



West Lafayette Downtown Plan

An Amendment to the Comprehensive Plan
January - 2020
THE AREA PLAN COMMISSION OF TIPPECANOE COUNTY



CITY OF
WEST LAFAYETTE
INDIANA



WEST LAFAYETTE DOWNTOWN PLAN

Area Plan Commission of Tippecanoe County

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Adoption:
Jurisdiction

Date

Resolution

APC

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West Lafayette

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This document was prepared by the staff of the
Area Plan Commission of Tippecanoe County.

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Chapter 1: Introduction

Introduction

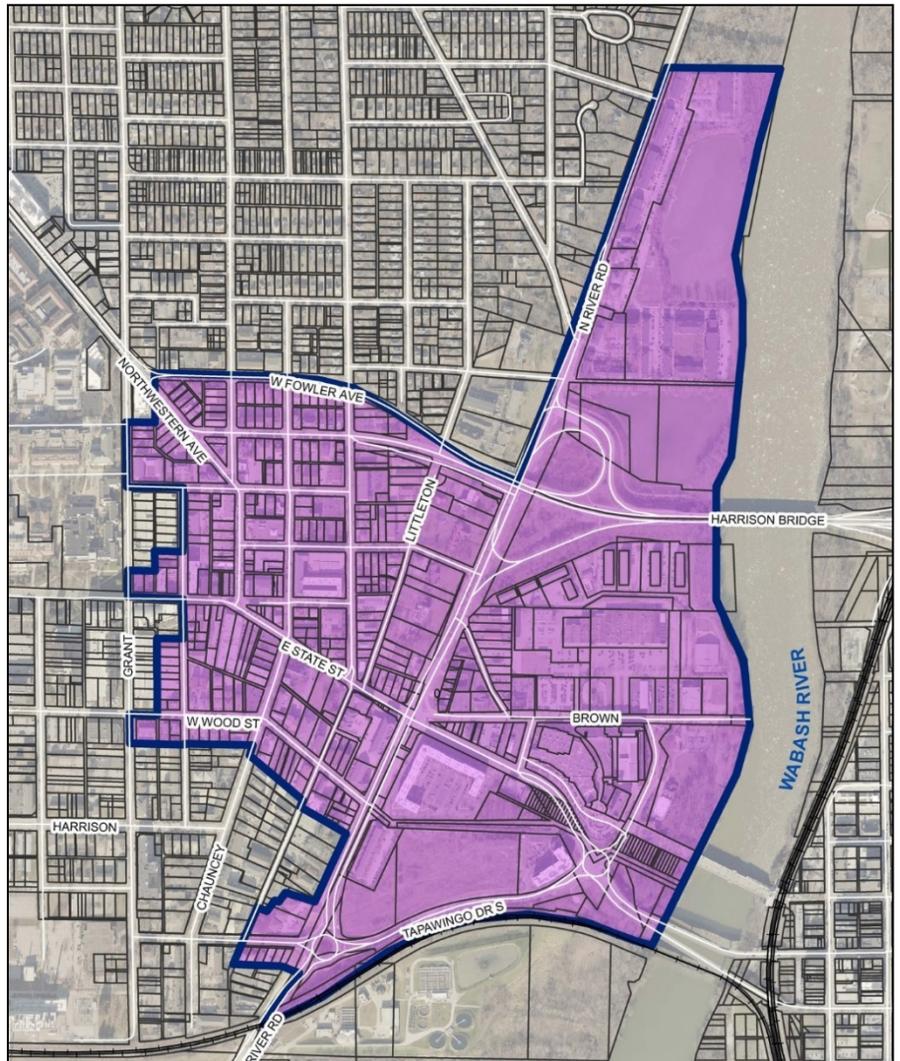
Purpose

Following the adopted policy recommendations of the 2013 *New Chauncey Neighborhood Plan* and given the increased market pressures to redevelop and densify the core urban areas of West Lafayette, the city council adopted, on May 7, 2018, Resolution 07-18 requesting the Area Plan Commission of Tippecanoe County to study the traditional downtown areas of Chauncey Village and the Wabash Riverfront and to create a land use plan as an amendment to the Comprehensive Plan for Tippecanoe County.

Within this document are goals, policies, and implementation strategies that provide recommendations for future improvement within the study area boundary. Following adoption, this plan will serve as a decision-making tool for the Area Plan Commission, the City Council, the City staff, and the local development community among others. In embracing this plan, the ongoing partnership between these and other partners will result in a steady realization of the established goals and objectives found within the plan.

Location and Study Area Boundary

As depicted on the map to the right, the West Lafayette Downtown study area (as approved by the West Lafayette City Council) is bordered by the Wabash River to the east, the railroad tracks to the south, the boundary with the New Chauncey Neighborhood to the north, and roughly Grant Street to the west; in all, the area contains approximately 262 acres.



History

The City of West Lafayette first took shape in the 1820s when a settlement called “Jacktown” (named for a local blacksmith) established itself on a hill overlooking the Wabash River; this area is presently known as Chauncey Village. Later in 1836, Augustus Wylie laid out a town plan in the Wabash River floodplain south of the area presently known as the Levee. Regular flooding of the site dashed hopes for any meaningful development and Wylie’s 140-lot town was never built.

Building onto what “Jacktown” started instead, three more towns emerged between 1855 and 1860 known as Oakwood, Kingston, and Chauncey.



State Street streetcars making their way up and down the hill from Chauncey Village to downtown Lafayette in the 1920s (Indiana Historical Society)



Chauncey Village in 1962 (Indiana Historical Society)

In 1866 the three towns merged, and the Town of Chauncey was created and formed a municipal government. The new town remained a quiet suburb of Lafayette with a population of 197 until 1869 when Purdue University was founded. After a failed attempt in 1871 to be annexed by the City of Lafayette, (the city refused them due to infrastructure and service challenges) the town voted to change its name to “West Lafayette” in 1888, and in 1924 – fueled by Purdue’s growth – incorporated as a city.

Despite never gaining a railroad depot and lagging several years behind the City of Lafayette in the establishment of municipal infrastructure and services, the city’s growth through the rest of the 20th century and beyond continued to mirror Purdue’s

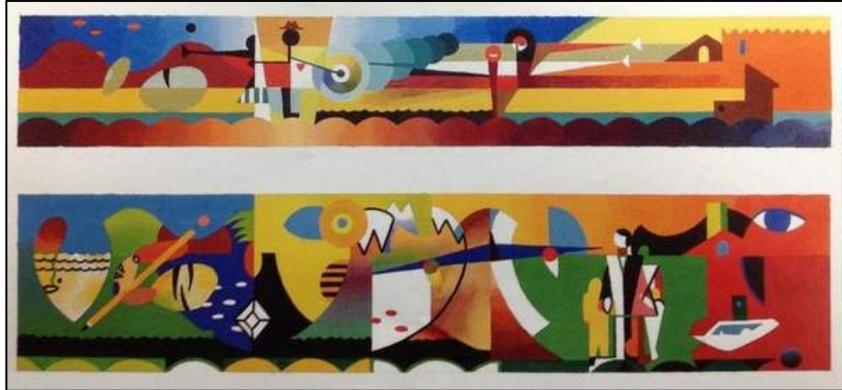
growth: the university opened its doors in 1874 with 39 students and today (2018) has over 41,000 students while the city’s growth increased rapidly from 717 in 1880 to 46,269 in 2017 (U.S. Census estimate).

In November 2013, the City of West Lafayette approved an annexation that placed much of the Purdue University academic campus and residence hall system within the official boundaries of the municipality for the first time. This expansion also included a large section of the US Highway 231 corridor that was previously part of unincorporated Tippecanoe County.

Process of Public Engagement

This planning process employed specific public outreach efforts to gather information from pertinent stakeholders to provide an avenue to share their concerns and hopes for the future.

The following group of stakeholders were formed into a steering committee that ultimately guided the plan's development for delivery to the public as part of a month-long public comment period:



Artist Tom Torluemke's mural titled "Delight of Accomplishment" located on the building walls flanking the Chauncey Village Walkway.

Project Steering Committee

In the fall of 2018 a Steering Committee of stakeholders was formed to guide the plan's development. The body consisted of:

- City of West Lafayette –
 - John Dennis, Mayor
 - Peter Bunder, City Council
 - Nick DeBoer, City Council
- Purdue Research Foundation – Rich Michal / Jeremy Slater
- Commercial Property Owner/Developer – Aaron Bartels
- Commercial Property Owner – William Shen
- Commercial Property Owner - Cristie Domkowski
- Wabash River Enhancement Corporation – Stanton Lambert
- City Bus – Marty Sennett
- Business Owner – Bruno Itin
- Private-Sector Consultant Volunteers
 - Eric Lucas
 - Tim Balensiefer
- Professional Staff Advisors
 - Erik Carlson
 - Erin Easter
 - Chad Spitznagle
 - Ed Garrison
 - Ben Anderson
 - Dennis Carson
 - John Collier
 - James Wooldridge

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Chapter 2: Profiles

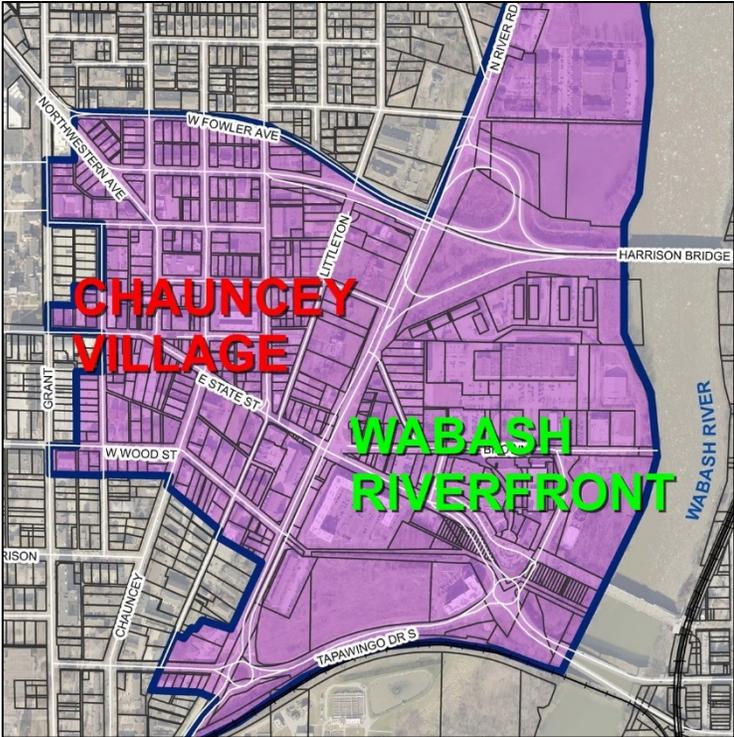
Profiles

Land Use

Current Land Use

As shown at right, West Lafayette’s downtown is broken into two neighborhoods: Chauncey Village (or simply, The Village) and the Wabash Riverfront. In mid-2018 APC staff surveyed the entire study area to create a land use inventory (found on the next page) for all developed sites.

Reflecting traditional downtown development patterns, the core areas of Chauncey Village and the Wabash Riverfront overwhelmingly reflect, as shown on the Current Land Use map on the next page, a commercial and mixed-use environment. It is centered largely on State Street, Northwestern Avenue and, to a lesser extent, Brown Street (the historic street that formerly connected Lafayette with West Lafayette).

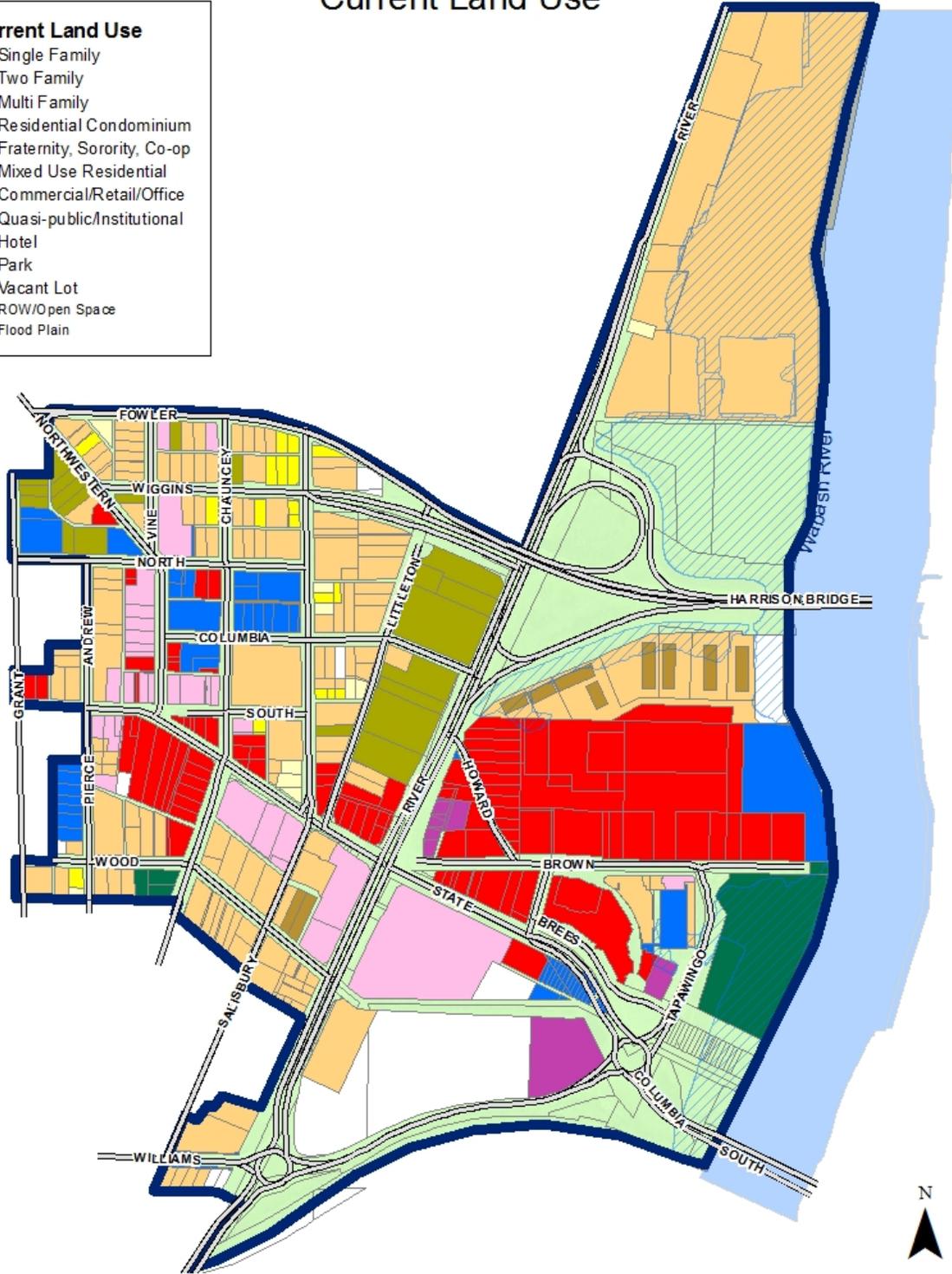


In the Chauncey Village part of downtown, off the main corridors of State Street and Northwestern Avenue, the land uses fall decidedly into the multi-family category. In a broad collection of converted homes and low-rise apartments constructed or converted over a period of many decades, this older stock of multi-family apartments once comprised the bulk of the off-but-near-campus student housing units. In the Wabash Riverfront part of downtown, land uses have historically tilted toward commercial retail, restaurants, and some service uses. Since the late 1990s, with such projects as Wabash Landing and River Market, mixed-use urban environments have been the trend.

On land north of the Harrison Bridge and east of River Road, multi-family uses have long been the established development pattern. The “Launch” apartments, formerly “Williamsburg on the Wabash,” have been an established fixture on the West Lafayette riverfront for many decades. This site’s inclusion in the study area demonstrates its importance as a redevelopment site just as the newly refurbished but aging buildings presently on-site will one day represent a prime redevelopment opportunity on the city’s riverfront.

Current Land Use

- Current Land Use**
- Single Family
 - Two Family
 - Multi Family
 - Residential Condominium
 - Fraternity, Sorority, Co-op
 - Mixed Use Residential
 - Commercial/Retail/Office
 - Quasi-public/Institutional
 - Hotel
 - Park
 - Vacant Lot
 - ROW/Open Space
 - Flood Plain



Building Conditions

In the summer of 2018, using a standard scoring system previously employed in survey efforts, APC staff surveyed and noted the physical condition of all existing structures in the corridor (map found on the next page). The grading categories, from the *Comprehensive Plan of Tippecanoe County*, are:

A – GOOD: Structures in the good designation should be of high quality and of sound condition. New structures or older units that have been extensively rehabbed or perpetually maintained are included. The structure must be free of a visible need of repair. The property must also be well maintained.

B – MAINTENANCE: Buildings with maintenance ratings are in good structural condition and are in need of minor repairs. As a structure ages, it naturally requires maintenance. Fix-up work could include new paint, minor screen or window repair, a loose piece of the exterior material, or replacement of a few strips of siding.

C – REPAIR: A building in the repair category is in need of major repairs. If a major repair such as a new roof, additional structural support, or complete exterior rehab is needed, the building falls into this category. If a structure is neglected as it ages, small repairs mount into larger problems. Therefore, an aggregate of smaller repairs also constitutes a building needing major repair. A conglomeration of exterior problems might be an indication of additional serious issues inside the structure.

D – DILAPIDATED: Buildings that are unfit for human habitation, structurally unsound, and unsafe can be classified as candidates for dilapidated. These buildings have serious conditions requiring substantial investment. Serious problems might include but are not limited to major structural faults, advanced weathering of materials, and a foundation or footing that is not level or solid.

West Lafayette’s downtown is intensely developed with only the south half of the block bounded by River Road, State Street and Tapawingo Drive being truly undeveloped. The remainder of the lots or tracts with buildings on them fell into the remaining categories accordingly: approximately 65% received the “A” rating, approximately 29% received the “B” rating, approximately 2% received the “C” rating, 0% received the “D” rating, and approximately 3% were buildings which were under construction at the time of the survey.

Building Conditions

Building Condition

- A - Excellent
- B - Minor Maintenance
- C - Repairs Needed
- U - Under Construction



Historic Resources

The City of West Lafayette's downtown contains a collection of late 19th and early 20th century buildings which reflect the architectural characteristics of multiple styles.

There are several buildings or structures in the downtown that have been identified in the 1990 *Tiptecanoe County Interim*



The Purdue State Bank Building (c. 1914) is an “Outstanding” example of architect Louis Sullivan’s “Jewel Box” building design (Indiana Historical Society)

Report of the Indiana Historic Sites and Structures Inventory as having historic significance at a grade of either “Outstanding”, “Notable”, or “Contributing”. Among them include a diverse collection of buildings (both commercial and residential) and even a railroad bridge. The definitions of these categories are:

- **Outstanding (O)** – The property has enough historic or architectural significance that it is already listed or should be considered for individual listing in the National Register of Historic Places. “Outstanding” resources can be of local, state or national importance.
- **Notable (N)** – This property is above average in its importance. Further research or investigation may reveal that the property could be eligible for National Register Listing.
- **Contributing (C)** – Properties meeting the basic inventory criterion of being pre-1940, but that are not important enough to stand on their own individually as either “Outstanding” or “Notable”.

Of these three categories, West Lafayette's downtown contains 11 “Outstanding”, 4 “Notable”, and 13 “Contributing” structures. Among the “Outstanding” examples include some of West Lafayette's most iconic historic buildings such as The Purdue State Bank Building (c. 1914), Morton School (c. 1930), and West Lafayette Fire Station #1 (c. 1917).



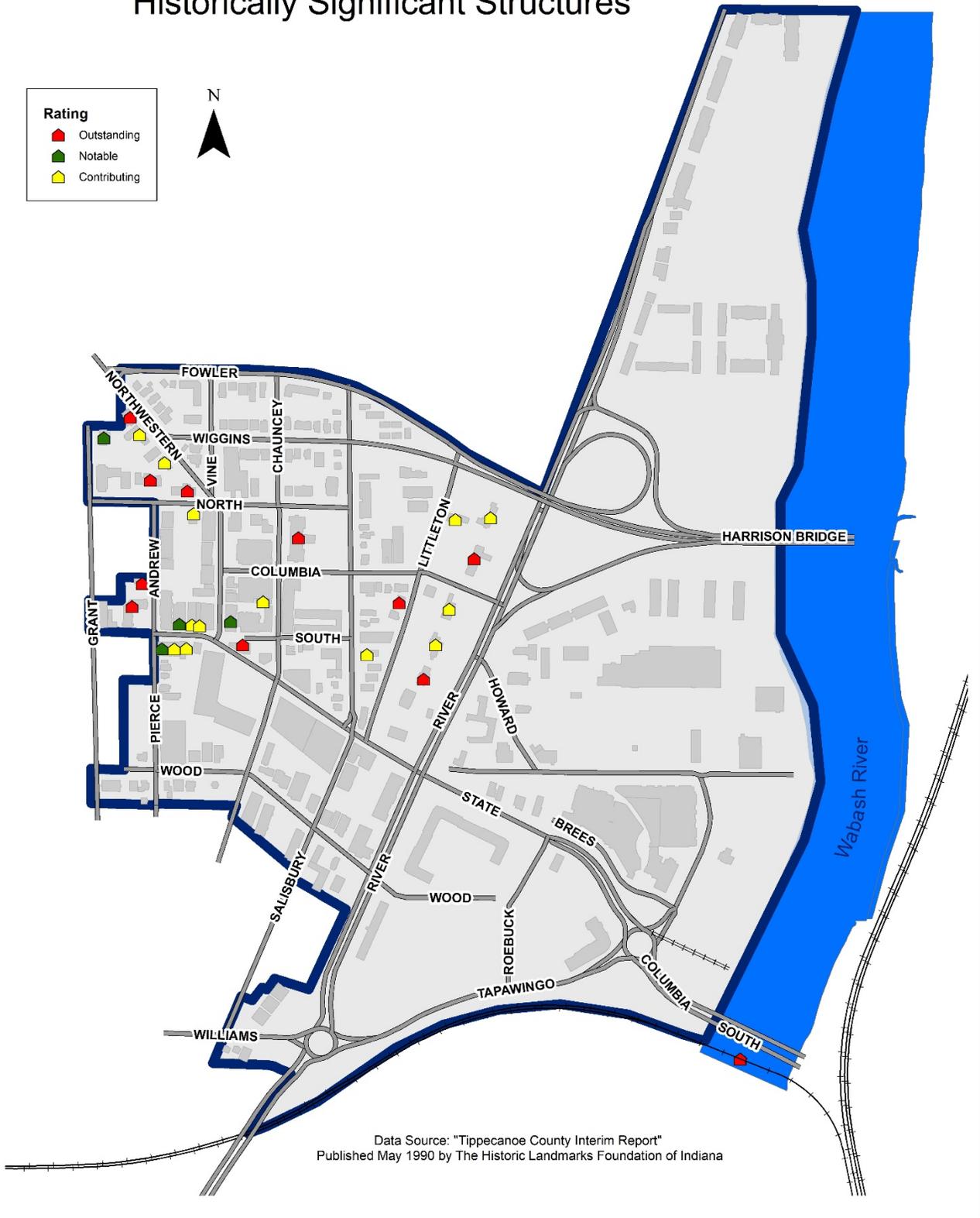
West Lafayette Fire Station #1 (c 1917) as it stands today (City of West Lafayette)

A fourth category, “Non-Contributing” is also included in the report but not listed here. Non-Contributing structures are not identified as they include “post-1940” properties and structures that have been altered badly and have lost their historic character.

Historically Significant Structures

Rating

- Outstanding
- Notable
- Contributing



Data Source: "Tippecanoe County Interim Report"
 Published May 1990 by The Historic Landmarks Foundation of Indiana

Trails and Parks

West Lafayette's downtown has historically been devoid of public parks or open spaces. This finally changed with the creation of Tapawingo Park in 1973 and Tommy Johnston Neighborhood Park in 1977. Since then, the city has concentrated on establishing an interconnecting network of trails, initially branching off the Wabash Heritage Trail along the riverfront and extending to points beyond.

The following sites and facilities make up portions of West Lafayette's open space network along the corridor:

Tommy Johnston Park

Named for a former president of the West Lafayette Board of Parks and Recreation, Tommy Johnston Park is located at the intersection of Wood and Chauncey Streets. The 0.6-acre park contains a picnic shelter, exercise area, basketball courts and swings. The park was dedicated November 1, 1977.

Tapawingo Park

Opened during the summer of 1973, the 20-acre Tapawingo Park, named after a Miami phrase "place of joy", contains a paved portion of the Wabash Heritage Trail, a playground, the Myers Bridge Plaza, the Brown Street Overlook and an Ice Skating Center.



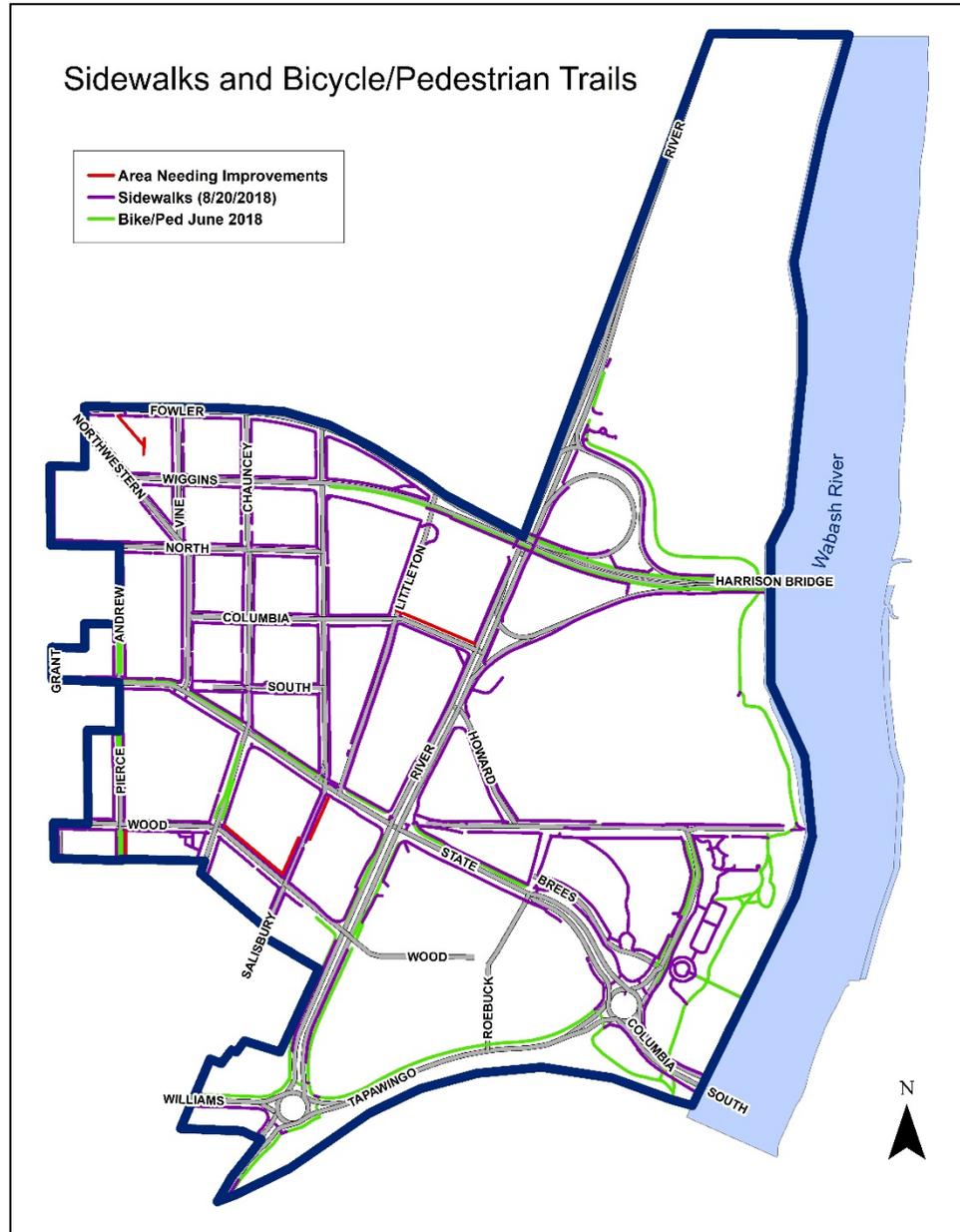
Sidewalks and Bike Trails

West Lafayette's downtown is generously paved with sidewalks and, after the recent reconstruction of State Street, now contains a dedicated bicycle track within the roadway spanning our study area.

While the sidewalk network is extensive, its maintenance and expansion (particularly to meet the requirements of the Americans with Disabilities Act) is of great importance.

The map at right shows all current locations of sidewalks and bike/ped facilities which, unlike the more recreational Wabash Heritage Trail, serve a more functional role in contributing to a more multi-modal transportation system.

The red-colored lines on the map indicate sidewalk or bike/ped locations where the infrastructure needs repair/maintenance or has fallen below ADA standards.



Sewer Infrastructure

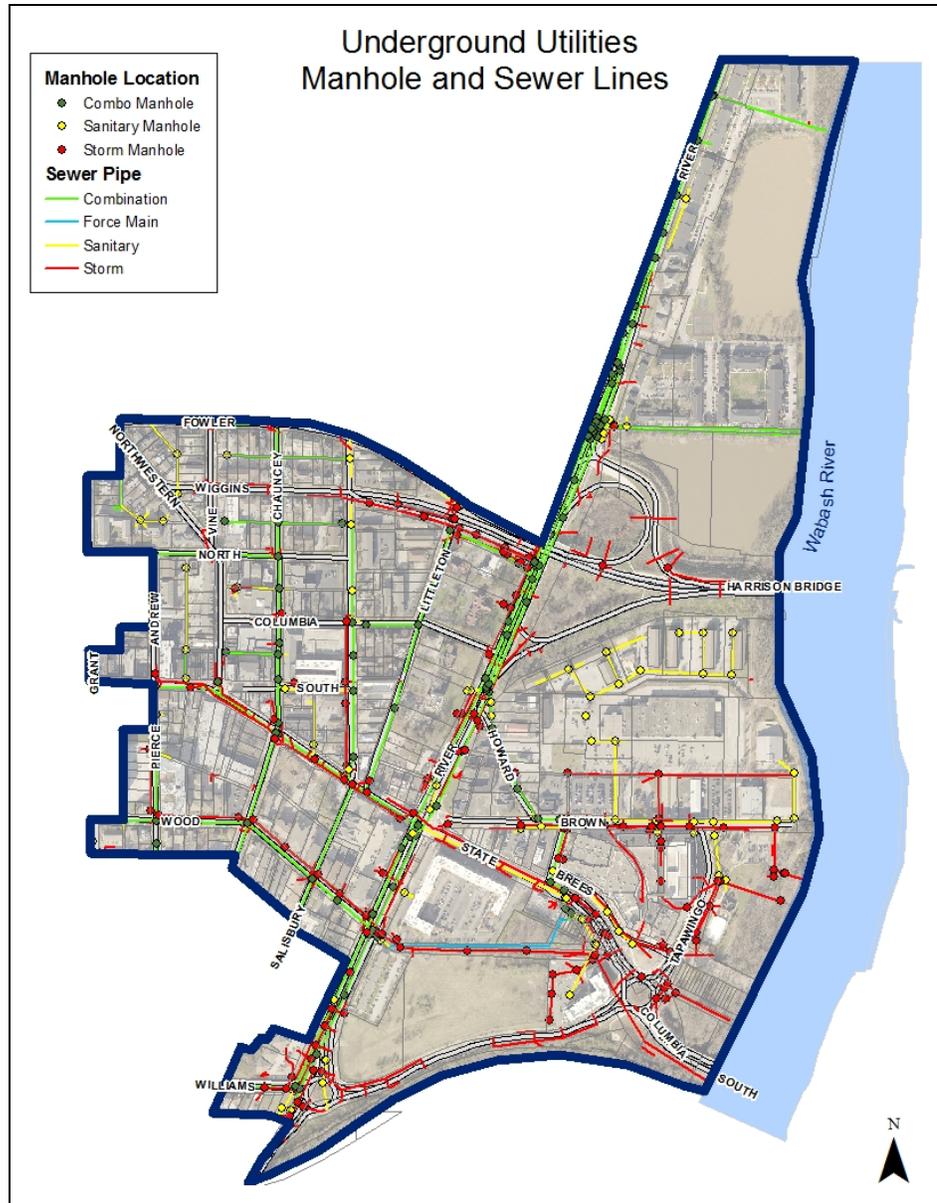
Adequate public infrastructure is needed for a redeveloping downtown. The existing sewer infrastructure in West Lafayette's downtown is a combination of aging combined sewers mixed with newer separated facilities; in both cases, they are critical pieces of downtown redevelopment. Maintenance by both the city and property owners is the key to ensuring its ability to expand and serve this high-growth area.

Sanitary and Storm Sewer

Wastewater in the study area is collected through a network of sanitary sewer and stormwater sewer pipes that convey the waste to the City of West Lafayette's wastewater treatment plant.

The downtown is served primarily from a long north-south main stretching the length of River Road and intersecting at important junctions running east-west.

Steady improvements have occurred over the years, particularly in conjunction with new development projects. Only as older infrastructure is replaced with new (with greater capacity), can downtown West Lafayette continue its urban intensification.



Alleys and Street Lights

Alleys

Chauncey Village was developed earlier than the Wabash Riverfront. And as a result it, unlike the Wabash Riverfront, was laid out roughly on a grid with alleys (spanning typically 12-15 feet in width). Alleys serve a variety of functions – utility access, trash and recycling pickup, access to garages and off-street parking areas as well as pedestrian shortcuts. They ultimately serve as ways to break up blocks into smaller, manageable pieces for pedestrians, bicyclists and automobiles.



The “Chauncey Village Walkway” with its mural is the most recognizable alley in West Lafayette’s downtown. (Photo: WBAA)

In the summer of 2018, APC staff surveyed the alleys of West Lafayette’s downtown and found many to be in good condition, a few in excellent condition (owing either to recent development activity or city maintenance), and some showing cracking and/or pavement deterioration. All the alleys surveyed were heavily utilized by both vehicles and pedestrians and it is recommended that the city continually monitor their condition and prioritize improvements based on the greatest need.

Streetlights

Streetlights in the downtown have evolved over time to the contemporary suburban-style, high pole-mounted, cobra-head streetlights that dominate most of the downtown today. These are steadily being replaced with the more pedestrian-scaled “acorn” style pole light. Most of the downtown is well served by streetlights with lights commonly being found at intersections and occasionally mid-block.

The most underserved parts of the downtown are the streets south of State Street in Chauncey Village and Howard Avenue in the Wabash Riverfront. Off the streets, the alleys are particularly dark and virtually none of them are lit with public lighting (some have lighting beamed onto them off nearby buildings). As many of these alleys serve both vehicles and pedestrians, a high priority should be placed on better illuminating them for improved safety. Increased pedestrian-level lighting in the downtown (ideally with poles spaced between 70-80 feet from each other, depending on the lamp’s intensity) will only increase the feeling of safety and improve the ability of police to more effectively patrol.

Alleys and Street Lights

- Alley
- * Street Lights

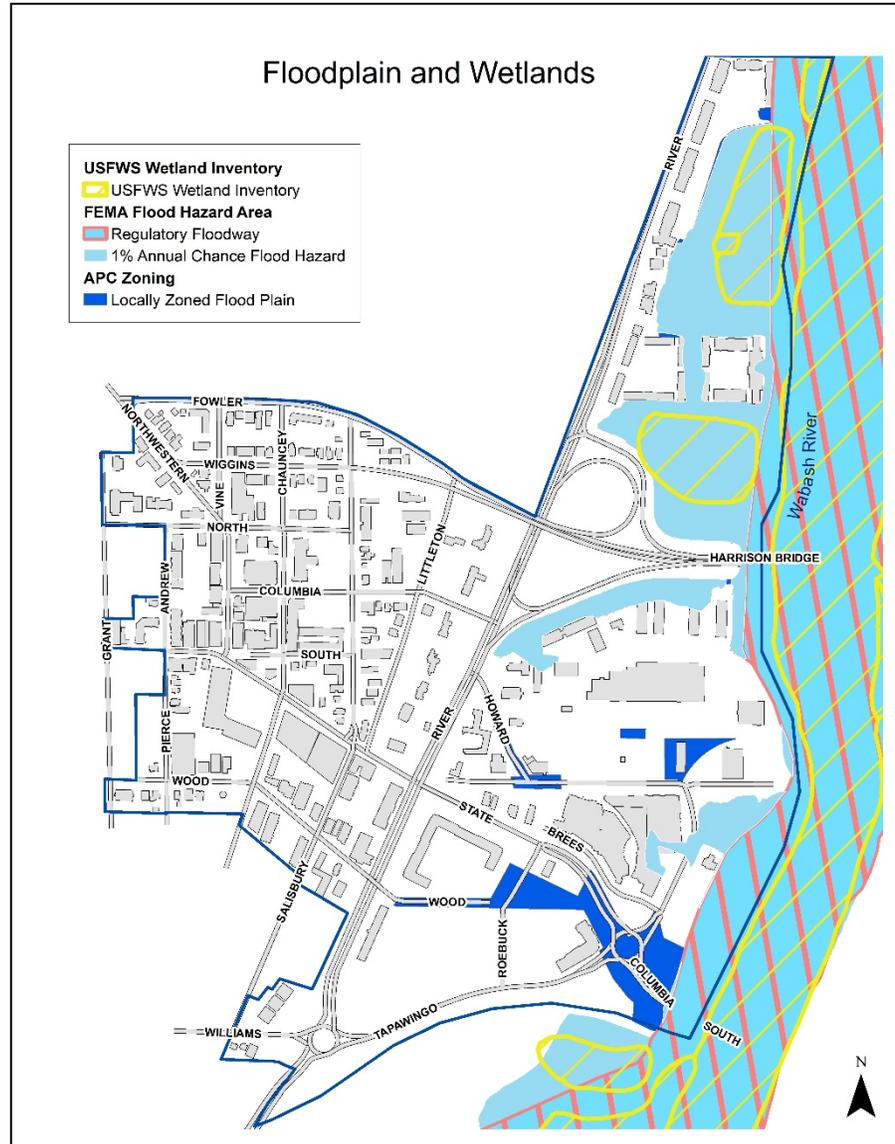


Floodplains and Wetlands

Being adjacent to the Wabash River, flooding issues have always been part of life on the Wabash Riverfront.

This map identifies the four principle areas where flooding can occur: The Regulatory Floodway (largely coterminous with the Flood Plain (FP) zoning district), the United States Fish & Wildlife Service's wetland inventory, the 1% Annual Flood Hazard area (typically known as the 100-year flood area), and land presently zoned Flood Plain (FP).

Flood Plain zoned areas found along State Street, Wood Street, and Brown Street will require further study to determine if those areas are indeed part of the 100-year flood area. It is possible that some or all of these areas could very well be certified out of the floodplain upon further analysis when these properties undergo development.



As for the future, according to the National Weather Service, in recent years a larger percentage of precipitation has come in the form of intense single-day rain events. Because these events continue to affect the Wabash River, planning additional protection in the floodplain is a measure that should be addressed when new development occurs east of River Road.

The Natural Environment

The Urban Forest

The most wooded part of the downtown is the riverfront area in the Wabash Riverfront. The combination of park spaces, floodplain and other open spaces has preserved many old specimens. On the streets too the urban forest is steadily taking shape. With each new redevelopment project, new street trees are added, providing needed stormwater absorption, shade, and wildlife habitat.

A tree inventory was conducted in the spring of 2018 concentrating on the trees between the curb and the sidewalk, which constitutes most of the trees in the public right-of-way.



The Wabash River flows alongside Tapawingo Park and the Wabash Heritage Trail.

According to the inventory, the street tree canopy is densest in the Chauncey Village north of State Street while thinnest south of State Street. The recent reconstruction of State Street has added numerous street trees along the entire roadway through our study area. As these trees mature, the canopy in the downtown will be greatly expanded, providing numerous benefits to the public and the environment.

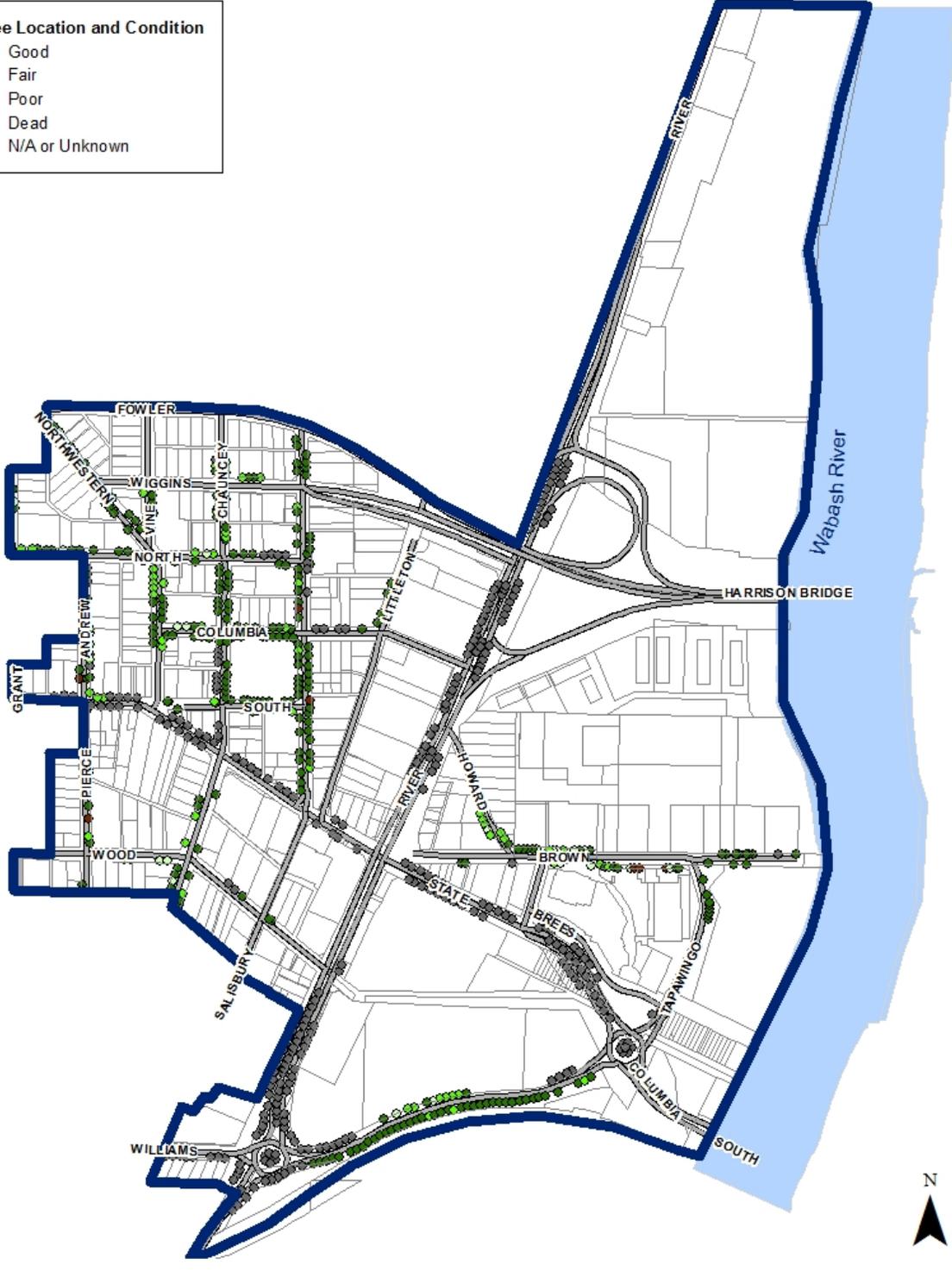
Since 1981, the West Lafayette Tree Fund, formed with the adoption of the original West Lafayette Landscape Ordinance, has planted hundreds of trees throughout the city. Efforts to fill in the gaps in the street tree network are ongoing and should be supported. The benefits of an expanded urban forest include:

- A firmer delineation of the pedestrian-oriented environment by providing buffers between automobiles and pedestrians.
- Shading and lowering of temperatures, which can reduce building energy consumption.
- Character, beauty, definition of space, sound buffering and obstructing undesirable views, and, with some species, pleasant fragrances; all of which affect neighborhood viability and property values.
- Stormwater runoff and air pollution reduction.

Street Trees

Tree Location and Condition

- Good
- Fair
- Poor
- Dead
- N/A or Unknown



Chapter 3: Vision & Goals

West Lafayette Downtown Vision

“Downtown West Lafayette is a bustling mixed-use district that draws residents, students, and visitors together for unique shopping, dining, and recreational activities. Downtown is a welcoming place where businesses thrive, local history is honored, and the community gathers together.”

Goals and Objectives

The Steering Committee members, selected for the West Lafayette Downtown Plan and representing the principle stakeholders within it, endorse the following goals and objectives which, when realized, will achieve the vision of West Lafayette’s downtown. The following goals and objectives are based on public input and the guidance of the Steering Committee.

To accomplish the vision of West Lafayette’s downtown, the following goals and objectives are established to promote and support:

1. Downtown Character & Historic Preservation
2. Downtown Residential Development
3. Downtown Business Development
4. Downtown Greenspace & Placemaking Development
5. Downtown Safety & Infrastructure Improvements
6. Downtown Connectivity with the Wabash River and Lafayette

GOAL 1: DOWNTOWN CHARACTER & HISTORIC PRESERVATION

- a) Objective: Promote the historic preservation of appropriate areas of the downtown.
- b) Objective: Ensure that there is proper code enforcement and property maintenance for all properties in the downtown.
- c) Objective: Ensure that new development is appropriately sized for compatibility with historic structures.

GOAL 2: DOWNTOWN RESIDENTIAL DEVELOPMENT

- a) Objective: Redevelop the downtown based on a future land use plan and support its adoption as an amendment to the *Comprehensive Plan*.
- b) Objective: Redevelopment projects on the fringes of the downtown must be appropriate in scale and character with adjacent neighborhoods.
- c) Objective: Expand housing opportunities and affordable housing options in the downtown.
- d) Objective: Demonstrate compliance with all applicable policies from the adopted *Comprehensive Plan's Housing Element*.

GOAL 3: DOWNTOWN BUSINESS DEVELOPMENT

- a) Objective: Define the desired business uses for the downtown and allow for their expansion consistent with the future land use plan.
- b) Objective: Attract, sustain, and retain desired businesses for the downtown.
- c) Objective: Create an environment favorable for affordable commercial spaces.

GOAL 4: DOWNTOWN GREENSPACE & PLACEMAKING DEVELOPMENT

- a) Objective: Protect and expand the natural urban environment.
- b) Objective: Add passive and active recreational open spaces in the downtown.
- c) Objective: Add public art in the downtown.
- d) Objective: Promote downtown identity and a sense of place.

GOAL 5: DOWNTOWN SAFETY & INFRASTRUCTURE IMPROVEMENTS

- a) Objective: Ensure the public infrastructure meets the needs of the downtown and that it is sufficient to meet current and future needs.
- b) Objective: Ensure adequate on-street and off-street parking throughout the downtown and support safe routes for all modes of transportation.
- c) Objective: Ensure all transportation projects in the downtown are compliant with both this plan and the Complete Streets policies of the Metropolitan Transportation Plan and Thoroughfare Plan.

- d) Objective: Ensure the downtown is adequately served by trails and sidewalks and support the expansion of trails, sidewalks and all related pedestrian/bicycle infrastructure.
- e) Objective: Ensure that adequate safety lighting designed to serve pedestrians/bicyclists is present throughout the downtown.

GOAL 6: DOWNTOWN CONNECTIVITY WITH THE WABASH RIVER AND LAFAYETTE

- a) Objective: Promote greater connectivity with Lafayette to ensure a single downtown experience for residents and visitors.
- b) Objective: Support opportunities for greater collaboration with Lafayette in all manner of economic development.
- c) Objective: Support the policies and recommendations of the Wabash River Enhancement Corporation's planning efforts.

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Chapter 4: Implementation

Implementation Tables

Consistent with the downtown’s vision, goals and objectives, the following implementation strategies matrix offers action steps and suggests roles that a variety of stakeholders will play to realize the vision of the downtown. The strategies are placed in categories based on the goals and objectives found in Chapter 3. The following strategies have been assigned approximate time frames but are subject to budgets, the market and many other factors:

Short-Term Opportunities Immediate to 18 months following the Plan’s adoption.

Mid-Term Opportunities 2 - 5 years.

Long-Term Opportunities 6 - 15 years.

Priority levels are generalized in terms of low, medium and high. These levels represent a general order of importance relative to fulfilling the vision of the corridor and accomplishing the goals and objectives. Some of the individuals or organizations taking responsibility for the following tasks include:

- City = City of West Lafayette staff
- APC = Area Plan Commission of Tippecanoe County staff
- BUS = Greater Lafayette Public Transportation Corporation
- ART = City of West Lafayette Public Art Advisory Group
- BSO = Business Owners
- LAF = City of Lafayette staff
- WREC = Wabash River Enhancement Corporation
- RPO = Rental Property Owners

GOAL 1: DOWNTOWN CHARACTER & HISTORIC PRESERVATION

OBJECTIVE A: Promote the historic preservation of appropriate areas of the downtown.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Create a local historic district in Chauncey Village to protect and repurpose, at a minimum, the historic assets identified in this plan.	Short	Mid	City
2	Develop programs and events to showcase the historic structures in the downtown.	Mid	Low	City

OBJECTIVE B: Ensure that there is proper code enforcement and property maintenance for all properties in the downtown.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Improve property maintenance and demolition by neglect through preventive measures such as education and communication.	Short	Medium	City
2	Periodically review property maintenance, zoning and building codes to ensure the highest standards are maintained.	Mid	High	City, APC
3	Consider providing incentives to landlords who enhance their property above and beyond the minimum code requirements or improve (where appropriate) their property to better contribute to the historic character of the downtown.	Short	Medium	City
4	Consider more severe penalties for repeated code and rental inspection violations like progressive fines and revocation of rental certificates.	Short	High	City

OBJECTIVE C: Ensure new development is appropriately sized for compatibility with historic structures.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Develop zoning tools to ensure that redevelopment efforts adjacent to historic assets are appropriate in scale and style.	Short	High	APC, City
2	Investigate the creation of an architectural review board for downtown redevelopments.	Mid	Mid	APC, City

GOAL 2: DOWNTOWN RESIDENTIAL DEVELOPMENT

OBJECTIVE A: Redevelop the downtown based on a future land use plan and support its adoption as an amendment to the Comprehensive Plan.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Develop a future land use plan that promotes a diverse range of uses in the downtown and ensure that it is adopted as an amendment to the <i>Comprehensive Plan</i> .	Short	High	APC
2	Make changes in the downtown’s existing zoning districts, including the development of a form-based overlay, to ensure the policies of the future land use plan are realized.	Short	High	APC, City
3	Periodically review and update the future land use plan to ensure it continues to meet the needs of the downtown.	Long	Medium	APC, City
4	Support development that positively contributes to the tax-base and increases property value.	Short	Medium	APC, City

OBJECTIVE B: Redevelopment projects on the fringes of the downtown must be appropriate in scale and character with adjacent neighborhoods.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Support the future land use plan’s policy for development in the downtown and discourage rezoning petitions that would deviate from it.	Long	High	City, APC
2	All redevelopments at the borders of the neighborhood shall be appropriate in use and scale with established uses inside the neighborhood’s borders and shall provide adequate transitions to uses just outside the neighborhood’s borders.	Short	High	APC, City

OBJECTIVE C: Expand housing opportunities and affordable housing options in the downtown.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Change zoning tools to support the development of a variety of housing types in the downtown that will appeal to non-student groups.	Mid	High	City, APC
2	Periodically review ordinances to determine if a variety of affordable housing types are supported in the downtown.	Long	Medium	City, APC

OBJECTIVE D: Demonstrate compliance with all applicable policies from the adopted Comprehensive Plan including the Housing Element.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Review new residential development proposals against the policies of the Housing Element to ensure compliance.	Long	Medium	City, APC
2	State Street, Northwestern Avenue, and River Road shall be considered the main corridors of downtown development. Per the future land use plan the most intense development should be along these corridors, with development intensity falling away as you leave these corridors.	Long	High	City, APC

GOAL 3: DOWNTOWN BUSINESS DEVELOPMENT

OBJECTIVE A: Define the desired business uses for the downtown and allow for their expansion consistent with the future land use plan.

Strategy	Strategy Description	Term	Priority	Responsibility
1	State Street, River Road, and Northwestern Avenue shall be the principle corridors for commercial retail development per the future land use plan.	Long	Medium	City, APC
2	Support an increase in a variety of office uses throughout the downtown.	Long	Medium	APC, City
3	Develop a future land use plan that promotes a diverse range of uses in the downtown and ensure that it is adopted as an amendment to the <i>Comprehensive Plan</i> .	Short	High	APC
4	Make changes in the downtown's existing zoning districts, including the development of a form-based overlay, to ensure the policies of the future land use plan are realized.	Short	High	APC, City

OBJECTIVE B: Attract, sustain, and retain desired businesses for the downtown.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Improve a system of wayfinding signage directing the public to parks, trails and other amenities in the corridor.	Mid	Medium	City
2	Targeted areas for business development in the downtown will be pedestrian-friendly with good pedestrian connections to the entire neighborhood.	Long	Medium	City, APC
3	Provide incentives for developers of office uses and commercial retail uses with a regional draw.	Mid	Medium	City

OBJECTIVE C: Create an environment favorable for affordable commercial spaces.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Study the commercial real estate market to ensure right-sized and affordable commercial spaces are available for large and small business in the downtown.	Mid	Medium	City
2	Ensure zoning and city ordinances serve the needs of small and large businesses and make changes to those ordinances as the market demands change.	Long	Medium	City, APC

GOAL 4: DOWNTOWN GREENSPACE & PLACEMAKING DEVELOPMENT

OBJECTIVE A: Protect and Expand the Natural Urban Environment.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Create a unique and comprehensive neighborhood streetscape plan whose purpose is to protect and enhance the existing natural environment, support a multi-modal transportation network, and improve the appearance of the downtown.	Mid	Medium	City
2	Eradicate all invasive plants in the downtown and encourage the plantings of native species.	Long	Low	City
3	Develop design standards for buildings and spaces that promote high-quality and sustainably built environments in the downtown. These standards should address issues such as: re-use of existing structures, LEED certification (including water and energy efficiency), low-impact development, resource recovery (such as recycling, composting, and reuse), and green spaces (including tree planting, preservation, and protection). Providing incentive bonus-densities to developers who employ these standards should also be studied.	Mid	Medium	City, APC
4	Support the implementation of West Lafayette City Council Resolution 12-19 concerning environmental stewardship.	Long	Medium	City, APC

OBJECTIVE B: Add passive and active recreational open spaces in the downtown.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Per the future land use plan, support the creation of new passive/active open spaces of a more urban nature throughout the downtown.	Mid	Medium	City, APC
2	Maintain and expand existing open spaces throughout the downtown.	Long	Medium	City
3	Explore trail opportunities through the downtown that will enhance pedestrian connectivity within the downtown and to adjacent activity centers.	Long	Low	City

OBJECTIVE C: Add public art in the downtown.

Strategy	Strategy Description	Term	Priority	Responsibility
1	All planned development negotiations in downtown projects will include opportunities to expand public art where appropriate, either by developers providing easements, placing money in escrow or adding art as a part of the project.	Long	Medium	APC, City, ART
2	All conventional rezone and special exception applicants shall be encouraged by staff to provide, where appropriate, opportunities for expanding public art in the neighborhood through developers providing easements, placing money in escrow or adding art as a part of the project.	Long	Medium	APC, City, ART

OBJECTIVE D: Promote downtown identity and a sense of place.

Strategy	Strategy Description	Term	Priority	Responsibility
1	The following prominent intersections are “gateways” to the downtown and should incorporate public art, downtown welcome signage and open spaces: State/Tapawingo, Tapawingo/River Road, Grant/State, Northwestern/Fowler, and the west side of the Harrison Bridge.	Mid	Medium	City, Art
2	Ensure the notion of a single downtown experience (Lafayette and West Lafayette combined) is achieved through public art and marketing efforts.	Long	High	City, Art

GOAL 5: DOWNTOWN SAFETY & INFRASTRUCTURE IMPROVEMENTS

OBJECTIVE A: Ensure the public infrastructure meets the needs of the downtown and that it is sufficient to meet current and future needs.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Replace deteriorating infrastructure, sidewalks and alleys to provide a healthy and safe environment and facilitate increased pride and a positive image.	Long	High	City
2	Add well-marked crosswalks on all downtown streets.	Long	Medium	APC, City
3	Develop a priority list of sidewalk improvements to be shared with and augmented by the neighborhood residents and ensure all sidewalks and crosswalks meet ADA requirements. Use CDBG funds for repair in order of priority.	Short	High	City
4	Ensure that all water mains, storm and sanitary sewers are of adequate size and in good condition to support the land uses and densities recommended in the future land use plan.	Long	High	City
5	Improve rainwater runoff in all alleys.	Long	Medium	City
6	Ensure proper stormwater management facilities and best practices are in place throughout the downtown to adequately manage stormwater in an environmentally friendly way.	Long	Medium	City
7	Initiate a study to require all new structures east of River Road to have a lowest-floor elevation of 535-feet (which is 0.5-feet above the 500-year flood elevation).	Long	High	City, APC

OBJECTIVE B: Ensure adequate on-street and off-street parking throughout the downtown and support safe routes for all modes of transportation.

Strategy	Strategy Description	Term	Priority	Responsibility
1	As the downtown develops, support the efforts of CityBus to plan and implement the expansion of transit services throughout the corridor.	Mid	High	APC, City, BUS
2	Increase parking fines throughout the downtown and periodically check to ensure the fine rates keep up with or are more severe than Purdue’s parking fine rates.	Short	High	City
3	Investigate the possibility of adding parking meters in the downtown’s mixed-use and commercial areas for expanded short-term parking during business hours.	Mid	Medium	City
4	Increase police patrols for speeders and foot/bike patrols on weekends and game days.	Mid	High	City
5	Provide bus turn-outs at heavily used bus stops.	Long	Medium	BUS, City
6	Expand car-sharing and bicycle sharing programs in the downtown.	Mid	Medium	City
7	Add bus shelters at all heavily used bus stops.	Long	Low	BUS, City
8	Develop a public parking plan for downtown’s future including on-street and off-street facilities.	Long	High	City, APC
9	Investigate zoning changes to parking requirements that include “parking ratio zones” in the downtown, designed to promote parking efficiency, encourage pedestrian-oriented development, and support alternative forms of transportation.	Short	High	City, APC
10	Amend applicable ordinances to include accommodations for alternative transportation systems including, but not limited to, ride-sharing and mobility systems (scooters).	Short	Medium	City, APC

OBJECTIVE C: Ensure all transportation projects in the downtown are compliant with both this plan and the Complete Streets policies of the Metropolitan Transportation Plan and Thoroughfare Plan.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Periodically review the policies of the Metropolitan Transportation Plan to ensure they continue to meet the transportation needs of the community.	Long	Low	APC, City
2	Develop a long-term plan for transportation infrastructure improvements to ensure the future land use plan's development areas can develop appropriately.	Long	Medium	City

OBJECTIVE D: Ensure the downtown is adequately served by trails and sidewalks and support the expansion of trails, sidewalks and all related pedestrian/bicycle infrastructure.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Add well-marked bicycle lanes on all appropriate streets that bisect the neighborhood and ensure proper trail and sidewalk connectivity with city-wide destinations and activity centers.	Mid	Medium	City

OBJECTIVE E: Ensure that adequate safety lighting designed to serve pedestrians/bicyclists is present throughout the downtown.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Ensure that all streets and alleys have adequate lighting.	Long	Medium	City
2	Implement a corridor-wide pedestrian/bicyclist lighting plan.	Mid	High	APC, City
3	Ensure proper funding for new and existing lighting infrastructure designed to serve bicyclists and pedestrians.	Mid	Medium	APC, City
4	As the corridor develops periodically review the lighting safety needs of pedestrians and bicyclists and implement changes to meet them.	Long	Medium	APC, City

GOAL 6: DOWNTOWN CONNECTIVITY WITH THE WABASH RIVER AND LAFAYETTE

OBJECTIVE A: Promote greater connectivity with Lafayette to ensure a single downtown experience for residents and visitors.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Ensure a single downtown experience (Lafayette and West Lafayette combined) is achieved through consistent transportation infrastructure design and signage.	Long	High	City, LAF, WREC
2	Direct transportation funding to ensure greater multi-modal connectivity with Lafayette.	Long	High	City, APC, LAF

OBJECTIVE B: Support opportunities for greater collaboration with Lafayette in all manner of economic development.

Strategy	Strategy Description	Term	Priority	Responsibility
1	Hold regularly scheduled economic development meetings between both cities to coordinate efforts and more effectively manage resources.	Long	High	City, LAF
2	Identify opportunities for collaboration with Lafayette and ensure all economic development plans support policies and programs that result in mutual benefits for both cities.	Long	High	City, LAF

OBJECTIVE C: Support the policies and recommendations of the Wabash River Enhancement Corporation's planning efforts.

Strategy	Strategy Description	Term	Priority	Responsibility
1	<u>Brown St. Bike/Pedestrian Bridge</u> : Construct a new Brown Street Bike/Pedestrian bridge connecting Brown St., West Lafayette to Brown St., Lafayette and construct access ramps to provide a direct connection between the Wabash River Heritage Trail sections on each side of the river.	Long	High	City, APC, LAF, WREC

2	<u>Myers Bridge</u> : Enhance the Myers Pedestrian Bridge and landing to improve safety, develop the space for community events, and provide better accessibility between the cities. Enhance the West Lafayette access to serve as a community gateway and gathering destination point.	Long	High	City, APC, LAF, WREC
3	<u>Tapawingo Drive</u> : Redesign Tapawingo Drive alignment to increase Tapawingo Park green space.	Long	Medium	City, APC, LAF, WREC
4	<u>Utility Line Relocation</u> : Work with Duke Energy to relocate their overhead transmission lines underground through Tapawingo Park.	Long	Medium	City, LAF, WREC
5	<u>Brown St. Corridor</u> : Enhance the east end of the corridor to function as a pedestrian esplanade and access point to the Brown St. Bike/Pedestrian Bridge and Tapawingo Park.	Long	High	City, APC, WREC
6	<u>Tapawingo Park</u> : Enhance existing Tapawingo Park with the following improvements: Ice Rink redesign to incorporate a multi-season facility use, an “ice ribbon” and “splash park” option, an outdoor amphitheater / event space, playground improvements to serve multiple age groups, an “urban beach” along the Wabash River’s shoreline, a small boat access dock, and elevated boardwalk through the “bottomland area”, and improvements to minimize soil/bank erosion and overall river access.	Mid	High	City, WREC
7	<u>Gravel/Borrow Pit Sites</u> : Study the re-use possibilities of former gravel/borrow pits throughout the Wabash River corridor.	Long	Medium	City, APC, LAF, WREC
8	<u>N. River Road</u> : Implement the recommendations of the <i>North River Road Scenic By-Way Management Plan.</i> ”	Mid	Medium	City, APC, LAF, WREC

Chapter 5: Transportation Improvements

Transportation Improvements

A Vision for Downtown Streets

Chauncey Village is the historic area of settlement in West Lafayette, long before the university was founded. The earliest development patterns established in the early and mid-1800's laid the foundation for the current patterns that exist today. After a period of suburbanization in the 1950's and 1960's that largely emptied Chauncey Village of its historic downtown legacy, a renewed development interest in West Lafayette's downtown began to take shape in the mid and late 1990's. This interest took the form of numerous mixed-use planned developments that emulated a more urban aesthetic. The success of these projects spawned additional ones which then spread into the New Chauncey neighborhood to the north and the Wabash Riverfront neighborhood to the east. While New Chauncey was a well-established, historic and largely residential neighborhood with limited space for redevelopment opportunities without irreparably harming its historic character, the riverfront had no such encumbrances, since it developed later and mostly in a suburban fashion.

Seeing an opportunity to create a more urban environment, the city council approved two mixed-use planned developments in the late 1990s (River Market & Wabash Landing) and the Area Plan Commission adopted on December 16, 1998 Resolution T-98-7 which called for the extension of Tapawingo Drive north of Brown Street and terminating at River Road. The purpose of this road improvement was to essentially encourage the urban redevelopment of the Wabash Riverfront.

The success of these early planned developments and policy shifts on street infrastructure led to a city-driven planning effort called the *Levee Area Development Plan*. Adopted by the city in 2003 as a conceptual policy (though not formally adopted into the *Comprehensive Plan*), the plan brought together numerous stakeholders to consider the development potential of the Wabash Riverfront and develop street options to realize that potential, beginning with the extension of Tapawingo Drive.



A site layout plan showing the extension of Tapawingo Drive and potential locations for redevelopment (Levee Area Development Plan, 2003)

While the 2003 *Levee Area Development Plan* attempted to conceptualize a more urban vision for the Wabash Riverfront, its reliance on mostly surface parking areas and low-rise development patterns largely resulted in a hybrid urban/suburban set of policy recommendations that failed to realize a more complete downtown vision for the Wabash Riverfront.

An Emerging Downtown Streetscape

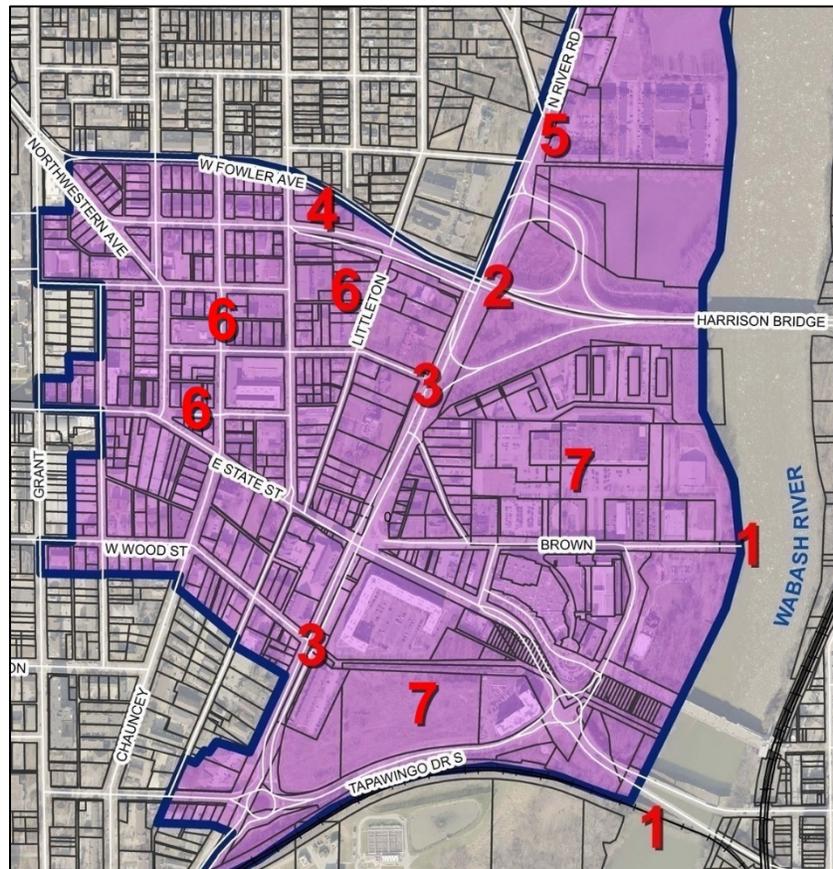
Since the adoption 15 years ago of the *Levee Area Development Plan* by the city council, numerous changes have occurred in the most urban areas of West Lafayette. Among the most significant include:

1. *New Chauncey Neighborhood Plan*: Adopted in early 2013, the land use policies of this plan specifically directed the most intense development to Chauncey Village and the Wabash Riverfront.
2. Annexation of Purdue University: Accomplished late in 2014, the city annexed the university campus area and a large area of Tippecanoe County along the city's western edge.
3. "Re-State", the State Street reconstruction project: Completed in late 2018, this reimagining of West Lafayette's main downtown thoroughfare into an urban boulevard contains on-street parking, improved streetscape elements and a cycle-track.
4. Private Redevelopment: Utilizing mostly planned development zoning, there have been a number of urban mid and high-rise mixed-use, residential and commercial developments approved, under construction, or completed in the downtown since the late 1990's.

To focus growth in the downtown as prescribed in the *New Chauncey Neighborhood Plan*, an orderly and logical network of street infrastructure must be in place so that the stage is set to accomplish the urban vision for West Lafayette's downtown; one that respects all modes of transportation and blends seamlessly with Downtown Lafayette.

To accomplish this goal, the following improvements are recommended by this plan and incorporated into its implementation strategies found in Chapter 4:

1. Wabash River Pedestrian Bridges
2. Harrison Bridge Interchange Reconstruction
3. River Road Roundabouts
4. Fowler Avenue / Wiggins Street Realignment
5. Robinson-Tapawingo Extension
6. North Street Extension & South/Chauncey Plazas
7. Wabash Riverfront Street Grid



1. Wabash River Pedestrian Bridges

Two new pedestrian bridges are proposed to connect Lafayette with West Lafayette in the Wabash River Enhancement Corporation's *Two Cities, One River: Master Plan for the Wabash River Urban Corridor*. As detailed in this 2011 document, the two proposed bridges are meant to expand the connectivity options for pedestrians and bicyclists originally established in the mid 1990's with the repurposing and opening of the John T. Myers Pedestrian Bridge. As a matter of policy, this plan supports the inclusion of these two proposals along with continued maintenance and improvements to the Myers bridge:

The Rail Bridge

Originally built for two tracks, this historic railroad bridge presently only uses one side of the bridge for (KB&S) rail service. The proposal would (at right) involve installing guard rails and a path for pedestrians and bicyclists on the unutilized side, allowing for a new connection point for an expanded trail system on both sides of the river.



An artist's rendered image of the proposed "Rail Bridge" bicycle and pedestrian bridge (WRT)

Brown Street Pedestrian Bridge

The second bridge involves building a new bridge across the Wabash River where an old bridge (Brown Street) once stood. This showpiece proposal (shown below) would provide a critical connection between the Wabash Riverfront in West Lafayette and the Centennial Neighborhood in Lafayette.



An artist's rendering of the proposed suspension pedestrian bridge over the Wabash River at Brown Street (MKSK)

2. Harrison Bridge Interchange Reconstruction

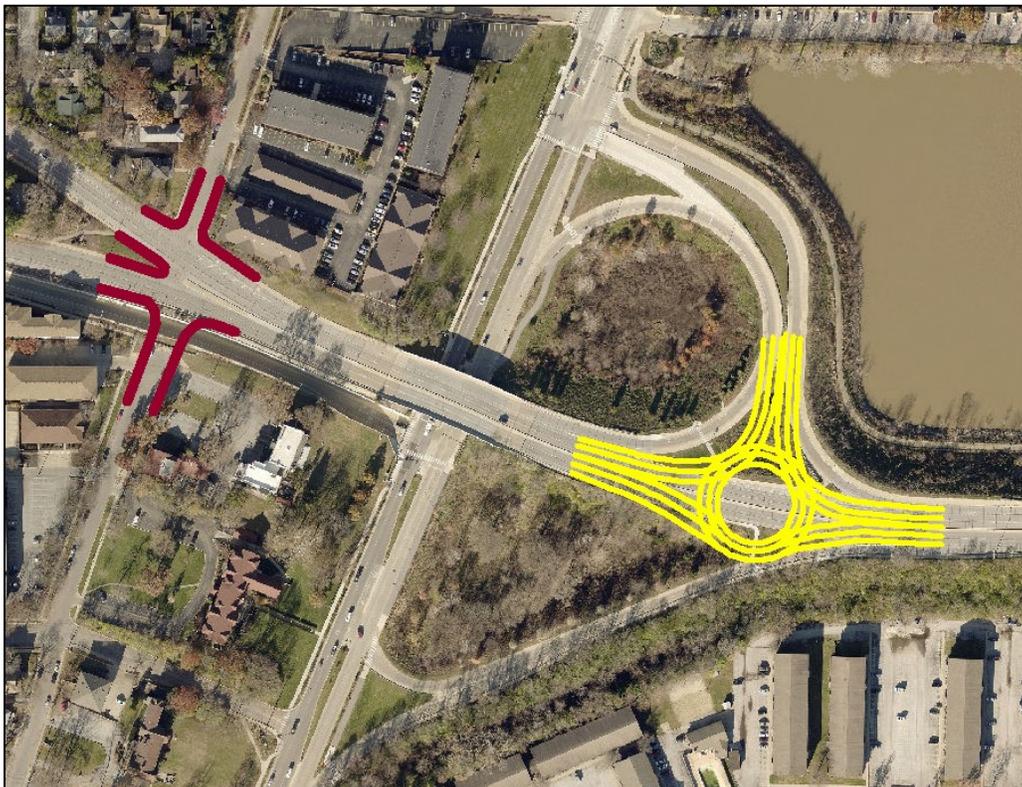
Built approximately fifty years ago, the interchange at River Road and the Harrison Bridge has been a major obstacle to creating a more pedestrian-oriented downtown environment for West Lafayette. To address this issue, recapture developable land, and improve safety for all modes of transportation, this plan endorses two options for the reconstruction of the Harrison Bridge interchange.

Option 1: Roundabout Between Harrison Bridge and River Road Overpass

As shown below, this option, subject to further study, involves constructing a roundabout at grade with the Harrison Bridge. The roundabout design is of a similar scale to those presently located at Tapawingo/State and River/Williams. In this scenario, the eastbound on-ramp from River Road to the bridge and the eastbound off-ramp from the Salisbury/Wiggins-Fowler intersection to River Road are removed. The clover leaf on-ramp and westbound off-ramp (from the bridge to River Road) would be reconstructed to align with the new roundabout entrance.

While parts of the interchange would still be in place, including the River Road overpass, certain significant improvements and benefits come with this option. Among them include:

1. Construction costs = with this scenario, there would likely be no right-of-way acquisition needed as the roundabout could be constructed within existing right-of-way extents with likely little regrading necessary; all a notable cost savings.
2. Land freed for development = the elimination of the eastbound on-ramp from River Road to the bridge frees up a significant amount of acreage for development in the Wabash Riverfront.
3. Littleton Road reconnection = the elimination of the eastbound off-ramp would allow Littleton Road to reconnect to the street grid, allowing for either a full signaled intersection or two right-in/right-outs divided by a raised median at the Fowler/Wiggins intersection.

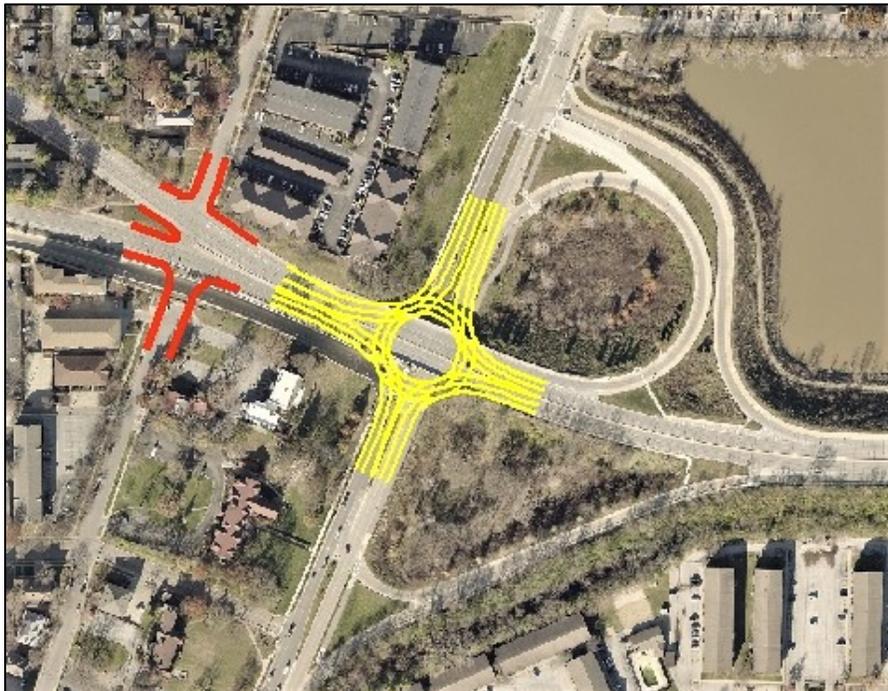


Option 2: River Road – Wiggins Street Intersection Roundabout

As shown below, this option, subject to further study, involves constructing a roundabout at the River Road intersection with Wiggins Street. As with option 1, the roundabout design is of a similar scale to those presently located at Tapawingo/State and River/Williams. In this scenario, the entire interchange is removed. At the intersection, the grades of existing roads would be modified to a point where both roadways meet at an at-grade roundabout; all while allowing for sufficient grading for the approaches to the new intersection.

The removal of the grade-separated interchange would completely alter the streetscape and create a potentially safer environment for all modes of transportation. Despite a likely increase in construction costs due to right-of-way acquisition and grading, there are many benefits with this option. Among them include:

1. Land freed for development = the elimination of the interchange and relatively limited right-of-way acquisition would free up an even larger amount of acreage for potential development east of River Road north of the bridge, and in the Wabash Riverfront south of the bridge.
2. Traffic safety = the roundabout would cause vehicles entering the intersection to slow, which is not only proper in an urban setting, but highly beneficial to increasing the safety of all non-motorized modes of transportation traversing the intersection.
3. Littleton Road reconnection = the elimination of the eastbound off-ramp would allow Littleton Road to reconnect to the street grid, allowing for two right-in/right-outs divided by a raised median at the Fowler/Wiggins intersection. A signalized intersection at Littleton/Fowler/Wiggins would not make sense in this scenario given the proximity to the roundabout.
4. Public sewer improvements = the required changes in grading to accommodate the new roundabout potentially will allow for sufficient room to reroute the city's sewer infrastructure in a more efficient and cost-effective way.



3. River Road Roundabouts

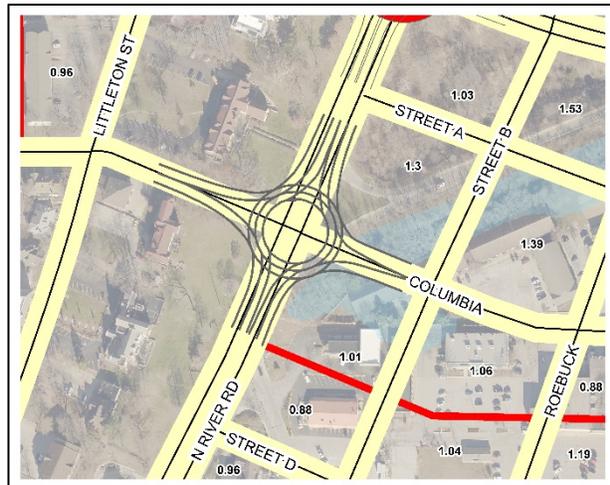
River Road is an important artery through West Lafayette’s downtown and is designated as a primary urban arterial in the *Thoroughfare Plan*. Maintaining efficient vehicle movement while accommodating the needs of non-motorized modes of transportation will always be an important goal in considering changes to how River Road relates with a downtown, urban environment.

Keeping this goal in mind, this plan recommends that the following two improvements to River Road be studied further in the light of proposed improvements to the Harrison Bridge interchange mentioned earlier in this chapter, so that all these proposed improvements work harmoniously with one another:

Columbia Street Roundabout

Better connecting Chauncey Village with the Wabash Riverfront so that both neighborhoods function more like a unified and better-connected downtown is one important goal of this plan. Extending Columbia Street into the Wabash Riverfront is one way to provide that improved connectivity.

As shown at right, the proposed roundabout at Columbia/River would slow traffic, improve safety for non-motorized traffic crossing River Road, and still allow for a free flow of traffic. Construction costs relative to potential right-of-way acquisition and grading are two important feasibility issues to consider as well as this proposal’s relationship to a proposed Harrison Bridge/River Road roundabout.



Wood Street Roundabout

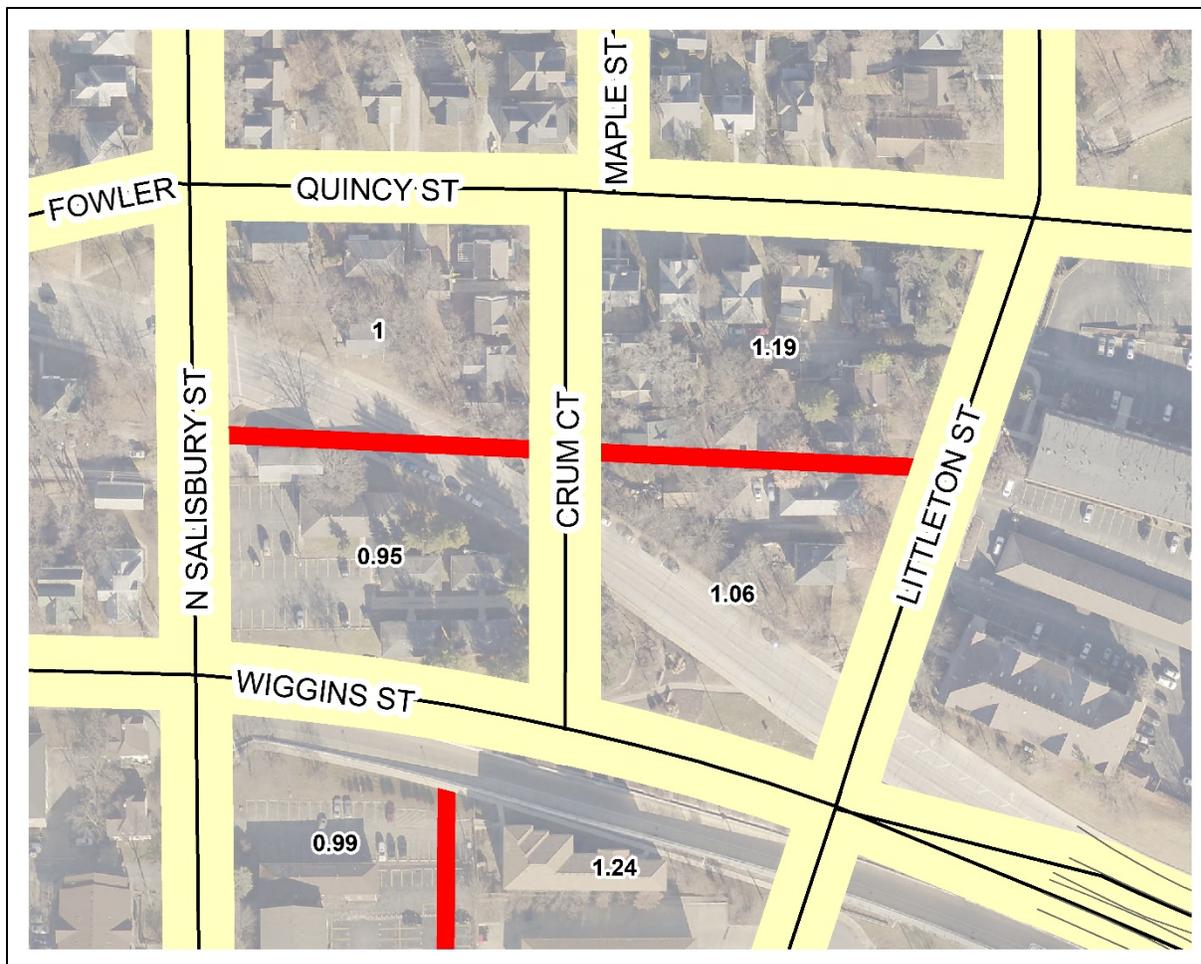
Like the proposed Columbia Street roundabout, this proposed Wood Street roundabout at River Road (shown at left) would also provide a critical connection point between Chauncey Village and the Wabash Riverfront. There would appear to be enough spacing between the Williams Street roundabout to the south and the State Street intersection to the north to make this proposed improvement practical.

Construction costs relative to potential right-of-way acquisition and grading appear to be the main feasibility issues with this proposed improvement.

4. Fowler Avenue / Wiggins Street Realignment

Reconfiguring the current one-way pairs of Fowler Avenue and Wiggins Street as two-way urban streets could potentially be an important contribution to West Lafayette’s urban street network, as it contributes to the larger downtown street grid. The proposed realignment, though straying just outside of the study area, accomplishes multiple tasks that furthers the goal of this plan while not negatively impacting the New Chauncey Neighborhood, which lies immediately north of Fowler Avenue.

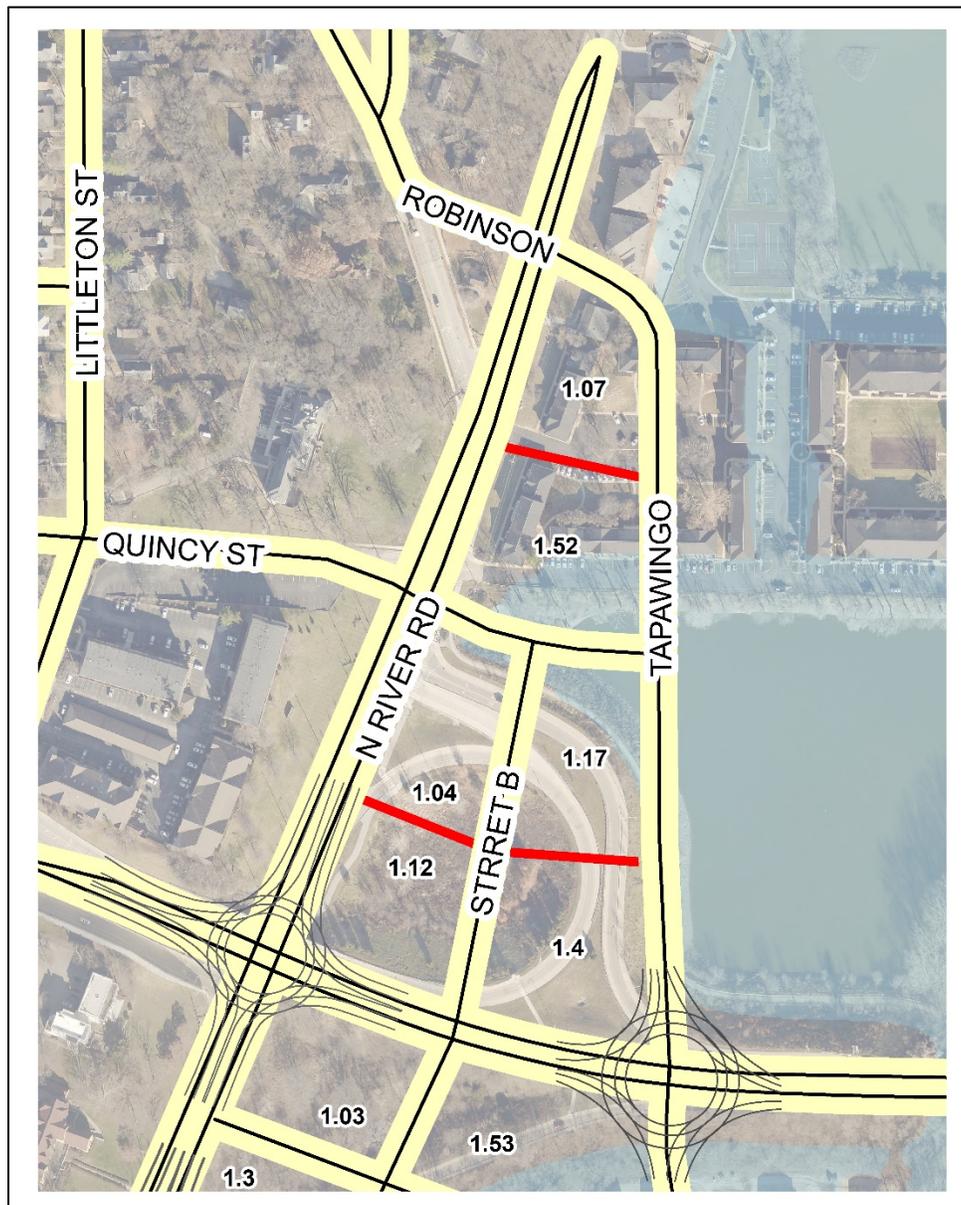
In the scenario illustrated below, subject to further study, Fowler Avenue would align with Quincy Street and become two-way with on-street parking from, at least, Vine Street (alternatively from Northwestern Avenue pending further study) to the intersection of Quincy Street and Salisbury Street. Wiggins Street would become a two-way street from Northwestern Avenue to the Harrison Bridge. Northwestern Avenue from Fowler Avenue to Wiggins Street would likely have to be widened to accommodate the two-way traffic from Wiggins, and Wiggins itself would likely switch to a four-lane thoroughfare from Northwestern Avenue to its existing connection to the four-lane Harrison Bridge (in order to accommodate traffic and align with the existing bridge lanes). Crum Court would be extended to Wiggins Street, former Fowler Avenue right-of-way could become a trail or be vacated in favor of redevelopment on a new city block bounded by Quincy, Salisbury, Littleton, Wiggins, and bisected by a new 15-foot alley (with redevelopment showing deference to the future land use recommendations of the New Chauncey Neighborhood Plan).



5. Robinson-Tapawingo Extension

Robinson Street is an important roadway providing direct access from the edge of the Wabash Riverfront to the established neighborhoods of New Chauncey, Hills & Dales, and the newer neighborhoods to the north. The proposed extension illustrated below (subject to further study), would extend Robinson Street to the southeast and across River Road intersecting at a proposed roundabout (or intersection) with a proposed extension of Tapawingo Drive at Wiggins Street. The proposed design would require filling-in of the floodplain areas (marked in blue) in order to reclaim land for this infrastructure.

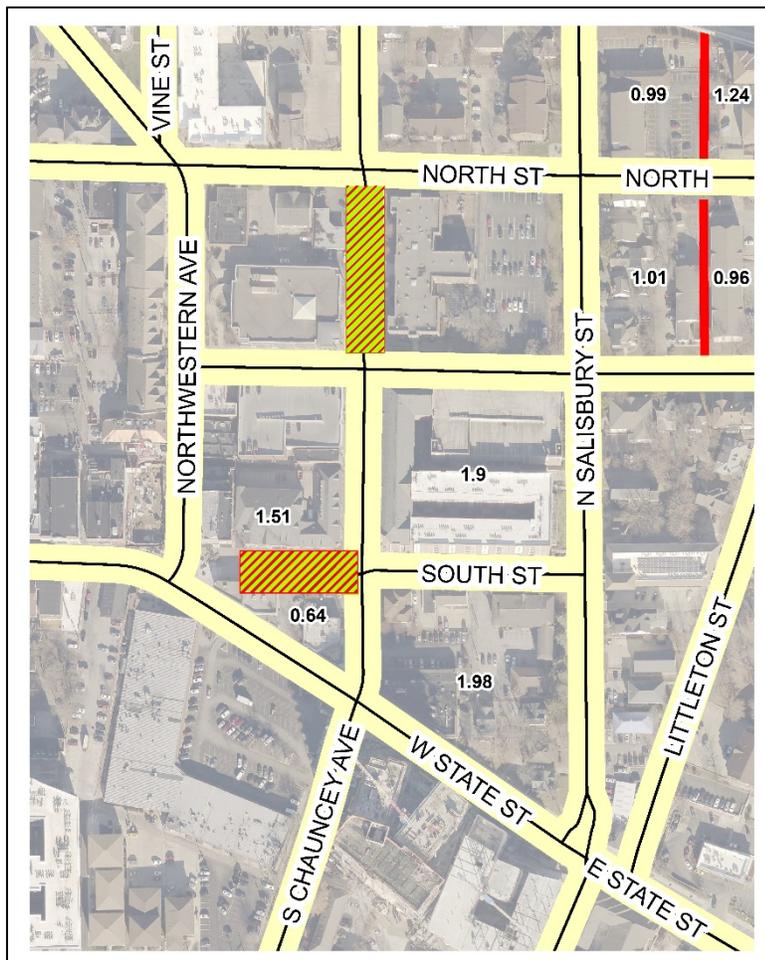
The benefit of the extension of Robinson Street to an extended Tapawingo Drive would be to provide direct access to the Wabash Riverfront area and downtown Lafayette without having to use River Road.



6. North Street Extension & South/Chauncey Plazas

North Street Extension - North Street's present termination at Salisbury Street has created a very large block bounded by Wiggins, Littleton, Salisbury, and Columbia. In the proposal at right (subject to further study), the block is divided roughly in half by an extension of North Street to the east and terminating at Littleton.

New 15-foot wide public alleys would then further divide the two new blocks to allow for greater access in an urban redevelopment scenario.



South Street Plaza - The reconstruction of State Street, completed in early 2019, ended South Street's connection to Northwestern Avenue and State Street. The remnant segment of South Street west of Chauncey Avenue is ultimately to be closed to vehicular traffic to make way for a pedestrian plaza space. As a matter of policy, this plan supports the creation of a "South Street Plaza" as an important urban open space.

Chauncey Avenue Plaza - With the Morton School selected to be the formal location for West Lafayette's new city hall, the space between the West Lafayette Public Library and the new city hall (Chauncey Avenue from Columbia Street to North Street) will take on a special civic significance. The city plans on redesigning this stretch of right-of-way to allow temporary vehicular traffic closures for special city events.

7. Wabash Riverfront Street Grid

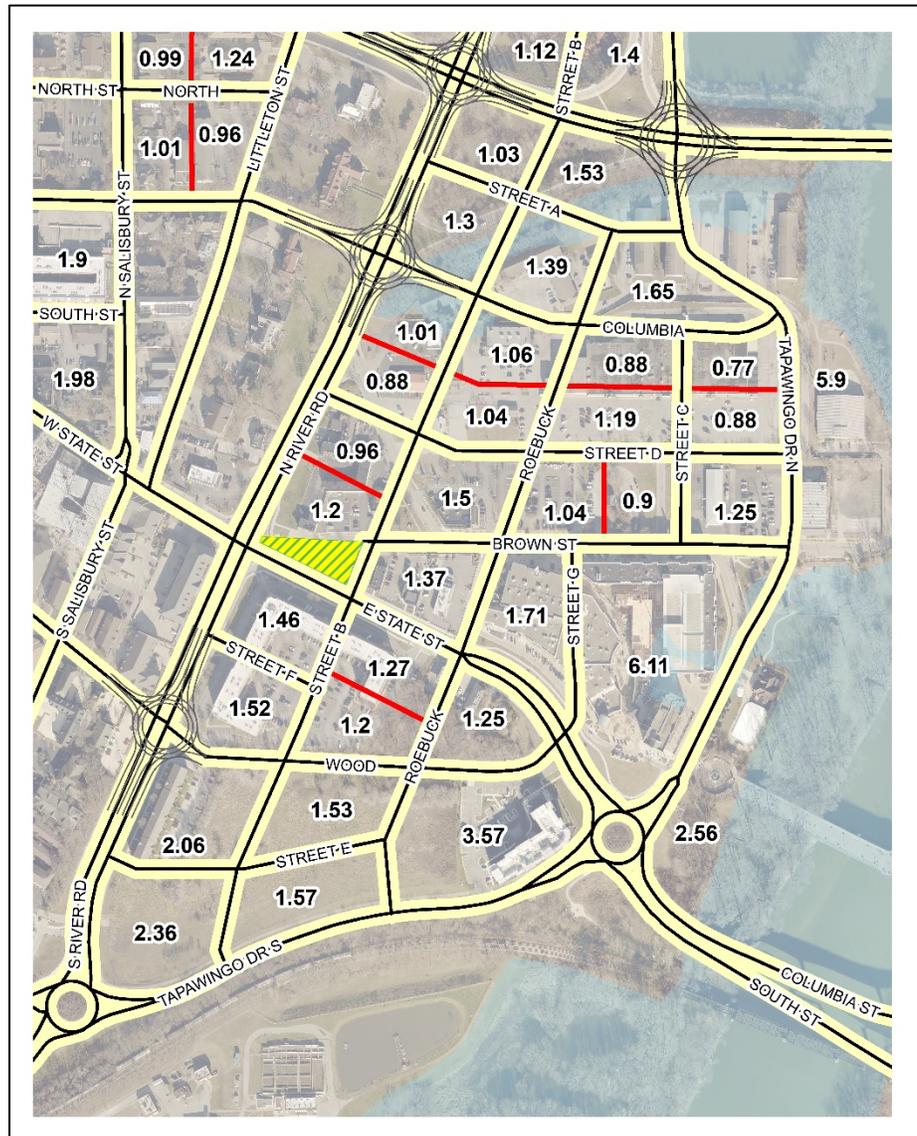
Having developed over the decades (up until the late 1990's) in a largely suburban fashion, the Wabash Riverfront's urban future must have proper street infrastructure that is logically planned, sensitively implemented, and rooted in improving the quality of life and economic health of the city.

To accomplish these goals, this plan recommends, as a matter of policy, the creation of a conceptual network of grid streets in the Wabash Riverfront (shown at right) that connect with the established grid in Chauncey Village and, via the Wabash River bridges, the grid streets in downtown Lafayette. By this policy, this plan seeks to ultimately unify the downtown environments in both cities into a single, cohesive downtown.

The proposal at right shows the right-of-way extents for all new and existing streets, 15-foot alleys (shown as thin red lines), and the remnant acreage count per block for each new block created by the grid.

In creating a system of grid streets, it is necessary to begin by classifying them by their function and providing details on the component parts that make up a typical street type. For the purposes of this plan, we will use existing terminology in the *Thoroughfare Plan* to define the proposed new road types.

Apart from the two primary arterial streets running through the Wabash Riverfront (State Street and River Road) and any future arterial roads (all of which require wider rights-of-way to accommodate turn lanes, wider travel lanes, bike lanes, enhanced streetscape elements, etc.) the following two street types (named for the purposes of this plan as an urban "Collector" and "Local") are recommended for the Wabash Riverfront street grid, with street section detail illustrations immediately following:



Downtown Urban Collector Street

- Definition = An urban street designed to support multi-modal through-traffic which leads to and connects with urban arterial streets.
- Right-of-way width = 70-foot minimum
- Proposed streets in this category: Wiggins Street (per this plan's proposed realignment) and Tapawingo Drive (extended)

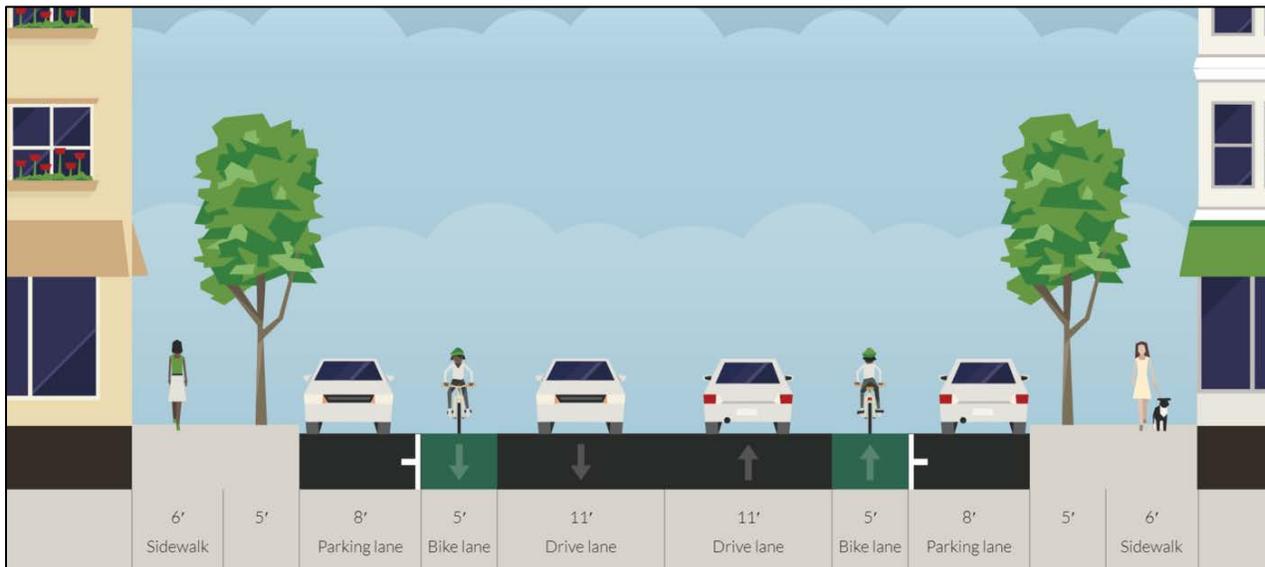
Downtown Urban Local Street

- Definition = An urban street designed to support local multi-modal (not through-traffic), which leads to and connects primarily with urban collector streets.
- Right-of-way width = 60-foot minimum
- Proposed streets in this category: North Street (extended), Crum Court (extended), Fowler Avenue (per this plan's proposed realignment), Wood Street (extended), Columbia Street (extended), Roebuck Drive (extended), and Streets A through E.

A Downtown Urban "Collector" Street: Components and Options

A typical downtown urban "collector" street shall generally have a 70' right-of-way minimum width and contain the following elements as shown in the street section image below:

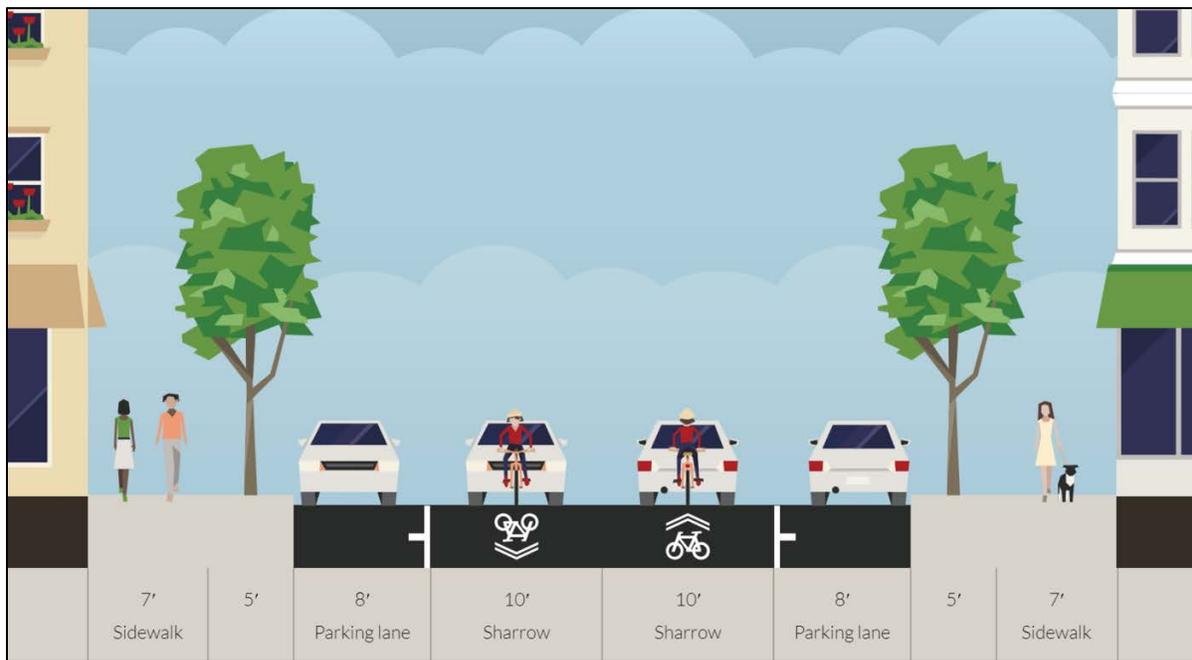
- 11' total sidewalk on both sides of the street (containing: 5' wide walkable/ADA street tree grate with curb and 6' wide clear sidewalk)
- 8' on-street parking lanes generally on both sides of the street with intermittent expansions of the sidewalk into that 8-foot space to accommodate bus shelters, outdoor seating, parklets, bike sharing stations, etc.
- 5' bicycle lanes in both directions or a 10' 2-way cycle track
- 11' vehicular travel lanes in both directions



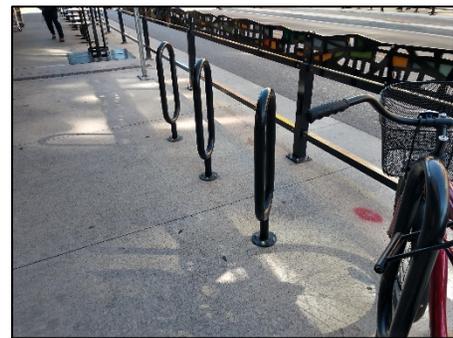
A Downtown “Local” Street: Components and Options

A typical Wabash Riverfront “local” street (defined as supporting local multi-modal traffic, not through-traffic) shall generally have a 60’ right-of-way width and contain the following elements as shown in the street section image below:

- 12’ total sidewalk on both sides of the street (containing: 5’ wide walkable/ADA street tree grate with curb and 7’ wide clear sidewalk)
- 8’ on-street parking lanes generally on both sides of the street with intermittent expansions of the sidewalk into that 8-foot space to accommodate bus shelters, outdoor seating, parklets, bike sharing stations, etc.
- 10’ travel lanes in both directions designed for car/bike sharing or “sharrows” with an option for 11’ “sharrow” travel lanes and 11’ total sidewalk widths on some local streets where bus and other larger vehicular traffic is expected.

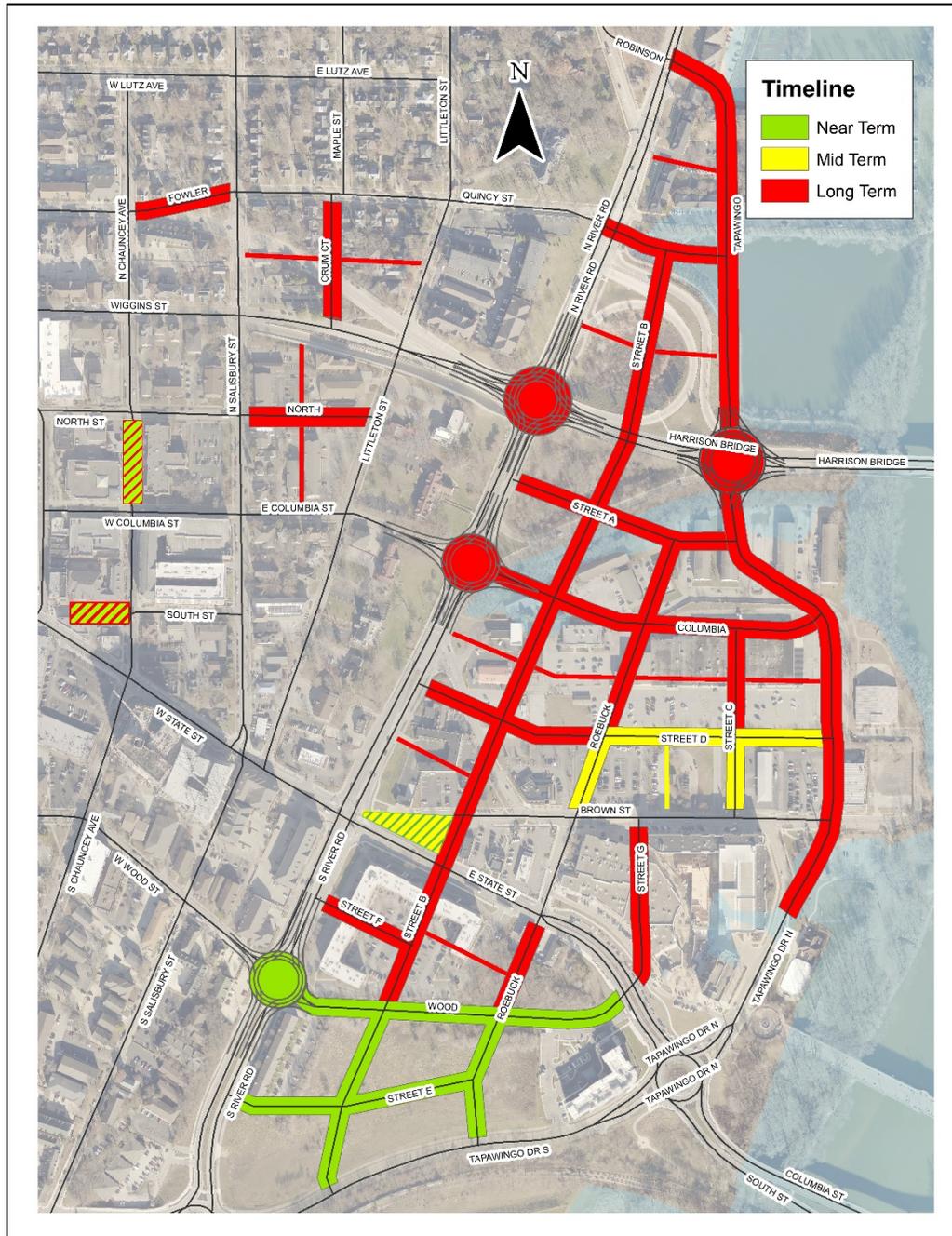


It is also expected that the streetscape of these new streets will contain outdoor seating, trash cans, bike parking loops, streetlights, etc. as shown below:



Putting It All Together: Phasing the Transportation Improvements

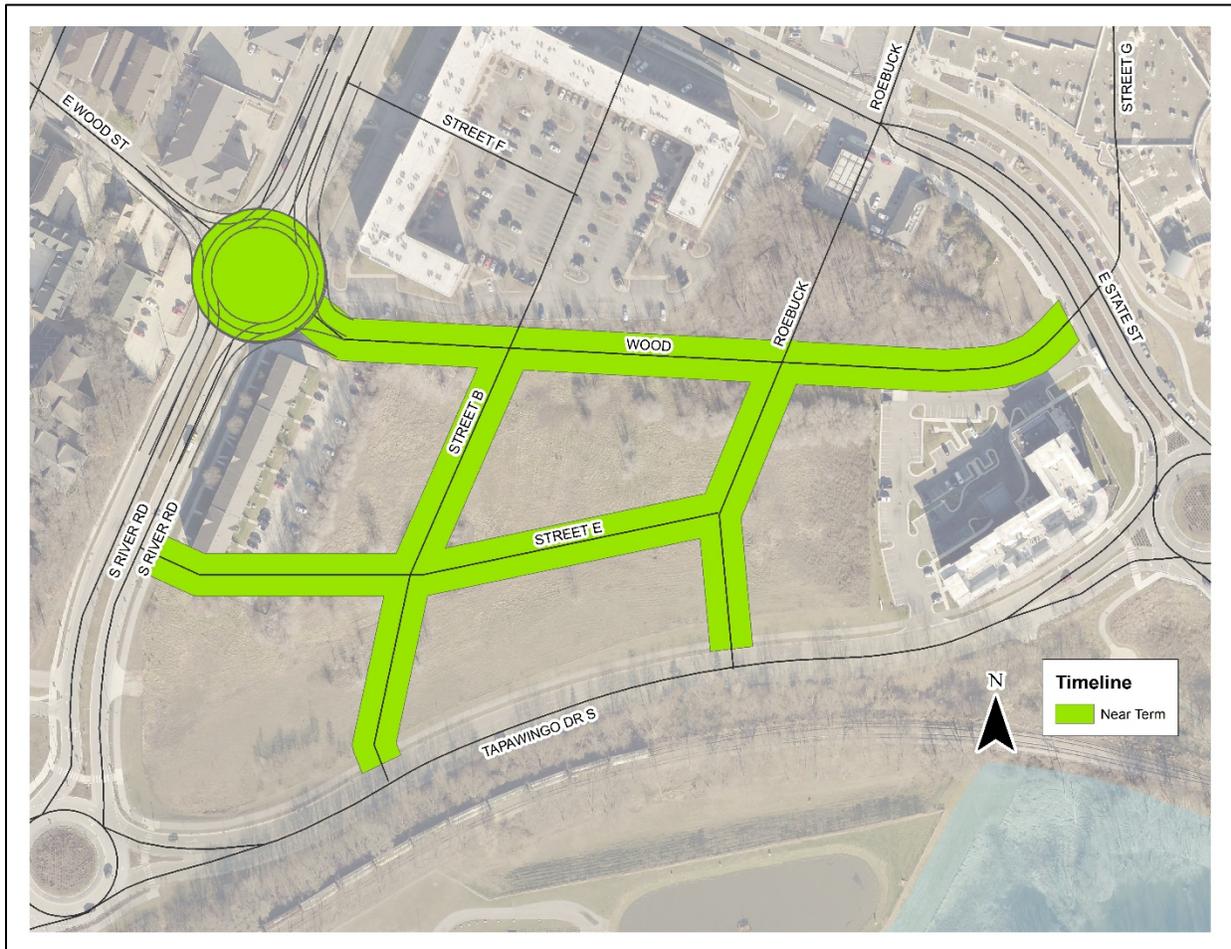
Implementing the improvements recommended by this plan will occur typically in an organic fashion with developers, as part of a redevelopment effort, acquiring the necessary land to dedicate the needed rights-of-way and build the required section of street. The following map illustrates a logical pattern of phasing the transportation improvements. The purpose of dividing the transportation improvements into phases is simply to work with the realities on the ground: the downtown is made up of both old and new developments, land that is undeveloped or underdeveloped, and even areas where unimproved right-of-way exists. Given these realities, the following set of phases is proposed to implement the various transportation improvements identified in this chapter. They include “near-term”, “mid-term”, and “long-term” phases that are organized to allow a more organic implementation of the complete vision.



The Near-Term Transportation Improvements

In the near-term (being defined as improvements where right-of-way is already in place or land is undeveloped), this plan recommends (subject to further study) the following as described and shown below:

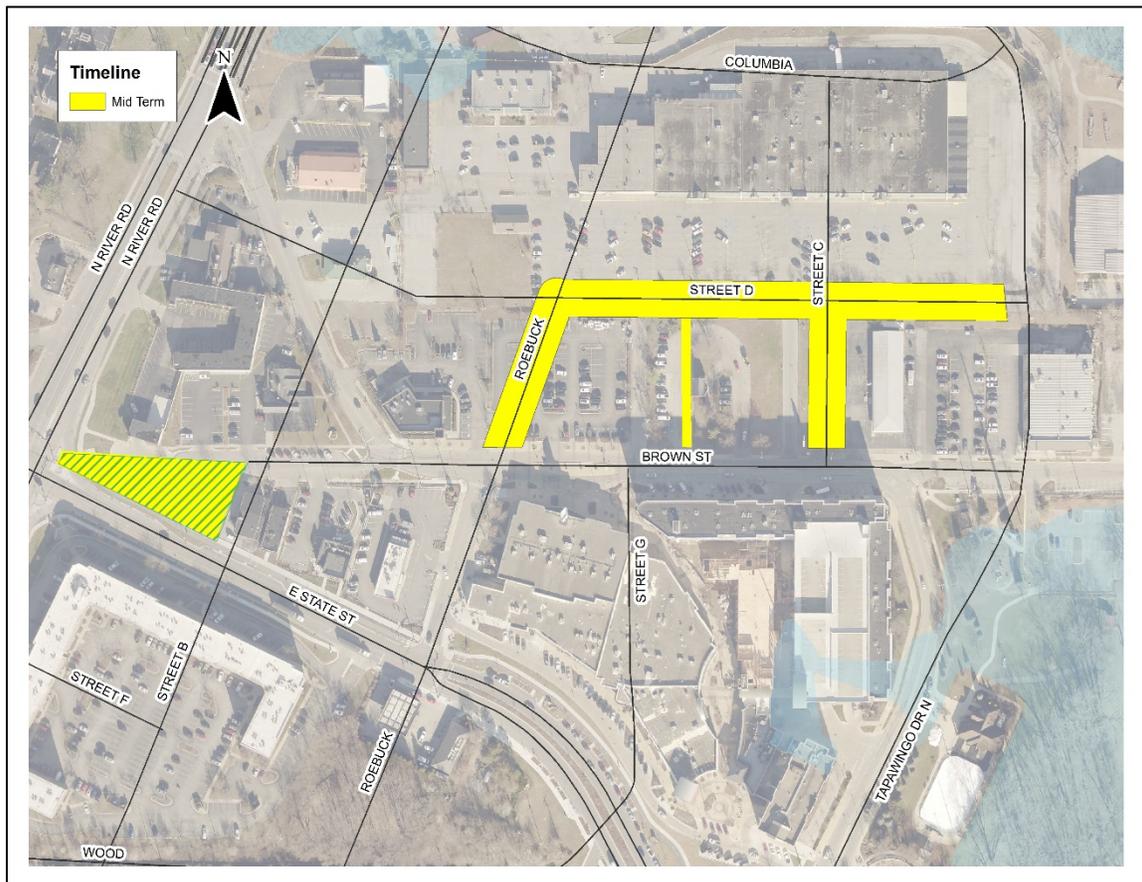
1. Extend Wood Street from River Road to State Street utilizing existing unimproved right-of-way with a right-in/ right-out at State Street.
2. Extend Roebuck Drive north from Tapawingo Drive to Wood Street.
3. Add either a full signalized intersection, roundabout, or two right-in / right-outs for Wood Street at its intersection with River Road.
4. Add a new street (Street B) running north to south from Tapawingo to Wood Street.
5. Add a new street (Street E) running east to west from River Road to Roebuck Drive between Wood Street and Tapawingo Drive.



The Mid-Term Transportation Improvements

In the mid-term (being defined as land where either no existing buildings would be demolished or land where redevelopment interest on the part of owners/developers has recently been explored as of this plan's adoption), this plan recommends (subject to further study) the following as described and shown below:

1. Add a new street (Street D) running from Roebuck Drive (extended) to a future intersection with Tapawingo Drive (extended).
2. Extend Roebuck Drive north from Brown Street to Street D.
3. Add a new street (Street C) from Brown Street to Street D.
4. Add a public alley to divide (for access) the block bounded by Street D, Street C, Brown Street, & Roebuck Drive.
5. Create an urban public plaza/park on the northeast corner of the River Road and State Street intersection.
6. (not shown below) Closure of South Street west of Chauncey Avenue to create a pedestrian plaza and allow for the occasional, temporary closure of Chauncey Avenue between North/Columbia Streets for city event space.



1. Extend North Street east to Littleton Street using as much of the existing public alley right-of-way as possible. Add north-south public alleys on either side of North Street to further divide the block for access.
2. Extend Tapawingo Drive north from just south of Brown Street to an intersection with Robinson Street. Tapawingo Drive could intersect Wiggins Street just before the Harrison Bridge as either an underpass or a roundabout (roundabout options shown). Add alleys where shown. The extension of Tapawingo Drive north of Wiggins Street (at the Harrison Bridge) would be subject to all federal/state/local requirements for filling in the floodplain.
3. Extend Quincy Street from River Road to Tapawingo Drive (extended).
4. Extend Columbia Street from River Road to Tapawingo Drive (extended) and add either a full signalized intersection, roundabout, or two right-in / right-outs for Columbia Street at its intersection with River Road. Add alleys where shown.
5. Add a new street (Street A) from River Road to Tapawingo Drive (extended) between Columbia Street (extended) and Wiggins Street. Street A would have right-in / right-out intersections with River Road and Tapawingo Drive (extended).
6. Extend Roebuck Drive from Street D to Street A at a right-in / right-out intersection and extend Roebuck Drive south from State Street to Wood Street (extended). Add alleys where shown.
7. Reconstruct the River Road / Wiggins Street intersection with a roundabout.
8. Extend Street B from Quincy Street (extended) to Wood Street (extended). Add alleys where shown. Street B's intersection with State Street would be a right-in only from State Street and one-way northbound from State Street to Brown Street due to the proximity of the River Road / State Street intersection (unless the intersection is modified). Street B, south to State Street, would intersect State Street as a right-in / right-out intersection.
9. Extend Street D from Roebuck Drive to River Road. Add alleys where shown.
10. Extend Street C from Columbia Street (extended) south to Street D.
11. Add Street F between State Street and Wood Street (extended) which would connect River Road and Street B.
12. Add Street G between Roebuck Drive and Tapawingo Drive which would connect State Street and Brown Street. Street G's intersection at State Street would align with Wood Street (extended) but likely intersect State Street as a right-in / right out intersection.
13. Realign Fowler Avenue with Quincy Street.
14. Extend Crum Court south from Quincy Street to Wiggins Street and add public alleys for access. (The New Chauncey Neighborhood Plan should be amended before this option is considered.)

Wabash Landing's Future

Approved and constructed in the late 1990's, Wabash Landing was a pioneering project that first introduced urban development standards into the Wabash Riverfront, replacing a suburban-style, vehicular-oriented department store (Sears Roebuck) with a more pedestrian-oriented, mixed-use development. The project is divided roughly in half by a pedestrian alley promenade. At the time of this plan's writing, part of the eastern half of the promenade was under redevelopment, increasing the multi-family residential density with a multi-story building that replaced a single-story commercial building. This along with the existing city garage will likely mean the east half of the promenade will remain "as-is" for quite some time.

The west half of the promenade, however, does constitute a potential redevelopment opportunity in the years ahead. Presently improved by a single-story commercial building containing restaurants, retail shops, offices, and a movie theatre, the sheer amount of prime State Street frontage acreage this building's land comprises could easily be redeveloped and intensified by likely two or three multi-story projects; an urban intensity well-suited to State Street. To that end, this plan presents the following example of a redevelopment scenario that incorporates some basic infrastructure elements: streets, pedestrian walkways, and open green spaces. Note: This redevelopment example of Wabash Landing's "west half" is purely hypothetical and the following component parts could be modified any number of ways to better facilitate the overall site's redevelopment:

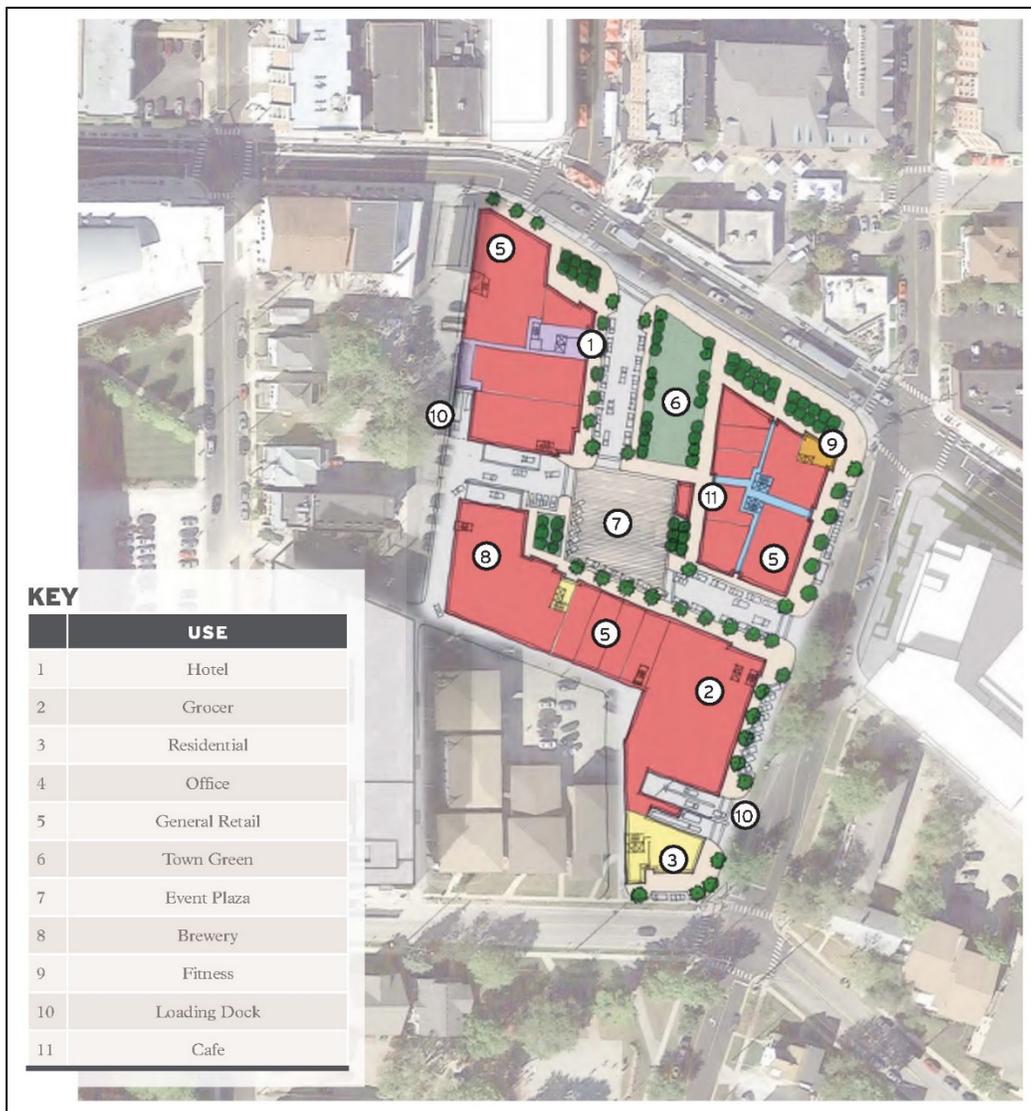
1. Expand the pedestrian promenade into potentially multiple paths to provide a more clear and direct path for pedestrians to the parking garage.
2. Vacate Brees Way and add a new local street with a 60' right-of-way "Street G" running north to south from Brown to State Street to break up the site and provide vehicular access to parking structures and service areas.



Chauncey Hill Mall's Future

Constructed in the late 1970's, the Chauncey Hill Mall reintroduced a much needed commercial/retail footprint in the heart of West Lafayette's traditional downtown that, in previous decades, suffered the effects of rapid suburbanization and its accompanying loss of downtown businesses. The development, while popular, unfortunately imposed an automobile-centric design including large building setbacks from the street, an expansive surface parking lot, and few accommodations for pedestrians.

The site's redevelopment was the subject of a charrette event Trinitas Ventures hosted during the summer of 2018. During that multi-day event, the public was invited to submit comments on what components should be part of a redevelopment effort of the site. Among these components included future land uses, public open space, and new public streets & alleys to break up the site and provide points of access. The charrette event was followed by the release of a conceptual plan that pulled together all the public comment into a comprehensive vision for the redevelopment of the site. The image below (taken from the conceptual plan), while still conceptual and subject to change, represents a general vision for the redevelopment of the site.



The Complete Vision and the Future of River Road

The image below illustrates the complete vision for the West Lafayette Downtown transportation improvements. If implemented, it is possible even wide arterials like River Road (a designated State Scenic Byway) could be “urbanized” (with a reduction in travel lanes, on-street parking, wider sidewalks, etc.) as vehicular traffic would have more route options (along with an alternative route to I-65, such as an extension of US-231 for example). As a matter of policy, this plan acknowledges that the final design of all the proposed improvements (including proposed street alignments and phasing of the improvements) are subject to change as the downtown develops and as the needs of the community evolve.



Chapter 6: Future Land Uses

Future Land Use Plan

West Lafayette’s downtown is a complex area. Divided into two distinct neighborhoods by topography and history (Chauncey Village and the Wabash Riverfront), uniting them into a cohesive developed whole that relates seamlessly with adjacent neighborhoods, Purdue University, and downtown Lafayette demands an equally sophisticated future land use strategy. The Future Land Use Plan, consisting of historic preservation policies, utility policies, floodplain & wetland policies, land use classifications, and a Future Land Use Map is intended to set policy and act as a guide for development of the downtown. The plan does not affect the existing uses of property, but is intended to influence future development proposals, requests to rezone property, and requests for variances and special exceptions from the Area Board of Zoning Appeals.

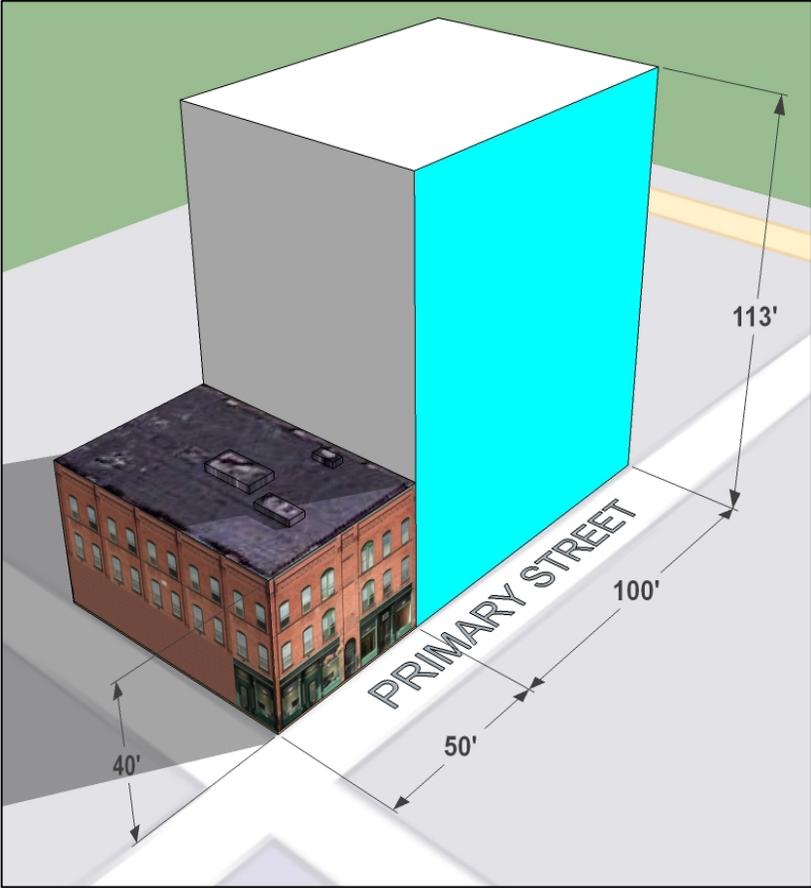
Developing Within a Historic Context: The Problem

As identified in chapter 2 of this plan, numerous historic structures are found in the downtown. Located primarily in Chauncey Village, maintaining the structural integrity, legacy, and utility of these historic buildings is of prime importance to the city. While preserving the buildings themselves typically falls under a municipality’s local historic district ordinance (something this plan recommends the adoption of for Chauncey Village), it is new development immediately adjacent to these historic structures that can have a tremendous impact on the future viability on a historic building.

The example to the right illustrates the problem: A new 113’ high-rise building (roughly 10-stories and colored blue) is constructed next to a 40’ low-rise (3-story) historic building.

The sheer mass of the new 10-story building clearly overwhelms the historic building in the eyes of a typical passerby, diminishing the historic building’s former prominence, particularly along its primary street frontage (primary street being defined as the street on which a building’s “architectural front” and main entrance are typically located).

Over time, historic buildings in situations like these steadily appear more out-of-place in their own urban context until eventually calls arise to bring them down in favor of a development pattern more to scale with newer development.

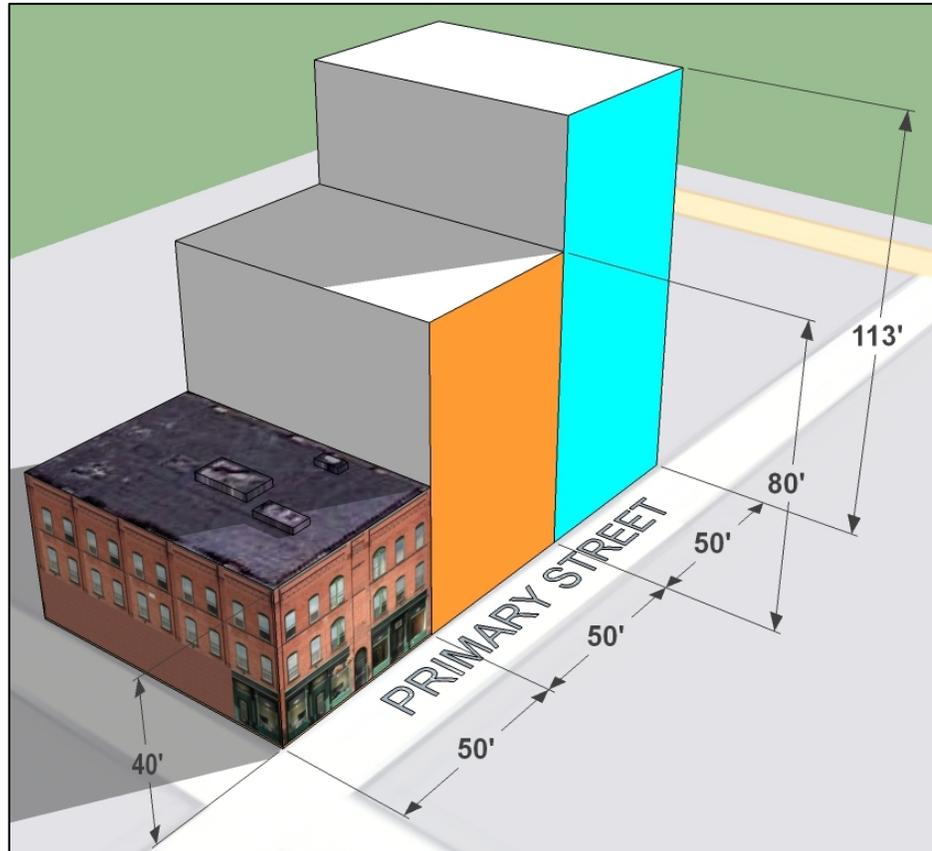


Developing Within a Historic Context: A Policy of Deference

To address the problem of preserving the legacy of historic buildings in a developing downtown, this plan promotes the following policy with respect to how new development relates to an adjacent historic building.

As illustrated at right, the new building remains adjacent to the same 40' low-rise (3-story) historic building but now has two component parts:

1. In orange = this portion of the new building is limited to 2-times the height (80' max) of the historic building for the width of the historic building at its primary street.
2. In blue = the remaining portion of the new building is now free to rise to its originally planned height (10-stories).



In this example illustration, by reducing the originally planned height and mass of a portion of the new building, there is more of a “stair-stepping” effect created by the new building; gradually rising from the height of the historic building’s 40’ (3-stories) to the new building’s first step of 80’ (6-stories) before finally reaching the new building’s maximum height of 113’ (10-stories). This is in stark contrast to the earlier example illustration of the 40’ historic building next to a 113’ new building in which no such step is provided. For instances where property line setbacks apply to buildings, this same policy shall be employed, considering the required building setback and then employing the “stair-stepping” technique.

Ultimately, this design policy of “deference” towards historic buildings accomplishes two goals: it allows new development to take place next to identified historic buildings, but also places reasonable restrictions on the height and mass of a new building so as to not overwhelm the historic building. By implementing this policy for all new construction, the downtown can confidently redevelop without diminishing the importance and prominence of its most cherished historic buildings.

Concerning Overhead Utility Lines

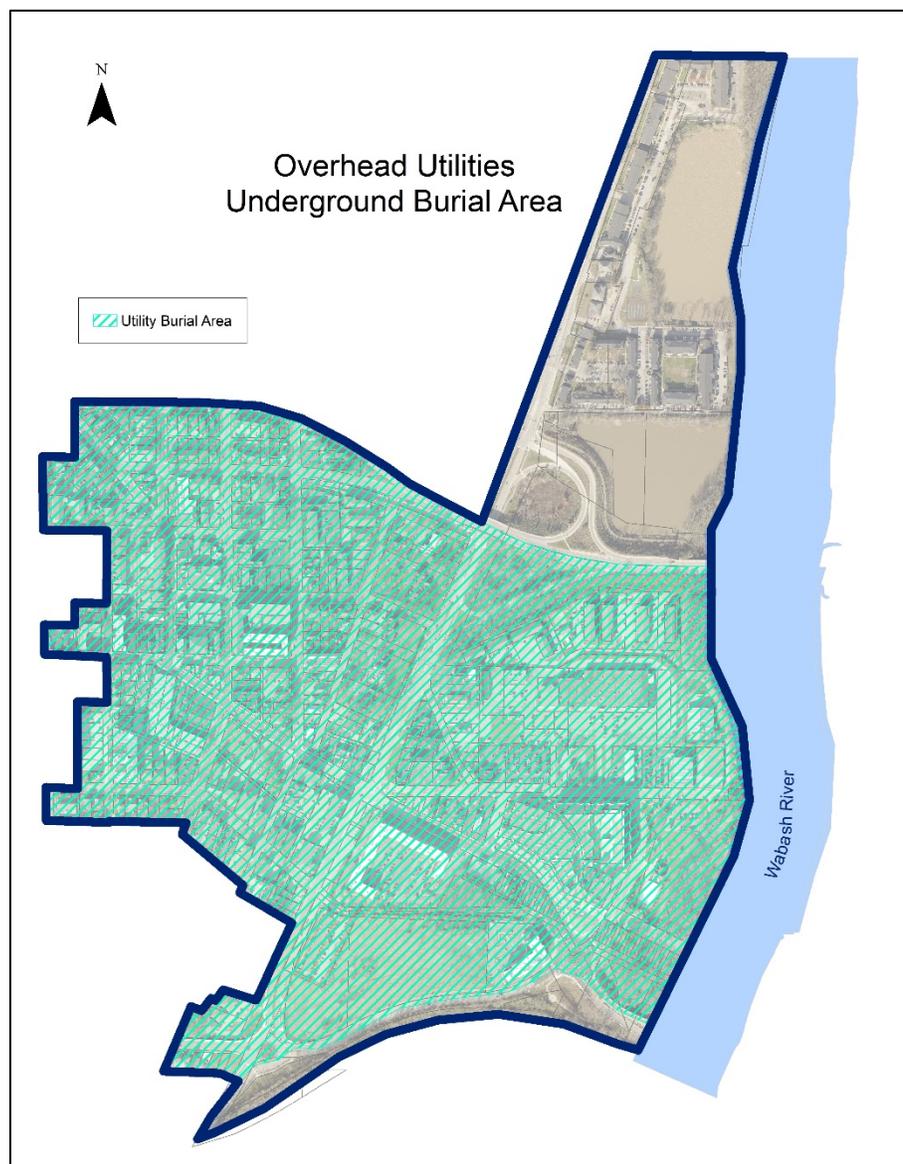
Adequate utility infrastructure is an indispensable component to a developing downtown. Appropriately placed and sized utilities ensure the continued growth and sustainable redevelopment of a growing downtown. Appropriately handling the placement of overhead utilities is equally important. Though more expensive than traditional overhead utility lines on poles, the benefits of burying overhead utility lines, in the long run, far outweigh the immediate costs. The benefit of burying power lines alone includes:

- Lower transmission losses;
- They have a greater ability to absorb emergency power loads;
- Lower maintenance costs;
- Buried power lines emit no electric field and can be engineered to emit a lower magnetic field than an overhead line;
- A narrower band of land is required for installation, and;
- Buried lines are less susceptible to the impacts of severe weather.

Some of the benefits to the streetscape and public realm are obvious: fewer obstructions for pedestrians and vehicles, no entanglements with urban vegetation, and increased safety for the public with no threat of “downed lines”.

Therefore, to promote a safer downtown with a more orderly streetscape and to ensure the reliable delivery of public and private utilities, this plan promotes the following overhead utility “burial area”.

As illustrated at right, the entire Chauncey Village and virtually all the Wabash Riverfront have been included in an overhead utility burial area. Areas excepted out are due to either the presence of existing primary transmission lines or being outside of the core area of downtown.

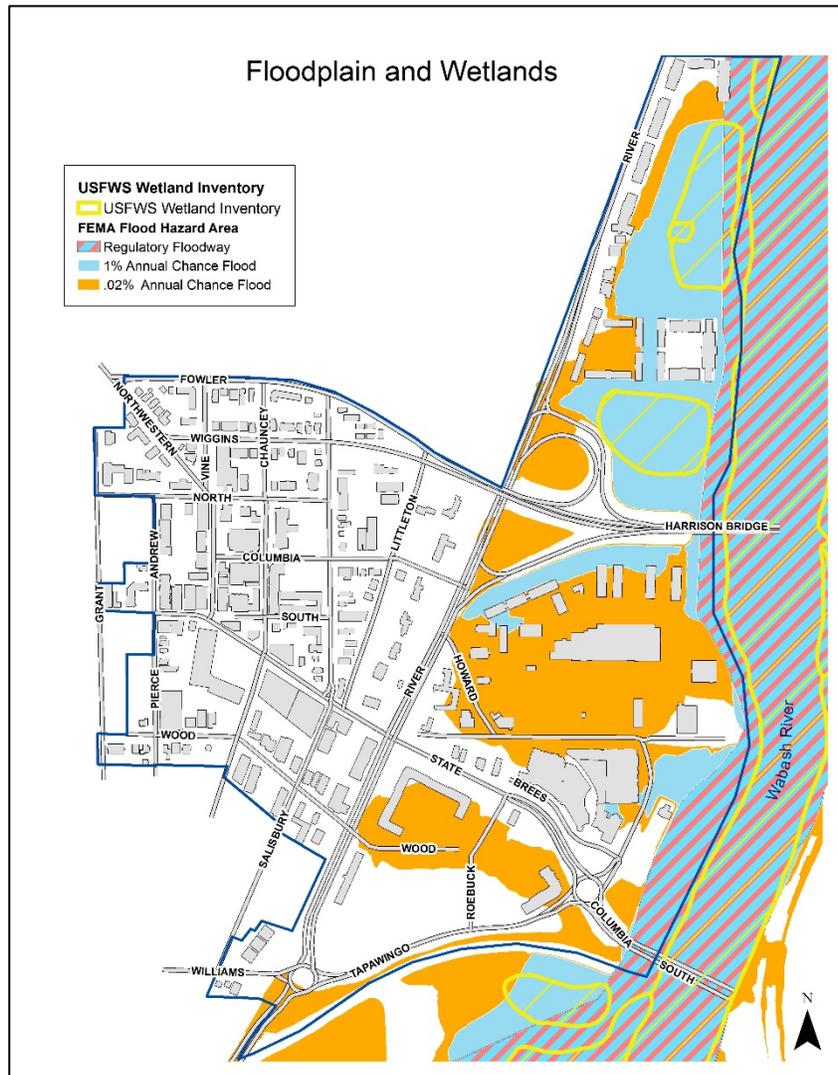


Concerning Floodplains and Wetlands

As shown in the map at right, both the 1% flood plain and the 0.02% flood plain constitute the principle areas of concern in the development of the Wabash Riverfront. While both areas present development challenges, the 1% areas pose the greater concern due to the greater risk of flooding.

To address this concern this plan supports the study of possibly consolidating primarily the 1% areas into multiple regional flood mitigation areas. These areas could take the form of multiple, small park spaces, wetland habitats, or even larger, wet-pond features that are integrated into park spaces (see images below). As a matter of policy this plan supports studying this concept and adjusting the Wabash Riverfront street grid to accommodate as needed.

As for the 0.02% areas, though extensive, the risk of flooding in these areas is significantly less than the 1% areas. Despite this, preparing for potential catastrophic flooding is important. The Federal Emergency Management Agency is already contemplating additional regulations in these areas. To be proactive, this plan recommends that all new structures east of River Road be built to the 0.02% flood elevation or flood protection grade (whichever is higher) to increase protection from flooding.



Future Land Use Categories - Overview

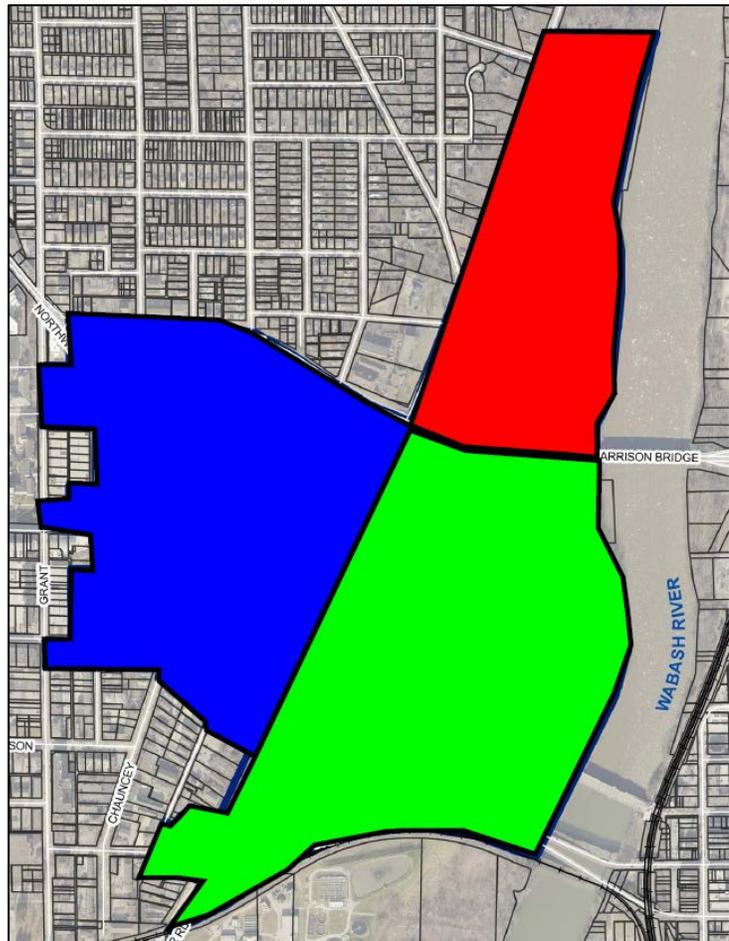
The following future land use categories are designed to illustrate degrees of urban character and to provide a general guide for how the downtown should develop. They are not intended to correspond to any zoning district currently available in the *Unified Zoning Ordinance*, but rather are designed to set general ground rules for how the downtown should develop by establishing limits to development intensity. In so doing, the downtown will successfully be able to transition into its surrounding neighborhoods in a more logical fashion. Following the future land use category descriptions/illustrations are a series of maps and numbered block-by-block descriptions designed to provide even greater detail about the sort of development desired for specific areas of the downtown.

To better organize the future land use plan, the downtown is divided into three areas. As identified in the map at right, the three areas are:

- Chauncey Village (in blue)
- Wabash Riverfront (in green)
- North Wabash Riverfront (in red)

Given the proposed transportation improvements in Chapter 5, the future land use plan is organized according to the “Long-Term Street Plan”. Developers should respect and accommodate the general alignments and rights-of-way widths of the Long-Term Street Plan as they contemplate future redevelopment efforts in the downtown.

As mentioned in Chapter 5, the road improvements proposed in the New Chauncey Neighborhood – should they be considered for implementation - should prompt an amendment to that neighborhood’s future land uses and street infrastructure plans before such improvements are implemented. Therefore, this plan proposes no future land use changes in New Chauncey.



Finally, it is acknowledged by this plan that future development proposals and evolving city priorities regarding Chapter 5’s transportation improvement recommendations may alter some of this chapter’s future land use recommendations. Ultimately, this plan is meant to act as a guide and is therefore flexible in how it is finally implemented with respect to both future transportation improvements and the future land uses that will fill the blocks created by them.

Future Land Use Categories - Descriptions

The following list of future land use categories describes, in general terms, the land use future for the downtown. The details of each category description are found after this list and include example illustrations. Residential densities are not specifically prescribed as they can be adequately controlled by building height limitations, required parking, and other development standards controlled by zoning. As a matter of policy, all land use categories may contain quasi-public uses (churches, institutional uses, etc.) and public/civic uses (government, schools, etc.). Following the future land use descriptions is the future land use map (complete vision) which incorporates the “Long-Term” transportation improvements identified in Chapter 5. This long-term land use plan is then divided into the three areas (Chauncey Village, Wabash Riverfront, North Wabash Riverfront). Each area map is followed by a numbered block-by-block description of the future land uses, providing a more detailed description of the final vision for each downtown block.

Conservation / Recreation

This classification contains areas for active/passive recreation and are multi-functional in their design, encouraging a host of activities. It also contains areas designed for stormwater mitigation and habitat conservation. As a matter of policy, this category is extended over most Flood Plain (FP) zoned areas and could be extended over any property in the corridor, regardless if the property is a public park or a privately-owned space with a public access easement over it.

Urban Historic Residential

This classification promotes the protection or, if vacated, repurposing of the existing fraternity houses north of State Street between Littleton and River Roads. With two of the mansions in this overall block separated by Columbia Street achieving a rank of “outstanding” in the *Interim Report*, this category is designed to support redevelopment that can fit into this historic context. Changes of use are also supportable so long as the historic integrity of the area’s development is maintained.

Downtown Riverfront

This classification promotes appropriate riverfront and near-riverfront development in the Wabash Riverfront and North Wabash Riverfront. It is primarily designed to transition to and from Downtown Lafayette seamlessly while also transitioning to Chauncey Village and the New Chauncey neighborhood. A variety of residential, office, entertainment, and retail uses are appropriate in this classification.

Downtown Edge

This classification is designed to promote an appropriate transition to and from adjacent, lower-density, residential neighborhoods with an appropriate mix of residential uses and limited non-residential uses.

Downtown Village

This classification is primarily designed to transition to and from the Downtown Core classification. It supports a diverse mix of residential and non-residential uses and is well-suited to areas of the downtown with a concentration of historic structures.

Downtown Core

This classification promotes a lively, intense urban environment providing downtown commercial uses, dense residential uses and a variety of mixed-use environments. Development intensity reaches its peak in this category and is limited, in appropriate places as described in the future land use narrative, only by transitions to adjacent land use categories and FAA & Airport Overlay height limitations.

Conservation / Recreation

LAND USE DESCRIPTION

- Areas for active and passive recreation that are appropriately sized for urban settings and multi-functional in their design, encouraging a host of activities.
- Uses restricted to those permitted in the Floodplain (FP) zoning district (for those areas zoned FP) or those that fall within the definition of a **Public Park**, per the Unified Zoning Ordinance.
- Historic buildings found in this category should be saved, rehabilitated and reutilized.



Urban Historic Residential

LAND USE DESCRIPTION

- This classification promotes the protection of existing fraternity houses and mansions that contribute to the historic character of the downtown.
- If vacated, the buildings specifically identified by address in the future land use narrative should be repurposed in order to maintain their structural and historic integrity.
- Acceptable uses in a “repurposed” building scenario include: hotel, multi-family, office, live-work, condominium, or institutional/public/quasi-public uses.
- New construction should contribute to the historic character of the downtown as these historic mansions have, not to exceed four-stories, and seamlessly blend in with the historic context.



Downtown Riverfront

LAND USE DESCRIPTION

- This classification promotes appropriate riverfront and near-riverfront development in the Wabash Riverfront and North Wabash Riverfront supporting a diverse mix of residential, office, entertainment and retail uses; Exclusively developed under Planned Development regulations.
- Development immediately adjacent to floodplains and riverfront areas should be designed incorporating open-spaces and gathering spaces that directly interface with them.
- Building Heights: no minimum for quasi-public/civic use buildings, 3-story minimum for all other uses, 10-story maximum (in Wabash Riverfront), 5-story maximum (in North Wabash Riverfront).
- Parking should be in structured environments (above or below grade) with limited surface lots.
- Mixed-use buildings should reserve the ground floor for non-residential uses and residential loobbies.



Downtown Edge

LAND USE DESCRIPTION

- A downtown-periphery area designed to promote an appropriate residential transition to adjacent, lower-density, primarily residential neighborhoods.
- Acceptable uses include a variety of residential types including single-family attached, duplex, multi-family, and condominiums with potential for limited live/work units or mixed-use buildings.
- Building Heights: 2-story minimum, 4-story maximum with parking in structures, rear-loaded garages and limited surface lots located behind buildings.



Downtown Village

LAND USE DESCRIPTION

- This classification is designed to transition between the Downtown Core and Edge classifications.
- Ground Floor: Retail, service, offices, residential lobbies, limited ground floor residential units, entertainment, and restaurant uses. Any ground floor residential units shall be elevated above the grade of the street for increased privacy.
- Upper Floors: Residential, service, and office uses.
- Building Heights: 2-story minimum, 6-story maximum.
- Parking should be located in structured environments.



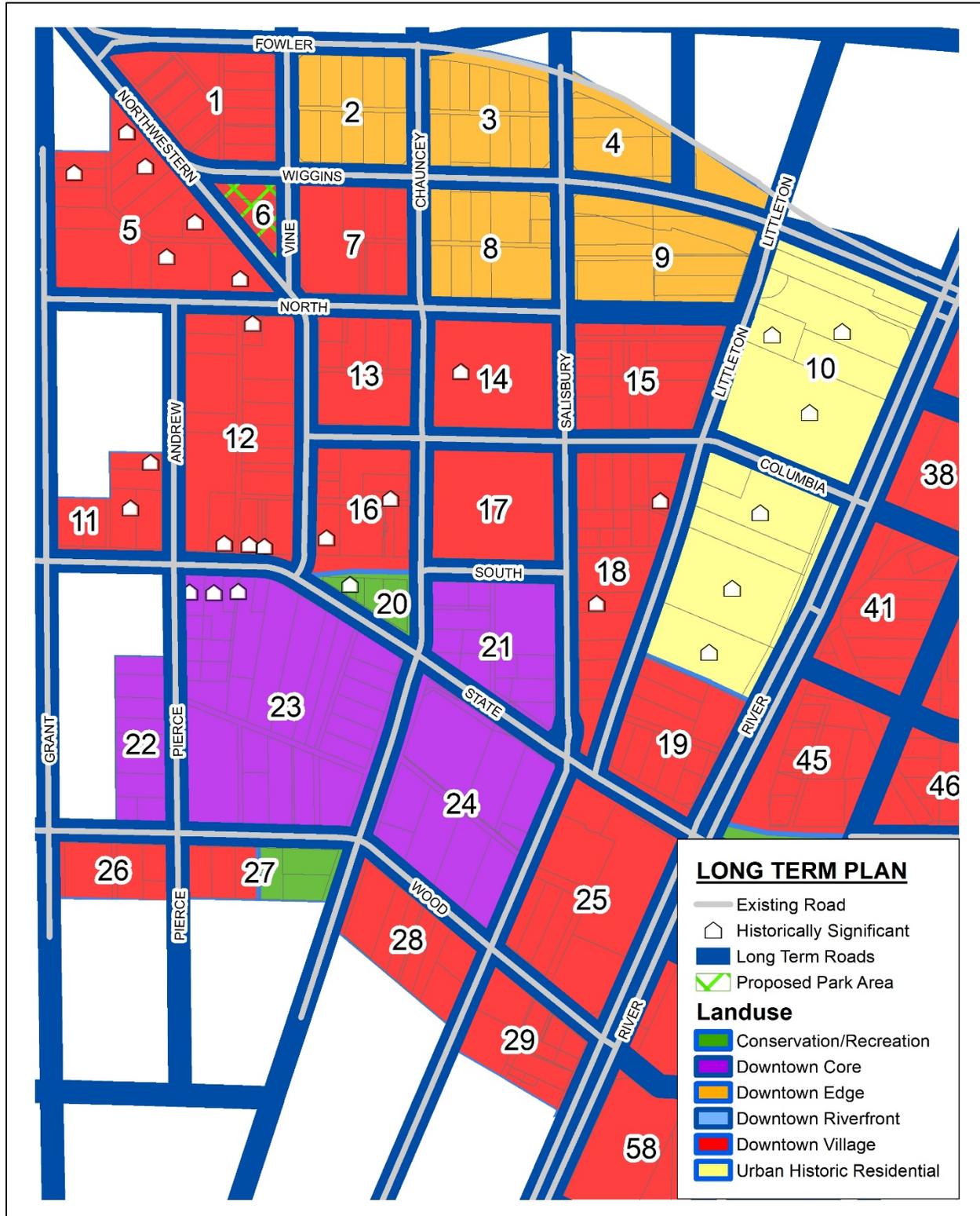
Downtown Core

LAND USE DESCRIPTION

- This classification promotes a lively, urban environment providing downtown commercial, residential, and mixed-use environments; Exclusively developed under Planned Development regulations.
- Building Heights: 3-story minimum, 10-story maximum with FAA & Airport Overlay height limitations controlling maximum building height above 10-stories in appropriate locations that allow for architectural transitions to adjacent lower-intensity land-use categories.
- Ground Floor: Retail, service, offices, residential lobbies, entertainment, and restaurant uses.
- Upper Floors: Residential, service, and office uses.
- Parking should be located in structured environments.



Future Land Use Map – Chauncey Village



Future Land Use Map Narrative – Chauncey Village

OVERVIEW

Chauncey Village is the historic heart of West Lafayette’s downtown. Given this legacy, the future land uses programmed for the blocks of Chauncey Village reflect both its prominence and history. As shown on the future land use map, State Street is the spine of this downtown neighborhood, with its intersection at Northwestern Avenue roughly being its epicenter. It is from this point that the higher intensity land uses are found. The “Downtown Core” land use category is mostly found on or just off State Street, providing for a concentration of higher-intensity development in the core area of West Lafayette’s central business district. From the core, the development intensity begins to diminish with the “Downtown Village” and “Downtown Edge” categories largely surrounding the core and providing necessary land use transitions to the less intensely developed near-downtown neighborhoods that surround Chauncey Village. The “Urban Historic Residential” and “Conservation/Recreation” categories round out the list and are strategically placed to respectively protect the historic character of fraternity mansions on Littleton Road and build upon existing urban open space areas for future generations.

The following analysis contains block-by-block descriptions of the future land uses for Chauncey Village. Historically significant structures are accounted for in this block-by-block analysis by street address, showing a preference for the preservation and reuse of all “contributing”, “notable” and “outstanding” architectural examples. Where existing/new alleys are present/proposed in these blocks, they should be used for vehicular access/loading in order to minimize new curb-cuts into the blocks and to preserve the pedestrian-orientation of the downtown. On Blocks 5, 11, and 22 where university trustee land is found, it is assumed by this plan that such state-owned property should take on the future land use category already found on their respective blocks should such land switch to non-state ownership.

Note: Blocks that contain green cross-hatching over their designated underlying land use category indicate an option for the Conservation/Recreation land use category to be over all or part of the area that is cross-hatched, while not excluding the option to develop using the designated underlying land use category. Development in these cross-hatched areas could either: Develop using the designated underlying land use category, develop under the Conservation/Recreation land use category, or develop using both categories by integrating a Conservation/Recreation area into a development site.

BLOCK 1 – (Northwestern Avenue, Fowler Avenue, Wiggins Street, and Vine Street)

This block is at an important crossroads, a place where the downtown meets the university and the New Chauncey neighborhood. The future land uses planned for this block are designed to provide appropriate and harmonious transitions between the university, New Chauncey neighborhood, and the more intense downtown blocks to the south. Downtown Village is planned for the entire block. The Northwestern Avenue and Wiggins Street frontages is where any non-residential and mixed-uses should be located. For the Fowler Avenue and Vine Street frontages multi-family uses should predominate. The prominent corner at Fowler Avenue and Northwestern Avenue should incorporate an urban open space (privately-owned with dedicated public access easement) amenity.

Any redevelopment on this block should make use of existing alleys to provide rear-loaded vehicle access, minimize street curb cuts and protect the pedestrian orientation of the streetscape. Of the two alleys, the north-south alley connecting Fowler/Wiggins divides the block more evenly and, as such, would be more desirable to maintain. Even in a whole-block redevelopment scenario, the upper stories could extend over the alley(s), maintaining vehicular parking/service access while taking advantage of the space above the alley(s) for the redevelopment effort.

BLOCK 2 – (Chauncey Avenue, Fowler Avenue, Wiggins Street, and Vine Street)

This block marks the transition from the Downtown Village environment to a less-intense area of the downtown. All designated Downtown Edge, this block should maintain its existing alley (for parking/service access) and be exclusively residential on the Fowler Avenue frontage (north half) and higher-density residential with limited, ground-floor, non-residential uses on the Wiggins Street frontage (south half).

BLOCK 3 – (Salisbury Street, Fowler Avenue, Wiggins Street, and Chauncey Avenue)

Similar to Block 2, this block completes the transition from the Downtown Village environment to a purely residential area of the downtown. All designated Downtown Edge, this block should maintain its existing alley (for parking/service access) and be exclusively residential on both the north and south halves of the block, with higher densities being more appropriate on the south half.

If the Fowler/Wiggins road improvements are implemented, Block 3 has the potential to gain acreage. Regardless of final road re-alignments, the east-west alley should be maintained and the new portion of Block 3 that potentially would cross into the New Chauncey neighborhood (area north of Fowler Avenue) should be re-evaluated in an update of that neighborhood's plan in order to ensure a harmonious transition between the downtown and the New Chauncey neighborhood. In the event the road improvements are not completed, the aforementioned lower-density residential uses are appropriate for the north half of the block.

BLOCK 4 – (Littleton Street, Fowler Avenue, Wiggins Street, and Salisbury Street)

This block will experience the most change in the event that the Fowler/Wiggins road improvements are constructed. Whether the proposed road improvements are implemented or not, Downtown Edge is recommended for this block. Though no alley currently bisects the block as is, if the proposed road improvements are not implemented the north half of the block (Fowler Avenue frontage) should be of a lesser residential density than the south half (Wiggins Street frontage) with non-residential uses being generally inappropriate on this block. The existing small park with city welcome sign, currently on the far eastern portion of this block, should be maintained and enhanced as an important gateway entry feature to both the city and the downtown.

If the Fowler/Wiggins road improvements are implemented, Block 4 is planned to be bisected by an extension of Crumb Court and the addition of two new alleys running east-west through the newly divided block. Regardless of how the final road/alley alignments are designed, the residential uses planned for this block (consistent with the Downtown Edge category, sans any non-residential uses) should follow the pattern established in Block 3: higher-density residential uses on the south half of the block and lower-density residential uses on the north half, with alleys providing vehicular parking/service access. In the "road improvement" scenario, the existing small park with city welcome sign could be (should the city see value in retaining it in some fashion) redesigned and incorporated into a redevelopment effort on that portion of the block, providing both a passive open space for residents and a continued gateway feature into the city and the downtown.

If the city opts to relocate or remove the existing gateway open space, then the architecture for any redevelopment effort should incorporate a prominent focal point into its design, reflecting the prominence of the Wiggins/Littleton intersection.

As with Block 3, this plan acknowledges that the area north of Fowler Avenue is in the New Chauncey neighborhood which already has an adopted future land use plan. As that plan did not contemplate the road improvements promoted herein at the time of its adoption, this plan recommends – if the road improvements are implemented – a re-evaluation of and an amendment to New Chauncey’s neighborhood plan in order to ensure a harmonious transition between the downtown and the New Chauncey neighborhood.

BLOCK 5 – (Northwestern Avenue, Grant Street, and North Street)

This large block, recommend for Downtown Village, incorporates numerous historic buildings and potential redevelopment sites. Those redevelopment sites abutting historic properties should demonstrate architectural sensitivity to these historic buildings in their design to ensure a harmonious blending of old with new. Mixed-use, non-residential, and mixed-density residential uses are all appropriate on this block with the Northwestern Avenue and Grant Street frontages being most prominent.

- Historic Preservation: Important structures that are encouraged to be saved, rehabilitated and reutilized include: 330 N. Grant Street (PI KAPPA PHI House), 351 Northwestern Avenue (Shoemaker Cooperative House), 341 Northwestern Avenue (DELTA SIGMA PHI House), 327 Northwestern Avenue (Commercial Building), 308 North Street (KAPPA SIGMA House), and 300 North Street (West Lafayette Fire Station #1).

BLOCK 6 – (Northwestern Avenue, Wiggins Street, and Vine Street)

This block, recommended for Downtown Village with an option to incorporate Conservation/Recreation into all or part of the block (as indicated by the green cross-hatching on the future land use map), is uniquely situated to enliven this northern end of Chauncey Village if redeveloped. The three development options are:

1. Downtown Village Option: A mixed-use environment, consistent with this category, with non-residential ground-floors being recommended along all street frontages and either non-residential uses or residential uses on any upper floors. Parking located off-site and nearby or underground on-site with access either from Wiggins or Vine Streets is appropriate.
2. Downtown Village with Conservation/Recreation Option: Developing the block similar to option #1 while reserving a portion or portions of the block for Conservation/Recreation. This option could be implemented in any number of ways, but it is recommended that any open spaces would promote, in their design, a lively pedestrian environment.
3. Conservation/Recreation Option: As shown at right, this full-block open space option could be designed any number of ways: landscaped and hardscaped spaces, opportunities for seating, fountains, public art, etc. Given the proximity of the historic firehouse on nearby Block 5, some artistic gesture honoring the city’s firefighters (even calling the park “Firehouse Square” for example) could serve as an appropriate programming option.



BLOCK 7 – (Northwestern Avenue, North Street, Wiggins Street, Chauncey Avenue, and Vine Street)

This block, recommended for Downtown Village, will provide for the necessary architectural and use transitions from the more intense and mixed-use blocks to the south and west to the lower density residential blocks north and east. Overlooking the park space planned for Block 6, the west half of Block 7 (Vine & North frontages) should maintain an urban, mixed-use environment with non-residential uses on the ground floor to better activate the streets. The east half of the block (Wiggins & Chauncey frontages) should maintain a largely residential footprint at street level.

BLOCK 8 – (North Street, Wiggins Street, Salisbury Street, and Chauncey Avenue)

This block, recommended for Downtown Edge, should continue the mixed-density residential transition begun on the east half of Block 7 and continuing onto Block 9. Any non-residential uses, consistent with the intent of the Downtown Edge land use category, should be focused on the North/Chauncey intersection.

BLOCK 9 – (Littleton Street, Wiggins Street, North Street (extended), and Salisbury Street)

This block, recommended for Downtown Edge, should continue the mixed-density residential environment (established by adjacent blocks with this land use category) for the north side of Chauncey Village. Non-residential uses, consistent with the Downtown Edge category, would generally not be recommended for this block. The proposed extension of North Street through this block is assumed in this land use future. In the event it is not constructed, the existing alley that roughly aligns with the proposed extension of North Street should continue to be used to provide rear-loaded access to both blocks (Block 9 and 15).

BLOCK 10 – (Columbia Street, Littleton Street, Wiggins Street, and River Road)

This block, designated Urban Historic Residential, contains only three buildings and all are identified in this plan as having historic value and therefore deserving of preservation and reuse in the event the current residential/fraternity uses cease. A host of residential and non-residential uses may be appropriate in a redevelopment scenario whereby the existing building's exterior is preserved. Office and restaurant uses with residential uses above could be appropriate. Multi-family apartments, condominiums, and even hotel uses could also be incorporated into each building's historic context. In all cases, planned development zoning (should the underlying zone not allow the appropriate mix of uses) is recommended – short of a local historic district - to ensure the adaptive reuse of these historic buildings is done responsibly.

- Historic Preservation: Important structures that are encouraged to be saved, rehabilitated and reutilized include: 234 Littleton Street (Phi Kappa Sigma House), 230 Littleton Street (Coleman Apartments House), and 202 Littleton Street (Sigma Chi House).

BLOCK 11 – (Grant Street, State Street, and Andrew Place)

This block, designated Downtown Village, is largely improved by a university-owned parking garage. The remaining parcels that are not owned by the university contain two important historic buildings that should be preserved. These buildings should make use of the prescribed mix of uses proper to the Downtown Village designation. The bookstore building site on the corner of State/Grant is not historically/architecturally significant and therefore could be redeveloped under the prescriptions of the Downtown Village designation.

It is possible that this highly visible site could be combined with the 101 Andrew Place building, blending historic with new development, in such a way as to maintain the historic integrity of The Varsity's architecture while allowing for development consistent with Downtown Village to materialize.

Planned Development zoning is recommended if such an effort were undertaken in order to ensure a proper “blending” of historic with new; The small surface parking lot along State Street, serving The Varsity, could even be repurposed as a new downtown public open space as part of such a Planned Development’s negotiations.

In all cases, non-residential uses should be exclusive on the ground floor along the State/Grant frontages in order to activate the streets surrounding this near-campus block.

- Historic Preservation: Important structures that are encouraged to be saved, rehabilitated and reutilized include: 101 Andrew Place (The Varsity), and 123 Andrew Place (house).

BLOCK 12 – (Andrew Place, State Street, North Street, and Northwestern Avenue)

This block, designated Downtown Village, spans a large part of the core of Chauncey Village with numerous historic buildings dotting its perimeter. Non-residential ground floors should be exclusive along the State/Northwestern frontages in order to maintain these already lively streetscapes. Given the size of the block and its central location, a structured parking facility might be appropriate on this block that could serve the parking needs of both Block 12 and surrounding blocks, and the customers/employees of downtown businesses.

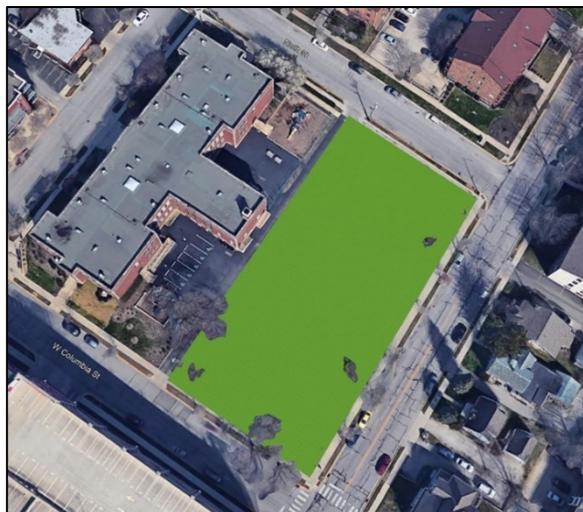
- Historic Preservation: Important structures that are encouraged to be saved, rehabilitated and reutilized include: 309 North Street (warehouse building), 314 W. State Street (Jaques Building), 308-310 W. State Street (Southworth Building), and 306 W. State Street (“Brothers” commercial building).

BLOCK 13 – (Northwestern Avenue, North Street, Chauncey Avenue, and Columbia Street)

This block, designated Downtown Village, lies in the center of the historic part of Chauncey Village and at the important crossroads of North/Northwestern/Vine. Non-residential uses should be exclusive to the Northwestern/Columbia frontages in order to maintain these already lively streetscapes. With the public library (and its generous public open space on its western side) taking the south half of the block, the main redevelopment opportunity is found on the north half of the block. The architectural focal point for this half of Block 13 is the highly visible North/Northwestern/Vine intersection and any redevelopment effort at this location should acknowledge this prominent corner in its design.

BLOCK 14 – (North Street, Chauncey Avenue, Columbia Street, and Salisbury Street)

This block (designated Downtown Village) contains a single, historic school building which (as of the date of this plan’s adoption) has been selected by the City of West Lafayette to be repurposed as the new city hall. With the historic integrity of this building’s architecture assured by the city, the redevelopment opportunities on this block can instead turn to public open space opportunities. Many urban city halls around the country have combined the needs for public parking and open space into a single concept: As shown at right, this concept, subject to further study, would involve replacing the existing surface parking lot with a possible multi-level underground parking garage topped by a structured-soil “green” at street level.



This “green” could also be exclusively or partially hardscaped, depending on design preferences, and could serve as an important and flexible civic space that could be used for any number of public events. As the downtown develops and intensifies, the need for flexible public open spaces will only increase. This “green” option (even if a public parking facility is not constructed underneath and is instead located on a nearby block) presents the city with an important opportunity space worthy of further study and, if deemed feasible, implementation in some fashion.

- Historic Preservation: Important structures that are encouraged to be saved, rehabilitated and reutilized include: 222 N. Chauncey Avenue (Morton School Building).

BLOCK 15 – (Salisbury Street, Columbia Street, North Street [extended], and Littleton Street)

This block, recommended for Downtown Village, marks the northeastern corner of this designation’s extent in Chauncey Village. Any non-residential ground-floors should concentrate on the Columbia/Salisbury frontages as this block’s adjacencies (Blocks 9 and 10) are planned to be more residential in terms of land use. The proposed extension of North Street through this block is assumed in this land use future. In the event it is not constructed, the existing alley that roughly aligns with the proposed extension of North Street should continue to be used to provide rear-loaded access to both blocks (Block 9 and 15).

BLOCK 16 – (Columbia Street, Chauncey Avenue, South Street, and Northwestern Avenue)

This block, designated Downtown Village, is a relatively small but important block located at the highly prominent intersection of State Street and Northwestern Avenue. Two historic buildings and the public library’s parking garage are important fixtures presently on this block. Non-residential uses should dominate the ground floors of all street frontages and any redevelopment efforts on non-historic building sites should demonstrate sensitivity in their design to the surrounding historic context.

- Historic Preservation: Important structures that are encouraged to be saved, rehabilitated and reutilized include: 220 South Street (Miller Building), and 115 N. Chauncey Avenue (commercial building).

BLOCK 17 – (Columbia Street, South Street, Chauncey Avenue, and Salisbury Street)

This block, designated Downtown Village, was previously redeveloped in the late 2000’s and early 2010’s to complete the “Chauncey Square” planned development. At the time of its completion, this large mixed-use project set a new urban standard for Chauncey Village that has since influenced numerous newer redevelopments in the downtown.

Already consistent with the requirements of the Downtown Village designation, any redevelopment of this block in the future should continue to concentrate non-residential ground-floor uses along the Chauncey Avenue frontage though, depending on the design of a redevelopment effort, it is possible the South/Salisbury frontages may also support non-residential ground-floors. Maintaining a through-block public alley should also be a priority in any redevelopment scenario to ensure proper vehicular access.

BLOCK 18 – (Columbia Street, Littleton Street, Salisbury Street, and State Street)

This long, triangular block (designated Downtown Village) presents challenging opportunities for redevelopment. The southern portion of the block, while having the most visibility from busy State Street, has the least acreage for a redevelopment effort consistent with Downtown Village’s allowances. Short of a realignment of either Salisbury or Littleton Streets at their intersection with State Street, this prominent southern point could potentially serve (if the existing Triple XXX restaurant were to close or relocate) as a small public open space area connected with a larger redevelopment effort on the remaining parcels to the north, abutting the historic cooperative house site. Such a redevelopment effort could support any combination of uses recommended for the Downtown Village land use category. The northern part of Block 18 could also support a mix of uses consistent with Downtown Village while demonstrating architectural sensitivity to the historic home found near the corner of Columbia/Littleton.

- Historic Preservation: Important structures that are encouraged to be saved, rehabilitated and reutilized include: 171 Littleton Street (house), and 40 N. Salisbury Street (Ann Tweedale Cooperative House).

BLOCK 19 – (Columbia Street, River Road, State Street, and Littleton Street)

This block, split-designated into Urban Historic Residential on roughly the upper half and Downtown Village on roughly the lower half, contains opportunities for both redevelopment and historic preservation/reuse. In the Urban Historic Residential area, there are three historic buildings that are identified in this plan as having historic value and therefore deserving of preservation and reuse in the event the current residential/fraternity uses cease.

A host of residential and non-residential uses may be appropriate in a redevelopment scenario whereby the existing building’s exterior is preserved. Office and restaurant uses with residential uses above could be appropriate. Multi-family apartments, condominiums, and even hotel uses could also be incorporated into each building’s historic context. In all cases, planned development zoning (should the underlying zone not allow the appropriate mix of uses) is recommended – short of a local historic district - to ensure the adaptive reuse of these historic buildings is done responsibly.

The lone non-historic property in this land use area, 176 Littleton Street (currently a small apartment building), is not planned to be held to the Urban Historic Residential land use standard due to its non-historic character. This plan supports the continued multi-family use on the property and, in a redevelopment scenario, would urge any new construction to be architecturally sensitive and compatible with surrounding historic properties in terms of scale and design.

The lower half of the block, designated Downtown Village, poses topographical challenges in a redevelopment scenario. The northwest corner of the property is presently at grade with Littleton Street while the rest of the block is at grade with River Road and State Street. If the entire area designated Downtown Village on this block is redeveloped as a single project, such a project should respect the grade differences and design the project to maintain streetscapes that are active with pedestrian entrances on all three street frontages with non-residential, ground-floor uses being exclusive for the State/River frontages.

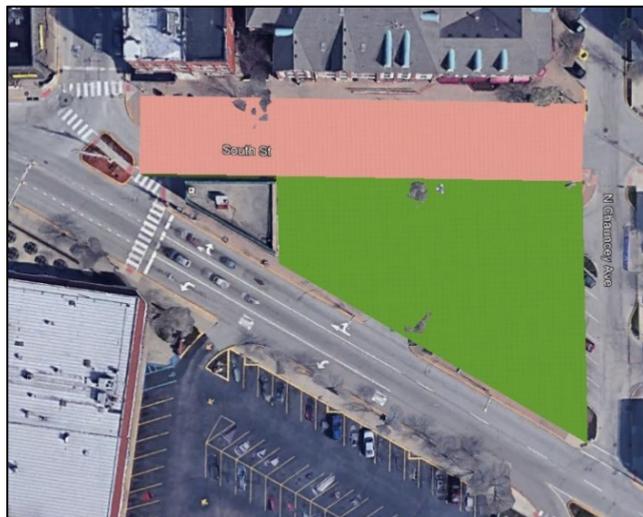
- Historic Preservation: Important structures that are encouraged to be saved, rehabilitated and reutilized include: 172 Littleton Street (Gemini Cooperative House), 150 Littleton Street (Beta Mu Chapter House), and 136 Littleton Street (Marwood House).

BLOCK 20 – (State Street, South Street, and Chauncey Avenue)

This block, designated Conservation/Recreation and located in the historic center of Chauncey Village, contains one of the most iconic historic buildings in the city. Designed by architect Louis Sullivan, 210 W. State Street is recommended for repurposing as a civic-use building with the rest of the block serving as the second of three public park spaces in Chauncey Village.

As shown at right, this open space could be designed any number of ways and relate directly with the proposed closure of South Street (between State & Chauncey) forming single urban public open space. Given the Sullivan building's prominence, even calling the park "Sullivan Square" could serve as an appropriate programming option as designs for the space are considered.

- Historic Preservation: Important structures that are encouraged to be saved, rehabilitated and reutilized include: 210 W. State Street (Purdue State Bank Building).



BLOCK 21 – (State Street, Chauncey Avenue, South Street, and Salisbury Street)

This block, designated Downtown Core, overlooks the proposed park space planned for Block 20. The blocks that surround this park space are located in the historic core of the central business district of West Lafayette. Given this prominence, this plan reserves these surrounding blocks for the most intense and high-profile downtown development. While non-residential ground floors are possible on all the street frontages of this block, the State/Chauncey frontages (and the corners of South/Chauncey and State/Salisbury) should, at least, maintain a non-residential ground floor disposition.

Architecturally, any redevelopment effort along the State Street frontage should seek to generally imitate the pattern established on the north half of Block 24 (where buildings "step-up" in height as they climb the hill on State Street) with plenty of opportunities for pedestrian plazas and outdoor seating areas. The tallest building heights on Block 21 should focus roughly on the southwest corner of the block with lower building heights and upper-story setbacks being appropriate along the South/Salisbury frontages to ensure proper transitions to the mid-rise environments found on Blocks 17 and 18. The existing public alley that currently bisects the block from south to north could be partially/completely vacated to support the pedestrian environment by reducing curb-cuts on State Street. Vehicular access into the block being appropriate from the South/Salisbury frontages (either from a relocated public alley or from driveway entrances).

BLOCK 22 – (Wood Street and Pierce Street)

This block, designated Downtown Core, encompasses roughly the southeast corner of the block on land not owned by the university trustees. Any redevelopment effort should concentrate its architectural focal point at the highly visible corner of Wood/Pierce and allow for the conversion of any ground-floor residential uses to non-residential uses.

BLOCK 23 – (Pierce Street, Wood Street, State Street, and Chauncey Avenue)

This large block, designated Downtown Core, connects all the points surrounding the historic core of Chauncey Village while overlooking the park space planned for Block 20. This centrally-located block is at the top of the hill and is essentially the point that all the other blocks below it “step-up” to. With this prominence, and as previously mentioned and illustrated in Chapter 5, a redevelopment effort of the Chauncey Hill mall site (which comprises a majority of the acreage on the block) is already in conceptual stages. Regardless of how that effort unfolds, the following guiding design principles should be adhered to relative to this block’s redevelopment: rear-loading and vehicular access off existing and/or new or relocated alleys, a large public open space oriented along State Street that relates to the proposed park on Block 20, breaking up the block with new public streets and/or an extension of Northwestern Avenue into the block, and demonstrating architectural sensitivity to the historic buildings in the northwest corner of the block which are identified for preservation.

Redevelopment efforts should concentrate the tallest building heights in the center of the block and interspersed along State Street where the required public open space area takes prominence. From these points, building heights and intensity should gradually lower moving south to the Wood Street frontage (making use of both upper-story stepbacks and lower building heights) to begin the transition to the mid-rise environments found south of Wood Street. The State Street frontage should maintain a non-residential ground-floor disposition, with the other frontages allowing for non-residential conversions of residential ground-floors should the market support it.

- Historic Preservation: Important structures that are encouraged to be saved, rehabilitated and reutilized include: 315-325 W. State Street (Von’s buildings).

BLOCK 24 – (Chauncey Avenue, State Street, Salisbury Street, and Wood Street)

This block, designated Downtown Core and overlooking the park on Block 20 at the corner of State/Chauncey, has already seen recent (as of this plan’s adoption) redevelopment efforts consistent with the prescribed land use designation. The two large mixed-use projects on the north half of the block, along the State Street frontage, have employed the “step-up” design approach outlined in Block 21’s description. Any redevelopment/redesign effort in the distant future for these two projects should continue to adhere to this design approach as well as maintaining non-residential ground floors, pedestrian plazas, and public seating areas along the State/Chauncey frontages.

The south half of Block 24 should begin the architectural transition to the mid-rise environments south of Wood Street. Building heights and intensities should diminish using a combination of lower building heights and upper-story stepbacks to ensure an appropriate transition. Rear-loaded vehicular access should be maintained off the existing alley and any ground floor residential uses on the south half of the block should be constructed in such a way as to allow for the conversion to non-residential uses should the market support it.

BLOCK 25 – (Salisbury Street, State Street, River Road, and Wood Street)

This block, designated Downtown Village, begins (along with the southern part of Block 19) the “step-up” in building height and intensity outlined in Block 21 and 24. Opportunities for innovative design techniques should be employed in any redevelopment scenario; ones that work with the rise in terrain and are able to achieve the “step-up” design requirement while holding to the standards for the recommended land use category. Non-residential ground floor uses are appropriate for the River/State frontages given the high visibility of that intersection.

BLOCK 26 – (Grant Street, Wood Street, and Pierce Street)

This block, designated Downtown Village, is only comprised of properties that are oriented toward Wood Street and the two intersections of Wood/Grant and Wood/Pierce. Overlooking both Block 27 and the more intensely developed blocks to the north, Block 26 should firmly establish the mid-rise environments planned for areas south of Wood Street while providing opportunities for mixed-use environments should the market support them.

BLOCK 27 – (Pierce Street, Wood Street, Chauncey Avenue, and public alley)

This block is recommended for Conservation/Recreation on the eastern half and Downtown Village on the western half. The eastern half of the block presently contains (as of this plan's adoption) the only public park in Chauncey Village (Tommy Johnston Neighborhood Park). Any redesign of Tommy Johnston Neighborhood Park should concentrate on flexible hardscaped and landscaped spaces that could be programmed for any number of public events while leaving plenty of room for passive and limited active recreation spaces. The western half of the block, designated Downtown Village, should continue the mid-rise environment established on Block 26 while providing opportunities for mixed-use development should the market support it. Rear loaded vehicular access off the existing alley should also be maintained.

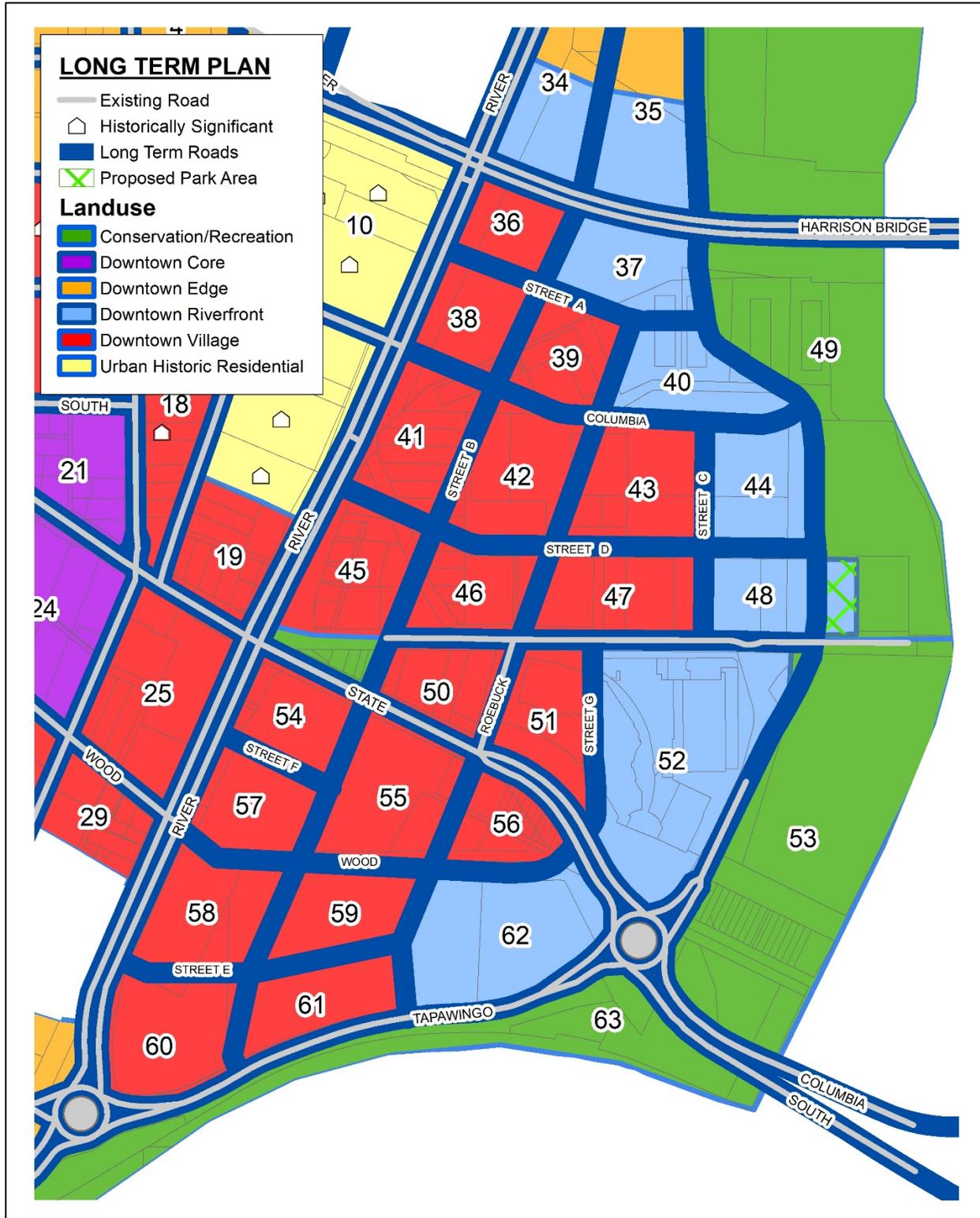
BLOCK 28 – (Wood Street, Chauncey Avenue, Salisbury Street, and public alley)

This block, designated Downtown Village, completes the transition to a mid-rise environment begun in Block 24. While a mix of uses can be supported on this block (non-residential uses being more appropriate along the Wood Street frontage), residential uses should dominate. The conversion of any residential ground-floors to non-residential uses can also be supported. Rear loaded vehicular access off the existing alley should also be maintained.

BLOCK 29 – (Wood Street, River Road, and Salisbury Street)

This block, like Block 28 and designated Downtown Village, completes the transition to a mid-rise environment begun in Block 24. While a mix of uses can be supported on this block (non-residential uses being more appropriate along Wood Street and River Road), residential uses should dominate. The conversion of any residential ground-floors to non-residential uses can also be supported.

Future Land Use Map – Wabash Riverfront



Future Land Use Map Narrative – Wabash Riverfront

OVERVIEW

The Wabash Riverfront’s future land use plan incorporates the full street grid system identified in Chapter 5 of this plan. With this grid in place, the divisions of the land provide for a more sophisticated arrangement of the future land uses.

Along nearly all Flood Plain-zoned areas, riverfront areas, and Tapawingo Park, the “Conservation/Recreation” category has been placed. Stepping up from this category is the “Downtown Riverfront” category which provides for the most intense and diverse development strictly oriented towards the river and serving as a development “counterpoint” to Downtown Lafayette’s building heights and development intensity. The “Downtown Village” category follows moving west and divided by State Street. This category provides for mid-rise development that connects primarily with Chauncey Village while transitioning into the “Downtown Edge” areas west of River Road at the Williams Street roundabout. This lower-intensity category is designed to provide a range of lower-density urban housing options. The following analysis contains a block-by-block description of the future land uses for the Wabash Riverfront:

Note: Blocks that contain green cross-hatching over their designated underlying land use category indicate an option for the Conservation/Recreation land use category to be over all or part of the area that is cross-hatched, while not excluding the option to develop using the designated underlying land use category. Development in these cross-hatched areas could either: Develop using the designated underlying land use category, develop under the Conservation/Recreation land use category, or develop using both categories by integrating a Conservation/Recreation area into a development site.

BLOCK 30 – (Williams Street, River Road and Salisbury Street)

This block, along the downtown’s southern boundary, is encumbered by challenging topography. In its current development pattern, the block is oriented towards the Williams/River roundabout. Designated Downtown Edge, any redevelopment effort should respect the existing grading. Given the fact that the site is “cut into the hill” an opportunity for basement level parking with residential units above provides for the most efficient use of the land. Garage entry from either Williams Street and/or River Road could facilitate this development example. The Salisbury Street frontage should maintain an urban disposition (close to the street) with residential unit entrances (or a common lobby) fronting onto the Salisbury/Williams streetscape.

BLOCK 31 – (Williams Street, River Road, Salisbury Street, and railroad tracks)

This block, designated Downtown Edge, continues the theme established with Block 30 and supports lower-density residential environments consistent with the land use category. The presence of the railroad tracks on the southern boundary of the block does limit development potential and, given the limited River Road frontage and the steepness of the hill on this block, vehicular access is best sought near the Williams/Salisbury intersection.

(BLOCKS 32-35 ARE FOUND IN THE NORTH WABASH RIVERFRONT AREA)

BLOCK 36 – (River Road, Wiggins Street, Street “A”, and Street “B”)

This block, designated Downtown Village, is located at the prominent River/Wiggins intersection and any redevelopment effort should highlight this block’s orientation toward this intersection with more intense development being appropriate along these two road frontages. Vehicular access into the block should come from Street A and Street B to minimize curb cuts on River/Wiggins.

BLOCK 37 – (Tapawingo Drive [extended], Wiggins Street, Street “A”, and Street “B”)

This block, designated Downtown Riverfront, overlooks the park space and riverfront located on Block 49 and has a highly visible corner at Tapawingo/Wiggins. Because of these adjacencies, this block should highlight - in its site design and architectural elements – these focal points. Vehicular access into the block should come from Street A and Street B to minimize curb cuts on Wiggins/Tapawingo.

Block 38 – (River Road, Columbia Street [extended], Street “A”, and Street “B”)

This block, designated Downtown Village, has prominent road frontage along River Road and it is appropriate for the more intensely developed part of the block to be located there and along the Columbia Street frontage in a redevelopment scenario. Vehicular access into the block is appropriate from Street A and Street B to minimize curb cuts on River/Columbia.

Block 39 – (Columbia Street [extended], Street “A”, Roebuck Drive [extended], and Street “B”)

This block, designated Downtown Village, is appropriate for lower-intensity development (consistent with its land use designation) given the fact that no major roadways surround it. Columbia Street is the lone exception since it is one of a few streets that directly connects the Wabash Riverfront area with the Chauncey Village area. Due to this, vehicular access into the block could be from Street B, Street A, and Roebuck Drive.

Block 40 – (Columbia Street [extended], Roebuck Drive [extended], Tapawingo Drive [extended], and Street “A”)

This block, designated Downtown Riverfront, has prominent frontage along Tapawingo Drive overlooking the park space and riverfront on Block 49. Redevelopment on this block should highlight this orientation and focus its development intensity along the Tapawingo/Columbia frontages. Vehicular access into the block should be made from Street A, Roebuck Drive, or the Columbia Street intersection with Street C to minimize curb cuts on Columbia/Tapawingo.

Block 41 – (Columbia Street [extended], River Road, Street “B”, and Street “D”)

This block, designated Downtown Village, has prominent frontages along both River Road and Columbia Street. Development intensity should be focused on these frontages while maintaining rear-loaded vehicular access from the alley proposed to bisect the block.

Block 42 – (Roebuck Drive [extended], Columbia Street [extended], Street “D”, and Street “B”)

This block, designated Downtown Village, is similar to Block 39 in that no major roadways (except Columbia Street) surround the block. Lower-intensity development is appropriate for this block as a result. Rear-loaded vehicular access should be made from the alley proposed to bisect the block and the most intense development should be reserved for the Columbia Street frontage.

Block 43 – (Street “C”, Roebuck Drive [extended], Columbia Street [extended], and Street “D”)

This block, designated Downtown Village, is like Block 39 and Block 42 with no major streets (except Columbia Street) surrounding it. With this block being adjacent to Block 40 and Block 44, however, more intense development – consistent with its land use category – is appropriate along the Columbia/Street C frontages. Rear-loaded vehicular access should be made from the alley proposed to bisect the block.

Block 44 – (Tapawingo Drive [extended], Street “C”, Columbia Street [extended], and Street “D”)

This block, designated Downtown Riverfront, should be developed in a manner like Block 40 wherein the greater development intensity is focused on the Tapawingo frontage overlooking the park space and riverfront on Block 49. Rear-loaded vehicular access should be from the alley proposed to bisect the block.

Block 45 – (Street “B”, River Road, Street “D”, and State Street)

This block, split-designated Downtown Village on the upper ¾ of the block and Conservation/Recreation on the lower ¼ of the block, is located at the important crossroads of River/State. The reason for this split in land uses is to accommodate a new public park space along State Street. As shown below, this park space is located on an axis with Brown Street (shown as a dark gray line) with one point being the River/State intersection and the other point being the proposed Brown Street pedestrian bridge entrance at the Wabash River. This unbroken line of site provides a direct view through the Wabash Riverfront area (from the Wabash River to the State/River intersection). For the pedestrian, this unique view can have a way of drawing one from point to point without realizing how far they have walked. By “bookending” both ends of Brown Street with public park spaces, a pedestrian will not only have unique views but actual destinations designed for them in the heart of downtown.



Development intensity for Block 45 should be focused on River Road and overlooking the proposed park space along State Street with an architectural emphasis placed on the southwest and southeast corners of the area designated Downtown Village. Rear-loaded vehicular access for the Downtown Village land use area should be from the alley proposed to bisect the block.

Block 46 – (Brown Street, Street “D”, Roebuck Drive [extended], and Street “B”)

This block, designated Downtown Village, is located along the Brown Street corridor which this plan (as illustrated in Block 45’s description) has identified as having special pedestrian orientation. Development on this block should highlight that orientation with the more intense and mixed-use development located along the Brown Street frontage. Vehicular access ideally should be made from Street D, but both Street B and Roebuck Drive could also support it.

Block 47 – (Street “D”, Brown Street, Roebuck Drive [extended], and Street “C”)

This block, designated Downtown Village, should continue the theme established on Block 46 with the most intense mixed-use development centered on the Brown Street frontage that highlights the pedestrian-oriented environment. Rear-loaded vehicular access should be made from the alley proposed to bisect the block.

Block 48 – (Brown Street, Tapawingo Drive, Street “C”, and Street “D”)

This block, designated Downtown Riverfront, completes the theme established with Block 40 and 44. Development intensity should be focused on Tapawingo Drive and Brown Street; the pedestrian-orientation of Brown Street should be highlighted in any redevelopment scenario of this block.

From a site and architectural design perspective the southeast and southwest corners of the block provide the most significant opportunities for focal-point design elements given the views from both Tapawingo Drive, Brown Street, and the proposed Brown Street pedestrian bridge.

Block 49 – (Tapawingo Drive [extended], Brown Street, Harrison Bridge, and Wabash River)

This large block (coupled with Block 53), designated almost exclusively Conservation/Recreation (with the exception of one tract of land directly east of Block 48 and designated Downtown Riverfront with an option for Conservation/Recreation, as indicated by the green cross-hatching on the future land use map), is the centerpiece of an unbroken, linear park system planned for the Downtown Riverfront spanning Blocks 32, 49, 53, and 63. With Block 49 centered on the proposed Brown Street pedestrian bridge, the proposed park system is intended to provide a multitude of passive and active recreation opportunities all while serving to better connect the downtowns of both Lafayette and West Lafayette.

Development for the Downtown Riverfront portion of Block 49 can follow one of three options:

1. Downtown Riverfront Option: Redevelopment should be similar to Block 48 wherein a pedestrian orientation to the streets and architectural focal points (given the surrounding views) should guide the design.
2. Downtown Riverfront with Conservation Recreation Option: Developing the site as prescribed in option #1 while reserving a portion or portions of the site for Conservation/Recreation. This option could be implemented in any number of ways so long as a pedestrian-oriented environment is implemented that seamlessly relates to and connects with the adjacent open spaces planned for the rest of Block 49.
3. Conservation/Recreation Option: This option would fully integrate the site with the rest of Block 49 to develop a single pedestrian-oriented open space that could be programmed any number of ways that are consistent with the Conservation/Recreation land use category.

BLOCK 50 – (State Street, Street “B”, Brown Street, and Roebuck Drive [extended])

This block, designated Downtown Village, is located between two highly visible street frontages (Brown Street and State Street) while overlooking the park space on Block 45. The block’s location and high visibility can easily support an intensely-developed mixed-use environment with the important corners of State/Roebuck and Brown/Roebuck serving as appropriate site and architectural focal points in any redevelopment scenario. Vehicular access into the block is ideally made from Roebuck Drive.

Block 51 – (Roebuck Drive, Street “G”, Brown Street, and State Street)

This block, designated Downtown Village, roughly comprises the western third of the Wabash Landing Planned Development site. As illustrated and described in Chapter 5 of this plan, there are a multitude of ways the Wabash Landing site could be redeveloped. Block 51 should develop in a manner similar to Block 50 with the corners of State/Street G and State/Roebuck serving as appropriate site and architectural focal points in any redevelopment scenario. Vehicular access into the site is most appropriate from Street G.

BLOCK 52 – (Tapawingo Drive, Street “G”, State Street, and Brown Street)

This block, split-designated Downtown Riverfront and Conservation/Recreation (in the northeast corner), comprises the eastern 2/3 of the Wabash Landing Planned Development site. As illustrated and described in Chapter 5 of this plan, there are a multitude of ways the Wabash Landing site could be redeveloped or even divided into smaller development sites by relocating/repurposing existing rights-of-way and Flood Plain zoning that currently penetrate the site.

In all cases the intent of the Downtown Riverfront and its development allowances should be respected. Clearly, the State/Tapawingo corner of the site has the highest visibility, being a literal gateway into West Lafayette. To a lesser extent, the Brown/Tapawingo corner (overlooking the Brown Street pedestrian bridge and park spaces on Blocks 49 and 53 provides another gateway opportunity from a site/architectural design perspective.

The shifting of Tapawingo Drive to accommodate its extension north of Brown Street will create a small public open space opportunity on the northeast corner of the site, hence the Conservation/Recreation designation found there.

Vehicular access into the block is ideally made from the existing public alley and Street G, with Brown Street and Tapawingo Drive being less ideal. Vehicular access into the site from State Street should be prohibited to protect the pedestrian orientation of this main thoroughfare. If the existing public alley is reconfigured or if new internal streets (not identified in this plan) are created to more efficiently develop the block and control traffic, then the recommendations concerning traffic circulation may not be applicable. Regardless of what vehicular access solution is selected, the State/Tapawingo/Brown frontages should maintain a lively mixed-use environment befitting their high-visibility and connectivity with surrounding activity centers.

BLOCK 53 – (Brown Street, State Street, Tapawingo Drive, and Wabash River)

This large block (coupled with Block 49), designated Conservation/Recreation, is the centerpiece of an unbroken, linear park system planned for the Downtown Riverfront spanning Blocks 32, 49, 53, and 63. The proposed park system is intended to provide a multitude of passive and active recreation opportunities all while serving to better connect the downtowns of both Lafayette and West Lafayette. Block 53 is planned to incorporate an expansion of Tapawingo Park and greater diversification of its amenities.

BLOCK 54 – (River Road, State Street, Street “F”, and Street “B”)

This block, designated Downtown Village, is planned to establish a future redevelopment option for the River Market Planned Development site. This plan recommends the large site be broken up into three blocks (54, 55, and 57) and four new streets and one new alley be constructed. On Block 54, the pedestrian-orientation of State/River should hold prominence and vehicular access into the block should be made from Street F and/or Street B. A variety of mixed-use environments could be supported on this block. The greater development intensity should be reserved for the State/River frontages given their high visibility.

BLOCK 55 – (State Street, Wood Street [extended], Roebuck Drive [extended], and Street “B”)

This block, designated Downtown Village, is planned to establish a future redevelopment option for the River Market Planned Development site and gas station site. This plan recommends the sites be broken up into three blocks (54, 55, and 57) and four new streets and one new alley be constructed. On Block 55, the pedestrian-orientation of State Street should hold prominence and rear-loaded vehicular access should be made from the alley planned to bisect the block. A variety of mixed-use environments could be supported on this block with the higher development intensity reserved for the State Street frontage given its high visibility.

BLOCK 56 – (Wood Street [extended], Roebuck Drive [extended], and State Street)

This block, designated Downtown Village, is shaped by two new streets and its unusual shape makes for a potentially challenging development site. This is offset, however, by the block’s prominent State Street frontage.

Any redevelopment effort consistent with the land use category has the potential to employ a unique design that emphasizes both the pedestrian-orientation of State Street and the highly visible corners of State Street and its intersection with both Street G and Roebuck Drive. Vehicular access into the block is ideally made from Roebuck, although access from Street G could potentially work depending on the block's design.

BLOCK 57 – (River Road, Street “F”, Wood Street [extended], and Street “B”)

This block, designated Downtown Village, is planned to establish a future redevelopment option for the River Market Planned Development site. This plan recommends the large site be broken up into three blocks (54, 55, and 57) and four new streets and one new alley be constructed. On Block 57, the pedestrian-orientation of River Road should hold prominence and vehicular access into the block should be made from Street F and/or Wood Street. A variety of mixed-use environments could be supported on this block. The greater development intensity should be reserved for the River Road frontage (centered on the River/Wood intersection) given its high visibility.

BLOCK 58 – (River Road, Wood Street [extended], Street “B”, and Street “E”)

This block, designated Downtown Village, is planned for a variety of mixed-use environments. The pedestrian-orientation of River Road should be respected in a redevelopment scenario and vehicular access into the block is ideally made from Street E and/or Street B with access off Wood Street being less ideal. Development intensity is more appropriate along the highly visible River Road frontage.

BLOCK 59 – (Street “B”, Wood Street [extended], Roebuck Drive [extended], and Street “E”)

This block, designated Downtown Village, is planned for a variety of mixed-use environments. Lower-intensity development is appropriate on this block given the lack of prominent roadways surrounding it. Vehicular access into the block is ideally made from Street E and/or Street B given the fact that Wood/Roebuck connect to more of a downtown street grid and will likely carry higher traffic volumes.

BLOCK 60 – (River Road, Street “E”, Street “B”, and Tapawingo Drive)

This block, designated Downtown Village, marks the southern gateway entrance into the downtown and is planned for a variety of mixed-use environments. The greater development intensity should be reserved for the Tapawingo/River frontages with the site/architectural focal point located on the Tapawingo/River intersection, overlooking the roundabout. Vehicular access is ideally made from Street E and Street B and any redevelopment effort should maintain a lively pedestrian-orientation along River/Tapawingo.

BLOCK 61 – (Tapawingo Drive, Street “B”, Roebuck Drive [extended], and Street “E”)

This block, designated Downtown Village, should demonstrate an increase in development intensity from Block 59 and center that intensity along its Tapawingo frontage. Vehicular access into the block is ideally made from Street E and any redevelopment effort should maintain a lively pedestrian-orientation along Tapawingo.

BLOCK 62 – (Tapawingo Drive, Wood Street [extended], Roebuck Drive [extended], and State Street)

This block, designated Downtown Riverfront, is a companion to Block 52 in serving as the eastern gateway into the downtown from Lafayette. Development intensity should be focused on the State/Tapawingo intersection, overlooking the roundabout. A lively pedestrian-orientation should be maintained along State/Tapawingo and vehicular access into the block is ideally made from Roebuck/Wood. Given the size of the block, it is possible a public alley or new street could bisect the block running north/south from Tapawingo to Wood. If such a facility were constructed, rear-loaded vehicular access would be more appropriate from this facility.

As of this plan's adoption, the surface parking lot located behind the hotel situated at the Tapawingo/State intersection represents an inefficient use of land given this block's land use designation. In a redevelopment scenario, this plan could support removing this lot and replacing it with a common parking structure located on all or part of the existing surface parking lot and to allow multiple users from surrounding blocks to make use of it (depending on its capacity). The garage structure itself could be public or private and should be located generally in the center of the block to allow development to "wrap" it and connect more easily to it.

BLOCK 63 – (Wabash River, State Street, Tapawingo Drive, River Road, and railroad tracks)

This block, designated Conservation/Recreation, marks the southernmost section of an unbroken, linear park system planned for the Downtown Riverfront spanning Blocks 32, 49, 53, and 63. The proposed park system is intended to provide a multitude of passive and active recreation opportunities all while serving to better connect the downtowns of both Lafayette and West Lafayette. Block 63, given its unusual shape, topography, and the presence of the railroad tracks, provides limited space for park development beyond the existing wooded areas and the segment of the Wabash Heritage Trail which passes through the block. What spaces that exist for park development should focus on are improved access to the Wabash Heritage Trail, greater connectivity to and integration with the expanded park development on Block 53, and increased greenspace buffering of Tapawingo Drive and River Road from the railroad tracks.

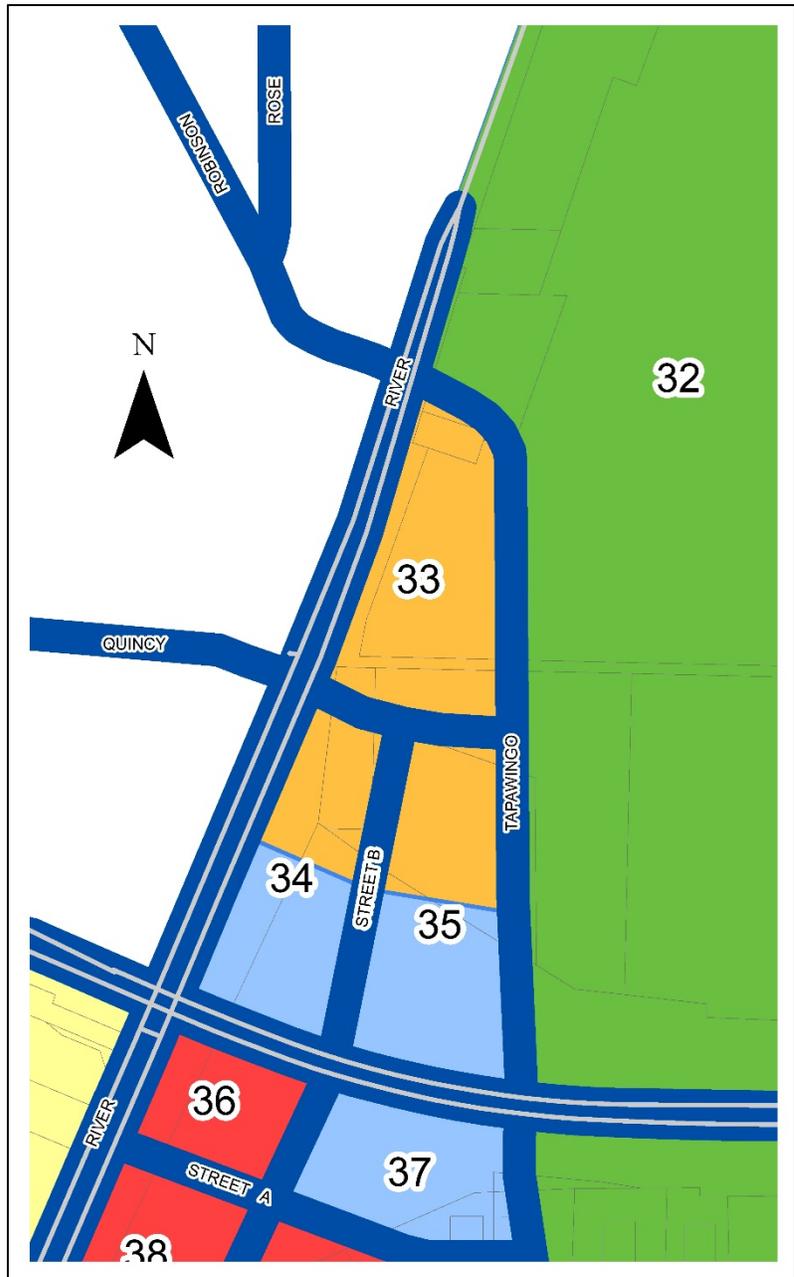
Future Land Use Map Narrative – North Wabash Riverfront

LONG TERM PLAN

-  Existing Road
-  Historically Significant
-  Long Term Roads

Landuse

-  Conservation/Recreation
-  Downtown Core
-  Downtown Edge
-  Downtown Riverfront
-  Downtown Village
-  Urban Historic Residential



Future Land Use Map Narrative – North Wabash Riverfront

OVERVIEW

“North Wabash Riverfront” is a completely unique environment from Chauncey Village and the Wabash Riverfront. Comprising four blocks, this stretch of riverfront property – though encumbered severely by the Wabash River floodplain – presents the city with some unique development opportunities. The “Downtown Riverfront”, “Downtown Edge”, and “Conservation/Recreation” categories are assigned to these blocks creating two environments: One block set aside as a new, consolidated public park space (Block 32), and three smaller blocks (Blocks 33, 34, and 35) planned for development that should be designed to enhance the riverfront environment. The following analysis contains block-by-block descriptions of the future land uses for the North Wabash Riverfront:

BLOCK 32 – (River Road, Tapawingo Drive [extended], Harrison Bridge, and Wabash River)

This enormous block, designated Conservation/Recreation, routinely experiences periodic flooding events, even within areas not zoned Flood Plain. Given this history, the Wabash River Enhancement Corporation’s plans for more public spaces along the Wabash River, and to offset the development intensity planned for the Wabash Riverfront, this plan supports the conversion of the developed areas within Block 32 to public park spaces. In so doing, a single, unified, public space can be formed capable of being programmed any myriad of ways to best serve the community. The preservation of existing forested areas and wetland environments should take precedence as the active and passive recreation spaces are developed.

BLOCK 33 – (Quincy Street [extended], Tapawingo Drive [extended], and River Road)

This block, designated Downtown Edge, lies at the important crossroads of River Road and Tapawingo/Robinson, providing access directly into the Wabash Riverfront from the New Chauncey neighborhood and points north. This northernmost block of the planned developed area of the downtown (and the northern gateway entrance into the downtown), given its street frontage configurations and block shape, could potentially incorporate innovative design elements in its architecture and site layout to better relate to the park space and riverfront on adjacent Block 32. Design sensitivity should also be shown along the River Road frontage, given the historic New Chauncey neighborhood on the west side of River Road, to ensure appropriate transitions.

BLOCK 34 – (River Road, Street “B”, Quincy Street [extended], and Wiggins Street)

This block, designated Downtown Riverfront on the south half and Downtown Edge on the north half (bisected by the proposed alley), should be designed to appropriately transition from Block 33 to the higher-intensity development planned to the south. Development on this block should also demonstrate design sensitivity along its River Road frontage, given the adjacent New Chauncey neighborhood west of River Road, to ensure appropriate transitions. The prominent intersection of River/Wiggins should also be highlighted in a redevelopment scenario and incorporate focal-point architectural design elements at this location.

BLOCK 35 – (Street “B”, Quincy Street [extended], Tapawingo Drive [extended], and Wiggins Street)

This block, similar to Block 34, is designated Downtown Riverfront on the south half and Downtown Edge on the north half (bisected by a proposed alley). Like Block 34 it should also provide a development intensity transition from Block 33. It should also maintain an orientation towards the riverfront park space on Block 32 and be designed to highlight the importance of this gateway block location.

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