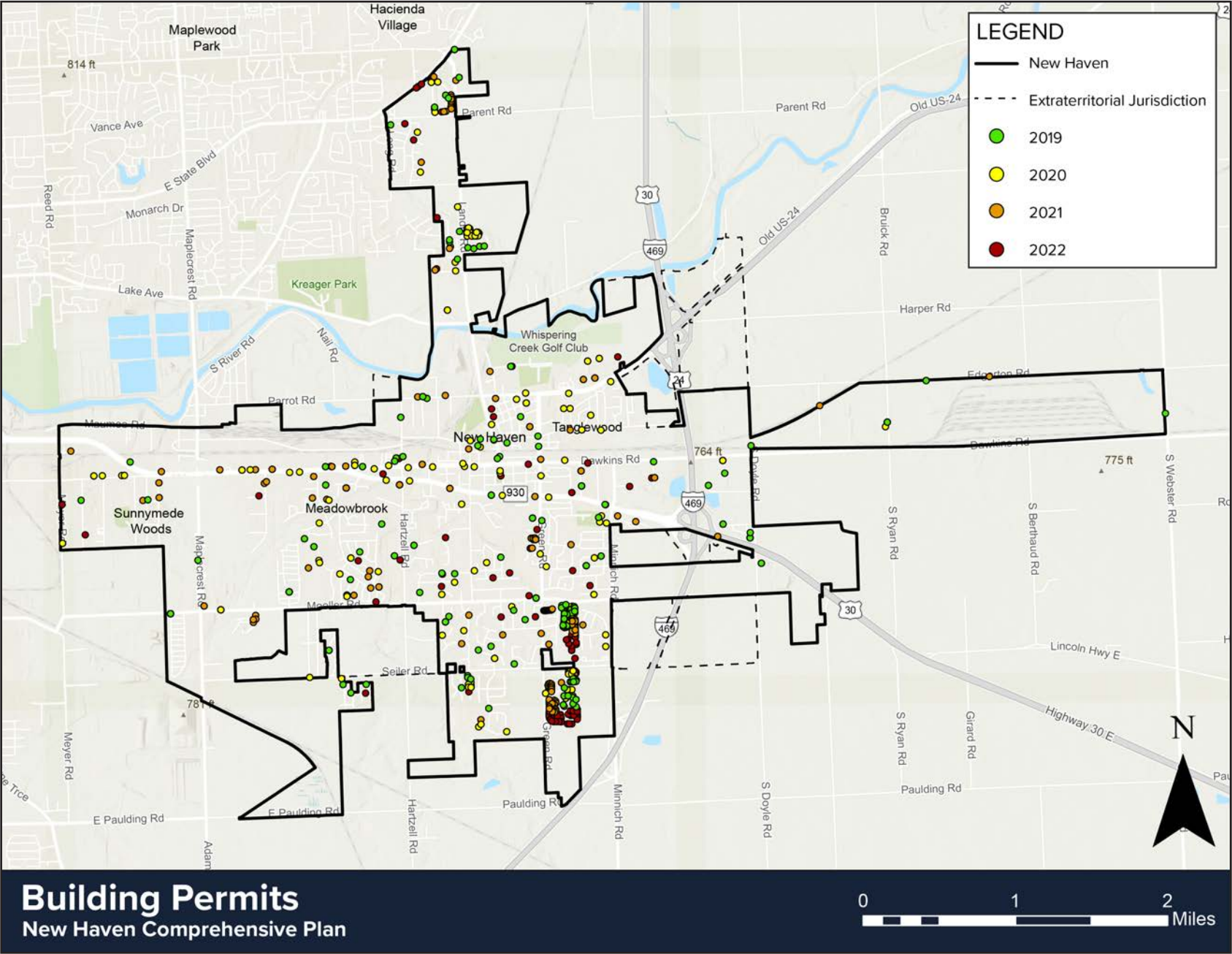
Source: USGS, ESRI.

NEW HAVEN RESIDENTIAL BUILDING PERMITS 2019-2022

New Haven has had an average of 150 building permits annually since 2019. From 2019 to 2022, 604 building permits were reported in New Haven. In 2019, New Haven reported 141 building permits; in 2020, 154 building permits were reported; in 2021, 193 building permits were reported; and in 2022, 116 building permits have been reported. Some reported building permits included single-family residential, two-family residential, commercial, industrial, and manufacturing. Of the 604 total building permits, 342 were for residential buildings.

Mapping the building permits reported from 2019 through 2022 showed a spur of development in the southern portion of the city near I-469. To create a more accurate population estimate, the total residential building permits issued between 2020 and 2022 (750) were multiplied by the average household size (2.5 persons), for a total of 625 persons.

	2019	2020	2021	2022	TOTAL BUILDING PERMITS BY TYPE
SF Manufactured Home	17	14	1	4	36
Single Family Residential Unit	49	44	121	66	280
Two Family Residential	26				26
Total Building Permits per Year	92	58	122	70	342

HOUSING

TYPE

Single-family detached homes were the most common housing type in 2010 and 2019. Not much change occurred with any housing types between 2010 and 2019. All housing types only fluctuated by 1% from 2010 to 2019.

2010 to 2019 Housing Types Percentages in New Haven

■ 2010　　■ 2019

Housing Type	2010	2019
Single Family Detached	76.7%	76.0%
Single Family Attached	1.5%	2.0%
Multi-Family Units	12.1%	11.9%
Mobile Home	9.7%	10.0%
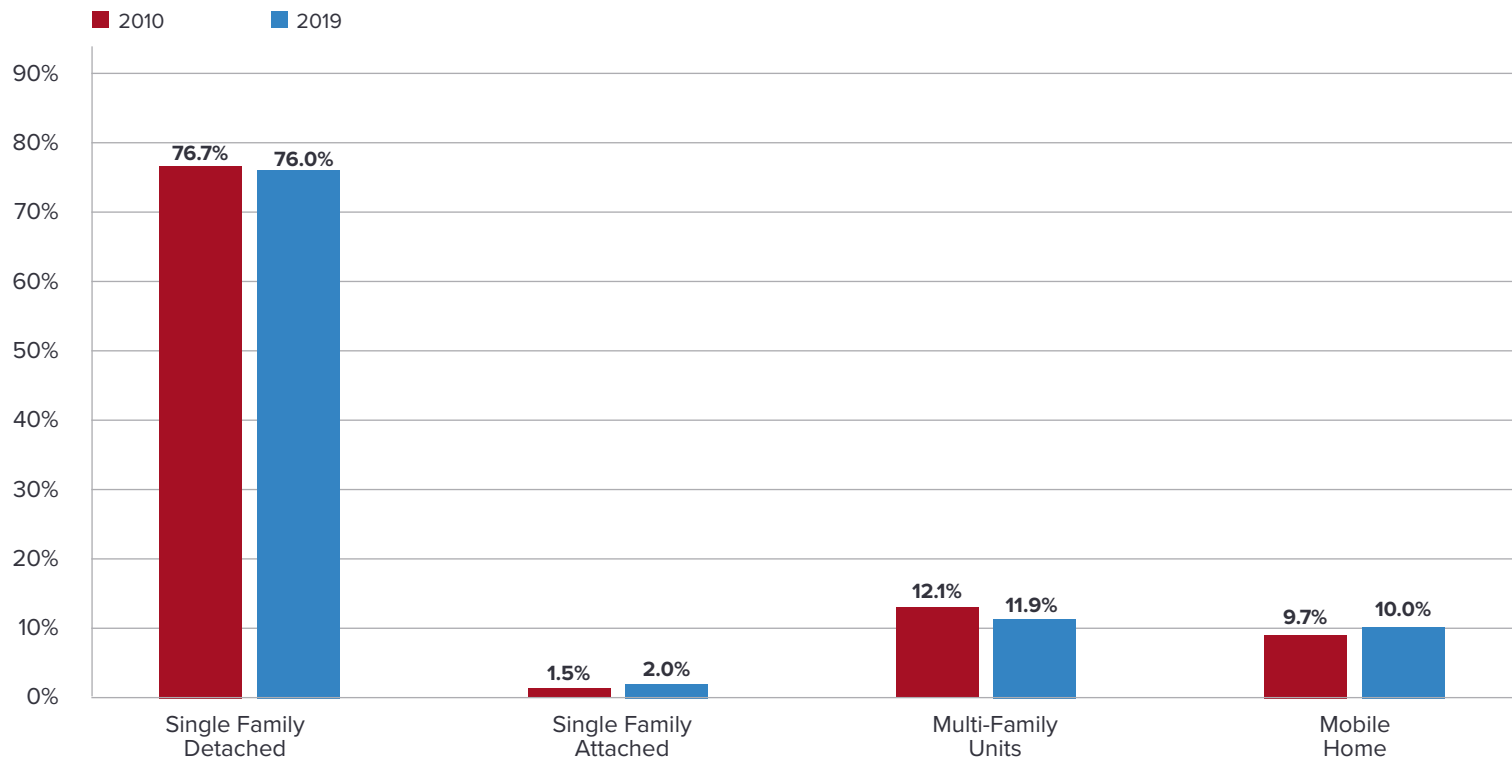
Source: ESRI Business Analyst.

TENURE

Homeownership trends also did not change much from 2010 to 2021 and were projected to remain the same in 2026. 70% of homes were owner-occupied in 2021 compared to 23% rented and 6.5% vacant.

Total Housing Units Summary, 2010 and 2021

■ Owner Occupied   ■ Renter-Occupied   ■ Vacant

Year	Owner Occupied	Renter-Occupied	Vacant
2026	70.9%	22.6%	6.4%
2021	70.5%	23.0%	6.5%
2010	69.7%	22.6%	7.7%
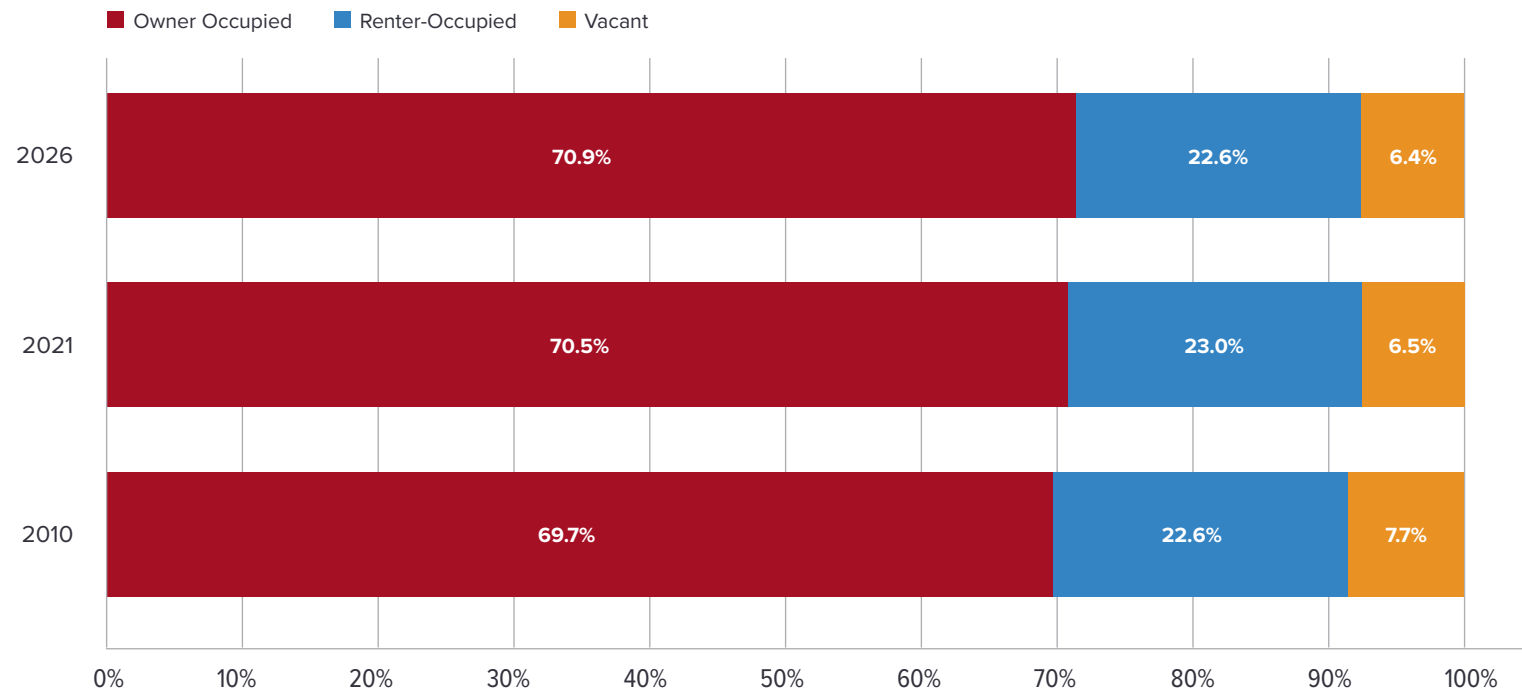
Source: ESRI Business Analyst.

OCCUPANCY

New Haven had more owner-occupied homes (70.5%) and the lowest vacancy rate (6.5%) compared to nearby communities. Overall, 93.5% of housing units were occupied in New Haven.

2020 Housing Units Summary for New Haven

■ Owner Occupied　■ Renter-Occupied　■ Vacant

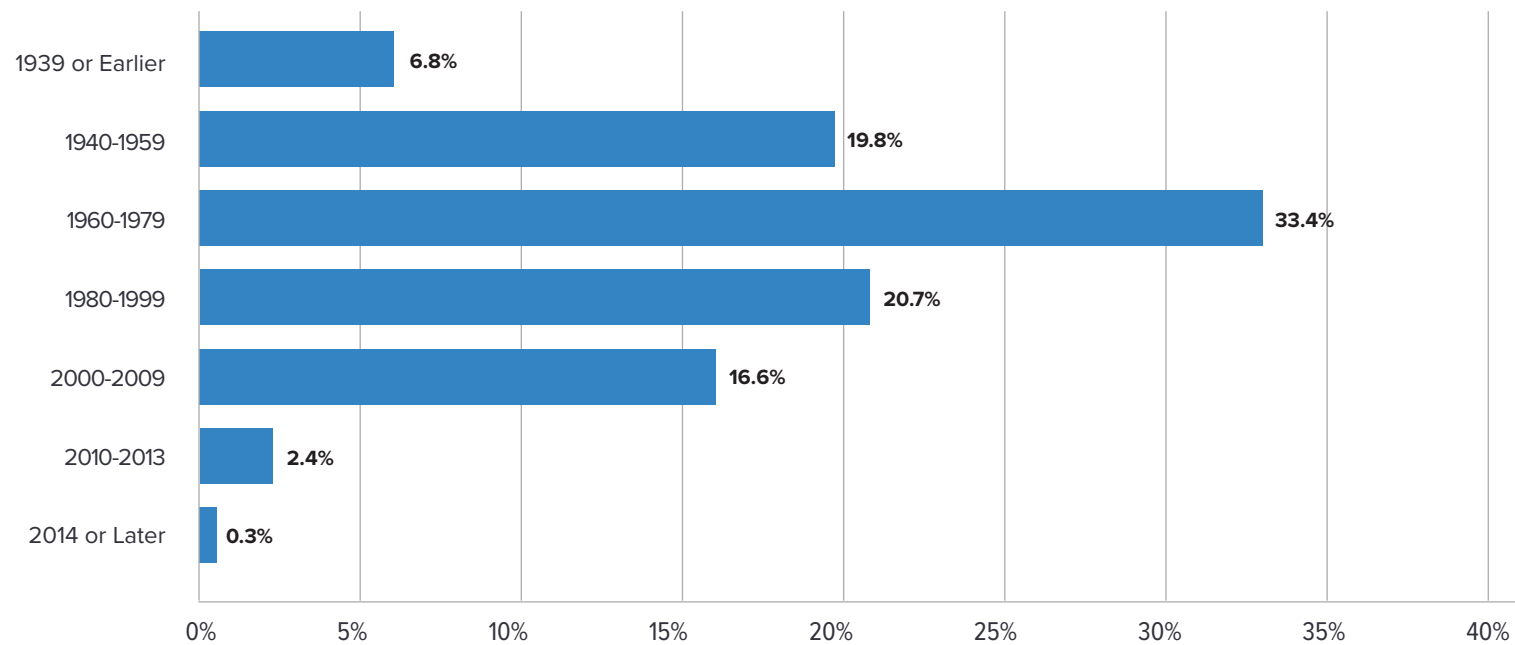|	Owner Occupied	Renter-Occupied	Vacant
Defiance	60.4%	29.5%	10.1%
Huntington	54.8%	32.5%	12.7%
Auburn	63.0%	29.8%	7.2%
New Haven	70.5%	23.0%	6.5%
Fort Wayne	56.0%	34.4%	9.6%
Allen County	62.7%	29.2%	8.2%
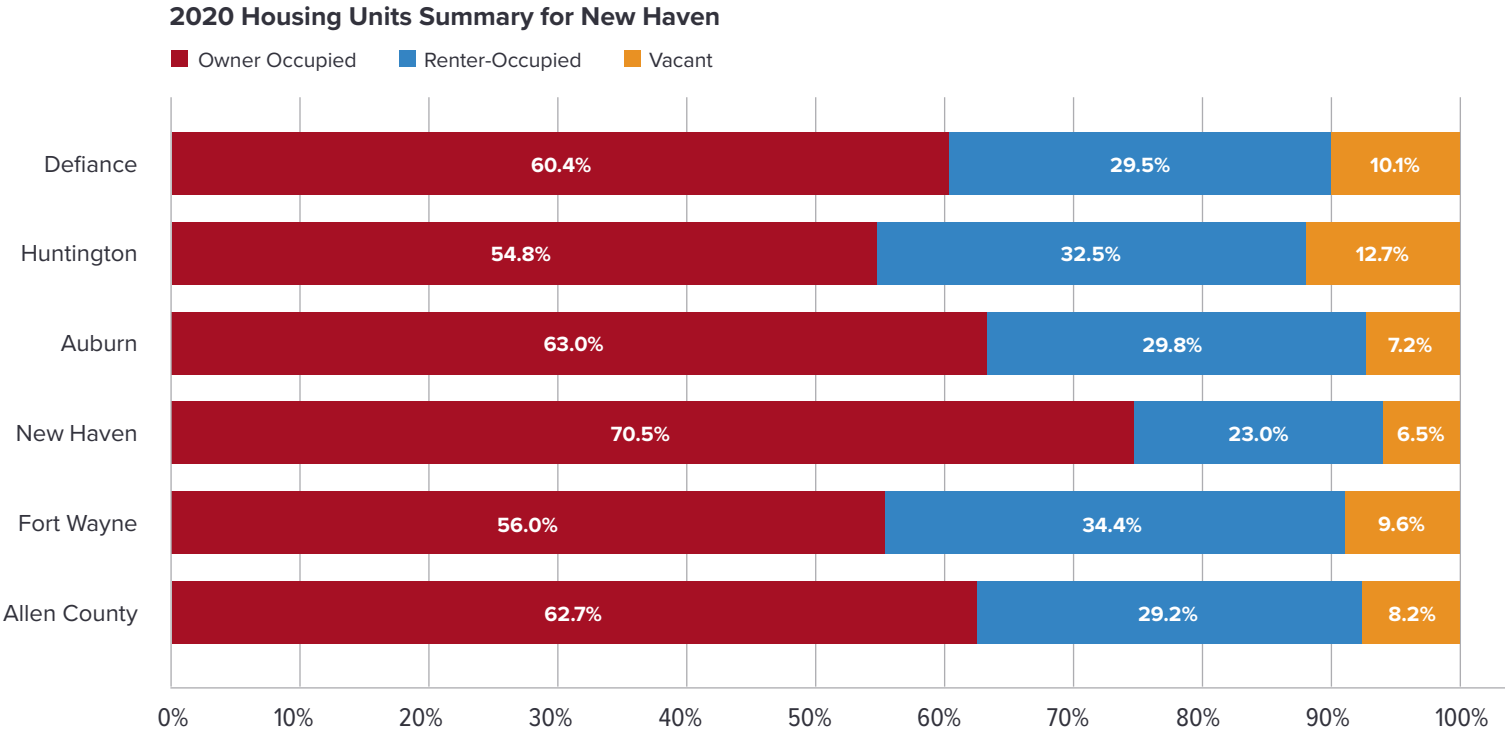
Source: ESRI Business Analyst.

AGE

New Haven's housing units are aging. While many new construction projects are taking place at the time of this writing, this data has not yet been reflected in the Census. Most housing units in New Haven were built between 1960 and 1979 (33.4%). A drastic decline in new homes was reported after 2010. Only 2.7% of units were made after 2010.

Age of Housing Units for New Haven
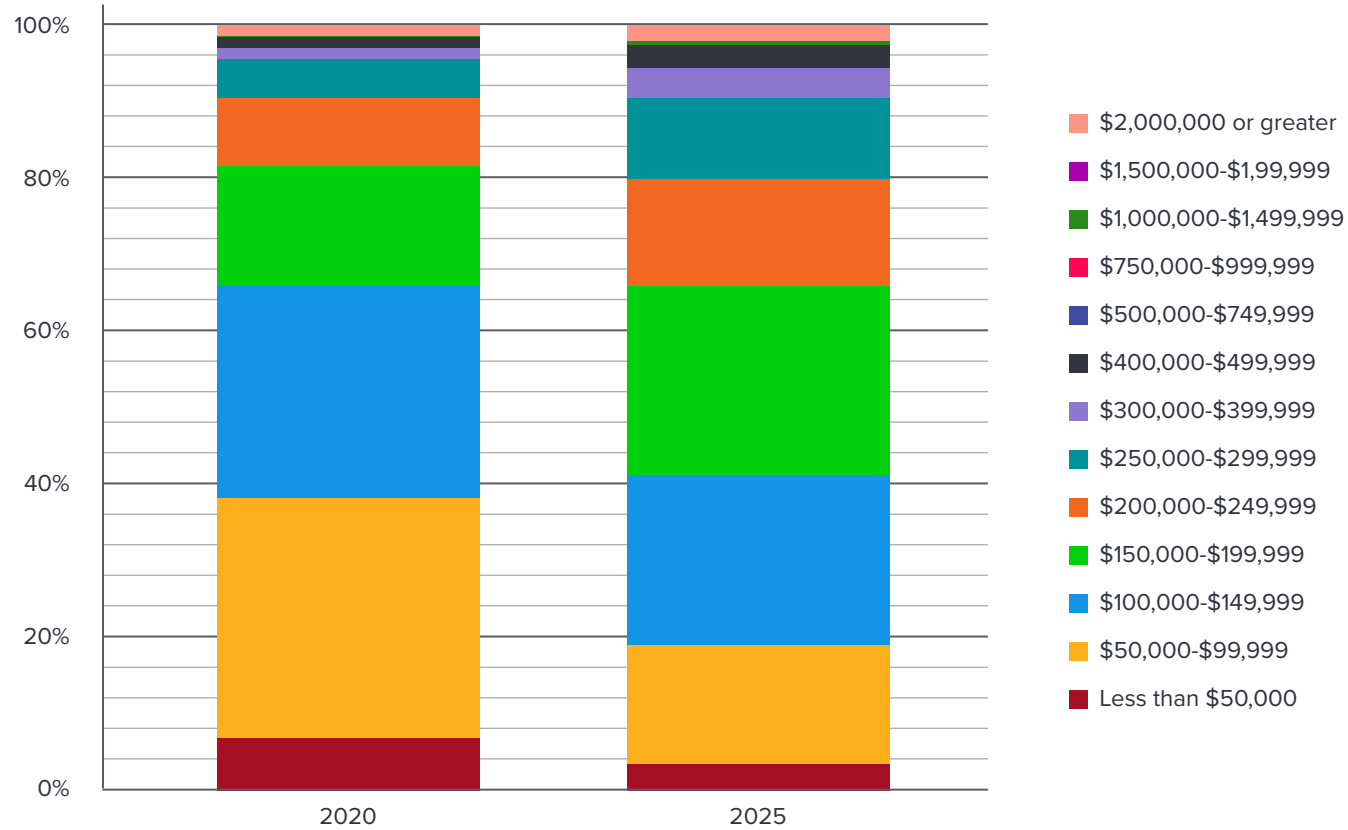
Category	Percentage
1939 or Earlier	6.8%
1940-1959	19.8%
1960-1979	33.4%
1980-1999	20.7%
2000-2009	16.6%
2010-2013	2.4%
2014 or Later	0.3%

Source: ESRI Business Analyst.

TRENDS

Homes values in New Haven are projected to increase. Most homes in New Haven were between $50,000 and $99,999 in 2020. The 2025 projections had most homes valued between $100,000 and $149,999 (23.5%). The median home value in 2020 was $121,660 compared to the 2025 projected median home value of $165,337. Comparing median home values to similar communities revealed that New Haven's median home values were low. The median home value for Allen County was $161,997 and $137,120 for Fort Wayne. Although New Haven's median home value was projected to increase higher than Auburn, Huntington, and Defiance, Allen County and Fort Wayne will still have higher median home values.

2020 and 2025 Home Values Percentages in New Haven

Legend:
- $2,000,000 or greater
- $1,500,000-$1,99,999
- $1,000,000-$1,499,999
- $750,000-$999,999
- $500,000-$749,999
- $400,000-$499,999
- $300,000-$399,999
- $250,000-$299,999
- $200,000-$249,999
- $150,000-$199,999
- $100,000-$149,999
- $50,000-$99,999
- Less than $50,000

Source: ESRI Business Analyst.

ROADS AND TRANSPORTATION

Roadway classifications define roads as interstates, principal arterials, minor arterials, major collectors, minor collectors, and local roadways. Arterial roadways cater to a large traffic volume and serve cross-community travel. Collectors distribute high traffic volumes from arterial roadways to local streets. Local streets are intended for property access.

I-469 is the only interstate within the community; US 30 continues to points in eastern Allen County. Traveling east to west through the city, Lincoln Highway or SR 930 is the central corridor of the community's industry and commercial properties and a connection to Fort Wayne to the west. Lincoln Highway also connects to I-469 and continues east. Landin Road, a minor arterial, is the primary north to south corridor and connects downtown to the northern neighborhoods and major commercial and service hub in the area.

It is noteworthy that north-south connections are limited in the community, except for I-469 on the city's east side. That is due primarily to the presence of the Maumee River, which runs from west to east. In addition to I-469, only two roads – Maplecrest Road and Landin Road – cross the river. The Norfolk-Southern Rail line, which runs west-to-east north of Lincoln Highway, also inhibits north-south mobility. For these reasons, the city has developed primarily on an east-west orientation.

Traffic volumes were measured by annual average daily traffic counts (AADT) obtained from INDOT. The highest traffic counts were recorded on I-469, US 30 E, Rose Road, and Landin Road.

Roadway Classifications and Transportation in New Haven

Roads
New Haven Comprehensive Plan
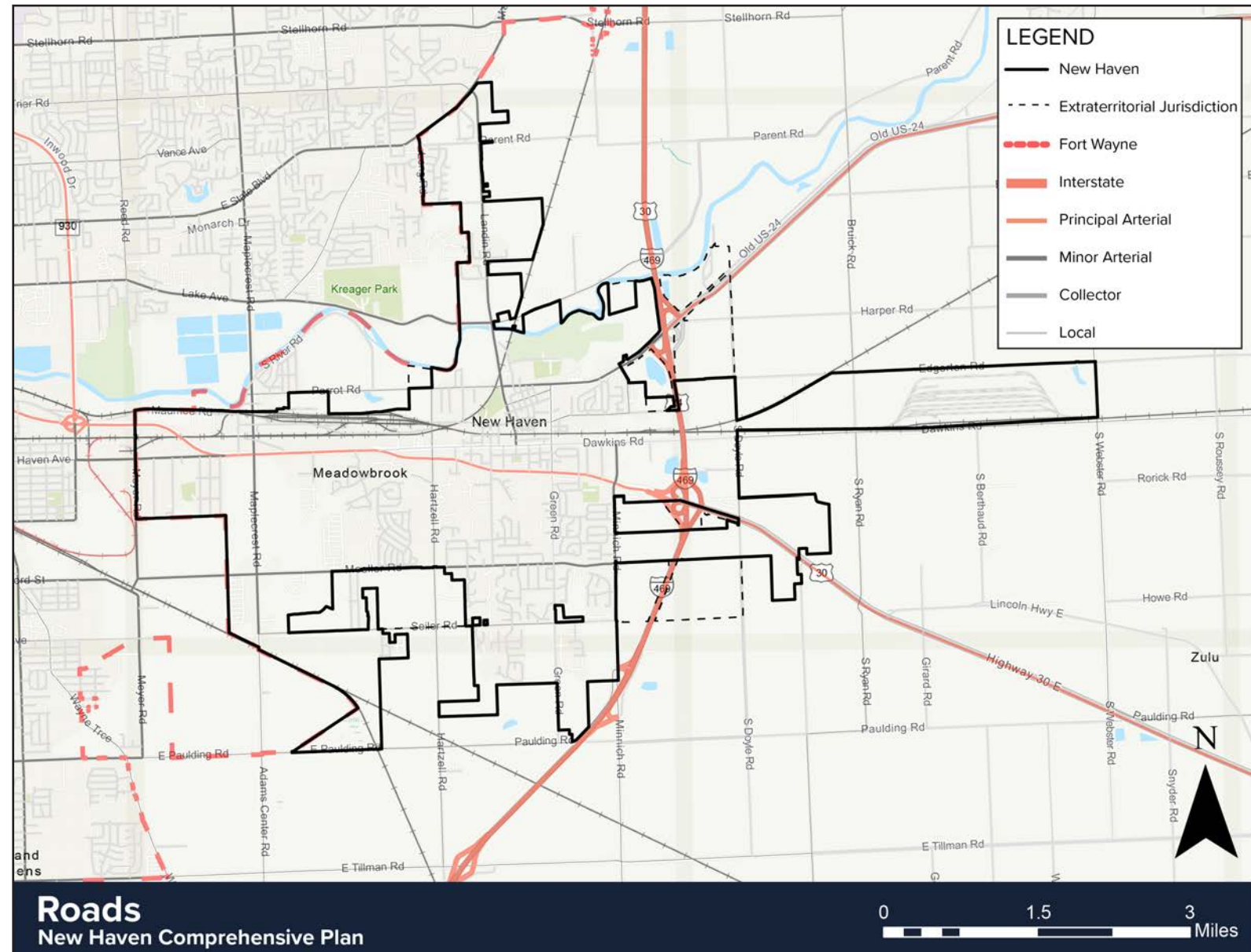
Source: IndianaMap, INDOT Roadway Inventory Viewer, USGS, ESRI.

Traffic Volumes Measured by Annual Average Daily Traffic Counts (AADT) in New Haven
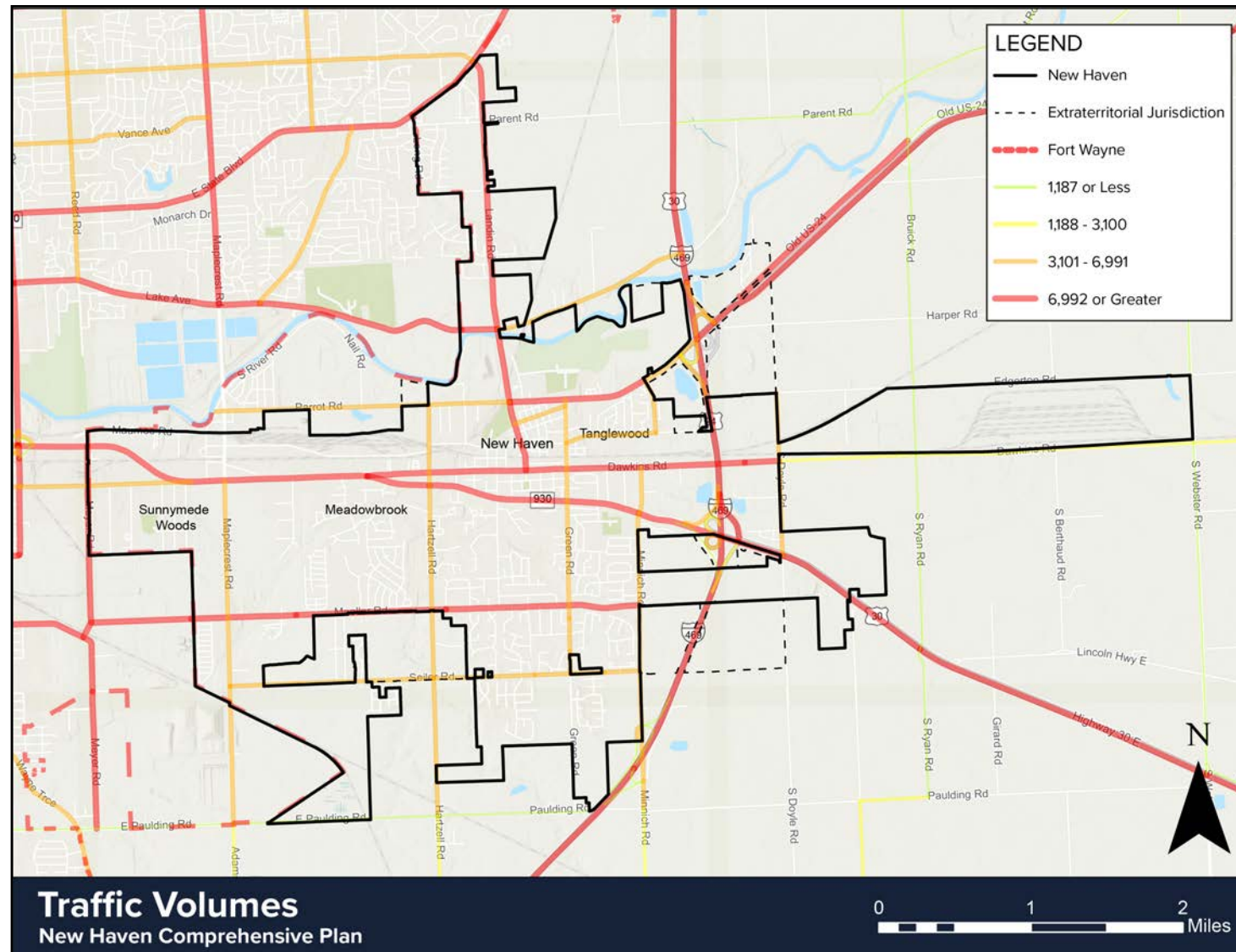
Source: IndianaMAP, INDOT Roadway Inventory Viewer, USGS, ESRI.

Source: How Can Fort Wayne Improve its Public Transit? These Two Systems Might Provide a Model.

SANITARY SEWERS

The sewer department participates in regular televising and cleaning of sewer lines. The city's 11 lift stations are also inspected daily. [9]

PUBLIC TRANSPORTATION

Citilink, the local public transportation authority, services New Haven, Fort Wayne, and other surrounding communities. The New Haven line connects the central station to Lincoln Highway.[10] Community Transportation Network (CTN) is an on-demand ride assist program specifically for older persons or persons with disabilities. CTN specializes in nonemergency medical travel, work travel, and charter services within Allen County.[11]

Discussions with stakeholders revealed the need for an expanded transportation network to access jobs, medical services, and new developments. Train tracks are located in New Haven, and some stakeholders noted the obstacles these place for public transportation.

UTILITIES AND INFRASTRUCTURE

Utilities and infrastructure within the city included drainage systems, water lines, broadband, and gas and oil pipelines.

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[9] New Haven Sewer Department.
[10] Fort Wayne Public Transportation Corp.
[11] Community Transportation Network.

DRAINAGE

The city's Storm Water Department's responsibilities include repairing and maintaining storm and rainwater drains, street sweeping, storm clean-up, inspections, composting debris and leaves, and other drainage issues that concern residents. Combined Sewer Overflows are used in Fort Wayne and New Haven.[12]

WATER

The Water Department's services include fire hydrant repairs, meter reading, service line repairs, mainline repairs, and weekly water quality testing. Outside of the city's water lines, water wells are also located in and around the city.

BROADBAND

Seventeen internet providers are offered in New Haven, with 11 providing residential services. Fiber, satellite, fixed wireless, cable, broadband, and DSL options were available. Viasat Internet had the most coverage throughout New Haven, followed closely by HughesNet, both satellite internet providers. Xfinity and Frontier Communications were the primary broadband and DSL options, with a high coverage area.[13]

PIPELINE

Three pipelines travel through the city that carries natural gas and oil. Tri-State Pipeline Properties owns two pipelines, while Northern Indiana Public Service Company owns the remaining.

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[12] Community Transportation Network.
[13] Internet Providers in New Haven, IN.

URBAN DESIGN AND CHARACTER

QUALITY OF LIFE

New Haven is located next to Fort Wayne, and because of this, people from Fort Wayne visit New Haven often and vice versa. New Haven has a lovely downtown with several local businesses serving the community and visitors. During the public outreach events, residents mentioned the need for more local businesses, for example, coffee shops, local restaurants, bars, and places for shopping and gathering.

Currently, the city has a good park and trails system; residents mentioned how important it is for them to continue having easy walking access to community amenities. But they addressed that they would like to see more connected trails to commute faster to the city's amenities. Residents also mentioned how good the community atmosphere is and how friendly people are in New Haven, and they addressed how safe, peaceful, and quiet the town feels.

The location of train tracks is a concern for residents in New Haven. During public outreach events, residents shared their thoughts on how train tracks block principal streets in the city, creating traffic and safety hazards. In the survey, residents labeled trains as a challenge for the community because the tracks block the entrance and exit of the city. Although residents know that is a challenging issue, residents would like to address commuting time since trains frequently block highly-trafficked corridors.

GATEWAYS

There are three primary gateways into New Haven. Two are located at the primary east and west entry points and third is located at the northern entry point. The eastern gateway is located at Minnich Road and East Indiana 930, while the western gateway is located at Meyer Road and SR 930. The northern gateway is located at Landin Road and Maysville Road.

Gateways and Rail Crossing Locations in New Haven
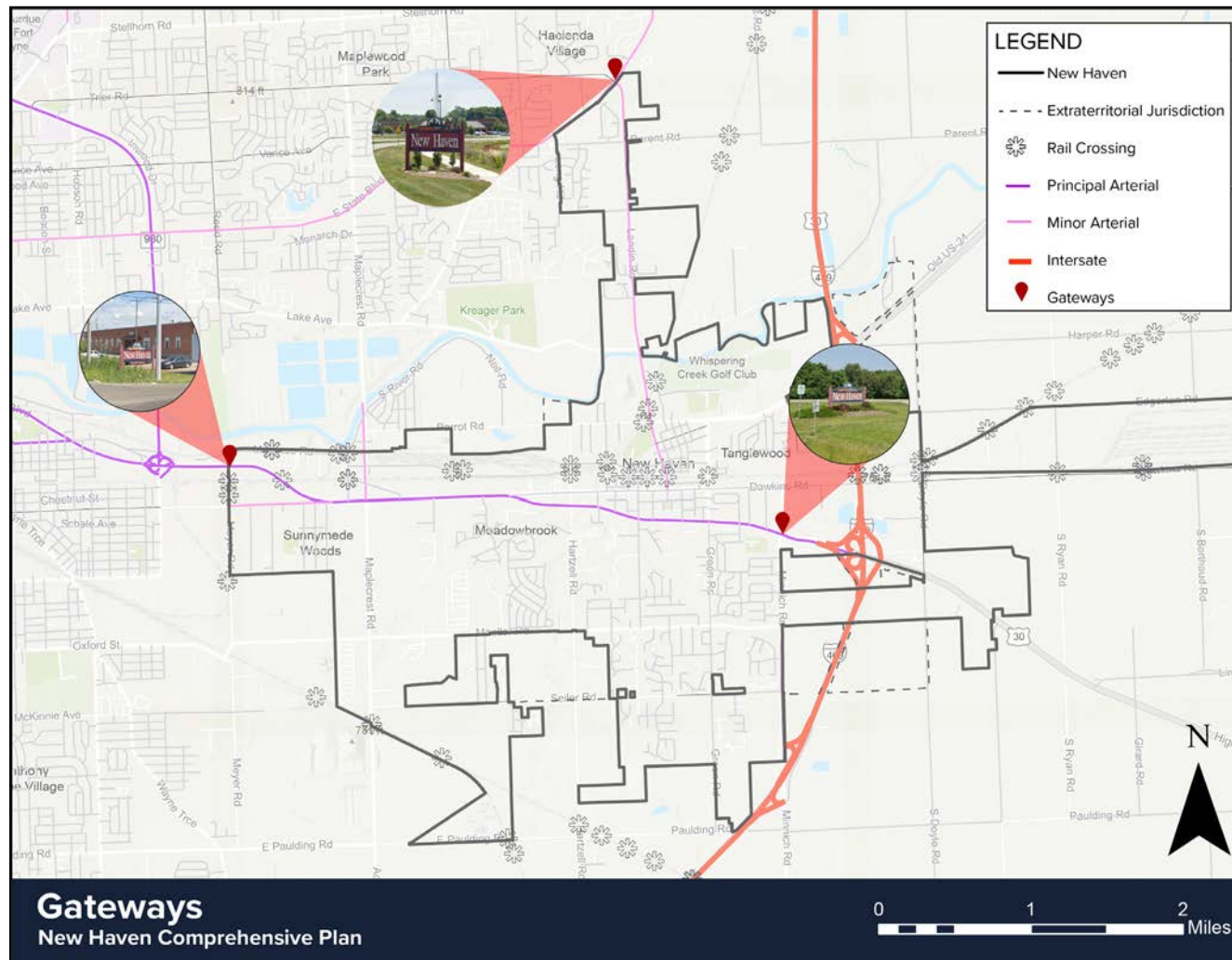
Source: USGS, ESRI.

TRANSECTS

A transect is a cut through the environment that shows a range of land uses throughout a community. Transects are used to observe land uses and design characteristics change along a corridor. Transects can also draw attention to areas where land use does not match the designated zoning.[14]

New Haven does not have a linear east-to-west transect through the community. SR 930 is the primary east-to-west corridor, which splits to become Lincoln Highway East. The transect graphic outlines the flow of land uses along SR 930. SR 930 travels from the eastern boundary of Fort Wayne to the I-469 interchange at New Haven's eastern boundary. The corridor's most prominent land uses and design characteristics were industrial, heavy commercial, and retail shopping. SR 930 passes briefly through the edge of downtown New Haven, which is noted by the downtown and urban housing zones. Continuing east are the community's schools. Further east, development trends towards more spread out with suburban housing zones, more retail, and large industrial until reaching agricultural land outside of the city's boundary and past the I-469 interchanges.
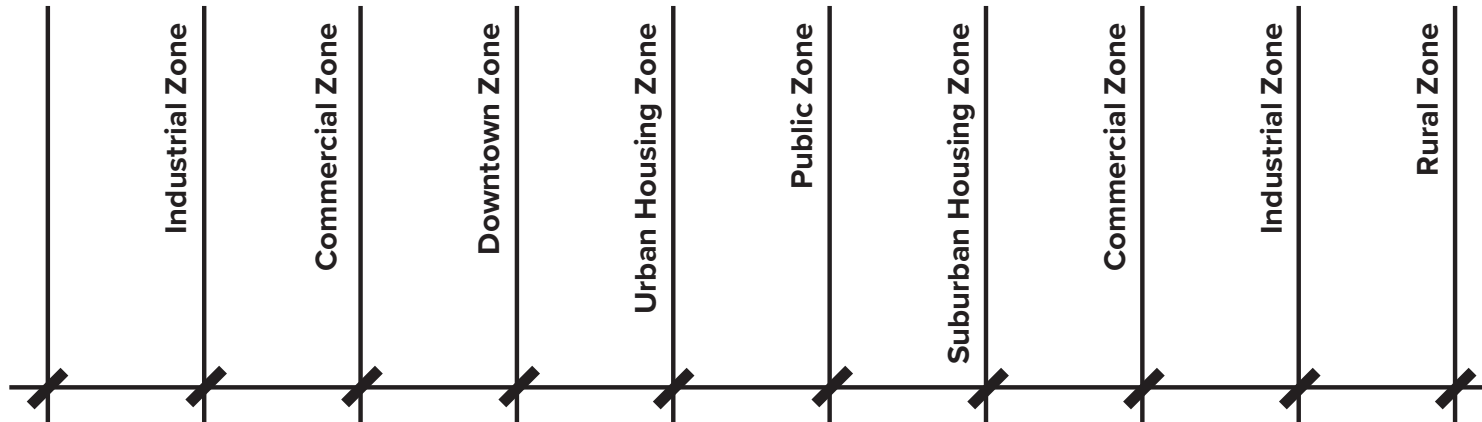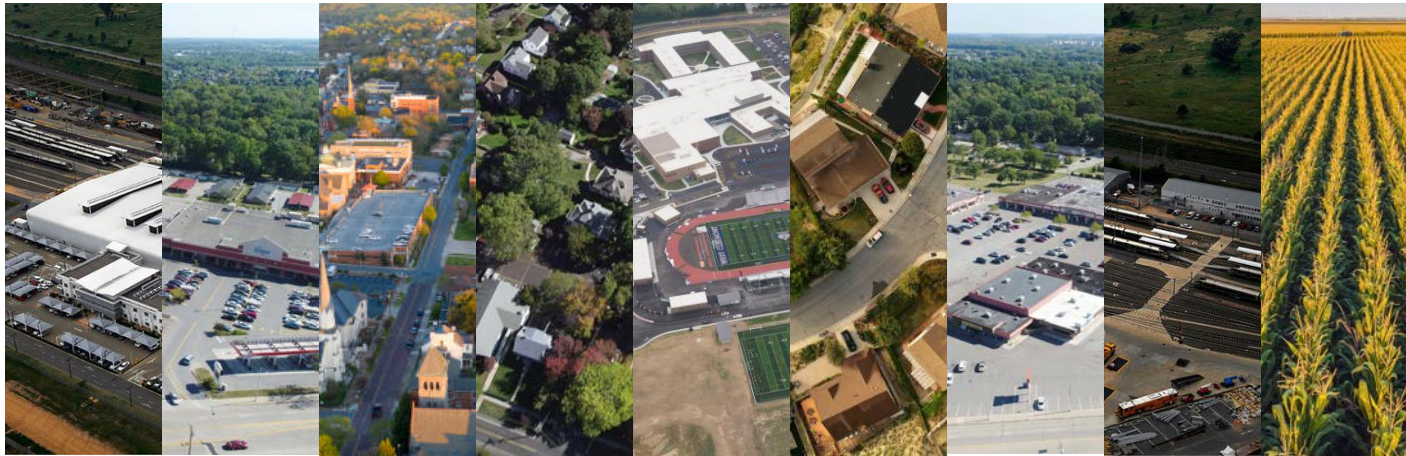
New Haven lacks a north-to-south transect through the community as most travel stems from Fort Wayne to connect to I-469. Landin Road is the only primary north-to-south corridor in the city. Landin Road connects downtown New Haven to suburbs north of New Haven to Fort Wayne by crossing the Maumee River.

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[14] Center for Applied Transect Studies.

Transect of SR 930 - West to East of New Haven

Industrial Zone

Commercial Zone

Downtown Zone

Urban Housing Zone

Public Zone

Suburban Housing Zone

Commercial Zone

Industrial Zone

Rural Zone

Source: Google Earth, Town-Data.

THE NATURAL ENVIRONMENT

Existing and future development should complete local natural resources and vice-versa. Most of the community's stormwater drainage occurs through natural streambeds, and wetlands help to slow storm runoff to allow water to percolate into the soil without causing undue erosion. Some of the pertinent characteristics of the natural environment are explored in this section.

LAND COVER AND NATURAL CORRIDORS

As of 2011, the primary land cover in New Haven was a mix of developed land of low, medium, and high density. Most of the land cover throughout the city was developed land of medium intensity. Pockets of natural land cover such as evergreen forest, open water, and wetlands were spread throughout the city.[15] Natural corridors corresponded with evergreen forest, open water, and wetlands overlay.

FLOODPLAINS AND WATERSHEDS

The Western Lake Erie watershed services the region. The flood plain extends beyond the Maumee River into the city's boundaries. Several streams that feed into the Maumee are also spread throughout New Haven.

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[15] IndianaMAP.

Environment Features in New Haven and Surrounding Areas

Environmental Features
New Haven Comprehensive Plan
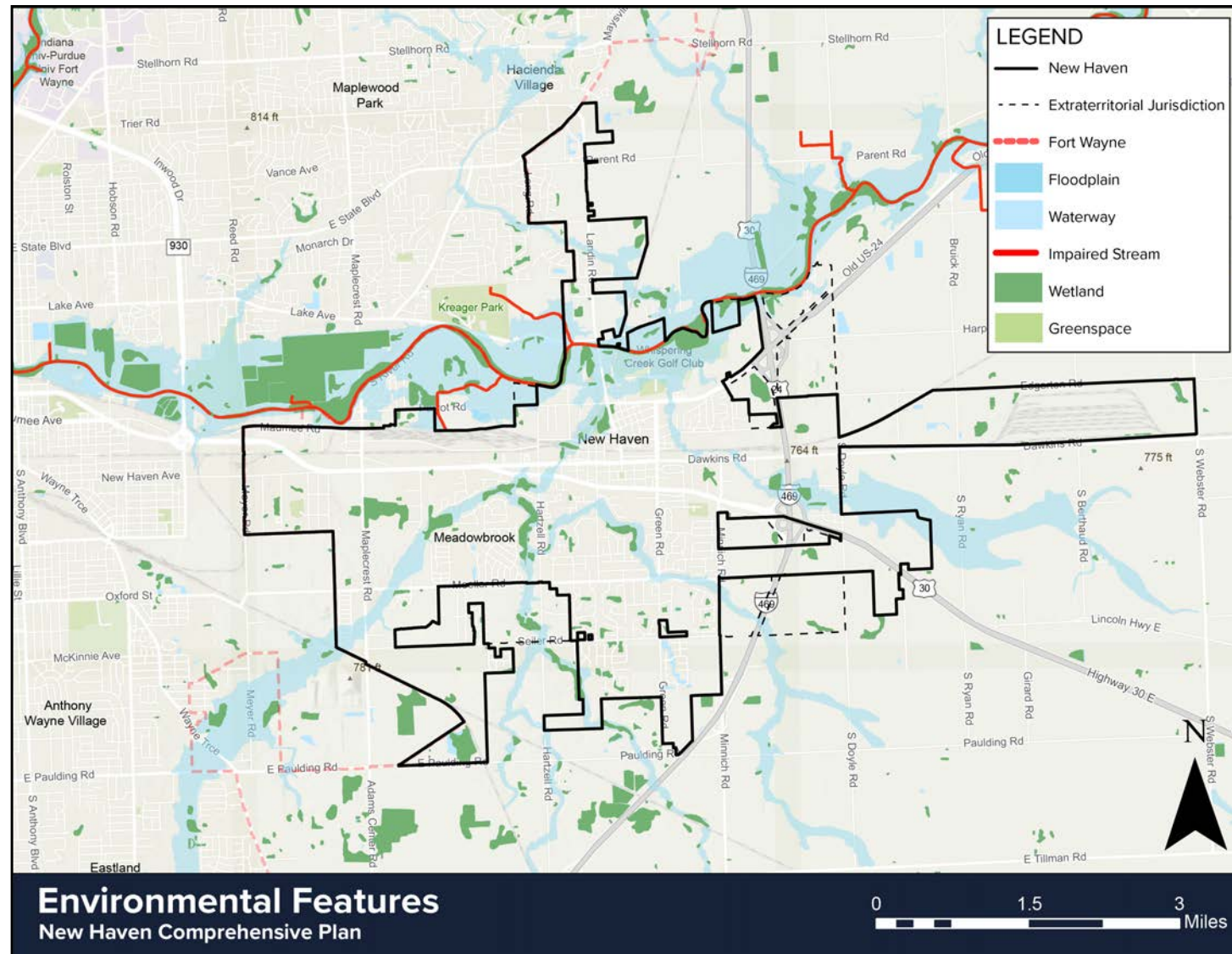
Source: USGS, ESRI.

RIVERS AND LAKES

The Maumee River, which traverses through the northern portion of the city, has an extensive cultural history in the region, holding significance during the French and Indian War. This major river flows northeast from northeastern Indiana and is the most significant contributor to Lake Erie. Being the main contributor to Lake Erie, the Maumee River's status as an impaired stream has caused concern. It has been linked as a significant source of sediment and nutrients entering Lake Erie that have contributed to blue-green algal blooms in the Western Lake Erie Basin. An impaired stream is a waterway that has a high amount of pollutants. Allen County and several other vital groups were awarded grants from the Indiana Department of Environmental Management and the Ohio Department of Natural Resources to help mediate the problem of pollutants entering Lake Erie through the Maumee River. The Upper Maumee River Watershed Management Plan was completed in December of 2014 to identify areas of concern in the watershed, reduce pollutants entering the water system, and improve overall water quality and the quality of life for residents living near or relying on the river.

[16] Maumee River Water Trail.
[17] Waters Assessed as Impaired due to Nutrient-Related Causes.
[18] Maumee River (Upper) WMP 2-21.

WETLANDS AND SOILS

Soil types define building constraints as well as agricultural viability. The soil map shows the amount of prime farmland in New Haven and surrounding areas. The community's soil contained 73.1 to 100 percent prime farmland, making the area ideal for agriculture. Specific soil types within the city include Rensselaer-Darroch-Whitaker, Blount-Glynwood-Morley, Sawmill-Lawson-Genesee, and Martinsville-Whitaker-Rensselaer.

Whitaker soils are found on flats, plains, or near streams. The soil is silty and loamy and somewhat poorly drained with moderate permeability. Martinsville soils are formed on slightly higher rises and are well-drained. Rensselaer soils are found in swales or depression and are very poorly drained. Primarily found in fields with corn, soybeans, wheat, hay, and deciduous hardwood forests, these soils are viable for agriculture.[19]

Blount soils are poorly drained and have a slow permeability. Many areas with blount soils are cultivated with corn, soybeans, small grain, and meadow. The soil can also support hardwood forests.[20] Sawmill soils are deep, poorly drained, and form on flood plains. Land cover on sawmill soils includes crops such as corn and soybeans, meadow, pasture, woodland, grasses, and trees.[21]

[19] Whitaker Series.

[20] Blount Series.

[21] Sawmill Series.

Source: Wikipedia.

THE REGULATORY ENVIRONMENT

New Haven is a Class III city in Allen County, with a Mayor-Council form of government and fiscal matters consolidated into the office of Clerk-Treasurer. Under the Indiana Constitution, the population cutoff for becoming a Class II city, whereby fiscal control would be transferred to the Mayor's office, is 35,000; this is unlikely to happen in the 20-year time horizon of this plan, but such a transition may occur after that.

Allen County and Fort Wayne have merged their planning departments for land development but have incorporated as an Advisory Plan Commission (as opposed to an Area Plan Commission). Under Indiana state law, that structure allows the New Haven Plan Commission to exercise planning and zoning authority for designated unincorporated areas (called "extraterritorial jurisdiction" or ETJ) outside of the city. Subdivision control for ETJ areas still falls under the County's jurisdiction, and the County also handles all issuances of improvement location permits (ILPs, also known as building permits).

As of this writing, the city is in discussions with the Allen County Commissioners on expanding the scope of their ETJ. No formal boundaries have yet been proposed.

New Haven Zoning and TIF Districts

Source: USGS, ESRI.
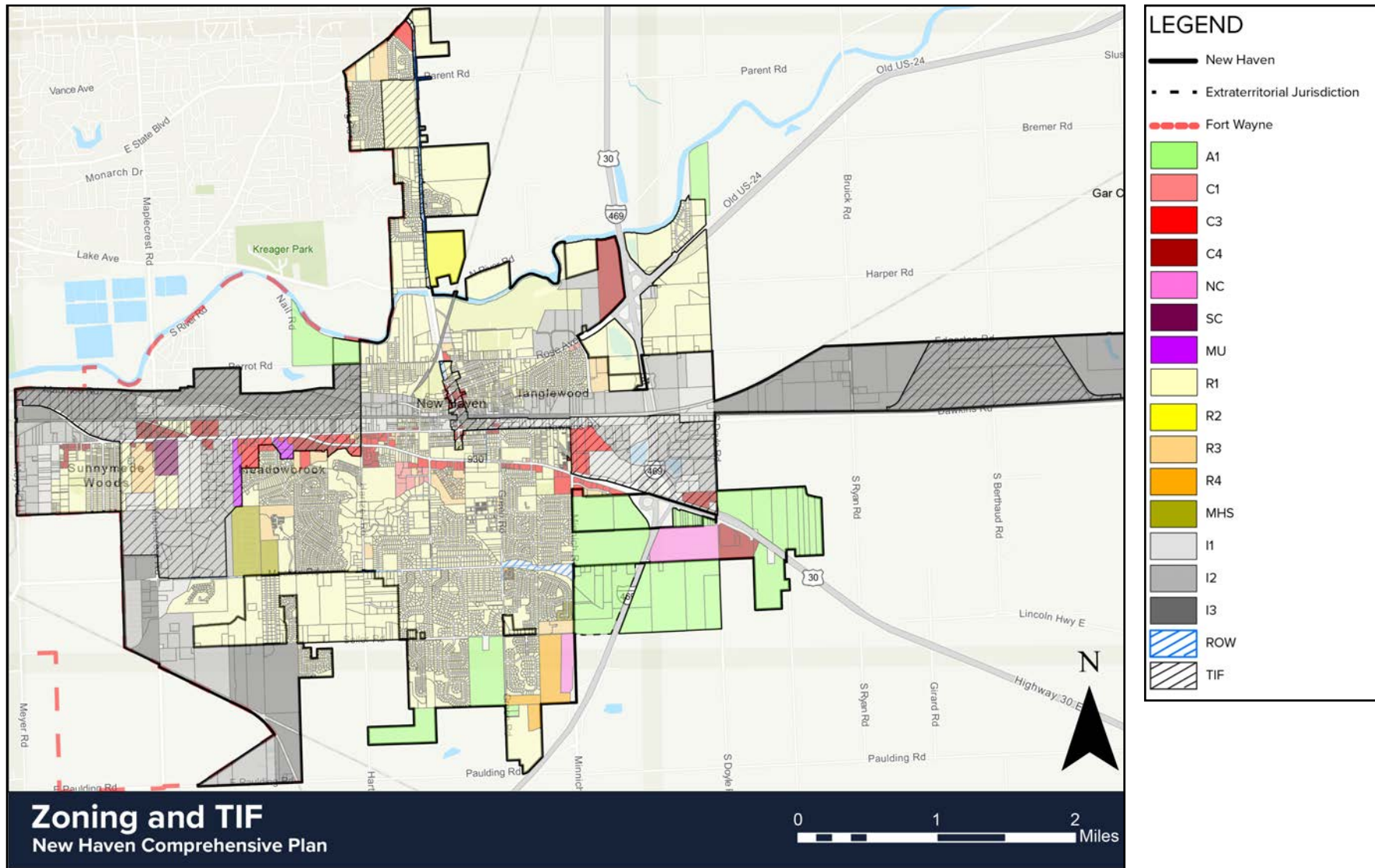
TIF DISTRICTS

TIF stands for Tax Increment Financing and is a financial tool that can help fund economic development or investment in infrastructure. TIFs allow cities to raise money for growth to attract federal matching funds for projects.[22] The Zoning and TIF Districts map shows New Haven has three TIF districts. The TIFs encompass many areas along Lincoln Highway, including western New Haven and east around the I-469 interchanges and downtown. Another TIF is within the rail yard on the most eastern portion of the city. TIFs are not part of the extraterritorial planning jurisdiction authority exercised by the city.

ZONING DISTRICTS

New Haven is unique because the city has an inter-jurisdictional zoning district that includes neighboring land in Adams Township. The city's zoning districts include residential, commercial, and industrial, separated by the intensity of use (light, general, heavy). The city has also identified future commercial, residential, and industrial development areas. Agriculture is a recognized zoning district noted in several regions within the inter-jurisdictional section near the I-469 interchanges.

Most of the city was zoned for single-family residential with patches of multi-family and two-family scattered throughout. Industrial and commercial were zoned along the city's central corridor, Lincoln Highway, and into the downtown. Industrial continued across I-469 to the city's eastern edge, where the rail yard exists. The city also identified an area to the northeast within the inter-jurisdictional zoning district as single-family residential and planned general commercial and industry.

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[22] Tax Increment Financing (TIF).