

Embracing History For The Future

Elston Grove Historic District *Final Streetscape Design Guidelines*

Prepared For:
Department of Redevelopment
Michigan City, IN

Prepared By:

JJR

October 3, 2007



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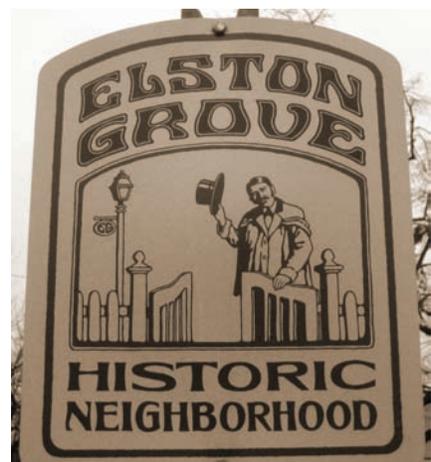
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11th Street South Shore Line



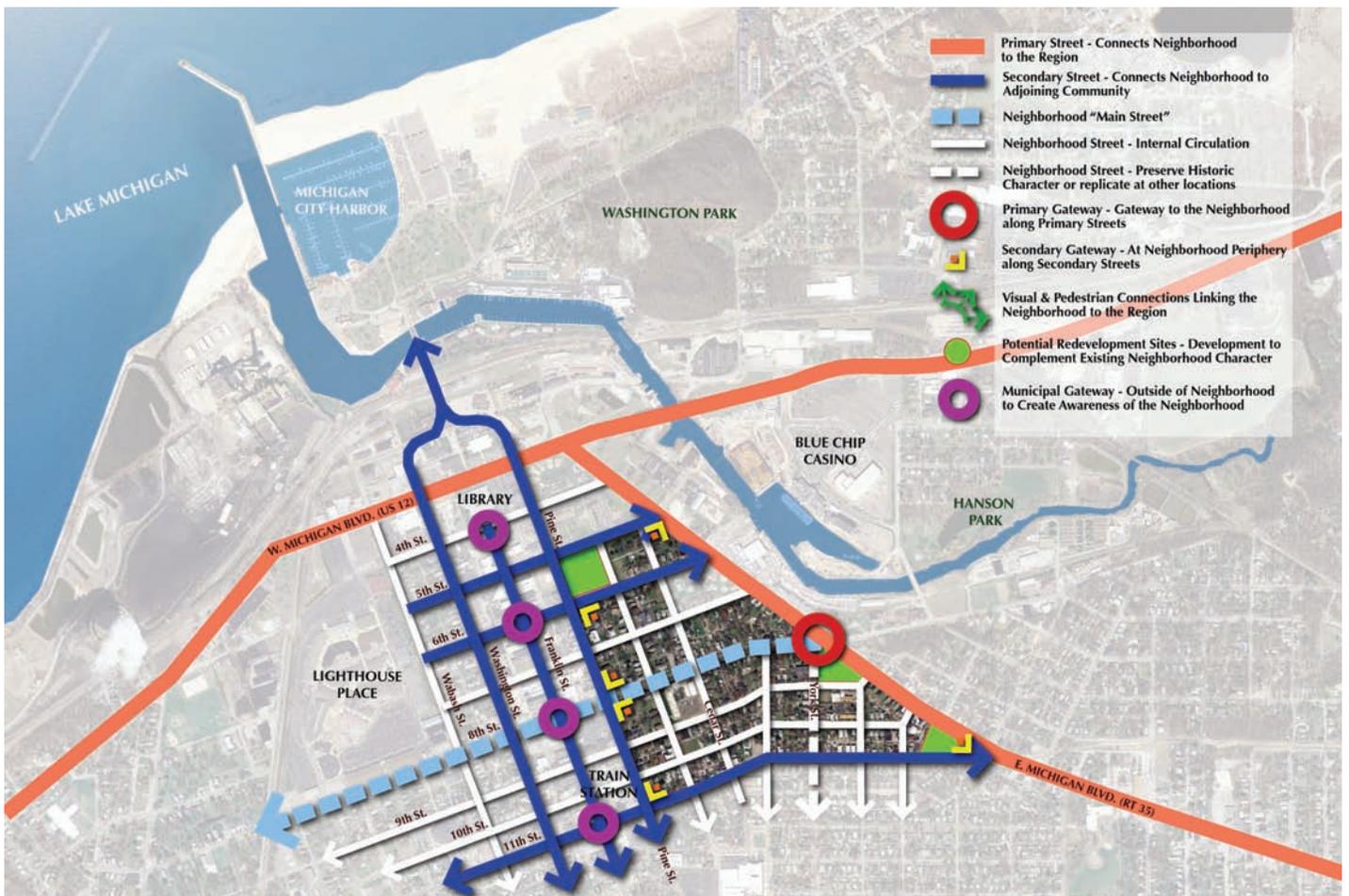
Existing Neighborhood Signage

Overview

The Michigan City Redevelopment Commission has commissioned JJR to prepare streetscape guidelines for the Elston Grove historic neighborhood in downtown Michigan City, IN. The neighborhood consists primarily of single family housing, with the exception of a few areas of commercial, institutional, and office use. JJR has participated in (2) public meetings with local residents to gather input on opportunities and constraints in the Elston Grove neighborhood. JJR also looked at the surrounding context of the neighborhood to better determine the impact on the city and connections within. The revitalized Elston Grove neighborhood can serve as a precedent for future redevelopment within the north end of Michigan City.

An integral part of the redevelopment of the neighborhood is the implementation of safe, pedestrian-oriented, functional and attractive streets. The design character and deliberate arrangement of streetscape elements within the right-of-way such as wayfinding/gateways, lighting, street trees, and paving helps achieve the goal of promoting a healthy pedestrian lifestyle. These guidelines establish a hierarchy of streetscape types based on existing traffic and community connectivity, and provide guidelines for each street type.

As redevelopment occurs within the neighborhood, this document will serve as a guide for new streetscapes implementation. The use of these guidelines will ensure high quality and cohesive streetscape improvements, benefiting livability, economic growth, and Michigan City as a whole.



Michigan City Context Plan

Guiding Principles

The following guiding principles were developed based on input received from the Redevelopment Commission, local residents, and understanding of prior planning documents. These were used to generate and direct the streetscape guidelines.

Establish a **distinctive**, positive image and identity

- Provide gateways, way finding/directional signage unique to Elston Grove while respecting surrounding neighborhoods.
- Create clean, safe streets for pedestrian activities at all times.

Reinforce a downtown lifestyle

- Promote connections to commercial & recreational areas with pedestrian friendly streets.
- Respect existing streetscapes to provide continuity.

Integrate the **functional** needs of the users

- Provide wide sidewalks and bicycle lanes to accommodate neighborhood residents and passers through.
- Clearly delineate pedestrian crosswalks at street intersections.
- Visibly and physically separate pedestrian and vehicular routes.

Design Concept

Embracing History for the Future

Reflective of Elston Grove's and Michigan City's historic nature, the streetscape guidelines will look towards the future while recognizing its connection to the past. The design philosophy is neoclassical, embracing the Victorian age in which the neighborhood originated, with the use of era-resembling materials while retaining the existing character of the neighborhood. This philosophy will compliment the existing architecture and neighborhood to promote the historic nature of Elston Grove throughout the 21st century.

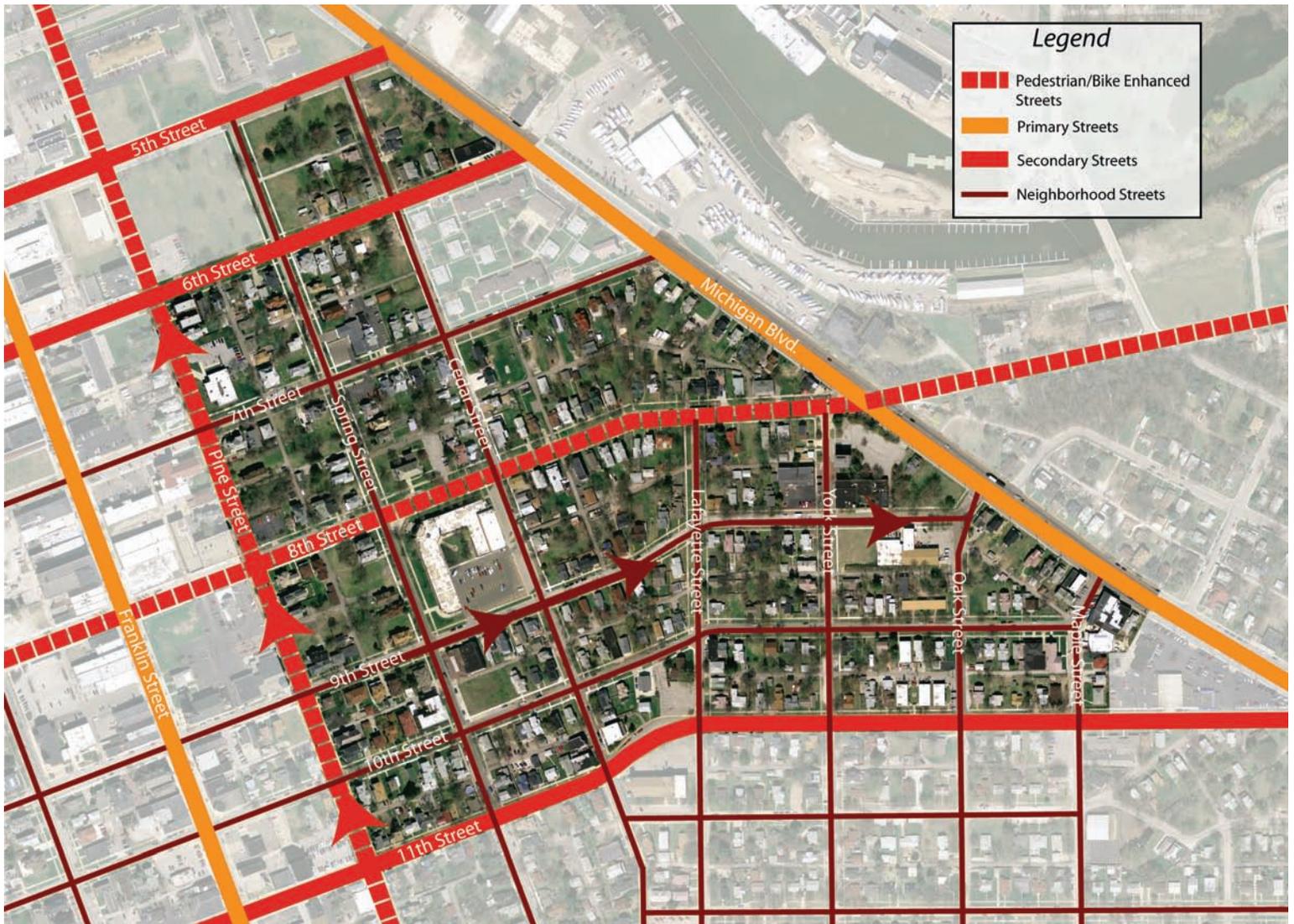


Streetscape Types

The map below indicates a hierarchy of streetscape types based on connectivity within the neighborhood and beyond, traffic volumes (both vehicular and pedestrian), and the perceived significance of the street itself to the community. Respecting existing roadway widths was an important factor for the neighborhood residents, which was felt to give a certain character to the neighborhood. One-way streets are indicated with arrows on the map below. JJR recommends that 9th St. should be converted to 2-way traffic.

Roadway safety along with Michigan City engineering codes has led JJR to propose widening the pavement and/or allowing parking on only one side of the street. A minimum 31-foot pavement width is recommended.

Primary, secondary, neighborhood and pedestrian/bike enhanced streets will have a different character while using similar elements in order to produce a cohesive environment with easily recognizable streetscape types. The following pages further develop each of the streetscape types. Primary streets have not been developed since they lie outside of the project area. A matrix of existing and proposed right-of-way widths is located in the Appendix (Page 22 & 23).



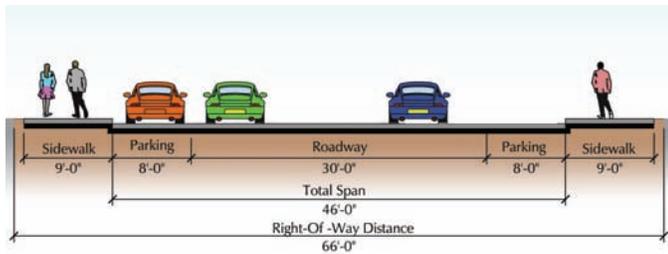
Elston Grove Street Hierarchy

Pedestrian/Bike Enhanced Streets

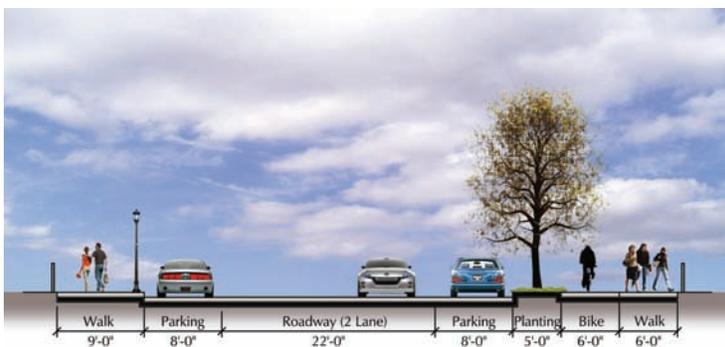
Two existing streets within the Elston Grove neighborhood have been identified to become pedestrian/bike enhanced streets. Pine Street, aligned north-south and 8th Street, aligned east-west. The width of the existing right-of-ways accommodate additional recreational and pedestrian opportunities. That will strengthen the connection to the adjacent neighborhoods and recreational areas. These right-of-ways allow for separate bike lanes off the road. Pocket parks should be located along these streets where possible to provide resting points for users. Pedestrian/Bike Enhanced streets warrant the highest level of detail due to their high volumes of pedestrian, bike and vehicular traffic. The Michigan City Inner Loop Bike Plan is located in the Appendix (Page 20).

Recommended street elements include:

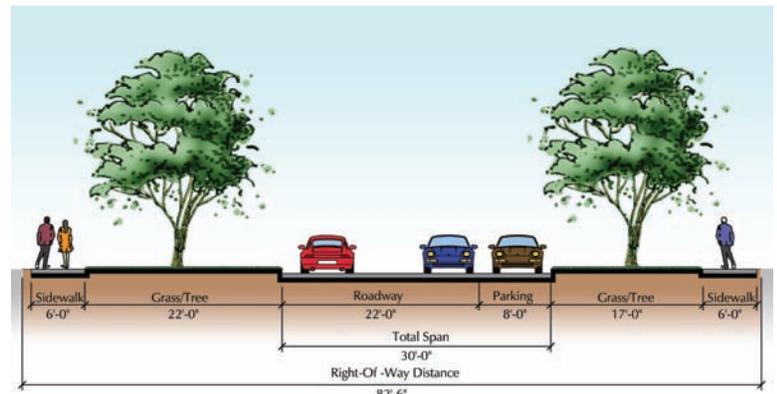
- Special paving at street corners (Page 9 & 12).
- Integral colored, stamped concrete pedestrian crosswalks.
- Street trees (22 feet o.c. typ.) in turf areas on 8th St. and on the east side of Pine St.
- Curb ramps at all pedestrian crosswalks with detectable warning markings. (Page 9)
- Decorative street lights (44' o.c. typical). (Page 10)
- Pedestrian & bicycle traffic which is separated from vehicular traffic.



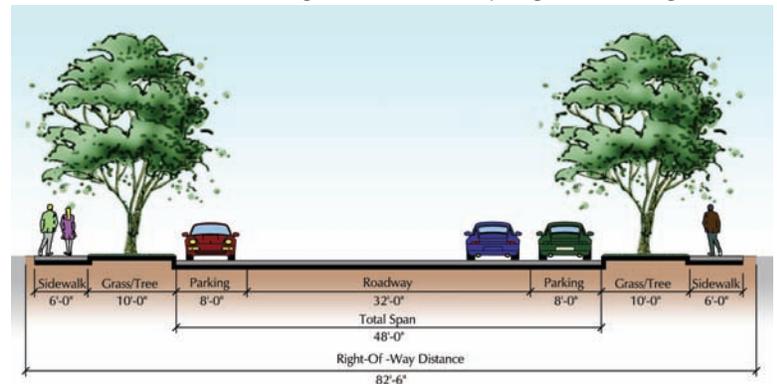
Pine Street Existing Street Section



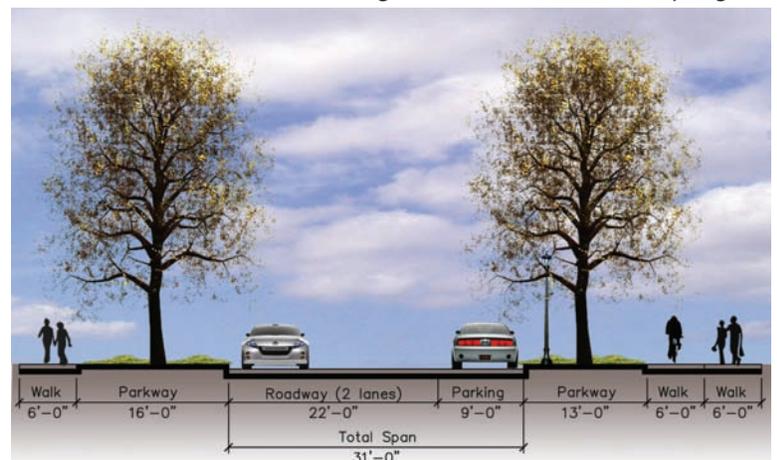
Pine Street Proposed Street Section



8th Street Existing Street Section (Spring St. to Michigan Blvd.)



8th Street Existing Street Section (Pine St. to Spring St.)



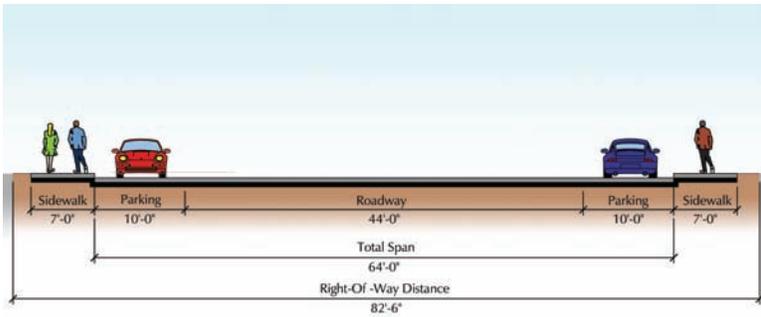
8th Street Proposed Street Section

Secondary Streets

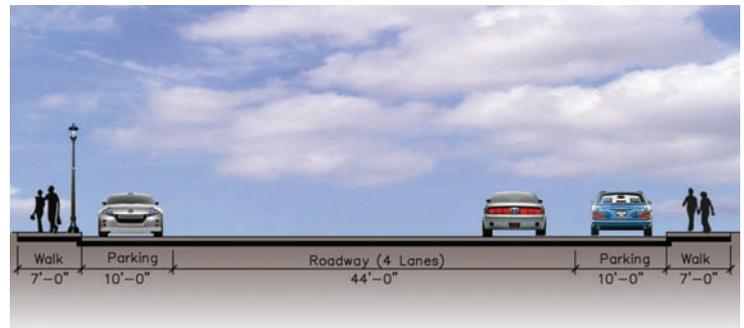
Secondary streets are routes where moderate levels of pedestrian and vehicular traffic are expected. These streets include 5th, 6th, and 11th streets and serve as east-west connectors to and from Franklin St. and Michigan Blvd. The South Shore train (NICTD), which serves commuters between South Bend, IN and Chicago, IL, runs down the middle of 11th St. (picture on Table of Contents page). Because of their moderate level of exposure, secondary streets warrant the second highest level of detail and expenditure.

Recommended street elements include:

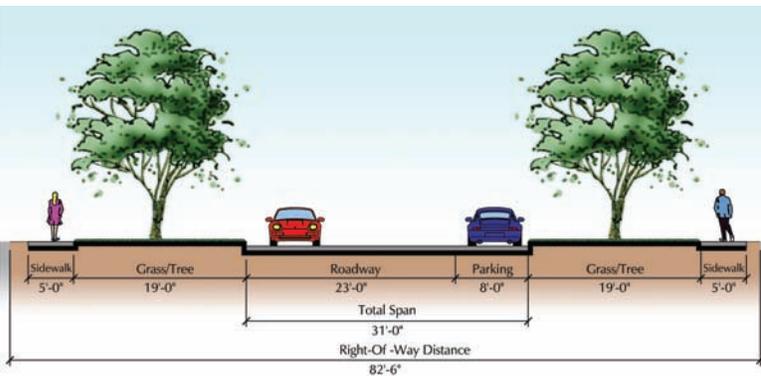
- Special paving at street corners. (Page 9 & 12)
- Curb ramps at all pedestrian crosswalks with detectable warning markings. (Page 9)
- Street trees (22 feet o.c. typical) in turf areas between back of curb and sidewalk.
- Decorative street lights (at street intersections and mid-block). (Page 10)



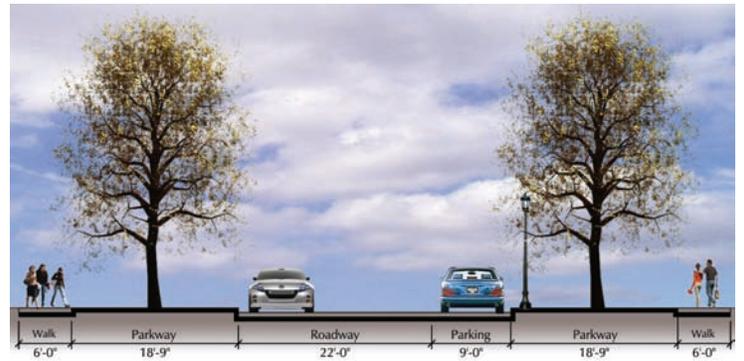
5th Street Existing Street Section



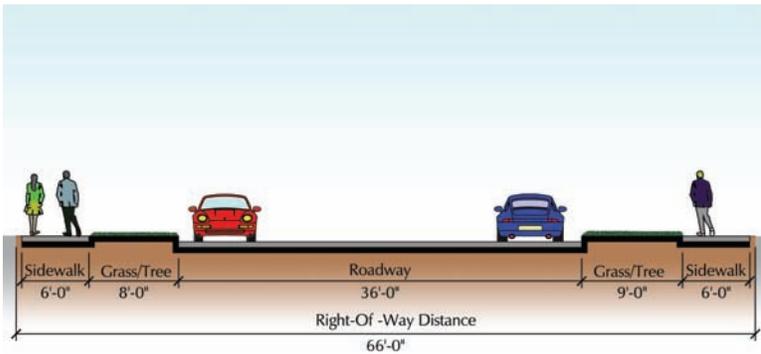
5th Street Proposed Street Section



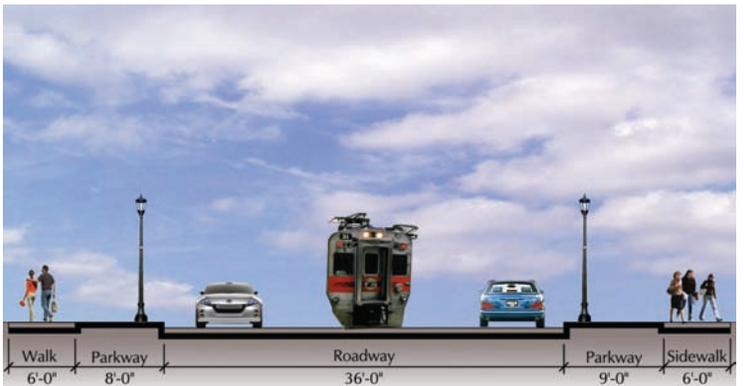
6th Street Existing Street Section



6th Street Proposed Street Section



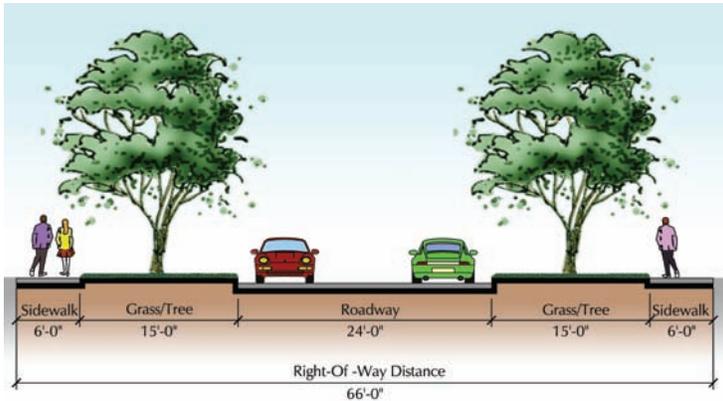
11th Street Existing Street Section



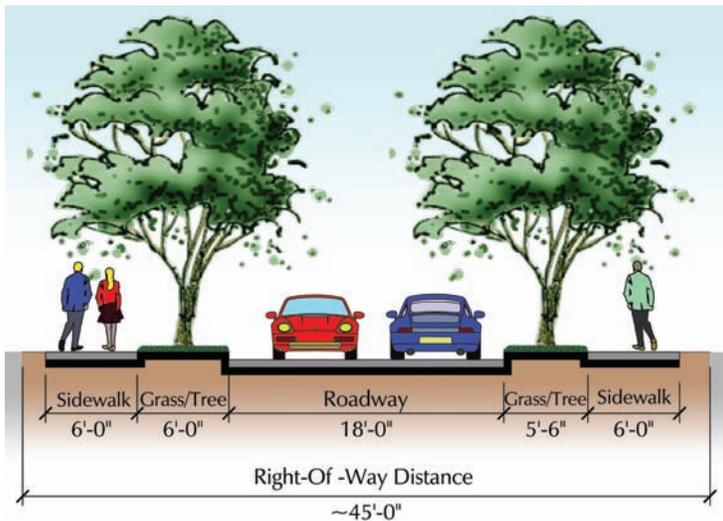
11th Street Proposed Street Section

Neighborhood Streets

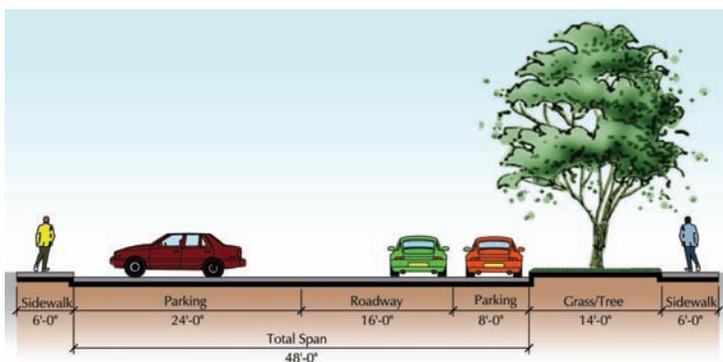
Neighborhood streets, are predominantly residential and are expected to have the lowest levels of pedestrian and vehicular circulation. They include the remainder of the streets not yet discussed.



Cedar Street Existing Street Section (5th St. to 6th St.)



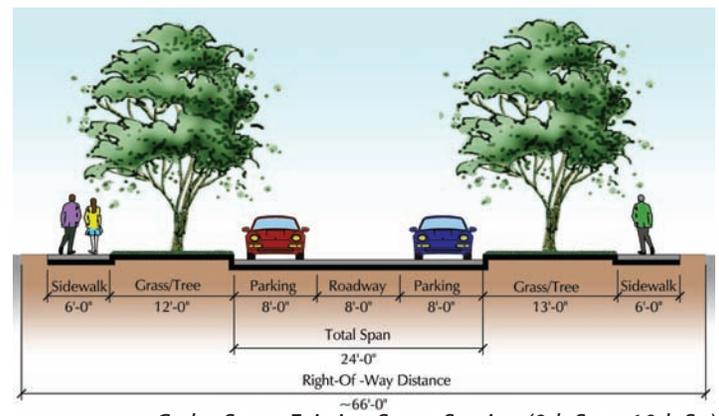
Cedar Street Existing Street Section (6th St. to 8th St.)



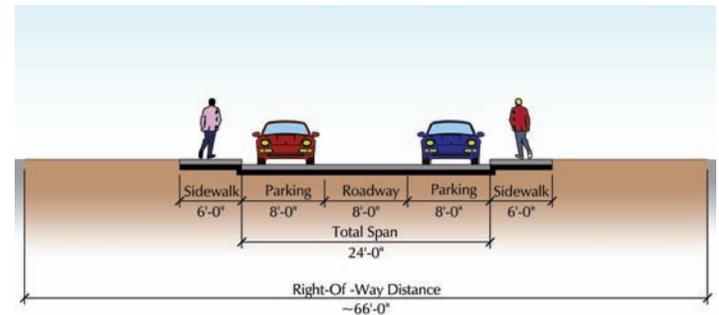
Cedar Street Existing Street Section (8th St. to 9th St.)

Recommended street elements include:

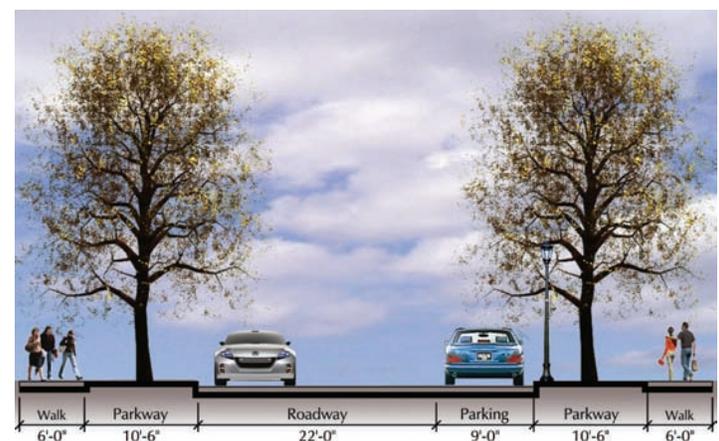
- Special paving at street corners. (Page 9 & 12)
- Curb ramps at all pedestrian crosswalks with detectable warning markings. (Page 9)
- Street trees (22 feet o.c. typical) in turf areas between back of curb and sidewalk. (Page 13)
- Decorative street lights (at street corner and mid-block locations). (Page 10)



Cedar Street Existing Street Section (9th St. to 10th St.)

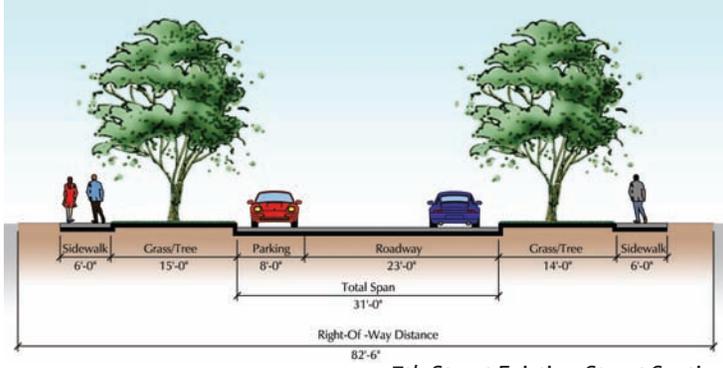


Cedar Street Existing Street Section (10th St. to 11th St.)

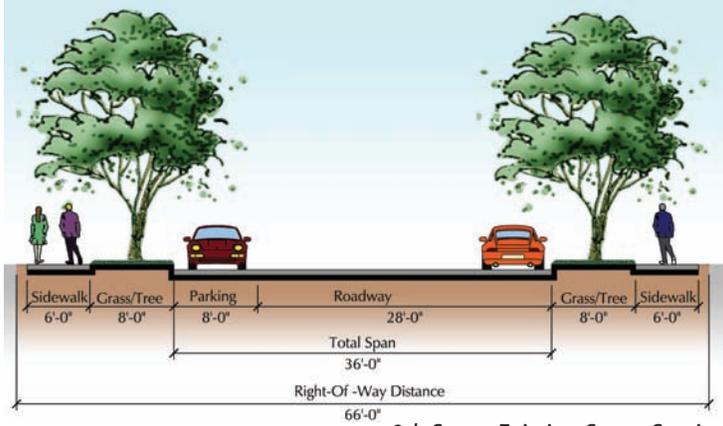


Cedar Street Proposed Street Section (No Parking from 6th to 8th)

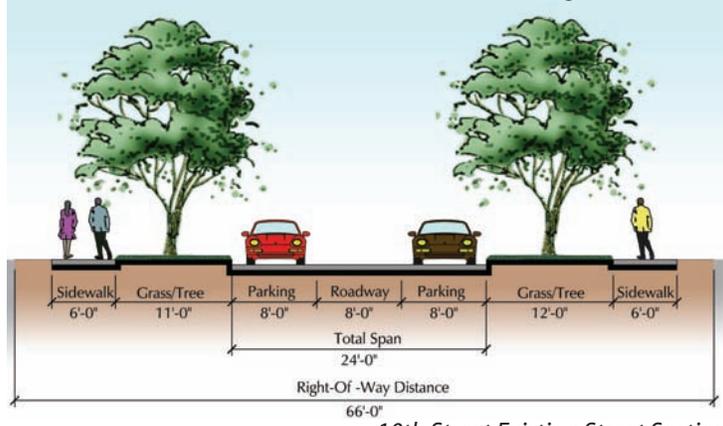
Neighborhood Streets



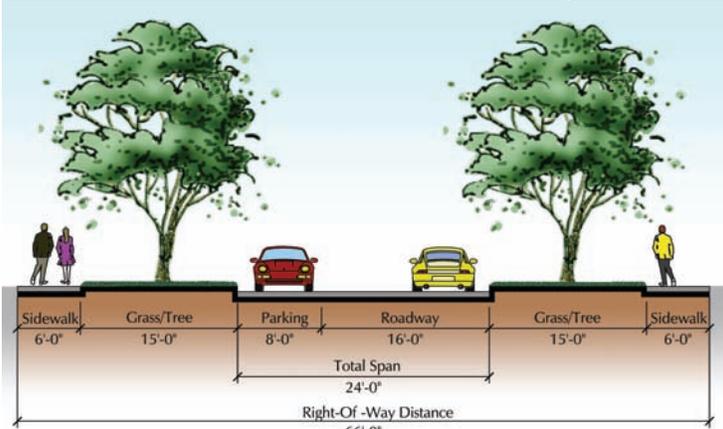
7th Street Existing Street Section



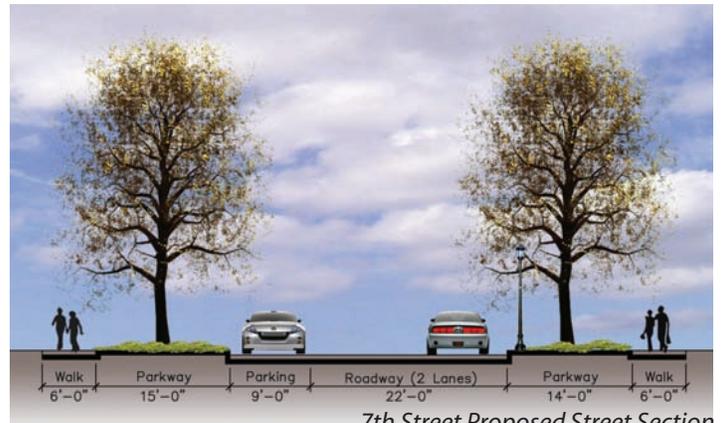
9th Street Existing Street Section



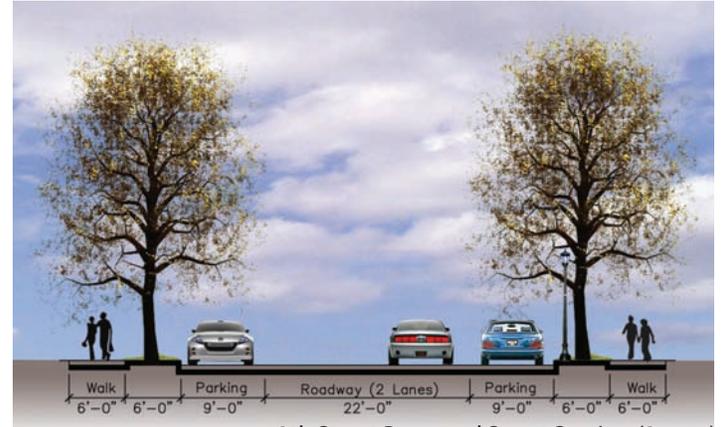
10th Street Existing Street Section



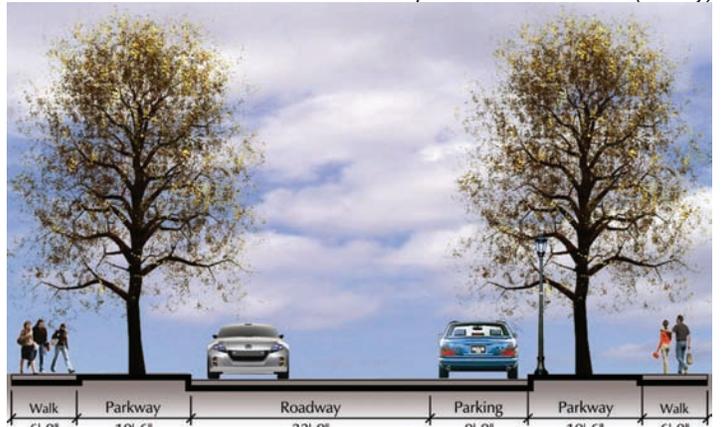
Lafayette Street Existing Street Section



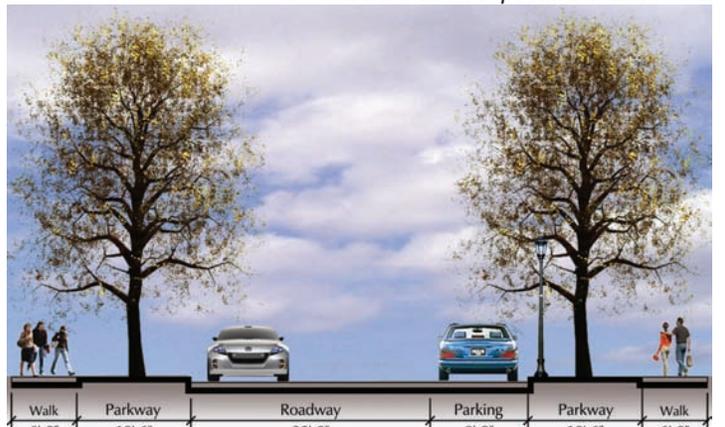
7th Street Proposed Street Section



9th Street Proposed Street Section (2-way)

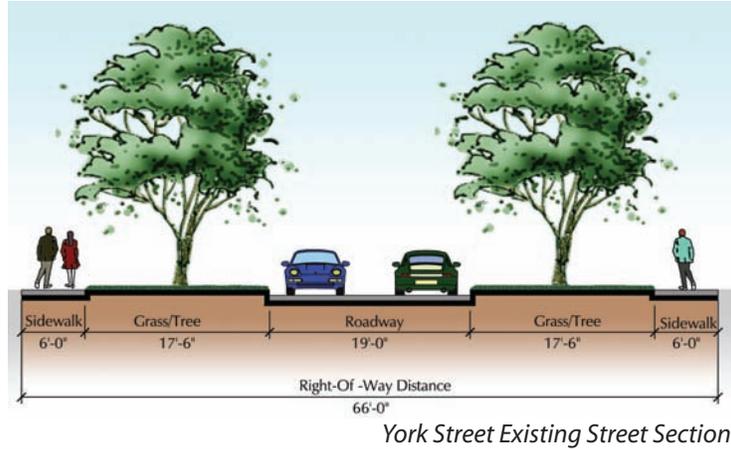
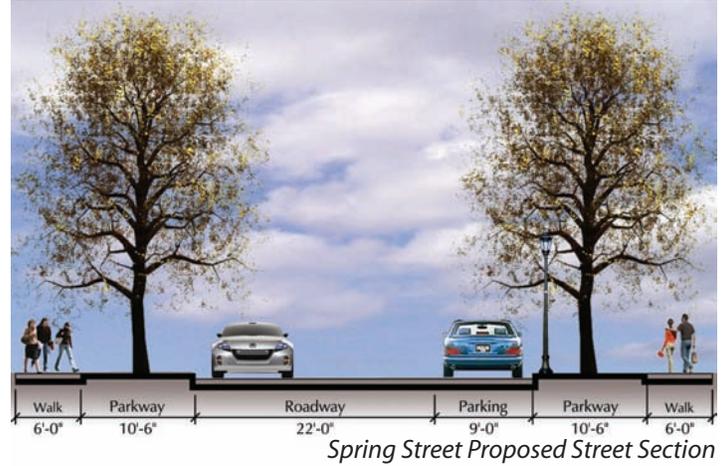
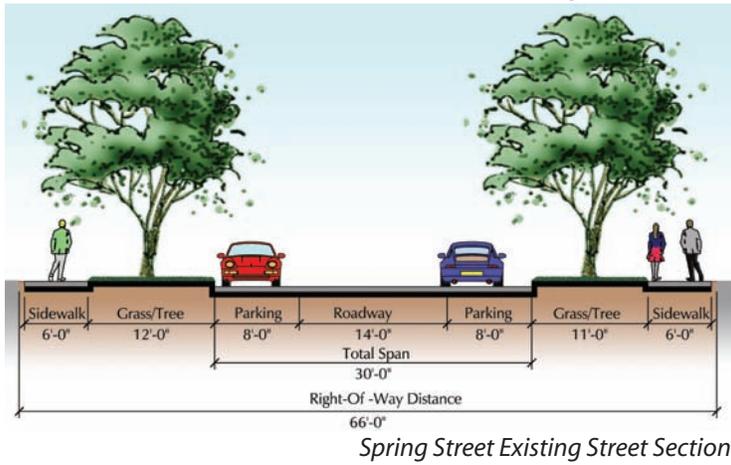
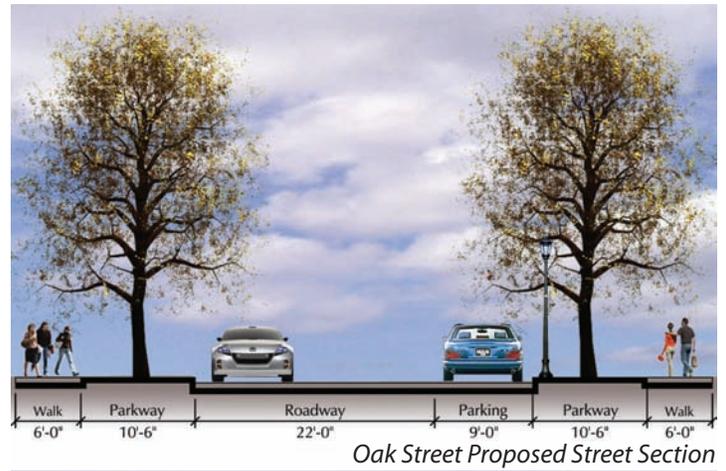
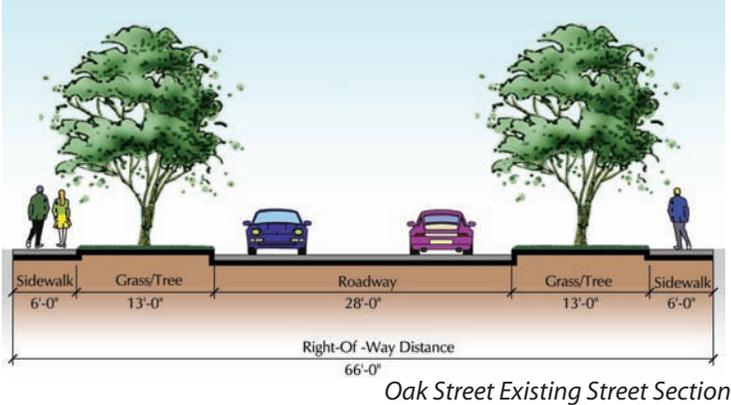


10th Street Proposed Street Section



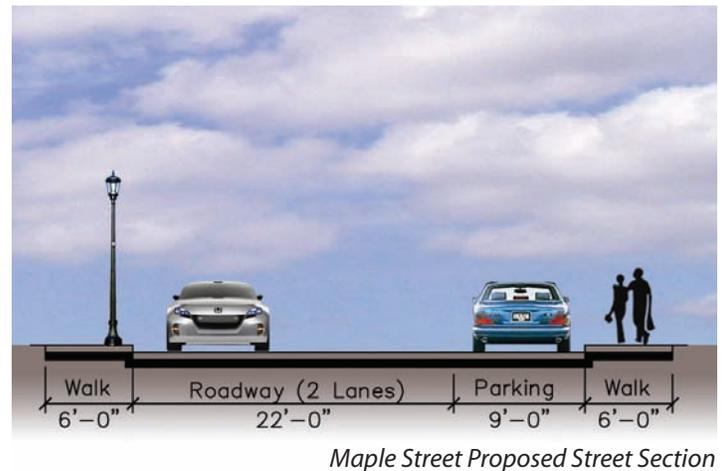
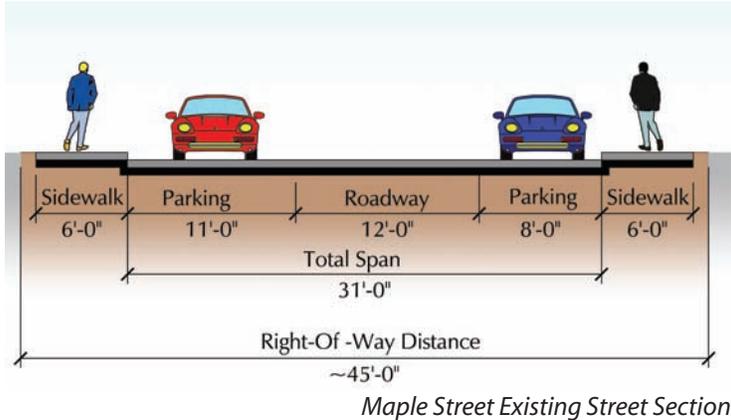
Lafayette Street Proposed Street Section

Neighborhood Streets



Historic Protected Street
No Change

York Street Proposed Street Section



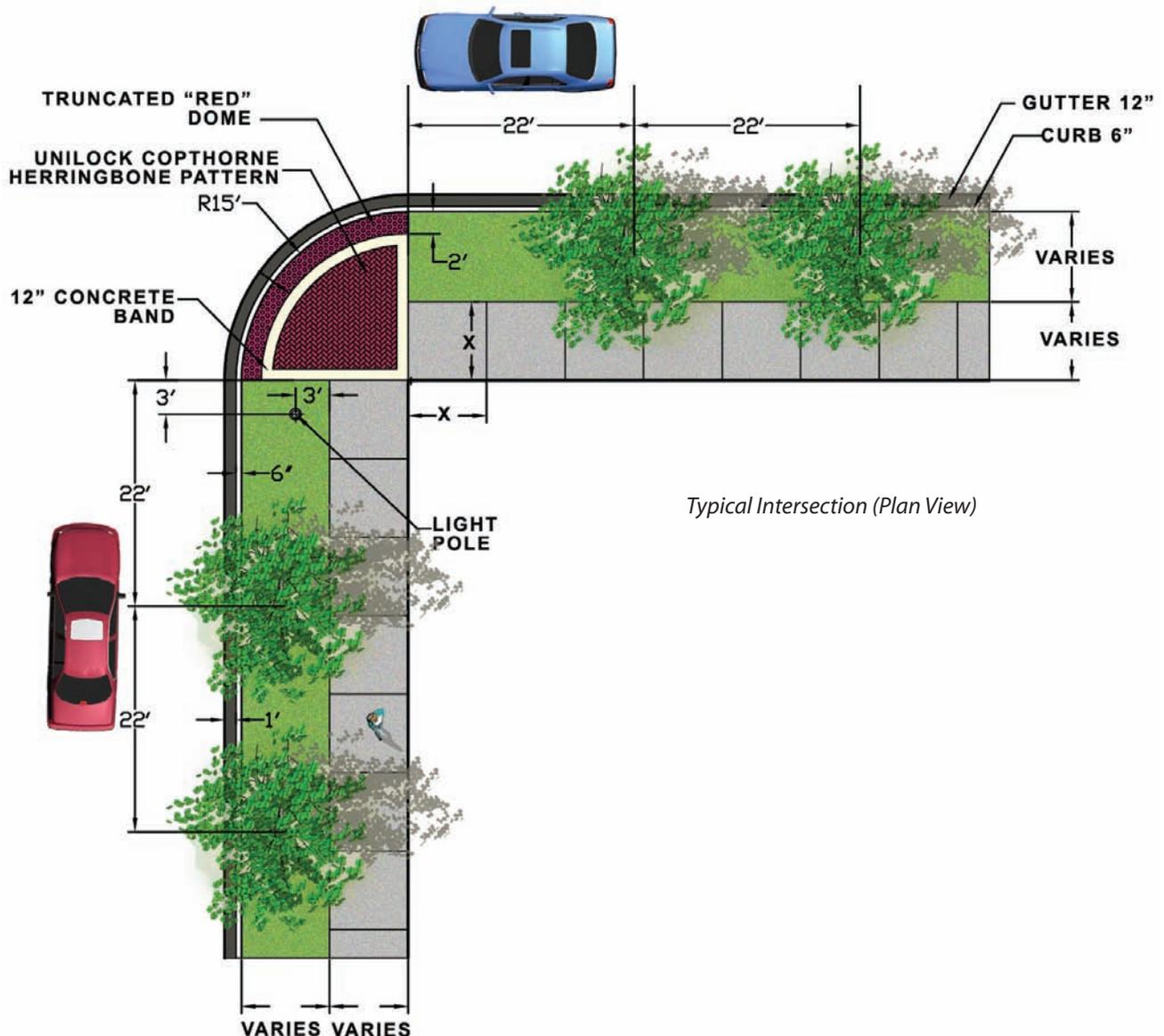
Intersections

Providing safe, accessible intersections is important in creating a pedestrian friendly neighborhood. Recommended intersection elements include:

- Concrete pavers at sidewalk intersections. (Page 12)
- Radius-long flush curbs with a 2' wide ADA truncated dome strip. Color should be similar to pavers.



Existing Elston Grove Street Intersection



Streetscape Elements

Streetscape elements provide user amenities within the city center environment and are the basis for the unique identity of Elston Grove and Michigan City. All streetscape elements shall meet the standards of the City of Michigan City and shall be approved by the Michigan City Redevelopment Commission. The streetscape elements include the following:

Lighting

- Single light fixture on 16-foot poles along street edge at street intersections and mid-block locations center to meet vehicular and pedestrian illumination requirements. Light spacing should not exceed 200 feet.
- Single light fixture on 16-foot poles along street edge approx. 44 feet o.c. along pedestrian & bike enhanced streets (Pine & 8th).
- Light poles shall not include banners throughout the Elston Grove neighborhood.
- These fixtures shall include measures which are sensitive to the dark sky initiative and cut down on light pollution.
- Lights shall be typically placed three and one-half feet from the back of curb.
- Light fixture was voted on by local residents.
- Light fixture: Sternberg Cambridge fixture with Prismatic lens (150 Watt Metal Halide). Black finish.
- Light fixture pole: 16-foot length (exposed): Sternberg tapered Williamsburg model. Black finish.
- Include external ground fault circuit interrupter (GFCI) outlet.
- Photometric studies were compiled by Sternberg. A typical street block has been attached in the Appendix. (Page 21)



Sternberg 'Cambridge' fixture



Street Light Elevation

Benches

- Locate benches within or around pocket parks.
- Group in clusters, with some facing each other, to promote communication.
- Provide in 6' and 8' length configurations for maximum user flexibility.
- Dumor Site Furnishing Model 162, or approved equal. Polyester powdercoat finish Black. Custom lettering available on recessed side panels.



Trash Receptacles

- Place trash receptacles within or around pocket parks.
- Place at street intersections as appropriate for level of use.
- One receptacle marked 'Recycling' shall be placed alongside each new trash receptacle.
- Victor Stanley Concourse Series R-12, 36-gallon top opening with lid, or approved equal. Polyester powdercoat finish Black.



Bicycle Stands

- Locate bicycle stands within or around pocket parks.
- 2-foot high x 3-foot wide hoop style rack made of 2-inch square tubular steel pipe. Black powdercoat finish.



Paving

- All sidewalks within the streetscape treatments areas will be broom finished concrete unless noted otherwise.
- Special paving at street corners.
- Special paving should be Unilock 'Cophorne' concrete unit paver (2-1/2" x 7-7/8"). Paver color recommended is Burgundy Red'. The Redevelopment Commission shall approve all proposed paving patterns, colors and finishes.
- All pedestrian pavement finishes will meet the City of Michigan City standards and ADA guidelines.



Unilock 'Cophorne' Pavers

Fencing

- Place at the edge of the right-of-way 1' off the edge of sidewalk.
- Fencing shall be made of custom wrought iron or pre-fabricated black finished aluminum by Jerith, or approved equal.
- Fencing shall include rings as shown in the picture and currently exist with Elston Grove and Michigan City.



Pre-fabricated Aluminum Fence

Street Trees

- Install street trees on all streetscape type at 22 feet on center (typical).
- Street trees shall be planted in accordance with City standards.
- Street trees shall be 3" caliper minimum when planted.
- In order to promote vigorous healthy tree growth, street trees planted in pavement areas shall be planted using the most advanced horticultural techniques such as structural soil. Tree pits shall be as large as feasible and/or practical.
- Street trees shall be adequately under-drained.
- All plant material shall be hardy in this region and conform to the current minimum standards of the American Association of Nurserymen.
- Street trees must be maintained with a clear stem of over 5 feet in mid-block and 8 feet stem clearance at intersections.
- A limited mixture of tree species shall be used to promote a healthy, diverse community of plant material while maintaining an aesthetically cohesive design.
- Existing Tree Data and city approved tree list located in the Appendix. (Page 22)

Recommended street trees for Elston Grove have been selected from the city approved tree list and keep with the historic nature of the neighborhood.

- Legacy Sugar Maple
- Hackberry
- Ginkgo (males only)
- Northern Red Oak
- Homestead Elm
- Pioneer Elm
- Autumn Brilliance Serviceberry
- Kousa Dogwood
- Thornless Cockspur Hawthorne
- Japanese Tree Lilac



Japanese Tree Lilac



Ginkgo



Kousa Dogwood



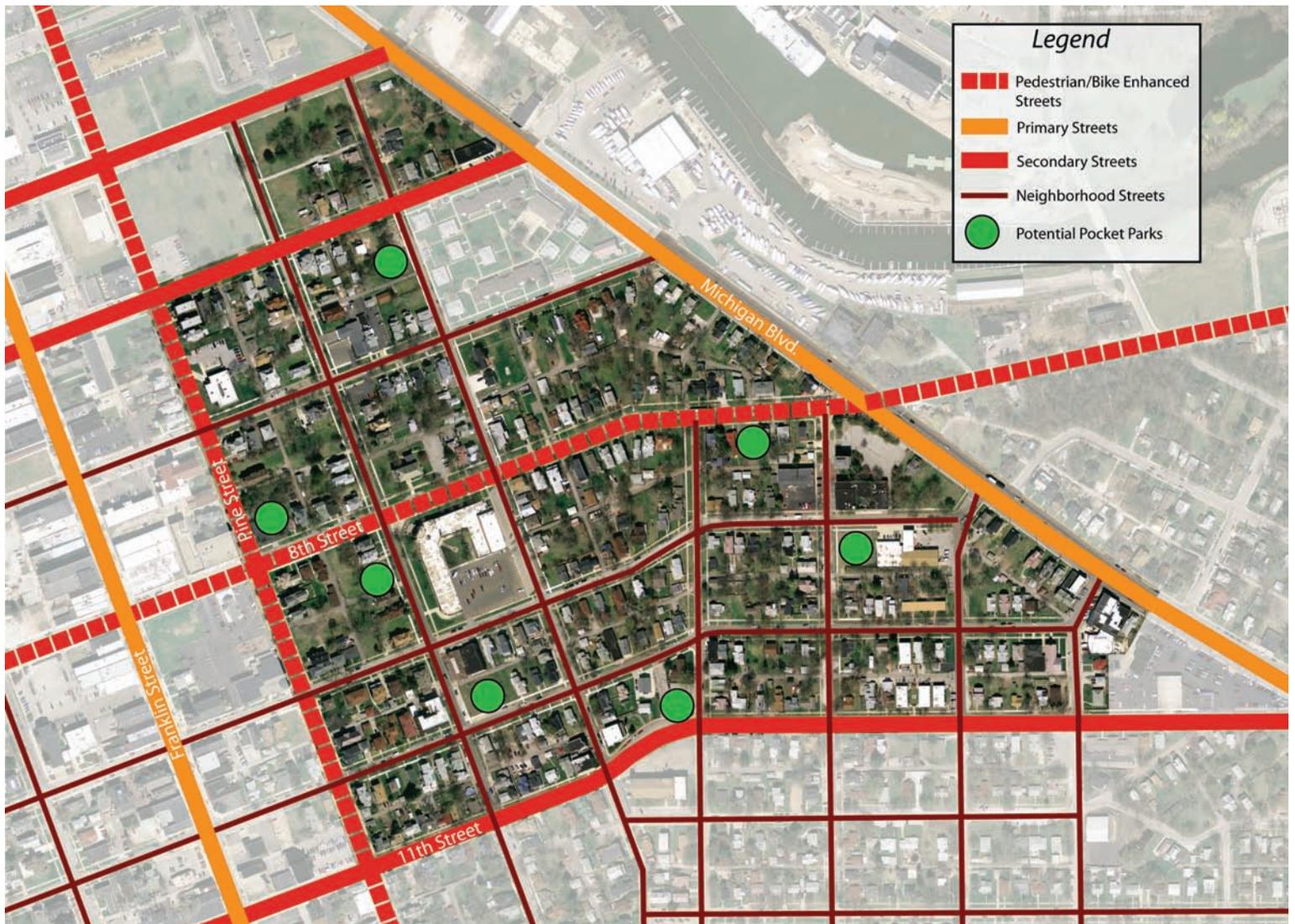
Northern Red Oak

Pocket Parks

Pocket parks are small parcels within a city block (either vacant or city owned), which are converted into open space areas accessible by all. Potential locations within Elston Grove have been identified by local residents at community meetings. A 'Gateway Park' has been developed for the north-east intersection of 8th and Pine St., due to its location along two proposed pedestrian/bicycle enhanced routes and its determination of as a neighborhood gateway marker for Elston Grove.



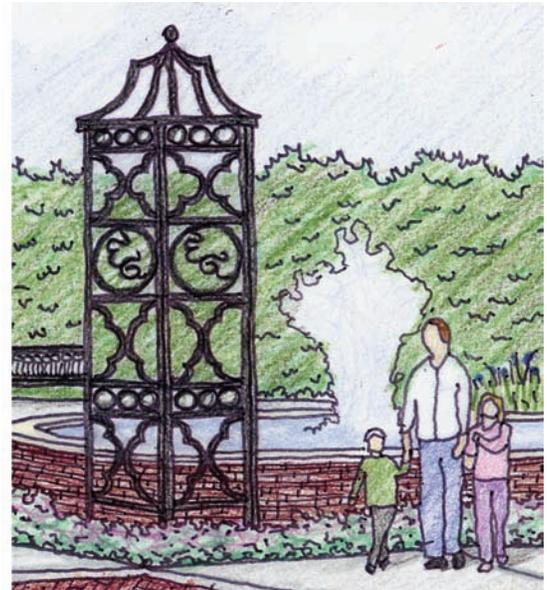
Gateway Park (8th & Pine)



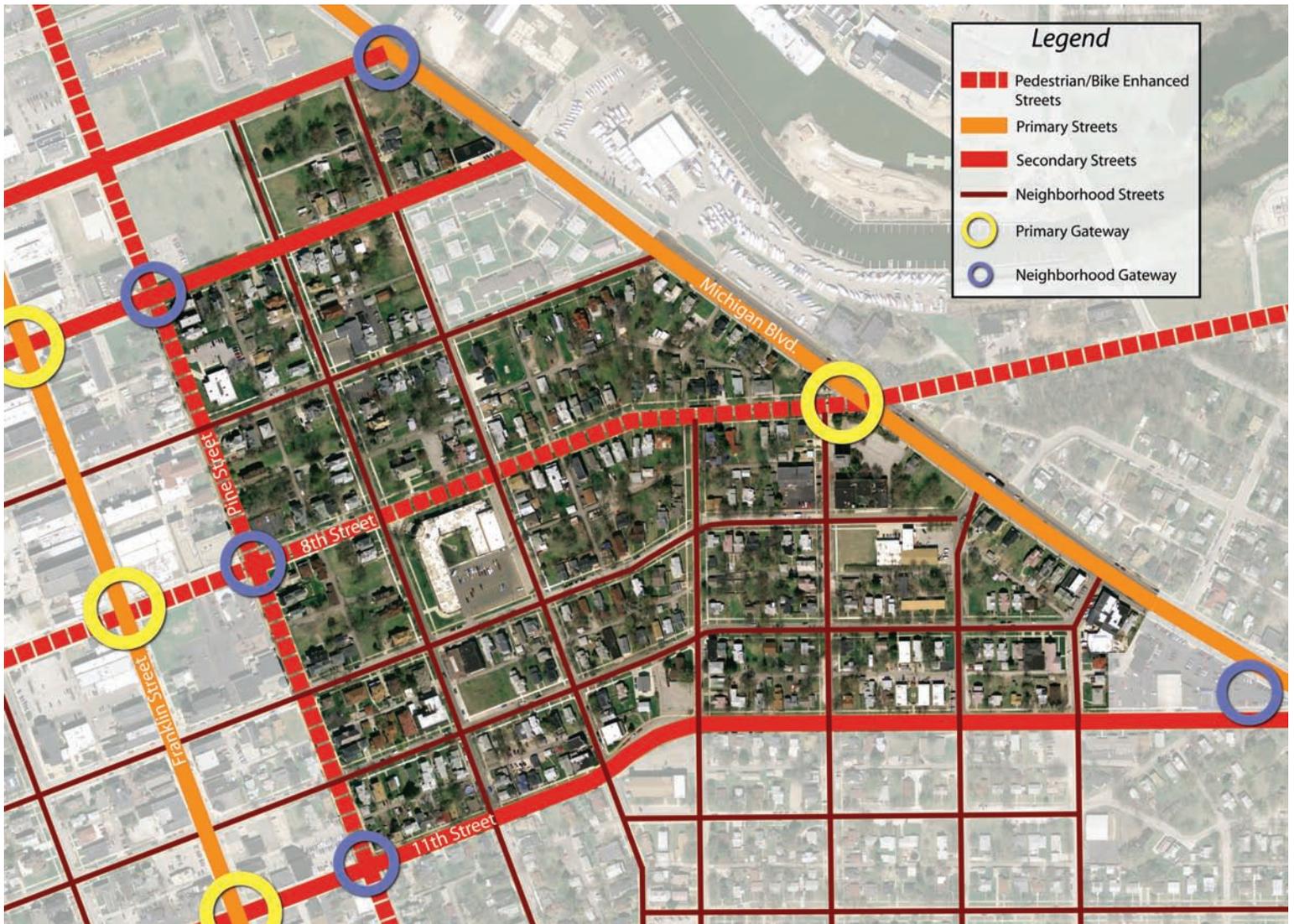
Elston Grove Potential Pocket Park Locations

Gateways

Gateways serve as entrance markers into an area. Primary and neighborhood gateways were located through analysis of the streetscape types and local input. Primary and neighborhood gateways will share similar features, (such as wrought iron), but will differ in size, approx. 50% size reduction for neighborhood gateways. The picture to the right is a preliminary sketch of the gateway and is currently being designed further by JJR.



Secondary Gateway Sketch

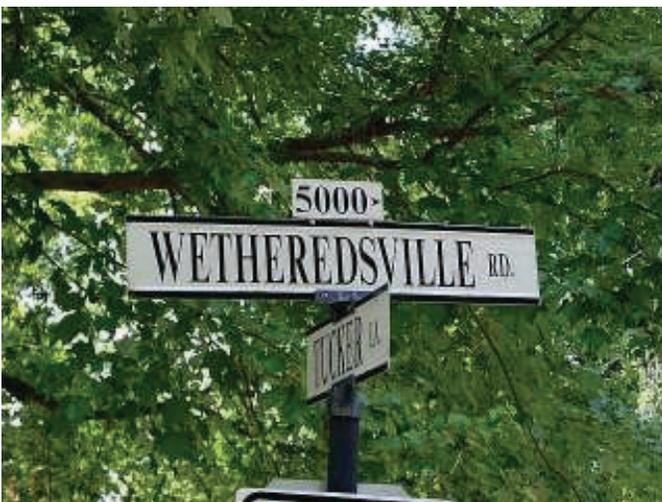


Elston Grove Potential Gateway Locations

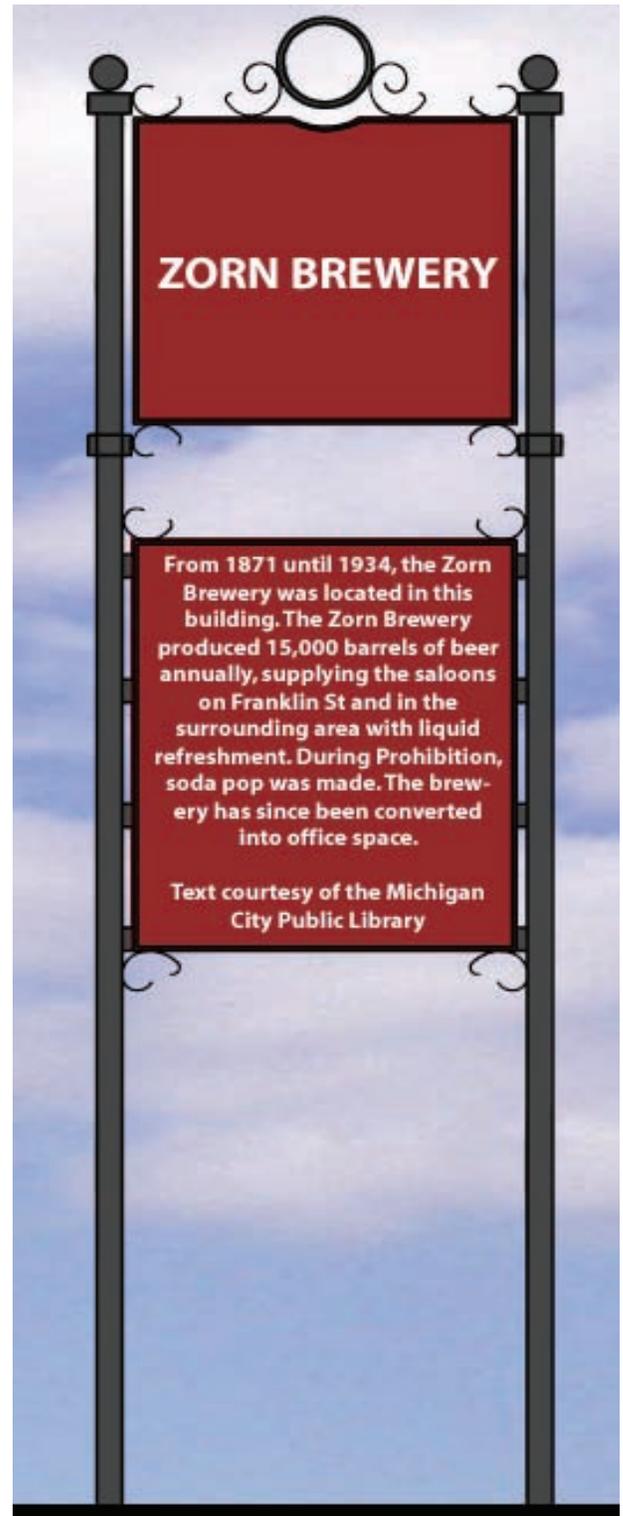
Wayfinding & Signage

Two types of signage shall be implemented within Elston Grove. Wayfinding signage, as seen in a preliminary sketch to the right, will include information on the neighborhood, architecture, history or directions. This will help create a better understanding of the neighborhood and its history to local residents and passers-by. Walking tours can be developed to further promote pedestrian activity in the neighborhood.

The other signage type is street signs which shall be unique to Elston Grove and provide a more historical look. The model shown below is manufactured by Sternberg. Street signs must be approved by the Michigan City Redevelopment Commission.



Proposed Street Signs

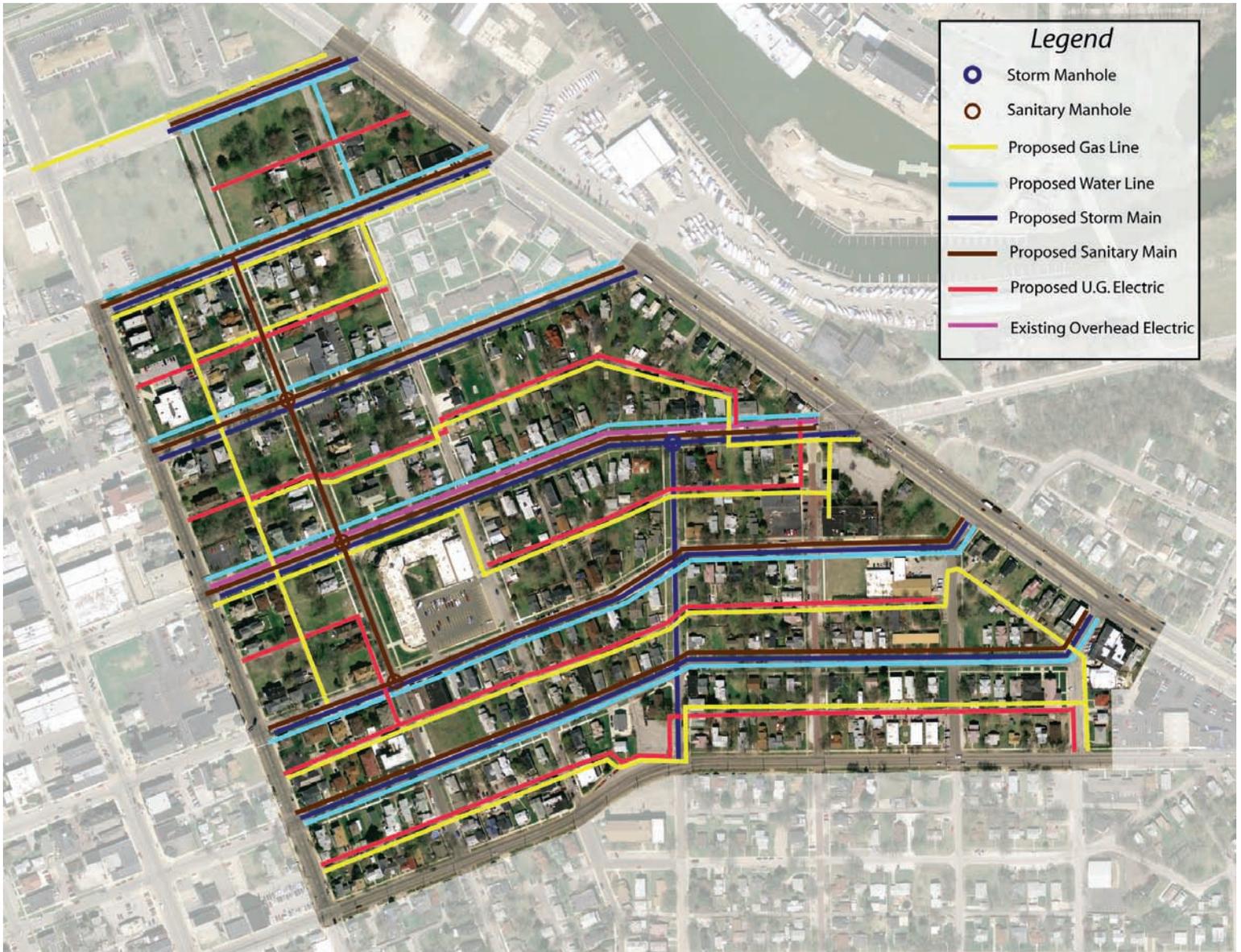


Proposed Wayfinding Signage

Utilities

The existing utilities in the Elston Grove neighborhood have been reviewed with the appropriate utility provider as part of this study. As is the case throughout Michigan City, the utilities vary greatly in the age and condition of each street and block. Some water and sewer lines are part of the original installations of utilities in the neighborhood. Some utility materials are not known until actual utility repairs are required through a localized repair. Charts and plans are provided by the city utility agencies that show locations, elevations, and sizes. There are plans to improve storm drainage utilities that will serve the area south of the Elston Grove area and flow to Trail Creek.

Current Engineering plans have shown that this storm line may be tunneled through the neighborhood, beneath Lafayette Street and east along Eighth Street, and may not impact the surface development. There are also plans to upgrade sanitary, storm sewer, and water mains in the neighborhood as an overall master plan to improve the infrastructure in the City. These proposed utility routes are denoted on the "Proposed Utility Master Plan". These utility upgrades will impact the existing street conditions in the utility easements and street right-of-ways. As these utilities are upgraded, the guidelines within this study will recommend that restoration will respect the historic nature of the Elston Grove neighborhood.

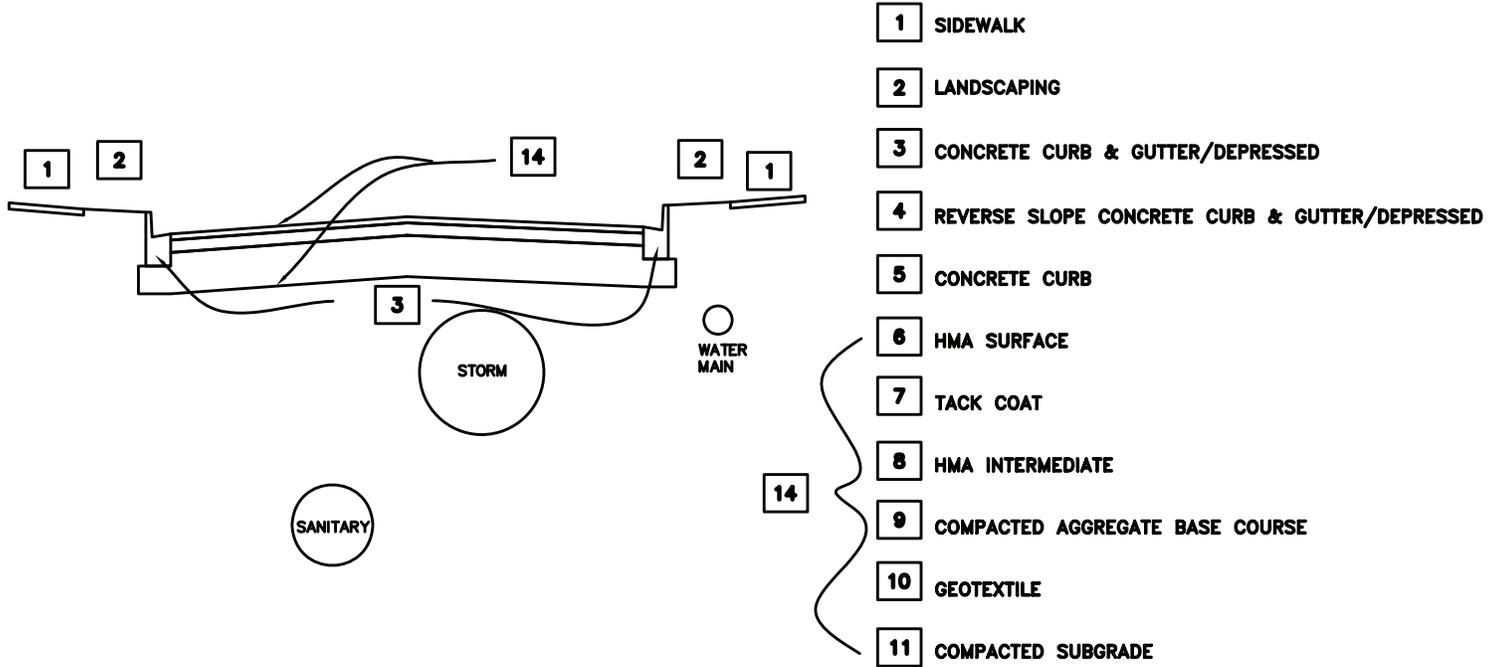


Legend

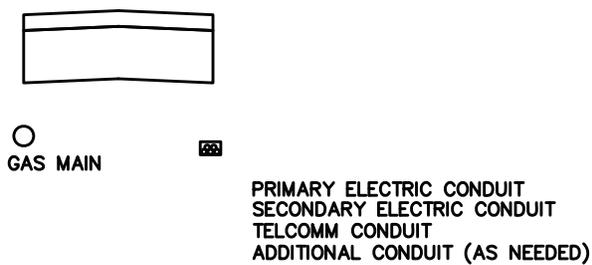
- Storm Manhole
- Sanitary Manhole
- Proposed Gas Line
- Proposed Water Line
- Proposed Storm Main
- Proposed Sanitary Main
- Proposed U.G. Electric
- Existing Overhead Electric

Proposed Utility Master Plan

LAFAYETTE STREET LOOKING NORTH



ALLEY LOOKING NORTH OR WEST



Typical Street & Alley Proposed Utility Locations

Implementation

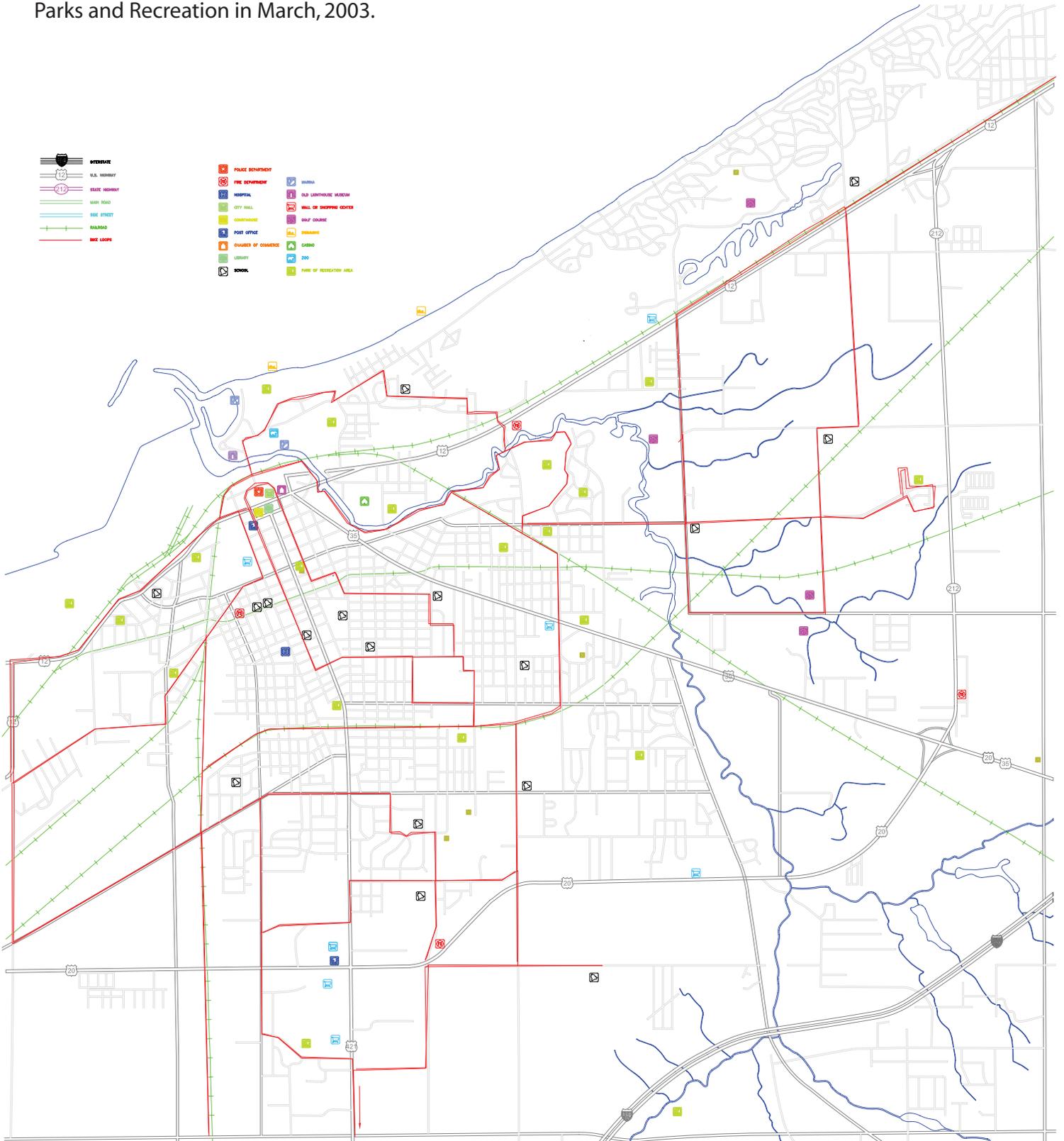
As redevelopment occurs within the Elston Grove Historic District, this document will serve as a guide for new streetscapes implemented in conjunction with new public and private development. The implementation of the guidelines will ensure high quality and cohesive streetscape improvement projects, benefiting livability, economic growth and ultimately enhancing Elston Grove's & Michigan City's image.

The streetscape guidelines contained in this document are meant to provide a framework within which a development team can make informed decisions about how to proceed with their development plans. It is understood that special circumstances may arise where a development might require a design solution that is contrary to these guidelines. In this situation it is assumed that an appropriate design response can be tailored to fit the special circumstances. Deviations from these guidelines will need to be approved by the Michigan City Redevelopment Commission.

The Michigan City Redevelopment Commission will oversee the enforcement of the guidelines laid out in this document. Development teams will submit plans to the Michigan City Redevelopment Commission for review and approval.

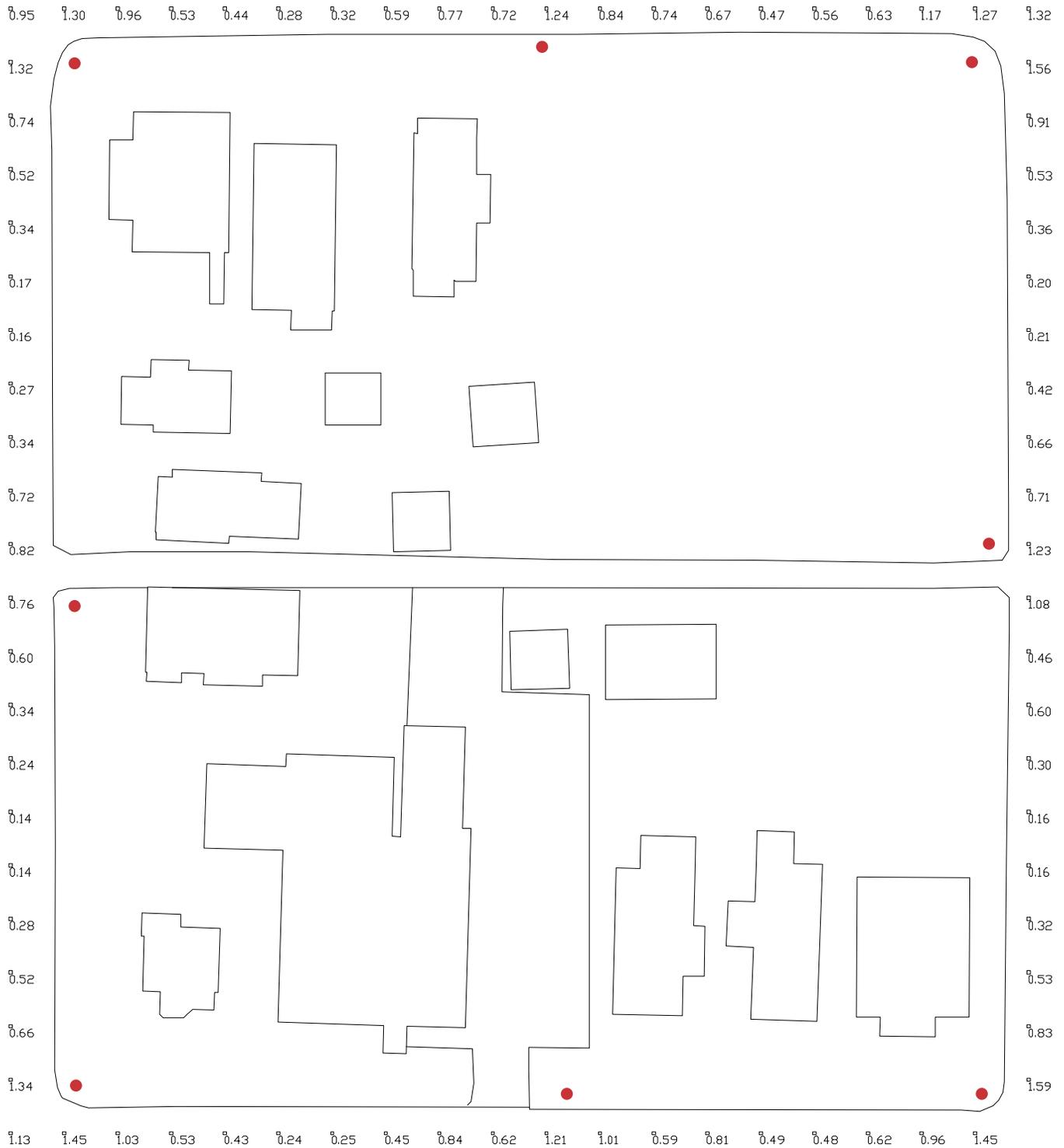


Below is the overall *Inner City Bike Loop Plan* prepared by the Michigan City Department of Parks and Recreation in March, 2003.



Photometric Plan

Below is a photometric plan view of a typical street block using the Sternberg 'Cambridge' fixture with prismatic lens on a 16 foot tall pole. The plan was created by Sternberg lighting.



Existing Right-Of-Way Matrix

Street	Segments	*Right-Of-Way Distance (ft)	Sidewalk (ft)	Parkway (ft)	Parking (ft)	Total Span Pavement F/F Curb (ft)	Parking (ft)	Parkway (ft)	Sidewalk (ft)	Notes
5th St.	Spring St.	82.5	7	0	10	64	10	0	7	
	Michigan Blvd									
6th St.	Pine St.	82.5	5	19	0	31	8	19	5	
	Michigan Blvd									
7th St.	Pine St.	82.5	6	15	8	31	0	14	6	
	Michigan Blvd									
8th St.	Pine St.	82.5	6	22	8	48	0	17	6	
	Spring St.									
	Spring St.									
9th St.	Michigan Blvd	80	6	17	8	30	0	18	6	
	Pine St.									
	Oak St.									
10th St.	Pine St.	66	6	11	8	24	8	12	6	
	Maple St.									
11th St.	Pine St.	66	6	8	0	36	0	9	6	South Shore Railroad tracks down center
	Maple St.									
Pine St.	11th St.	66	9	0	8	46	8	0	9	
	6th St.									
Spring St.	11th St.	66	6	12	8	30	8	11	6	
	5th St.									
Cedar St.	11th St.	~66	6	0	8	24	8	0	6	
	10th St.									
	10th St.	~66	6	12	8	24	8	13	6	
	9th St.									
	9th St.	~66	6	0	24	48	8	14	6	
	8th St.									
	8th St.	~45	6	6	0	18	0	5.5	6	
	6th St.									
6th St.	~66	6	15	0	24	0	15	6		
5th St.										
Lafayette St.	11th St.	66	6	15	8	24	0	15	6	Sidewalk at curb on W., between 10th and 11th
	8th St.									
York St.	11th St.	66	6	17.5	0	19	0	17.5	6	Brick pavement
	8th St.									
Oak St.	11th St.	66	6	13	0	28	0	13	6	Sidewalk only on W side, No Sidewalk S of 10th
	Michigan Blvd									
Maple St.	11th St.	~45	6	0	11	31	8	0	6	No sidewalk on W., S. of alley between 10th and 11th
	Michigan Blvd	~45	6	0	11	58	11	0	6	No sidewalk on W., N. of alley between 10th and Michigan Blvd

* Right-Of-Way distances are referenced from Sidwell Studio, Inc.

** Road is assumed to be centered in the Right-Of-Way

*** Michigan City Engineer prefers a 1 foot space between Right-Of-Way and back of new sidewalks

Proposed Right-Of-Way Matrix

Street	Segments	*Right-Of-Way Distance (ft)	Sidewalk (ft)	Parkway (ft)	Parking (ft)	Total Span Pavement F/F Curb (ft)	Parking (ft)	Parkway (ft)	Sidewalk (ft)	Notes
5th St.	Spring St.	82'-6"	7	0	10	64	10	0	7	
	Michigan Blvd									
6th St.	Pine St.	82'-6"	6	18'-9"	0	31	9	18'-9"	6	
	Michigan Blvd									
7th St.	Pine St.	82'-6"	6	15	9	31	0	14	6	
	Michigan Blvd									
8th St.	Pine St.	80 & 82'-6"	6	16	0	31	9	13	12	North sidewalk widened
	Michigan Blvd									
9th St.	Pine St.	66	6	6	9	40	9	6	6	Proposed 2-way traffic
	Oak St.									
10th St.	Pine St.	66	6	10'-6"	9	31	0	10'-6"	6	Parking removed from (1) side
	Maple St.									
11th St.	Pine St.	66	6	8	0	36	0	8	6	South Shore Railroad tracks down center
	Maple St.									
Pine St.	11th St.	66	9	0	8	38	8	5	12	East sidewalk widened
	6th St.									
Spring St.	11th St.	66	6	10'-6"	9	31	0	10'-6"	6	Parking removed from (1) side
	5th St.									
Cedar St.	11th St.	~66	6	10'-6"	9	31	0	10'-6"	6	
	8th St.									
	8th St.	~45	6	4'-6"	0	22	0	4'-6"	6	No parking
	6th St.									
	6th St.									
5th St.	~66	6	10'-6"	9	31	0	10'-6"	6		
Lafayette St.	11th St.	66	6	10'-6"	8	31	0	10'-6"	6	
	8th St.									
York St.	11th St.	66	6	17'-6"	0	19	0	17'-6"	6	Historic protected street, no changes
	8th St.									
Oak St.	11th St.	66	6	10'-6"	0	31	0	10'-6"	6	Added parking on (1) side
	Michigan Blvd									
Maple St.	11th St.	~45	6	0	0	31	8	0	6	Parking removed from (1) side

* Right-Of-Way distances are referenced from Sidwell Studio, Inc.

** Road to be centered in right-of-way

*** East-west streets are listed from the south side on the left to the north side on the right.
North-south streets are listed from the west side on the left to the east side on the right.

Elston Grove Existing Tree Data

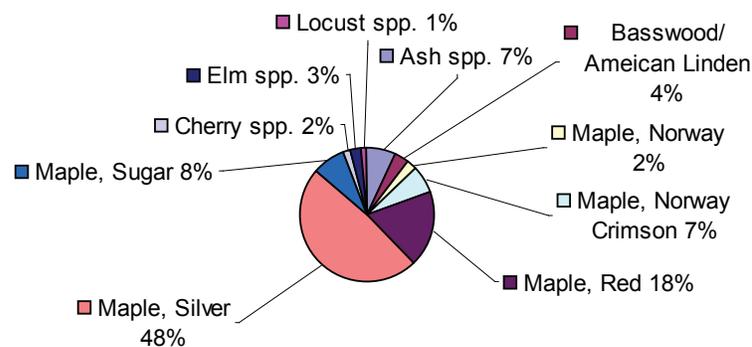
The following existing tree data was prepared by the Michigan City Forester, Franklin Seilheimer.

The average tree that is found in the Elston Grove Neighborhood of Michigan City, Indiana is a Silver Maple that is 14 inches in diameter, has good health and is in need of a good pruning. However this does not full address many of the problems that exist with the street tree population in Elston Grove.

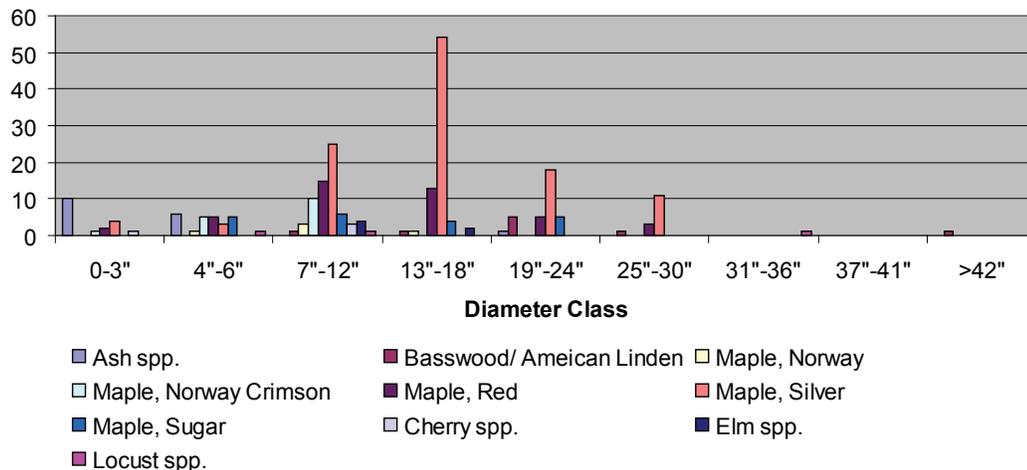
The street tree population in Elston Grove lacks diversity with 83% of total species found in Elston Grove fall into the Maple (Acer spp.) family. Lack of diversity leaves the street tree population highly susceptible to pest and disease.

This lack of diversity is also accompanied by extremely low numbers in the smaller size classes. There are not enough small trees growing now to replace the large trees that are currently present throughout the neighborhood. Increasing the amount of trees that are planted will both insure there are enough trees to grow into to larger tress, and provides an avenue to introduce new species to increase diversity.

Total Species by Percent for the Elston Grove Neighbor Michigan City, IN



Species by Diameter for Elston Grove Neighborhood Michigan City, Indiana

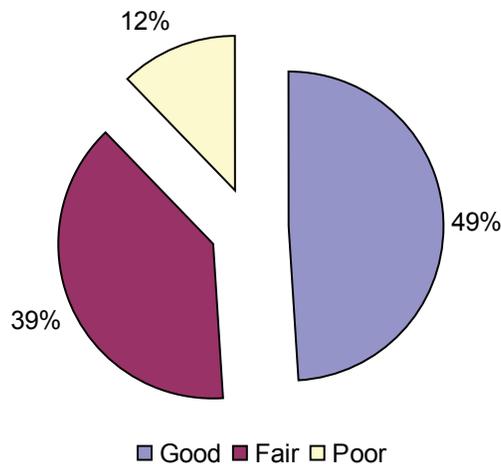


The overall health of the street trees is slightly lower than average for Michigan City as a whole. This is to be expected since Elston Grove is located in the oldest part of town. Maintaining existing trees and new trees when they are planted will also increase the health the street population in Elston Grove.

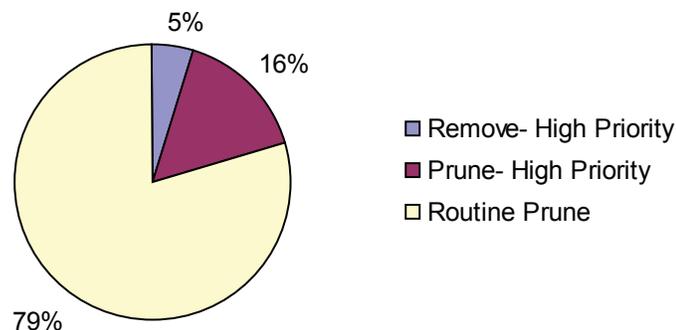
With minimal maintenance preformed on the street tree population in the past it is not surprising that every tree in Elston grove needs some kind of attention. With 21% of the trees requiring immediate action to correct High Priority issues reflects the neglect of the past.

There are many issues that need to be considered with the redevelopment plans for Elston Grove. The biggest issue will be at what extent are plans willing to be altered in order to protect existing trees? What is be the type of soil that will be put into treelawns after construction? How will right-of-ways be constructed to minimize tree & infrastructure conflict? Will overhead & underground utilities be centralized to allow for more room for trees to reach maturity? These are only a few key points that should be addressed during design stages. Giving trees that be chance to survive with the design will be the best thing to insure trees in Elston Grove for the future

**Health of Trees in Elston Grove Neighborhood
Michigan City, Indiana**



**Action Required for Total Tree Population in Elston
Grove Neighborhood Michigan City, IN**



Michigan City Tree List

The following are a list of accepted and undesirable street trees per City of Michigan City standards.

Accepted Street Tree List

Large Trees

<u>Scientific Name</u>	<u>Common Name</u>	<u>Recommended Cultivars</u>
Acer nigrum Acer rubrum	Black Maple Red Maple	"Autumn Flame" "Northwood" "Morgan" "Red Sunset" "Frank's Red" "Green Mountain" "Legacy"
Acer saccharum*	Sugar Maple	
Celtis occidentalis Fagus grandifolia Fagus sylvatica Fraxinus americana**	Hackberry American Beech European Beech White Ash	"Autumn Applause" "Autumn Purple" "Marshall Seedless" "Patmore" "Summit"
Fraxinus pennsylvanica**	Green Ash	
Fraxinus quadrangulata** Ginkgo biloba Gleditsia triacanthos	Blue Ash Ginkgo Thornless Honeylocust	Plant males only "Green Glory" "Shademaster" "Podless"
Gymnocladus dioica Larix sp. Plantanus x acerfolia Plantanus occidentalis Quercus bicolor Quercus imbricaria Quercus kelloggii Quercus macrocarpa Quercus rubra Taxodium distichum Ulmus sp.	Kentucky Coffee Tree Larch, Tamart London Planetree Sycamore White Oak Shingle Oak Black Oak Bur Oak Northern Red Oak Baldcypress American Elm	"Homestead Elm" "Patriot Elm" "Regal Elm"
Zelkova serrata	Zelkova	

* - Sugar Maples are native, hardy species but are very susceptible to road salt injury. Take care not to plant where excessive salt will affect the tree's root zone.

** - Ash trees are temporarily on the undesirable list until further research on the effect of the emerald ash borer has determined acceptability for planting.

Accepted Street Tree List*Medium Trees*

<u>Scientific Name</u>	<u>Common Name</u>	<u>Recommended Cultivars</u>
Acer campestre	Hedge Maple	
Acer plananoides	Norway Maple	"Crimson King" "Deborah" "Schwedieri"
Acer psuedoplantus	Sycamore Maple	
Betula nigra	River Birch	
Betula platyphylla japonica	Whitespire Birch	"Bores Resistant"
Gleditsia triacanthos var.inermis	Thornless Honeylocust	"Imperial" "Skyline" "True Shade" "Sunburst"
Nyssa sylvatica	Black Gum	

Accepted Street Tree List*Small Trees*

<u>Scientific Name</u>	<u>Common Name</u>	<u>Recommended Cultivars</u>
Acer ginnala	Amur Maple	
Acer palmatum	Japanese Maple	
Amelanchier canadensis	Shadblow Serviceberry	
Amelanchier x grandiflora	Apple Serviceberry	"Autumn Brilliance" "Princess Diana"
Amelanchier laevis	Allegheny Serviceberry	
Cercis canadensis	Eastern Redbud	
Cornus florida*	Flowering Dogwood	(Susceptible to anthracnose disease)
Cornus kousa chinensis*	Kousa Dogwood	
Crataegus crusgalli var.inermis	Thornless Cockspur Hawthorne	
Crataegus phaenpyrum	Washington Hawthorne	
Crataegus virdis	Green Hawthorne	
Magnolia stellata	Royal Star Magnolia	
Magnolia x soulangiana	Saucer Magnolia	
Malus sp.	Flowering Crabapple	(Choose disease resistant varieties)**
Pyrus calleryana	Ornamental Pear	"Aristocrat" "Chanticleer" "Redspire" "Ivory Silk"
Syringa reticulata	Japanese Tree Lilac	

* - Dogwood recommended to be planted in areas that have good air flow and sunshine.

** - Red Jewel, Spring Snow, Snowdrift, Sumi Calocarpa, Sugar Tyme, Harvest Gold, Centurion, Prairie Fire are good Crabapples. Choose cultivars which are disease resistant and with suitable form.

Undesirable Street Tree List

<u>Scientific Name</u>	<u>Common Name</u>	<u>Problems</u>
Abies sp.	Fir	Visibility obstruction
Acer negundo	Boxelder	Weak wood, poor form, invasive seed
Acer sacharrinum	Silver Maple	Weak wood, poor form
Ailanthus altissima	Tree of Heaven	Invasive seed, weak wood
Betula papyrifera	White Paper Birch	Borer insects, poor survival
Catalpa speciosa	Catalpa	Messy fruit
Diospyros virginiana	Persimmon	Messy fruit
Elaeagnus angustifolia	Russian Olive	Disease prone
Juglans sp.	Walnut, Butternut	Messy fruit, alleotrophy
Juniperus sp.	Juniper	Visibility obstruction
Liriodendron tulipifera	Tulip Tree	Weak wood
Malus sp. (unimproved varieties)	Common Crabapple	Messy fruit, disease problems
Maclura pomifera	Osage Orange	Messy fruit
Morus sp.	Mulberry	Messy fruit
Picea sp.	Spruce	Visibility obstruction
Pinus sp.	Pine	Visibility obstruction
Populus deltoids	Common Cottonwood	Weak wood, messy seed
Populus sp.	Lombardy Poplar	Weak wood, canker disease
	Aspen	Weak wood
Prunus sp.	Common Cherry, Black, Choke Cherry	Messy fruit, insect problems
Robinia pseudoacacia	Black Locust	Shallow rooted, borer insects, cankers
Salix sp.	Willow	Weak wood, messy
Sorbus sp.	Mountain Ash	Thrives poorly
Thuja sp.	Arborvitae	Visibility obstruction
Tsuga canadensis	Canadian Hemlock	Visibility obstruction
Ulmus americana	American Elm	Disease problems
Ulmus rubra	Slippery Red Elm	Disease problems
Ulmus pumila	Siberian Elm	Disease problems, messy

Street Light Voting

Below is the voting ballot distributed amongst the neighborhood association on June 4, 2007 to gauge community interest in street light options. The voters were asked to rank the lights between 1-8 with 1 being the most desirable and 8 being the least. The numbers represented are the averages from all the votes which were cast (16 total).



5.5



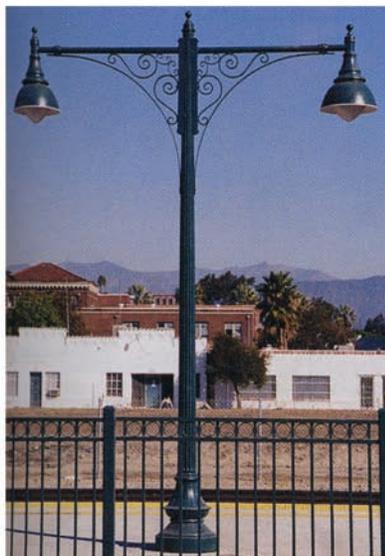
3.6



4.8



3.9



4.5



4.8



3.7



3.8