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Centers Toolkit Guide



Centers Toolkit Guide

The Chicago Metropolitan Agency for Planning (CMAP) conducts technical assistance and provides tools, programs, and opportunities to help communities and organizations build capacity, improve quality of life, and participate in the regional planning process.

CMAP was created to integrate planning for land use and transportation in the seven counties of northeastern Illinois. Metropolitan Chicago is projected to have an additional 2.8 million residents and 1.8 million jobs by 2040, and CMAP is developing strategies to address this growth's serious implications for transportation, housing, economic development, open space, the environment, and natural resources. CMAP is committed to:

- Developing a comprehensive framework for the region's future through long-range regional plans and strategies
- Providing high-quality information and analysis through coordinated technical assistance to facilitate regional decision making
- Building consensus and advocating regional priorities.

To plan a prosperous future for our region, CMAP has launched **GO TO 2040**, metropolitan Chicago's first comprehensive planning campaign. The plan will guide growth for Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties for the rest of this century. In addition to land use and transportation, **GO TO 2040** also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care and other social services. CMAP's technical assistance programs work cooperatively with municipalities, counties, and development organizations whose decisions determine how land is used to implement **GO TO 2040** planning strategies.

This guide is to be used with the attached CD. The Centers Toolkit program is an interactive tool designed to assist communities in planning for their future in terms of desirable physical and socioeconomic characteristics, and offering proven strategies to achieve them. This guide, and the Centers Toolkit, also includes case studies or "precedents" illustrating how other communities have successfully realized their goals.



About Centers

A center is defined as the core or “hub” of a community and includes the surrounding area influenced by it. Typically, centers are

- compact
- mixed-use
- livable
- economically vibrant
- interconnected by multiple modes of transportation

Each municipality within the region is considered to be a center; larger communities often have more than one center within them.

Using the Centers Toolkit

The toolkit is based on concepts in the NIPC Framework Plan, a predecessor of the *GO TO 2040* plan that CMAP is now developing. The earlier plan identified a range of center types in the Chicago region based on their size, development intensity and economic strength. Other defining characteristics of centers often include multi-modal access, housing variety, mixed-use composition and a strong pedestrian orientation.

The *Centers Toolkit* outlines “characteristics” and “features”, briefly defined as following

- **Center Characteristics** – represent the broad elements that comprise a center. For example, characteristics include a “sense of place” and “multimodal accessibility”. Characteristics are the distinct, yet highly interrelated elements that are frequently present in successful centers.
- **Center Features** – are defined aspects of the characteristics. They define the manner in which a characteristic may be reflected in a center. For example “sense of place” can include such features as mixed use development, well designed public places, and pedestrian oriented design. Features are implementation aspects of center characteristics. Features are not exclusive to a single characteristic, and may support multiple characteristics.

As part of the toolkit exercise, participants have the opportunity to identify the characteristics desirable for their centers and then select the associated features they would like to implement in their communities. For each feature, the toolkit provides a brief introduction, its potential benefits, typical implementation approaches and relevant case studies.

Participants are also able to evaluate the features they select to support desired characteristics. At the end of the exercise, participants will have developed a list of planning priorities for their center along with a set of implementation tools to help them achieve their goals. This can serve as a foundation for future planning efforts.

The image displays two screenshots from the Centers Toolkit. The top screenshot shows a map interface with a pop-up window titled "ASSESS YOUR CENTER". The window asks "How desirable is this Feature in your community?" and features a slider ranging from "Somewhat Desirable" to "Critical". Below the slider is a "COMMENTS" text box and a "Save Result" button. The bottom screenshot shows a circular diagram with ten categories: "TRANSIT SUPPORTIVE DEVELOPMENT", "HEALTHY LIFESTYLES", "GETTING AROUND", "A PLACE TO LIVE", "A SENSE OF PLACE", "GREEN INFRASTRUCTURE", "CLEAN ENVIRONMENT", "VIBRANT ECONOMY", and "DIVERSITY". The diagram is overlaid on a map of a city center.

Let's Start

Are You Ready? A Step-By-Step Approach to Using the Centers Toolkit

The Centers Toolkit is useful if communities have undertaken some level of planning for their centers. The Centers Toolkit focuses on how a community can implement steps for a range of center characteristics. Knowing which characteristics are important prior to using this tool is valuable insight for preserving and building on your community's strengths.

Before starting the CD consider the following questions:

Step One: Define Your Center | *What do you think of as the "center" of your community?*

Think of an area that gives your community a unique identity.

Examples of centers include:

- Downtown area
- Transit station area
- Mixed-use employment, commercial and entertainment areas
- Community gathering place or public spaces with civic function

Step Two: Vision | *What is your vision for the future of your community?*

Example: the region's communities and institutions will recognize that housing is a basic human need. All residents of the region will have access to a variety of options for decent and safe housing.

Between now and 2040, residents from across the region will take civic pride in their communities and will actively help shape action on the full range of regional issues that contribute to a livable region.



Step Three: Existing Conditions | *What are the current planning efforts underway in your community?*

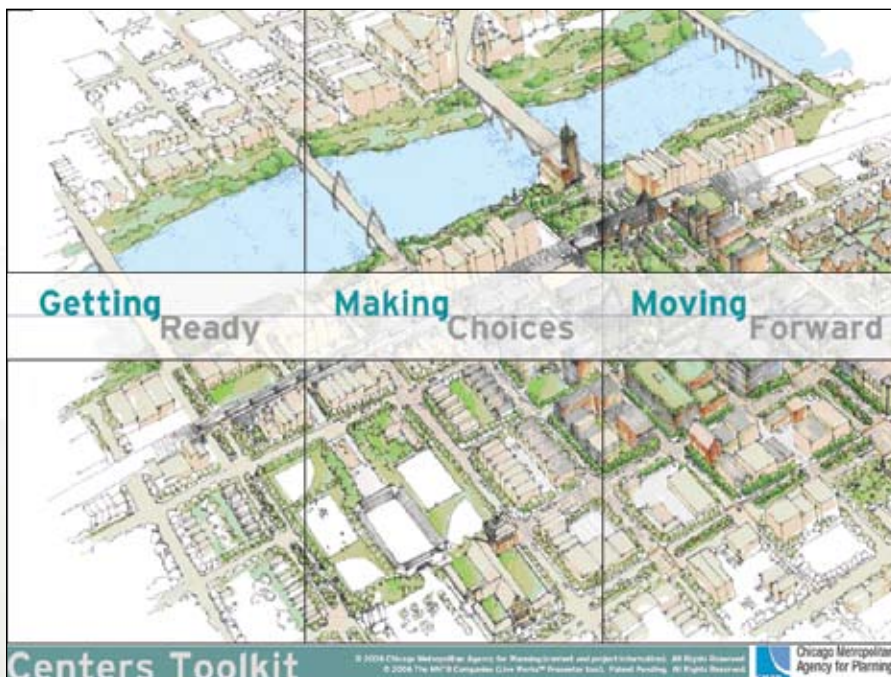
Examples:

- Small area plan for a community center
- Watershed plan
- Corridor plan
- Transit oriented development

Step Four: Moving Forward

The priorities established through this exercise will provide a framework for future planning, development and conservation of your center. In moving forward, it will be valuable to consider the outcome of this exercise relative to your current policies and programs. Other things to do might include:

- Share the results of the analysis within your community to validate and/or refine the planning priorities. This can serve as an outreach effort to enlist support and partnerships for implementation
- Review your current plans and development regulations and modify them as appropriate to support the characteristics and features identified as important in the exercise
- Develop an implementation plan to incorporate the desired characteristics and features in your center based on the typical tools and techniques provided in the toolkit
- Review any existing implementation strategies and responsibilities to ensure alignment with priorities
- Evaluate progress at regular intervals to ensure that future development remains consistent with your priorities



The Centers Toolkit guide, like the program, is divided into three sections:

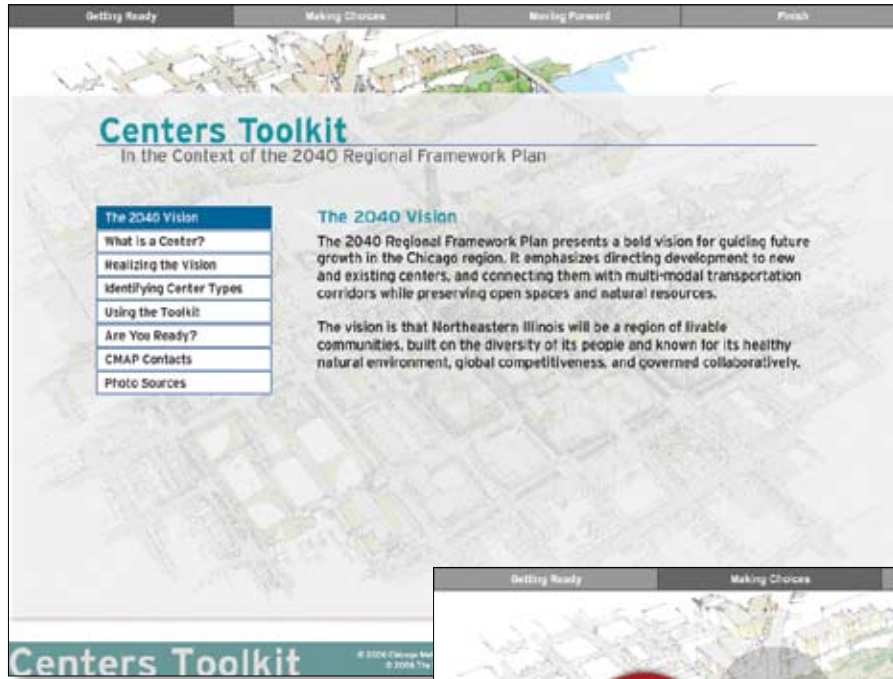
1. Getting Ready
2. Making Choices
3. Moving Forward

It is designed as a tool for facilitator-led discussions. The tool allows a facilitator to save a discussion “session” and open that session later to continue the discussion at a later date, or to review results.

Getting Ready

The “Getting Ready” section provides background information about the Centers Toolkit

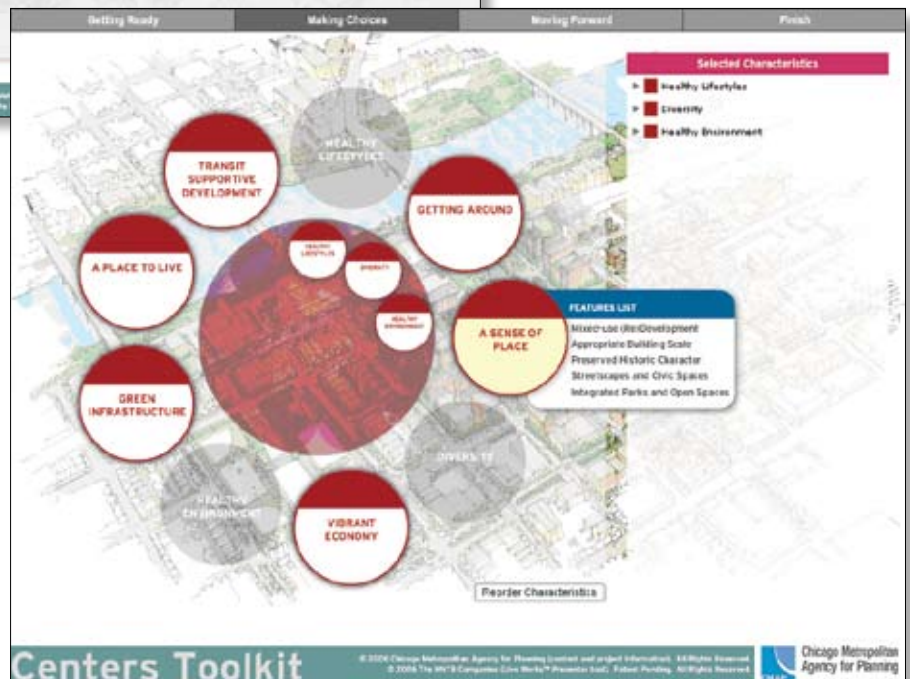
and its relation to the 2040 Regional Framework Plan.



Making Choices

Identifying Characteristics

Within the “Making Choices” section of the program, you can identify the characteristics (red circles) desirable for their centers. Then roll over these Characteristic circles to view related Features (in blue), and then drag selected Characteristics into the center circle according to level of priority. The first Characteristics dragged over



will be at the top of the navigation menu on the right.

Making Choices

Reviewing Features

In the right-hand menu, the Characteristics may be expanded to expose the related Features. Participants can select Features to review related text and photos, including a list of benefits and typical implementation tools. Each Feature may be printed out, or selected for printing later along with other selected Features. A "Select this Feature" button allows the participant to rank the Feature on a survey.



Moving Forward

Getting Started

On the following page, you will find a list of the features and characteristics that are found on the Centers Toolkit CD. We recommend taking a moment to select a few of the features that interest you the most. If you need definitions of any of the features, they are included behind the Toolkit Feature Selection page.

After you have made your selection, open the Centers Toolkit program and click on the top tab that says "Making Choices" and you're ready to begin!



Toolkit Features Selection Sheet

A SENSE OF PLACE: DESIGN FOR LIVABILITY

- Mixed-Use Development and Redevelopment
- Appropriate Building Scale
- Preserved Historic Character
- Well-Designed Streetscapes and Civic Spaces
- Integrated Parks and Open Space

GETTING AROUND: MULTI-MODAL TRANSPORTATION ACCESSIBILITY

- Street Network Connectivity
- Multiple Mode Choice

HEALTHY LIFESTYLES: BICYCLE AND PEDESTRIAN FRIENDLY ENVIRONMENT

- Well-designed bike paths, sidewalks and crosswalks
- Walkable Block Lengths
- Pedestrian and Cyclist Amenities
- The “Streetwall” – Buildings in Relation to Sidewalks

TRANSIT SUPPORTIVE DEVELOPMENT: COMPACT, MIXED USE GROWTH

- Transit Supportive Density
- Transit Village – Mixed Use Development
- Parking Management

A PLACE TO LIVE: HOUSING CHOICES

- “Round the Clock” Activity Centers (Mixed Use Housing)
- Housing Variety
- Affordable Housing
- Workforce Housing
- Sensitive Rebuilding / Tear-Downs

GREEN INFRASTRUCTURE: OPEN SPACE AND NATURAL RESOURCES

- Stream and River Corridors
- Interconnected Open Spaces
- Preserved Wetlands, Habitats and Other Sensitive Natural Areas

A CLEAN ENVIRONMENT: SUSTAINABLE DEVELOPMENT

- Improved Air Quality
- Improved Water Quality
- Energy Efficient Design / “Green” Buildings

VIBRANT ECONOMY: DEVELOPMENT AND REDEVELOPMENT

- Brownfield / Greyfield Redevelopment
- Strong Business and Employment Base

DIVERSITY

- Race, Ethnic and Cultural Diversity
- Age Diversity
- Income Diversity

A Sense Of Place: Design For Livability

Mixed-Use Development and Redevelopment

Mixed-use developments include a combination of uses such as housing, offices, retail and service businesses, and public and institutional uses. They can range in scale from a single building with a neighborhood store and upper story housing to large planned developments with thousands of square feet of integrated residential, commercial and public uses. Land uses may be mixed “vertically” or “horizontally.” For example, residential units or offices above retail space would create a “vertical” mix of land uses, while pedestrian connections and public spaces could link different adjacent uses creating a “horizontal” mixed-use area. Vertical integration is the most effective means of mixing uses in creating walkable environments.

Appropriate Building Scale

A building is considered to be at an appropriate scale when its perceived height and bulk are similar to that of other structures in the neighborhood or consistent with the community’s vision for future development in the center. For example, a taller structure might be appropriate on a street of mostly 2-3 storey buildings if it is placed on a corner lot and/ or designed with upper story setbacks to mitigate the effect of additional height at the street level. Varied façade treatments, details and varied rooflines can also mitigate the appearance of bulk.



Preserved Historic Character

The historic fabric created by older, distinctive buildings, neighborhoods and landscape elements can be valued community assets. Historic character is preserved by maintaining these older buildings and areas that are important to the community — that are, in other words “worth saving” for a variety of reasons. The architectural style of some buildings enriches their surroundings making them more significant. Some other buildings are worth saving because they can be adapted for modern uses fairly easily and economically. Some places and buildings should be preserved because they are an integral part of a community’s history, even if they are modest or simple in appearance.

Well-Designed Streetscapes and Civic Spaces

Streets and civic spaces create the public realm in a center and if well designed, can create a unique identity for the area. Well-designed streetscapes include wide sidewalks, often with special pavement treatments, street trees and planters, coordinated streetscape elements like lighting, street furniture, signage and public art. Well-designed civic spaces include plazas and pocket parks easily visible and accessible from streets with pedestrian activity. Equipped with benches under the shade of trees or colorful umbrellas and landscape features like water fountains and plantings, these plazas provide a space for people to congregate and enjoy the outdoor environment.



Integrated Parks and Open Space

Parks and open spaces like plazas, boulevards, promenades and forest preserves are an important component of urban infrastructure providing residents with recreational spaces and opportunities to enjoy the natural environment. Therefore, it is important that parks and open spaces are interspersed throughout the community. Small, neighborhood parks with play areas for children should be within walking distance from homes; larger community or regional parks should be easily accessible from neighborhoods within their service area. The National Recreation and Parks Association (NRPA) provides a level-of-service approach

for determining the amount and type of park space most appropriate for a community based on its individual needs.

Getting Around: Multi-modal Transportation Accessibility

Street Network Connectivity

An interconnected street network is a system of streets with multiple routes and connections to the center from all neighborhood areas. A well-connected street network typically consists of a dense system of parallel routes and cross connections with frequent intersections and few or no closed-end streets. When street connections are not possible in certain areas due to barriers like topography or existing development, pedestrian and bicycle connections should be provided to maintain connectivity for alternative modes of travel. A grid pattern with pedestrian-scale blocks is an example of a well-connected street network.

Multiple Mode Choice

Multiple mode choice is the availability of multiple transportation options to get from one place to another. Transportation options include personal automobiles and different forms of public transit such as rail, bus and paratransit as well as bicycling and walking. Besides vehicular traffic lanes, multi-modal streets include dedicated bicycle lanes, safe sidewalks and crosswalks, and transit amenities like transit shelters and bus pull-outs. Bus rapid transit (BRT) or light rail, when present, is typically accommodated on dedicated transit only lanes within the street right-of-way. Off-street transportation options include heavy rail transit, which requires its own right-of-way. Pedestrian and bicycle connections can also be present on off-street routes.

Healthy Lifestyles: Bicycle And Pedestrian Friendly Environment

Well-designed bike paths, sidewalks and crosswalks

To encourage high levels of pedestrian and bike activity, it is important to not only provide bike paths and sidewalks but to ensure that they offer a safe, comfortable environment for pedestrians and cyclists. For instance, well-designed sidewalks are buffered from moving traffic lanes by landscaping or a parking lane and are wide enough to accommodate anticipated pedestrian volumes. Intersections can be made pedestrian friendly by providing corner bulb-outs (extending the sidewalk to reduce crossing distance for pedestrians) and clearly marked crosswalks. Also, clearly striped and adequately wide bike lanes create a safe bicycling environment. Additional measures like raised bike lanes and colored pavement markings to alert motorists can further enhance safety and usability.

Walkable Block Lengths

Short street blocks, generally between 330 and 530 feet in length*, are considered walkable because they allow direct, "shortest path" connections between uses encouraging people to walk, without impeding traffic flow. Short blocks allow pedestrians to turn frequently to reach several nearby destinations efficiently. Longer block lengths decrease pedestrian choices and increase travel time. When longer blocks are unavoidable due to topography or the nature of development, such as a large hospital or a corporate campus, pedestrian and bike connections can be provided at appropriate distances to maintain connectivity.

Pedestrian and Cyclist Amenities

Pedestrian and cyclist amenities, in addition to well designed sidewalks and bike paths, make it easier for people to walk and bike for leisure, fitness and work trips. Pedestrian amenities include shade trees, awnings for weather protection, pedestrian scale lighting, street furniture like benches and trash receptacles, drinking water fountains and wayfinding signage. In addition, cyclist amenities should include secure bicycle parking and cyclist stations with locker room facilities near transit stations and major employment and retail areas. Well designed transit shelters should be provided as a comfortable waiting space for people walking or biking to transit stops.

The "Streetwall" – Buildings in Relation to Sidewalks

A "streetwall" is created by placing building fronts at the sidewalk with zero or minimal setbacks to create a continuous storefront experience. Ideally, block frontages will minimize "gaps" created by vacant lots or surface parking lots. Streetwalls bring buildings typically set back behind large



*Based on a study conducted by Metro, the regional government for the Portland metro area, cited in "Planning for Street Connectivity: Getting from Here to There" by Susan Handy, Robert G. Paterson, and Kent Butler published by the American Planning Association.

parking lots right next to the pedestrians, defining the pedestrian realm and creating easy access to uses. Facade treatments like articulated entryways, window placement, architectural detailing and storefront displays that can generate pedestrian interest should be present in buildings forming the streetwall. On the other hand, surfaces like blank walls and reflective glass that detract from the pedestrian environment should be discouraged at the street level.

Transit Supportive Development: Compact Mixed Use Growth

Transit Supportive Density

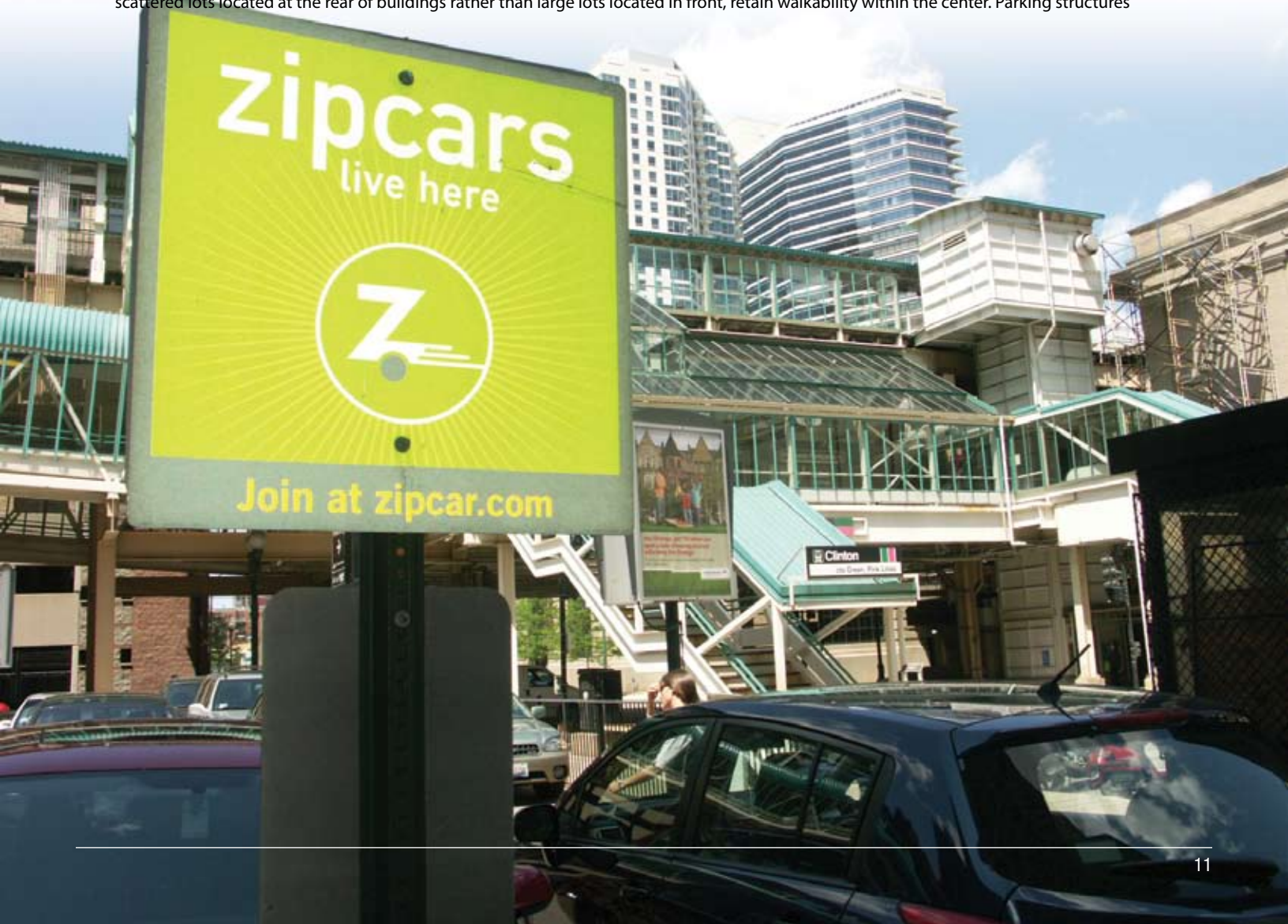
Transit supportive density refers to the concentration of households in an area that can generate enough potential ridership to make transit service feasible. Transit infrastructure, operations, and maintenance typically require substantial financial investments, which can often be justified only if enough people are using the transit system. Therefore, a minimum gross residential density of seven dwelling units per acre is generally needed for supporting bus transit. Rapid transit or rail service, which is more cost intensive, requires higher residential densities of an average of 12 or more dwelling units per acre. Communities can achieve transit-supportive densities by promoting higher density single-family and multi-family residential developments in specific areas or nodes that can be connected by transit.

Transit Village – Mixed Use Development

Mixed uses that integrate residential, civic, retail and office uses within areas surrounding transit stations help in creating “transit villages.” Transit villages are ideal for promoting high transit usage because the residential developments provide a strong ridership base while the other uses serve as destinations for residents living elsewhere. A half-mile radius around the station, which represents a ten-minute walking distance, is most appropriate for transit-oriented, mixed use developments.

Parking Management

Parking management refers to a variety of strategies for minimizing the amount of land devoted to parking within centers, thereby enabling this land to be used for green space or additional development. One of the strategies is reducing the need for parking by encouraging car-pooling, providing transit alternatives and improving pedestrian and bike access to and within the center. On-street parking and small, scattered lots located at the rear of buildings rather than large lots located in front, retain walkability within the center. Parking structures



instead of surface lots and shared parking between uses with different peak parking demands further reduce the amount of land consumed by parking.

A Place To Live: Housing Choices

“Round the Clock” Activity Centers (Mixed Use Housing)

Within the commercial or civic-oriented centers of communities, it is often appropriate to consider the provision of housing that is conveniently located near or in conjunction with retail, service, office or entertainment uses. Including housing in these centers creates a mix of uses generating a vibrant environment that is full of activity and people at most times of the day. Residential developments also provide a customer base that can support more local businesses, further adding to the vitality of the area. These mixed-use areas with housing are becoming increasingly popular amongst people who want to live close to amenities and do not necessarily desire single-family homes.



Housing Variety

Within any community, a full range of housing needs should be anticipated to accommodate all stages of life and economic circumstances. Sometimes referred to as “life cycle” housing, providing such a range of housing within a community enables residents to “age in place” by remaining in their chosen community throughout their lives if they choose to do so. Large planned developments can provide for a mixture of housing types, such as single family detached homes of varying sizes, townhouses, rowhouses, live-work spaces, condominiums and rental apartments.



Affordable Housing

The term “affordable” is a relative one, dependent upon the demographic characteristics of each community. Each community should strive to meet the needs of both young and old residents, single and married households, families and child-less households, owners and renters. Providing for housing at a variety of price points acknowledges that each community is made up of many individuals at different stages in their lives and of varying economic means. Communities should work toward meeting their share of the regional need for affordable housing options, thus dispersing varied housing alternatives throughout the region. Studies have shown that well-designed and well-maintained affordable housing does not negatively impact nearby housing that is larger or more expensive.

Workforce Housing

Workforce housing refers to housing that caters to the needs of employees of local businesses or public sector employees who desire to live in a location convenient to their place of employment. Municipalities, other public entities (such as school districts) and private sector employers (such as hospitals or industrial businesses) can establish partnerships to provide “employer-assisted housing” (EAH) programs through a variety of means: access to homeownership education, down payment or savings assistance, rental support, or direct investment in real estate development. The Business Location Efficiency Incentive Act (aka “Location Matters”), which became law in Illinois in the spring of 2006, provides incentives for employers to consider and invest in housing options for their workers.

Sensitive Rebuilding / Tear-Downs

Mature neighborhoods that are close to transit and/ or have other desirable amenities, can face tremendous market pressure to “tear-down” older, modest homes and replace them with larger, luxury homes. Because of their mega sizes and architectural design, these newly developed homes are often out of scale with the rest of the neighborhood. Communities can employ various strategies, based upon the quality and variety of the existing housing stock, to ensure that housing reinvestment does not negatively impact the established character of mature neighborhoods. Tear-downs can be embraced but controlled with strict development regulations, or discouraged with incentive

programs that make the renovation and sensitive expansion of existing homes a viable option.

Green Infrastructure: Open Space And Natural Resources

Stream and River Corridors

For historical reasons, commercial and civic centers are often located adjacent to rivers or other navigable waterways. In the past, these waterways served an important commercial purpose for local industrial and manufacturing businesses that were located within or near the community's center. In many communities, these businesses are no longer operational, or no longer require water access to operate. This provides an opportunity to instead use the center's proximity to the waterway as a visual and/or recreational amenity, in a manner that is sensitive to the natural features of the waterway itself.

Interconnected Open Spaces

Parks, open spaces and natural resource areas, big and small, should be dispersed throughout the region. Providing greenway and waterway connections between these open spaces allows for the development of a "green infrastructure" or an interconnected network of open spaces that can support migratory paths and thereby protect the diverse communities of natural flora and fauna within the region. These connections serve as hiking and biking trails providing recreational opportunities and greater access to natural areas within the region.

Preserved Wetlands, Habitats and Other Sensitive Natural Areas

As described by Chicago Wilderness (see www.chicagowilderness.org), the Chicago region contains an unusual variety of natural communities, including varied woodlands, savannas and prairies. Healthy natural areas can improve water quality, reduce the risk of flood and erosion damage, and absorb and break down pollutants. They also serve as valuable amenities that can provide a visual and physical respite from urban life. Planning for commercial and civic centers that are located near fragile natural areas should be especially sensitive to the potential impacts of existing and future development on the ecosystem. Chicago Wilderness' "Biodiversity Recovery Plan" provides helpful guidance to Chicago-area municipalities in assessing their natural assets and establishing appropriate public policies in response.

A Clean Environment: Sustainable Development

Improved Air Quality

The use of non-renewable fossil fuels for automobiles and the generation of electric power release harmful emissions adversely affecting air quality. Communities should work on either a project-specific basis or on a community-wide level, to reduce total power demand and to potentially replace local demand for fossil fuels with renewable sources of power like solar and wind energy. Steps should also be taken to promote development patterns that reduce number and length of automobile trips.

Improved Water Quality

Development, and in particular the creation of impervious surfaces such as roadways and parking lots, contributes to both increased rates of storm water run-off and the contamination of storm water run-off with harmful substances such as gasoline and insecticides. These contaminants can end up over-taxing local wastewater treatment facilities, or finding their way into local waterways without being treated. Simple and low-cost solutions to slow down the rate of storm water run-off and to treat or absorb contaminants on-site are described below.

Energy Efficient Design / "Green" Buildings

Buildings account for approximately 48 percent of combined emissions and energy consumption annually, compared to 27 percent from motor vehicles and other transportation modes, according to research conducted by Architecture 2030 (see www.architecture2030.org). While improved fuel efficiency and reduced emissions from motor vehicles are key elements of creating a sustainable society and mitigating the effects of global climate change, making improvements in building construction can potentially



have an even greater overall impact. The LEED (Leadership in Energy and Environmental Design) Green Building Rating System provides a voluntary, consensus-based national standard for developing high-performance, sustainable buildings (see <http://www.usgbc.org/DisplayPage.aspx?CategoryID=19>).

Vibrant Economy: Development And Redevelopment

Brownfield / Greyfield Redevelopment

“Brownfields” are previously developed sites that, due to either real or perceived environmental contamination, face significant barriers to redevelopment. Strategies for environmental remediation vary based upon the eventual use of the site — less cleanup is required to use a site for employment use, more cleanup is required to prepare a site for residential or recreational use. In many cases, these contaminated sites are former industrial facilities located in close proximity to commercial centers. Remediation techniques can include soil removal/replacement, engineered barriers that eliminate potential contact with contaminants (such as parking lots or paved plaza areas), and the use of special plants to absorb contaminants in the soil.

“Greyfields” are underutilized sites in developed areas where the use mix can potentially be expanded and/or intensified to make better use of the site. In many cases, they are commercial shopping centers or malls that are becoming functionally obsolete, and which are facing stiff market competition from newer commercial areas. Due to evolving community patterns, they may now be located off of primary roadways, and may thus be more suited to a different land use mix in the future.

Strong Business and Employment Base

Developing a strong business and employment base within a community creates employment opportunities for residents and helps in maintaining a balanced distribution of jobs and housing across the region. From the community’s perspective, a strong base of non-residential activity allows for a healthy and varied tax base; one in which the burden of paying for needed community services does not fall entirely upon residential taxpayers. In devising a planning strategy for bringing in new businesses and employers, it is important to understand regional market trends and local market support and leverage the competitive advantages of the community such as existing infrastructure, natural amenity, and presence of universities/ research institutions.

Diversity

Race, Ethnic and Cultural Diversity

Tapping into the unique ethnic or cultural characteristics of a community is an important strategy to set it apart in economic development efforts, and to enhance the quality of life for residents. Being aware of the potentially unique commercial or service needs of the local population can allow for targeted marketing efforts and the creation of a clear physical identity for the community. Assessing local demographic trends on an ongoing basis enables a community to respond to changing needs and aids in the assimilation of new residents from varying cultural backgrounds.



Age Diversity

Accommodating a variety of age groups in a community, by allowing for a diversity of housing and neighborhood configurations, enriches the community experience for all age groups.

There are benefits to providing a stimulating living environment for seniors, where they can interact freely with others rather than living in isolation.

Integrating schools and other educational facilities into the fabric of the community also allows youth to fully engage in their communities and build a sense of independence. This can be accomplished through careful planning for the physical

integration of senior housing options and youth-oriented facilities within the community.



Income Diversity

Each community should strive to accommodate residents from all income strata, with an understanding that a truly vibrant and unique community is made up of many individuals at different stages in their lives and of varying means. Communities should embrace opportunities to build upon the aspects that make them unique, while broadening rather than limiting opportunities for positive interaction among residents through physical design. Attainable housing and varied employment options are key aspects of this effort.

Comment Form

We would appreciate any feedback on the Centers Toolkit program or this guide.

Question	Good		Okay		Bad
How easy was it to get started with the Centers Toolkit?	1	2	3	4	5
How useful was the Centers Toolkit to help develop priorities for your community?	1	2	3	4	5
Did you find the examples given in the toolkit useful?	1	2	3	4	5
Would you use the Centers Toolkit again?	Yes		Maybe		No

Any other comments or suggestions?

We would like to know a little about you:

Name _____

Title _____

Municipality _____

Contact phone or email _____

Please mail or fax completed forms to:

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Chicago Metropolitan Agency for Planning

www.cmap.illinois.gov

GO TO 40

Imagine that... www.GO102040.org

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