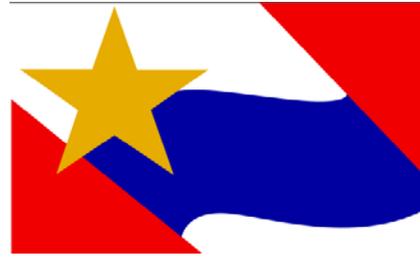




**HISTORIC
CENTENNIAL
NEIGHBORHOOD
PLAN**



City of Lafayette, Indiana

An Amendment to the Comprehensive Plan

OCTOBER, 2012

THE AREA PLAN COMMISSION OF TIPPECANOE COUNTY

HISTORIC CENTENNIAL NEIGHBORHOOD PLAN

Area Plan Commission of Tippecanoe County

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Adoption:

Jurisdiction

Resolution

Date

APC

Lafayette

This document was prepared by the staffs of the Area Plan Commission of Tippecanoe County, RATIO Architects, Inc. and Hannum, Wagle & Cline Engineering, in cooperation with the City of Lafayette. Special thanks to Global Green USA for their contributions related to LEED for Neighborhood Development Initiatives.

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Note: The graphics contained in this document including illustrative plans, sketches, photographs, etc., are intended to portray design intent and not final architecture or site design. Final architecture and site design will vary depending upon end uses and review of submitted development proposals.

Chapter 1: Introduction

Introduction

Purpose

Throughout the years, the Area Plan Commission of Tippecanoe County (APC), charged with planning and zoning responsibilities for the City of Lafayette, has prepared several neighborhood plans that have been amended into the Comprehensive Plan.

On June 7, 2010, the City Council adopted Resolution #2010-05 which requested the APC study the neighborhood and create, with its residents and property owners, a plan to provide a long-term vision for future development, infill, preservation and streetscape improvement within the Historic Centennial Neighborhood.

This plan for the Historic Centennial Neighborhood (HCN) reflects the grass roots effort and collective ideas of neighborhood residents, business owners, religious, arts and cultural interests and general participants in the public engagement process which is detailed on page 10. In 2009 the Historic Centennial Neighborhood Association determined that a neighborhood master plan outlining recommendations for redevelopment could be a useful tool to continue the neighborhood's progress.

The formalized planning effort, desired for years, was brought to fruition through the combined resources of the Lafayette Economic Development Department, CityBus of Greater Lafayette and the Area Plan Commission (APC) of Tippecanoe County.

The HCN Plan provides for a more intense study of the neighborhood that is tailored to the needs of the residents, property owners and downtown in general. The Plan is intended to influence public improvements and steer private investment in order to promote neighborhood stabilization and preservation, as well as other compatible revitalization. Within this document are goals, policies and implementation strategies that provide recommendations for future improvement within the HCN. Ultimately, this plan will provide the foundation of stronger regulation for HCN development through the establishment of an overlay zoning district, Design Review Committee, form-based code, and other regulatory tools.

Following adoption, this plan will serve as decision-making guidance for the Area Plan Commission, the City Council, the City Engineer's Office, Lafayette Division of the Area Board of Zoning Appeals and the local development community among others. Undoubtedly, the members of the Historic Centennial Neighborhood will monitor development activities to ensure the best possible development. The ongoing partnership between these and other partners will result in revitalization strategies designed to achieve established goals.

Relevant Planning Documents

Previous studies and plans, though they mainly address areas surrounding the HCN, were reviewed to ensure that the HCN Plan will not be out of context or incompatible with their goals and recommendations. These documents include:

- **The Urban Corridor Master Plan for the Wabash River:** This plan, completed in November of 2011, by the Wabash River Enhancement Corporation provides recommendations for the redevelopment of land along the Wabash River through the urbanized areas of Lafayette and West Lafayette. Some of the larger ideas in that plan that affect the HCN include the creation of a Brown Street Pedestrian Bridge that crosses the Wabash River, redevelopment of parcels east of and directly adjacent to the existing railroad, and development of a natural park (“signature park”) along the riverfront.
- **Lafayette Downtown Action Agenda (2002) and Update (2007):** Created specifically for Downtown improvement, this plan and update recommend maintaining high-quality single- and multi-family homes in residential areas surrounding Downtown, and place an emphasis on the development of market-rate housing units in proportion to market conditions and demand. It also recommends that major commercial uses continue to locate downtown rather than encroaching upon Downtown-adjacent neighborhoods. Finally, with regard to influence on this plan, it recommends ongoing communication occurring quarterly between organizations with major interests in Downtown including adjacent neighborhood associations.
- The Neighborhood Plans for the **Historic Jeff Neighborhood (2001)** and **Lincoln Neighborhood (1995):** Written by APC staff, these two plans included goals and objectives based on input from property owners and residents. Both plans resulted in successful down-zones of these two neighborhoods.
- **CityBus Five-Year Strategic Plan:** Relative to this plan, CityBus recommends improvements to the downtown transit facility, currently in design. It also recommends improvements to bus service, ridership, facilities and operations as well as developing “...transit-oriented housing and

other services near CityBus lines” and to “take a central role in regional/local planning related to land use, transit, roadways and pedestrian access.” Also, among CityBus’s top priorities are:

- initiating development projects, working with partners in the Lafayette area,
 - participating in transit-oriented residential development projects in the downtown area targeting Purdue students and faculty and in key transit corridors, and
 - promoting transit-oriented development as a tool for densifying the core of the CityBus service area.
- **Community of Choice Plan:** Facilitated by Rebecca Ryan of Next Generation Consulting, the 2011 study attempted to identify what will attract and keep young professionals in Lafayette.
 - **Near North Neighborhood Lafayette Charrette:** Performed by Ball State University Students in September 1999, sketches indicate a long-standing vision for contextual urban design within the neighborhood.
 - **Lafayette Comprehensive Five Year Park Master Plan 2009-2013:** This plan, written by the Lafayette Parks Department, includes recommendations for improvements to city-wide park sites, facilities, riverfront and trails.

Location

Historic Centennial Neighborhood is located just north of Downtown Lafayette, adjacent to the Wabash River.

Study Area Boundary

The study area is more than 40 square blocks within the centerlines of Union Street on the north, N. 9th Street on the east, Ferry Street to the south and the Wabash River on the west.



Location of HCN

Study Area Boundary



History

Historic Centennial Neighborhood is located just north of Lafayette's downtown commercial district and is the city's oldest urban neighborhood. The neighborhood's boundaries cover part of the original 1825 plat of Lafayette along with several additions platted between 1829 and 1866 and the subdivisions of several mid-nineteenth century estates. The streets follow the rectangular grid of the original plat, with some irregularities in the eastern part of the neighborhood.

The southern edge of the neighborhood bordered Lafayette's bustling commercial district. The western portion of the neighborhood along the Wabash & Erie Canal corridor was primarily industrial and included large establishments such as Thieme & Wagner's Lafayette Brewery. The area between 4th and 9th Streets was primarily residential and featured tree-lined streets. The downtown commercial district extended into the neighborhood along 3rd and 4th Streets and smaller neighborhood commercial nodes were present at the intersections of 9th and Cincinnati Streets and 9th and Union Streets.

A site at the center of the neighborhood contained one of Lafayette's first public schools, the Central School (1854-1876). Later Centennial School (1876-1971) opened in the year of the United States Centennial, from which the neighborhood takes its name. Parochial schools including St. Boniface School and St. James Lutheran School have served the neighborhood and the surrounding area since the late nineteenth century. Lafayette Jefferson High School was located along the neighborhood's eastern boundary from 1912 until 1969. The same building later housed Tippecanoe Junior High School and IVY Tech State College before being rehabilitated as senior housing. The proximity of walkable urban schools added to the neighborhood's desirability for families with children.



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Chapter 2: Profiles

Profiles

Demographics – Lafayette, IN (2010)

In 2010, the City of Lafayette was home to 67,140 people residing in 28,545 households. The median age for the City is between 31 and 32 years, a bit younger than the State of Indiana’s median age of around 37 years.

Of the total households, 55.6% contain families and 44.4% contain non-families compared to Indiana’s average of 66.9% family households. Also of the total households in Lafayette, 29.4% of households contain children less than 18 years of age compared to Indiana’s 33.3%, and 19.3% contain adults at or above 65 years of age compared to Indiana’s 23.9%.

Compared with the State of Indiana in 2010, the City of Lafayette consists of a greater percentage of younger adults with fewer households containing children.

The total number of housing units in Lafayette in 2010 was 31,260. 51.3% were owner-occupied compared to 69.9% of Indiana’s housing units, and of the total number of Lafayette’s housing units 8.7% were vacant compared to Indiana’s 10.5%.

Overall, Lafayette has a lower percentage of owner-occupied housing compared to the State of Indiana, and a lower percentage of vacant housing units.

Economic Demographics

The following data is based on Census block groups, the boundaries of which changed slightly between 1990 and 2000. For the most part, the block groups exist between the Wabash River and 8th Street, and Union Street to the north to North Street to the south. Both decades counted the area between Ferry Street and North Street as part of downtown.

Between 1990 and 2000, population increased slightly, and household income increased overall (without regard to inflation). The highest incomes in 1990 were in the \$50K-\$60K range, and in 2000 were in the \$100K-\$125K range. In 2000, approximately 7.8% of households had incomes above \$75K.

In 1990, approximately 74.3% of households held an income below \$20K. In 2000, approximately 77.9% of households held an income below \$25K.

Housing value also appears to have increased (without regard to inflation). In 1990 the majority of owner-occupied housing held a value of less than \$30K. In 2000 the majority of owner-occupied housing held a value between \$60K and \$150K.

Between 1990 and 2000, the rate of ownership v. rentals did not change by much. Owner occupied units increased slightly from 7% in 1990 to 7.7% in 2000.

Historic Resources

The historic architecture of Historic Centennial Neighborhood has served as the primary catalyst for the neighborhood's past revitalization efforts. Homeowners and community nonprofit organizations began rehabilitating neglected historic buildings in the early 1980s and this trend has continued to the present day. More than 30 properties in the neighborhood have been recognized by the Wabash Valley Trust for Historic Preservation's plaque program, highlighting the restoration, preservation, and historic integrity of architecturally significant buildings. The neighborhood's broad collection of historic buildings reflecting many different periods and architectural styles has served as a core component of its identity. This has been recognized through historic home tours, a walking tour brochure, and the HCNA website's architectural inventory.

A 2011 survey of the neighborhood's historic architecture utilizes a rating system based on that used in the 1990 *Tippecanoe County Interim Report* of the Indiana Historic Sites and Structures Inventory. Buildings were assigned one of the following ratings:¹

- **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.
- **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.

¹ Indiana Historic Sites & Structures Inventory, *Tippecanoe County Interim Report* (Indianapolis: Historic Landmarks Foundation of Indiana, 1990) ix-x.

- **Contributing (C)** – This property is pre-1940 and, while it may not be individually eligible for the National Register of Historic Places, it is important to the density and continuity of the area’s historic fabric. Contributing properties are eligible for listing in the National Register of Historic Places as part of a historic district.
- **Non-Contributing (NC)** – This property is either post-1940 or is an older structure that has been severely altered and has lost its historic character. Many non-contributing structures are incompatible with their surroundings but some may be compatible contemporary infill. N. 5th Street contains a high concentration of contemporary infill housing that is compatible with the historic character of the neighborhood but is classified as non-contributing because it was built after-1940.

The 2011 survey found high concentrations of Outstanding and Notable buildings along N. 5th, N. 6th, N. 7th, N. 9th, Ferry, North, Brown, and Cincinnati Streets. These concentrations were found in the central and southeastern segments of the neighborhood. Areas with low concentrations of historic buildings, evinced by a number of non-contributing resources, were found along N. 3rd and N. 4th Streets between North and Cincinnati Streets, along Union Street, along N. 9th Street from Cincinnati to Union, and along the west side of N. 4th Street between Brown and Union Streets. These areas comprise the western third of the neighborhood along with its northern and western fringes. Several areas of the neighborhood also contain vacant land or surface parking lots. These sites were not assigned a rating but would be considered non-contributing. Most of these sites previously contained buildings. Contemporary infill housing along N. 5th Street is compatible with the architectural character of the neighborhood but was rated as non-contributing for the purposes of this survey due to its post-1960 construction date.

Since 1993, the Historic Centennial Neighborhood Association (HCNA) has been instrumental in bringing together neighborhood residents, preserving historic structures and fostering a sense of community. These citizens are united in their desire to ward off threats to their neighborhood and their quality of life, and have a shared goal to create opportunities for positive future growth and development.

Historic Centennial Neighborhood has always been a diverse urban neighborhood. From its earliest years the neighborhood contained imposing residences of wealthy and prominent citizens, comfortable middle-class housing and humble dwellings of the working class. For this reason the neighborhood has always offered a diverse range of housing options. Attached housing (single-family units on individual lots that share walls with neighboring residences) was common in the neighborhood and some of the

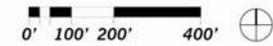
most imposing of these residences were rowhouses/townhouses and duplexes. The neighborhood contained some tenements as well as modern flats (apartments) by the early twentieth century. The neighborhood's long development period resulted in a collection of architecturally significant buildings dating from the 1840s to the 1950s and reflect a broad range of architectural styles.

Historically Significant Structures



LEGEND

- ★ Outstanding
- Notable
- ▲ Contributing
- Not contributing
- ▬ Neighborhood Boundary



Reference(s):

Ben Ross, LEED AP BD+C

Cultural Resources

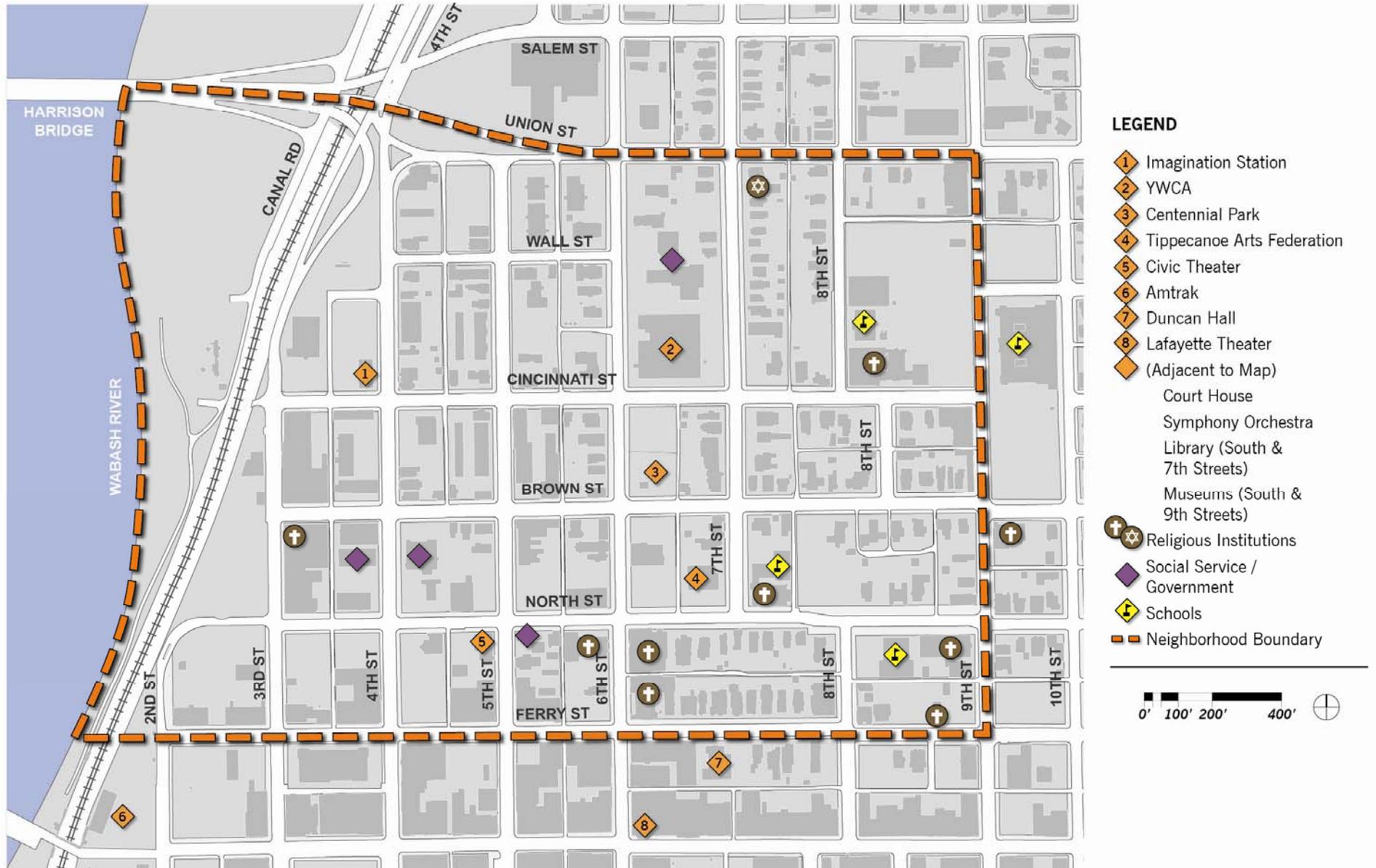
The Historic Centennial Neighborhood contains a plethora of community facilities that are fully integrated into the urban fabric (see Cultural Resources map on page 22). These public and semi-public institutions are where the community goes when not at home or at work. These include religious institutions, schools and semi-public facilities that promote arts and wellness, some of which are listed below:

- **Imagination Station** - A hands-on children's museum focused on science, space, and technology
- **YWCA of Greater Lafayette** - Youth enrichment programs, programs that promote racial justice and women's economic empowerment, domestic violence intervention and prevention, women's cancer screenings, and educational programming
- **Centennial Park** - Neighborhood's open space, with a pavilion, swingset and basketball court, located on the site of the former Centennial School
- **Tippecanoe Arts Federation (TAF)** - Located in the historic Wells Community Cultural Center, TAF offers programming and educational opportunities in the visual, performing and literary arts, outreach programs for underserved communities and at-risk youth and presents the Taste of Tippecanoe, one of Lafayette's largest downtown festivals
- **Civic Theatre of Greater Lafayette** - Located in the historic Monon Depot, with Civic MainStage and Civic Youth Theatre performances, holiday shows, staged readings, and workshops
- **Church Missions/Social Services** - Including the Ray Ewry Youth Program Center / Lafayette Urban Ministry Emergency Shelter and other social service providers
- **Families United, Inc.** - Mental health services
- **Independent Order of Odd Fellows** - Merger Lodge No. 5; a local fraternal organization
- **Youth America** - offers self defense classes for ages 5-15
- **Various City and County Government Offices** - Including Health, Coroner, Emergency Management, Fire, Juvenile Services, Veteran Services, Weights and Measures, and others
- **St. Boniface School, St. James Lutheran School, and New Community School** – Schools within the neighborhood

The neighborhood is situated to take advantage of other cultural facilities within walking distance, including:

- **Big Four Depot at Riehle Plaza** - Amtrak service to Indianapolis and Chicago, Greyhound Station, event hosting
- **Thomas Duncan Community Hall** - Historic community center with space for cultural, educational and community events
- **Lafayette Theater** - Historic 1938 Art Deco theater, concert venue and event center
- **Long Center for the Performing Arts** - Historic 1921 Mars Theatre, performance venue for the Lafayette Symphony Orchestra and the Lafayette Ballet Company
- **Tippecanoe County Courthouse** - Completed in 1885 and carefully restored, considered one of Indiana's finest county courthouses and the centerpiece of Downtown Lafayette

Cultural Resources



Land Use

Existing Land Use

In mid-May 2011 APC staff toured the neighborhood, took pictures of each structure, and recorded information to create a land use inventory. The number of housing units in each structure was determined by counting electric meters, gas meters and mailboxes. Using a standard scoring system, APC staff noted the physical condition of structures. Staff was accompanied by preservation specialists who indicated historical significance.

The Historic Centennial Neighborhood is and has always been a neighborhood of transitions. Functioning as a bridge between the dense development of the central business district to the south and the primarily residential areas to the north and east, the neighborhood has always maintained a unique balance between residential and non-residential uses.

From its industrial past, the western portion of the neighborhood is the least residential in character and has transitioned over the years into a lower density commercial extension of downtown, primarily along the 3rd and 4th Street corridors. Anchored by the centrally located Centennial Park, the 5th and 6th Street corridors comprise the central portion of the neighborhood and are largely residential and mixed-use in character with a scattering of public, quasi-public, churches and commercial uses. It is in this central portion where the most residential redevelopment has occurred in recent years.

The eastern portion of the neighborhood, along the 7th, 8th, and 9th Street corridors, is largely residential in character with a mix of single, duplex and multi-family structures. This mix of residential uses is balanced by significant church and school uses with a few pockets of commercial activity mostly near the more heavily traveled corridors on the perimeter of the neighborhood. (See Existing Land Use map, page 25)

The Existing Land Use map indicates several acres of commercial development, but it is the varied character of the retail depending on the location that is significant. Most retailers are small, independent businesses, not national chain retailers and judging from public input, the neighborhood prefers it this way. The public input also indicated a desire by residents for a new grocery store and a bakery.

The existing commercial pockets are located along the western edge – primarily on 3rd and 4th Street – and in the northeastern corner. The commercial node in that corner is unique in that it serves four different neighborhoods that converge at or near the intersection of 9th and Union Streets. Also along the western edge are a few formerly industrial vacant structures.

Centennial Rental Occupancy

Over the decades, the story of rental and owner occupancy has largely been reflective of a typical national trend: old established residential neighborhoods near a downtown that transition into rental or non-residential units as residents gave into the draw of suburbia. This phenomenon has been seen nationwide and the Centennial Neighborhood has followed the trend. In recent years some homes that were originally constructed for single-family occupancy, but long used as multi-family, have been converted back to their original single-family use. A high rate of home-ownership is desired within the neighborhood, and the continuation of converting structures to their original use, where feasible, is recommended. Based on data provided by the Tippecanoe County Assessor, presently around 67% of the 149 residential dwelling units in the neighborhood are rentals, with 33% owner-occupied (Rental Occupancy and Ownership map, page 26).

The Historic Centennial Neighborhood Association is committed to increasing owner occupancy in the neighborhood and is celebrating recent positive developments which include the 5th Street “brownstones” and the proposed public/private redevelopment of the former Midwest Rentals site at the corner of Brown and 5th Streets.

Building Conditions

The conditions of the buildings in the Historic Centennial Neighborhood, based on the established criteria in the Comprehensive Plan of Tippecanoe County, reveal a neighborhood largely well preserved. Of the total building stock, 46% of the buildings in the neighborhood achieved the highest “A” rating for condition with 42% of buildings receiving a “B” rating (Building Condition Survey map, page 27). The highest concentration of the “B” rated buildings lies in the primarily residential southeast corner of the neighborhood.

Existing Land Use



- | | | | | | | |
|---------------|-------------------|---------------------------|-------------|-------------------------------|----------------|-----------|
| Single Family | Community Service | Commercial Retail | Utility | Vacant Lot | Heritage Trail | Church |
| Two Family | Public Service | Commercial Retail/Service | Warehouse | Vacant Building | Rail | Synagogue |
| Multi-Family | Quasi-public | Service | Open Space | Transit Center | | School |
| Mixed Use | Arts | Park | Parking Lot | (C-Commercial, R-Residential) | | |

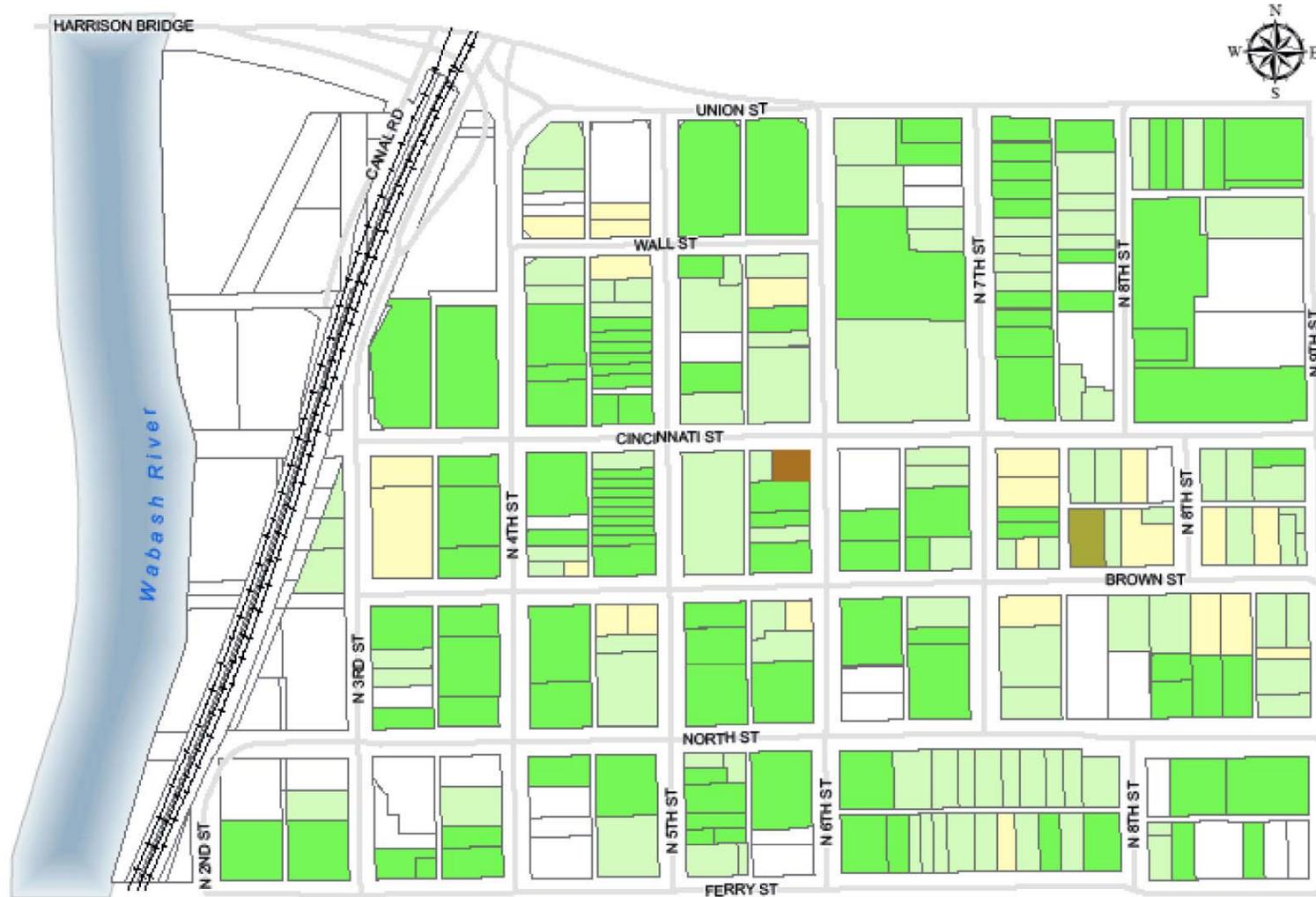
Rental Occupancy and Ownership



Rental Occupancy and Ownership Status

- Residential Owner (35)
- Residential Rental (95)
- Owner Occupied Rental (14)
- Mixed Use Rental (5)
- Non Residential Parcel

Building Condition Survey



Natural Environment

Access to natural landscapes, and the affect they can have on design, development, and culture within a community, has a significant positive impact on quality of life. Below are several elements of the natural environment, each described with regard to their specific effect on and within the Historic Centennial Neighborhood (HCN).

Topography

The HCN borders the banks of the Wabash River, though there is a thirty-five foot (35') change in elevation on Brown Street between 3rd and 8th Streets. Portions of 8th Street are the highest points within the neighborhood.

Floodplain

According to FEMA maps, water during flood events is not anticipated to rise above the western railroad tracks. Therefore the majority of HCN, with the exception of the riverfront area, is not in danger of flooding. The local floodplain management ordinance (part of the Unified Zoning Ordinance) exceeds FEMA requirements. Since 1969, building in the Regulatory Floodplain has been prohibited.

Wabash River

The Wabash River forms the western edge of the HCN, providing unique opportunities for recreation. Currently the CSX and Norfolk Southern railroad tracks and a utility substation dominate the riverfront adjacent to HCN, south of the Harrison Bridge. The banks of the river are vegetated with riparian and typical Indiana hardwood species. An undeveloped portion of this area, between the Harrison Bridge and the utility substation, totals approximately five acres and is currently occupied by above-ground utility lines and underground pollution.

An access point to the River for small watercraft exists at Tapawingo Park directly across the river on the West Lafayette side, adjacent to the Brown Bridge overlook.

Pearl River

The Pearl River is a waterway that was redirected through an underground vault decades ago. There are not accurate records as to the location of the tunnel, though it is believed to diagonally cross the southeastern corner of HCN.

Street Tree Conditions

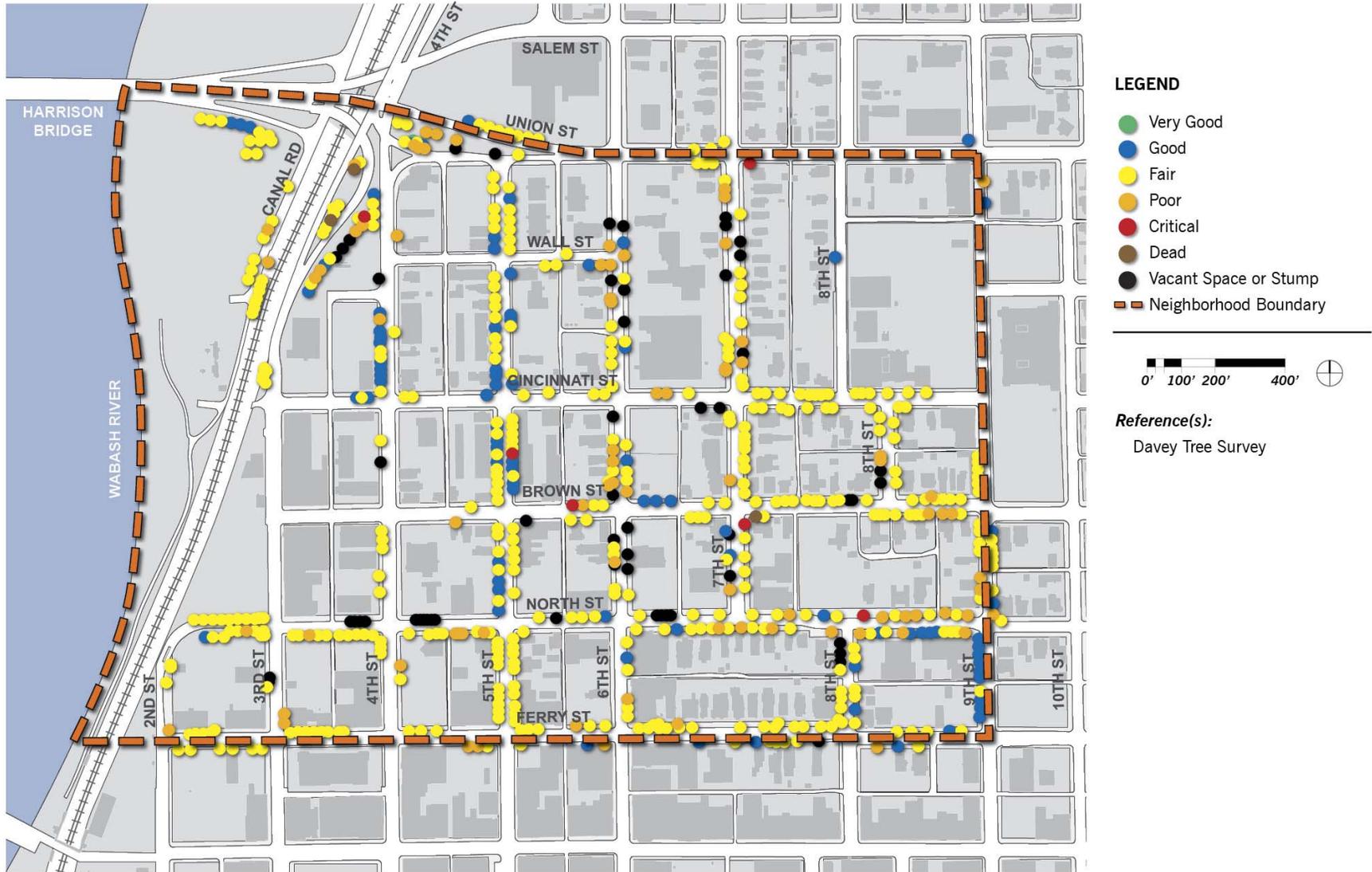




Photo looking north between 3rd and 4th Streets.

The Urban Forest

The HCN is a nearly two hundred year old urban neighborhood with a mature tree canopy. The City conducted a tree inventory in February 2011 and the results are illustrated in the Street Tree Condition map on page 29. The complete inventory is maintained by the City of Lafayette Department of Parks and Recreation.

According to the inventory, the canopy is densest east of 6th Street. Much of the canopy remains with trees in fair or good condition on 5th Street, Ferry Street, and portions of North Street. The tree cover situation in the more residential areas bounded by 7th, Cincinnati, 9th, and Ferry Streets

Demolition and disease claimed many of the neighborhood's street trees during the 1950s and 1960s. In some areas of the neighborhood such as 3rd and 4th Streets (the former US Route 231 corridor) street trees were removed for road widening and not replanted.

A downtown tree planting campaign occurred during the Railroad Relocation Project in 1994. Trees were planted along 5th Street from Union Street to Ferry Street and further south. Tree Lafayette and the HCNA are currently cooperating in a tree planting exercise (Fall of 2011 and Spring 2012) on N. 6th Street between North Street and Union Street and another tree planting exercise for late spring 2012 on N. 7th from North to Union Streets. The City has undertaken a street tree planting program in the heart of downtown and residents of HCN are hoping those efforts continue north. The neighborhood, working with the Lafayette Parks Department, hopes to create a comprehensive neighborhood tree plan following the adoption of this HCN Plan.

Benefits of the urban forest include:

- Enforcement of a pedestrian-oriented scale including providing buffers between automobiles and pedestrians which encourages walking, bicycling, and transit use.
- Shading and lower temperatures, which can reduce urban heat island effect, and when buildings are located near the street, shade from trees may help lower the temperature of the buildings.

- Character, beauty, definition of space, buffering sound and undesirable views; all of which can also have an economic impact.
- Storm water runoff and air pollution reduction, serving as an important natural and water filtration system.
- Reducing the amount of artificial light from leaving the site which preserves the appearance of the night sky.

Parks and Open Space

Lafayette’s 2009-2013 Comprehensive Five-Year Parks Master Plan includes several goals that may affect the improvement of and addition to open space within HCN. Some of these include:

- Fully developed Riverfront Corridor Parks that maximize their potential and their location next to the Wabash River.
- A system of Neighborhood Parks that provides age appropriate recreation and which are maintained in cooperation with neighborhood associations and neighborhood residents.
- A strong commitment to planning that responds to community desires and results in multi-year plans that can be realistically implemented and funded.
- A park system that provides for growth and new facilities commensurate with the growth of the city (including land, facilities, equipment, staff and financial resources).
- To create a Linear Park trail system to link every park and school around the city, including the riverfront. The trailhead begins near Armstrong Park and is about one mile long at this time. When completed, it will be a 50-mile path.

The following sites and facilities make up the portions of Lafayette’s overall open space network that most directly contribute to the quality of life within the Historic Centennial Neighborhood.

Centennial Park

Centennial Park, located in the heart of the Historic Centennial Neighborhood, was built in 1979 on the site of the former Centennial School. The school was demolished in 1971 and is memorialized by one of Indiana’s historic site markers. The relatively small half-acre park, renovated in 2007, features a playground, a basketball court and a picnic shelter. Historic street lights accent the park on its 6th Street and Brown Street frontages.

Adopt-A-Spot / Adopt-A-Median

The purpose of these programs is to help beautify Lafayette through the adoption and sponsorship of public areas by individuals, businesses, or organizations throughout the city. These programs provide a means to soften hardscapes, improve gateways, maintain public parks and open spaces, demonstrate city and organizational pride and branding on the adopted sites can provide additional visibility and promotion for the civic-minded groups who participate.

Trails

The City's new Trail Master Plan is currently in development. In the most recent draft, a shared-use trail for bicycles, pedestrians and other non-motorized users is recommended adjacent to HCN along the CSX and Norfolk Southern railroad corridor and along Brown Street.

The Wabash Heritage Trail provides a unique benefit to residents and visitors of HCN. This 13-mile trail connects Lafayette and West Lafayette to Tippecanoe Battlefield Park to the north, the Purdue University Campus, and will eventually extend south to Fort Ouiatenon. The segment of the trail adjacent to HCN is located on the east bank of the Wabash River between the John T. Meyers Pedestrian Bridge at Riehle Plaza, where it crosses to Tapawingo Park, to a designated crossing at the Harrison Bridge. Pedestrian travel along this trail is highly encouraged, but horses and motorized vehicles are prohibited and bicycles are allowed only within the West Lafayette and Lafayette portions of the trail.

One advantage of the recommended trail will be easier access from the neighborhood. The Wabash Heritage Trail that currently exists is difficult to access due to the elevated roadways and ramps and the railroad corridor. This could be alleviated by the proposed Brown Street Bridge. See also "Pedestrian Connections Across the Wabash River" for barriers to riverfront and trail access.

Riverfront

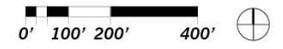
A little more than half of the 9.25 acres of Wabash Riverfront immediately adjacent to the Historic Centennial Neighborhood is privately owned, but large portions of both the publically and privately owned land are undeveloped or unoccupied. Should the privately owned properties ever change hands to public ownership, these areas present the additional challenge of access due to the location of the current railroad lines.

Trails & Greenspace



LEGEND

- Parks, Public Space, and Greenspace
- Wabash River Heritage Trail
- Potential Outer City Loop Trail
- Pedestrian Bridge
- Neighborhood Boundary



Reference(s):
Lafayette Trail Master Plan



Mobility

Access and connectivity in the HCN should be safe, efficient, enhance the area’s urban character, and utilize “green” practices to improve the quality of life for residents and businesses in the area. There are a number of critical factors to consider in order to balance functionality and historic integrity. Each component related to moving people is analyzed in the following paragraphs.

Corridors and Gateways

The most heavily traveled vehicular corridors within HCN include:

- 9th Street, a two-way north-south road,
- 3rd/4th Streets, a north-south one-way pair, and
- Union Street, which is a one-way pair with Salem Street outside of the study area.

Additionally, Brown Street, Ferry Street, and 6th Street are heavily traveled by city buses, each occupied by two bus routes.

Traffic bound for Downtown is funneled onto 3rd Street, creating a gateway into both the neighborhood and Downtown Lafayette, the appearance of which can shape a visitor’s initial perception. Based on public input and observation, primary vehicular gateways include 3rd and Cincinnati Streets for south-bound traffic and at 4th and Ferry Streets for north-bound traffic.

Pedestrians entering HCN from downtown likely do so between 3rd and 6th Streets where a high amount of retail shopping is present along Main Street. 5th and 6th Streets are also the most direct links to the Civic Theater, Duncan Hall, TAF, and the YWCA from downtown.

Several decades ago, with the intention of providing higher traffic efficiency along US Route 231, 3rd and 4th Streets were converted to a one-way road pair for north-south traffic through Lafayette. Though they are no longer designated for highway traffic, they remain a one-way pair. Similarly, Salem and Union Streets at the northern neighborhood edge are a one-way road pair for east-west traffic. Both Union and 3rd Streets have traffic originating from the Harrison Bridge.

Mobility



Wayfinding

The Lafayette Wayfinding Signage Plan proposes two signs #49 and #50 for location in HCN. They will direct visitors to the Wells Center (TAF) and the YWCA. The City has also created neighborhood identification signs that are unique to each individual neighborhood, including HCN.

One-Way v. Two-Way Streets

With the rerouting of US 231 approximately 10 years ago and resulting lower traffic load, the one-way pair function of 3rd and 4th Streets became obsolete. A formal study to return the majority of 3rd and 4th Street to two-way traffic has not been initiated. Factors to consider include existing and desired traffic and pedestrian movement patterns and bus route efficiency. Logically, 4th Street could become entirely two-way and 3rd Street could become two-way south of Cincinnati to allow continued use of the Harrison Bridge off-ramp.

Generally, two-way traffic is preferable for business attraction and redevelopment interest. It is critical to balance the functional aspects of streets with their role as part of the public realm. The goal is to create streets that address all modes of transportation and serve the community at all times, not just during peak traffic hours. Communities throughout the nation are returning one-way streets back to two-way to allow better local access to businesses and homes, and to create a safer circulation network for both motorists and pedestrians. Two-way streets tend to result in slower traffic due to “friction,” especially on residential streets without a marked center line. They can also eliminate the potential for multiple-threat crashes that exists on multi-lane, one-way streets. Two-way streets are safer for pedestrians, provide more eyes on the street and inherently “calm” traffic which is desirable in traditional communities. (Source: Pedestrian and Bicycle Information Center. Funded by the FHWA.)

Pedestrians

The ideal walkable neighborhood is typically no larger than 320 acres. Most people will walk approximately 1/4 mile (1,320 feet) to run daily errands; beyond that, many will take a bicycle or car (LEED 2009 for Neighborhood Development Rating System at www.USGBC.org). There needs to be at least 10 places to visit (cafe, personal services, school, post office, neighborhood retail outlet, newsstand, church, etc.) within a ¼ mile walking distance from residences to create a livable, sustainable community. 100% of the HCN is within 1/4 mile of the CityBus system, including multiple bus routes.

With sidewalks on every street and popular destinations within close proximity, including downtown retail, the HCN is very walkable. “Walkability” is a measure of access, ease, and comfort for pedestrians in a specific area. Physical condition, handicap accessibility, landscape buffers, nearby destinations, sidewalk width, lighting conditions, and other factors such as these determine an area’s walkability.

A sidewalk condition survey was conducted in August 2011 and the results are illustrated on the adjacent map. Each neighborhood sidewalk was rated Good, Fair or Poor. Good indicates a sidewalk with no cracking and a level, easily traversable surface. Fair indicates a small amount of pitting, a few cracks, but generally usable condition. Poor indicates deterioration of concrete (gravel), unlevel surfaces, or heaving by large tree roots.

Herringbone-patterned brick sidewalks with limestone curbs were present in the neighborhood by the 1860s and survived into the early twentieth century. Concrete sidewalks had become common by the 1910s, with all current sidewalks being concrete.

An unusual section of sidewalk exists on the east side of N. 7th between Cincinnati and Union Streets. At the center of the block the sidewalk is 2-3 feet above street level and the grass buffer between the sidewalk and curb is a steep hill. Concrete steps serve the houses in those locations. (Adjacent photo)



Elevated Sidewalk

Cyclists

Bicycles are permitted on the existing and planned segments of the Wabash Heritage Trail, adjacent to the HCN along the riverfront, but a dedicated lane along Brown Street is currently recommended by the City.

Sidewalk Conditions



Transit

The CityBus transit system, often complimented by residents and local users, continues to grow and expand its presence in the neighborhood. The service of the bus system within the neighborhood is efficient, with stops on most routes every 30 minutes.

Among CityBus's primary goals are top service and equipment including hybrid vehicles, real-time transit information, funding partnerships with Purdue and Ivy Tech, childcare centers, useful printed information, a user-friendly website and close relationships with policymakers.

In recent years CityBus has worked with the community to create a plan for a new transfer center. That plan is finally becoming a reality as the transfer center enters the design stage for a site located on North Street between 2nd and 3rd Streets, with the intent to break ground in 2012.

Non-Motorized Connections Across the Wabash River

Two existing pedestrian connections near the study area are the John T. Myers Pedestrian Bridge at Riehle Plaza and a sidewalk on the Harrison Bridge. The sidewalk on the Harrison Bridge is narrow, and though the Myers Bridge is dedicated to non-motorized traffic a person must walk for approximately 15 minutes from a central point within the neighborhood to reach this connection.

In recent years, two ideas have been presented to increase pedestrian comfort and safety when crossing the Wabash River between Lafayette and West Lafayette. Either plan would benefit pedestrian travel but each have advantages and disadvantages.

The first idea is to improve pedestrian facilities and access to the existing Harrison Bridge. The advantages of this idea are existing infrastructure, namely the bridge, and the potential to allocate an additional portion of the right-of-way to pedestrian facilities. Disadvantages include landings on either end of the bridge that lack destination and the difficulty of ensuring safe, easily navigable pedestrian crossings at either landing. The vehicular on- and off-ramps add to this difficulty.

A second idea is to build a new bridge to connect Brown Street to the existing Brown Street Bridge overlook on the West Lafayette side of the river. This would be significantly more costly, but the

potential West Lafayette landing lies close to both commercial businesses and Tapawingo Park and the Lafayette landing would provide access to existing potential development along the eastern riverfront.



Harrison Bridge

Inclined roads and ramps that provide access to this bridge present a physical barrier between the neighborhood and the Wabash Riverfront, and the residential areas north and south of Union Street. In particular, a former business located on the southeast corner of Union and Fourth Streets is walled in by on- and off-ramps.

Parking

The HCN currently has a large amount of on-street parking, and several privately-owned parking lots to serve businesses, religious institutions, recreational facilities, and social services. Surface parking lots are noted on the Existing Land Use map, on page 25. Additional parking is not anticipated to be necessary at this time.

Alleys

Alleys serve a variety of functions – utility access, trash and recycling pickup, access to garages and off-street parking areas, pedestrian shortcuts, and as ways to break up blocks into smaller, manageable pieces. The majority of properties within the HCN have alley access, but some blocks, mostly located in the northeast area of the neighborhood, are very long and lack the mid-block break that alleys provide.

In early August 2011, APC staff rated the condition of each alley in the neighborhood as Good, Fair or Poor (map page 41). Good indicates a smooth alley with minimal cracking and pavement deterioration. Fair indicates some cracking and a small amount of pavement deterioration. Poor indicates significant cracking, heaving, or pavement deterioration.

Alley Conditions



Rail

The HCN's relationship with railroad lines has come a long way since the days when a railroad line ran down the center of 5th Street, dividing the neighborhood in half. With the relocation of that line, via the 1994 Railroad Relocation Project, all rail lines are now consolidated adjacent to the HCN along the riverfront. Despite this significant improvement, these active CSX and Norfolk Southern railroad lines continue to separate the neighborhood physically and visually from access to the river and potential recreational areas. HCN residents have entertained an idea for a pedestrian bridge over the rail line to increase opportunities for riverfront access, though no studies have been done.

Amtrak passenger rail service is accessible from the Big Four Depot in Riehle Plaza for travel northwest toward Chicago or southeast toward Indianapolis/Cincinnati.

Public Services and Infrastructure

Adequate public infrastructure is needed for redevelopment. HCN's infrastructure still serves its intended purpose but at times shows its age and need for enhanced maintenance by the city and property owners. Several utilities are profiled below.

Water/Fire Protection

Potable water for the HCN is provided by the City of Lafayette Water Department. Water main sizes range from 4" to 20" with fire hydrants located near the majority of intersections throughout the neighborhood. The overall condition of the water mains is good with minimal breaks being reported. According to the City Water Department, all hydrants can provide the needed fire protection for commercial development (1,500 gpm at 20 psi pressure).

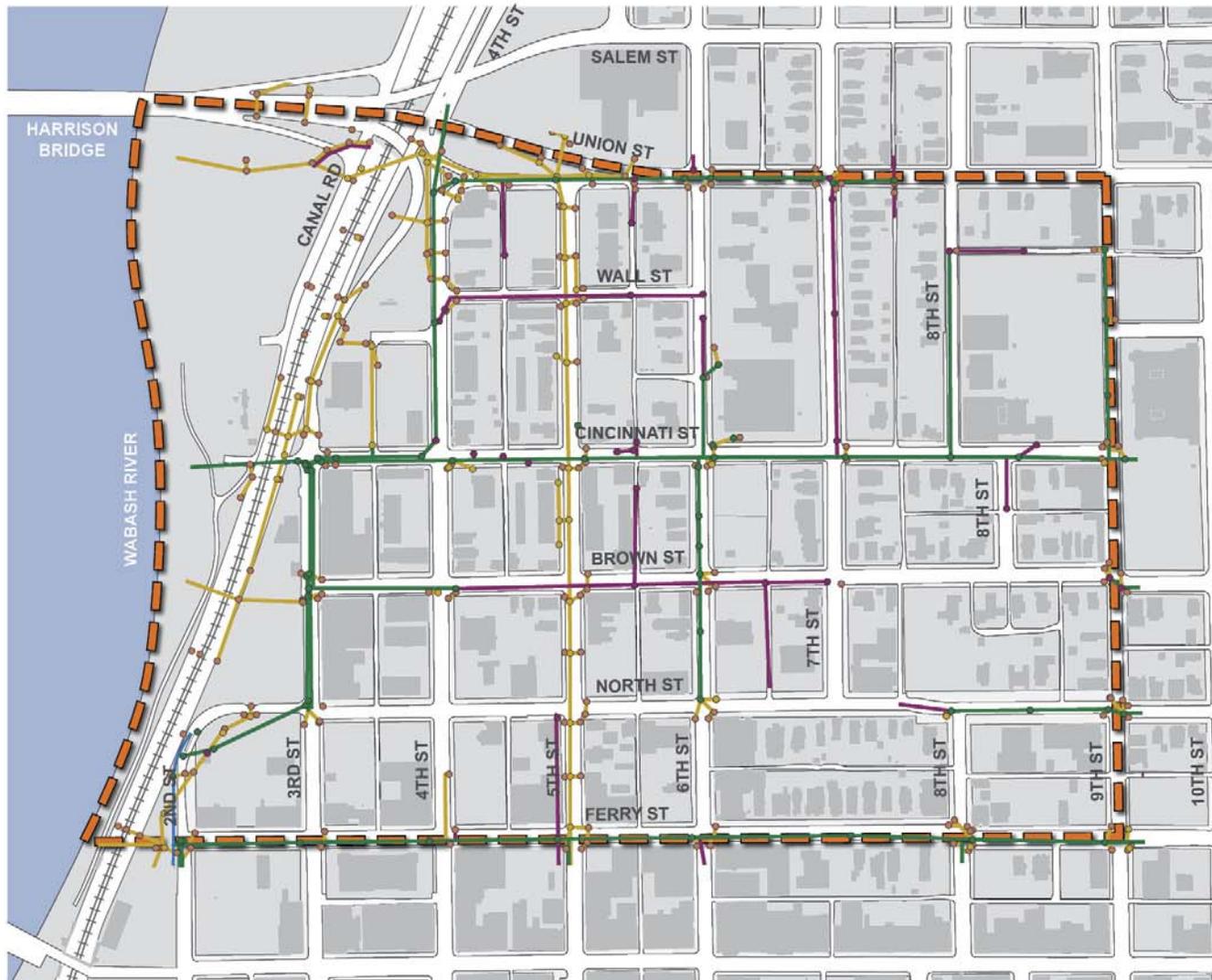
Fire protection is provided by the City of Lafayette Fire Department which consists of approximately 140 professional firefighters stationed at eight different engine companies around the city and Fairfield Township. The Fire Department Headquarters is located within the HCN at 443 North 4th Street where the staff includes the Chief, Assistant Chief of Fire Prevention, four Inspectors, the Chief's Executive Assistant, and the Administrative Assistant. Insurance Services Office's (ISO) Department of Public Protection Classification has given the City of Lafayette a rating of 3 out of 10 on the classification scale, indicating a high level of protection.

Sanitary, Storm and Combination Sewer

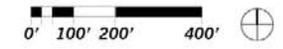
Wastewater is collected in the sanitary system through a network of pipes that convey the waste to the City of Lafayette's wastewater treatment plant (WWTP) located to the south of downtown Lafayette.

The HCN is primarily served by combined sewer overflow (CSO) and separate sanitary pipes ranging in size from 8" to 72". The combined sewer area drains to CSO diversion structures. The City's interceptor system collects and conveys flows from the CSO diversion structures to the WWTP for treatment. During dry weather all flow goes to the WWTP for treatment. During some wet weather events, the capacity of the collection system is exceeded and excess flows are discharged from the diversion structures to the river. CSO 003 is located at the end of Cincinnati Street and discharges to the Wabash River during CSO events. CSO 004, located at the end of Ferry Street at the Wabash River, was eliminated in 2010 with the completion of a new 114-inch conveyance tunnel that was constructed from the Parking Lot Lift Station (near the corner of North Street and 2nd Street) to the Pearl River Lift Station.

Sewer Utilities



- LEGEND**
- Sanitary Line
 - Sanitary Manhole
 - Stormwater Line
 - Stormwater Manhole
 - Stormwater Inlets / Basins
 - Combined Line
 - Combined Manhole
 - Stormwater/Sanitary Tunnel (2nd Street)
 - Neighborhood Boundary



The City has reduced the number of days the CSOs were overflowing from 107 in 2002 to 69 in 2010 and has a long-term control plan (adopted in September 2009) to reduce the number even more. A \$25 million tunnel project was constructed and is being expanded to mitigate CSO issues.

Fiber Optic

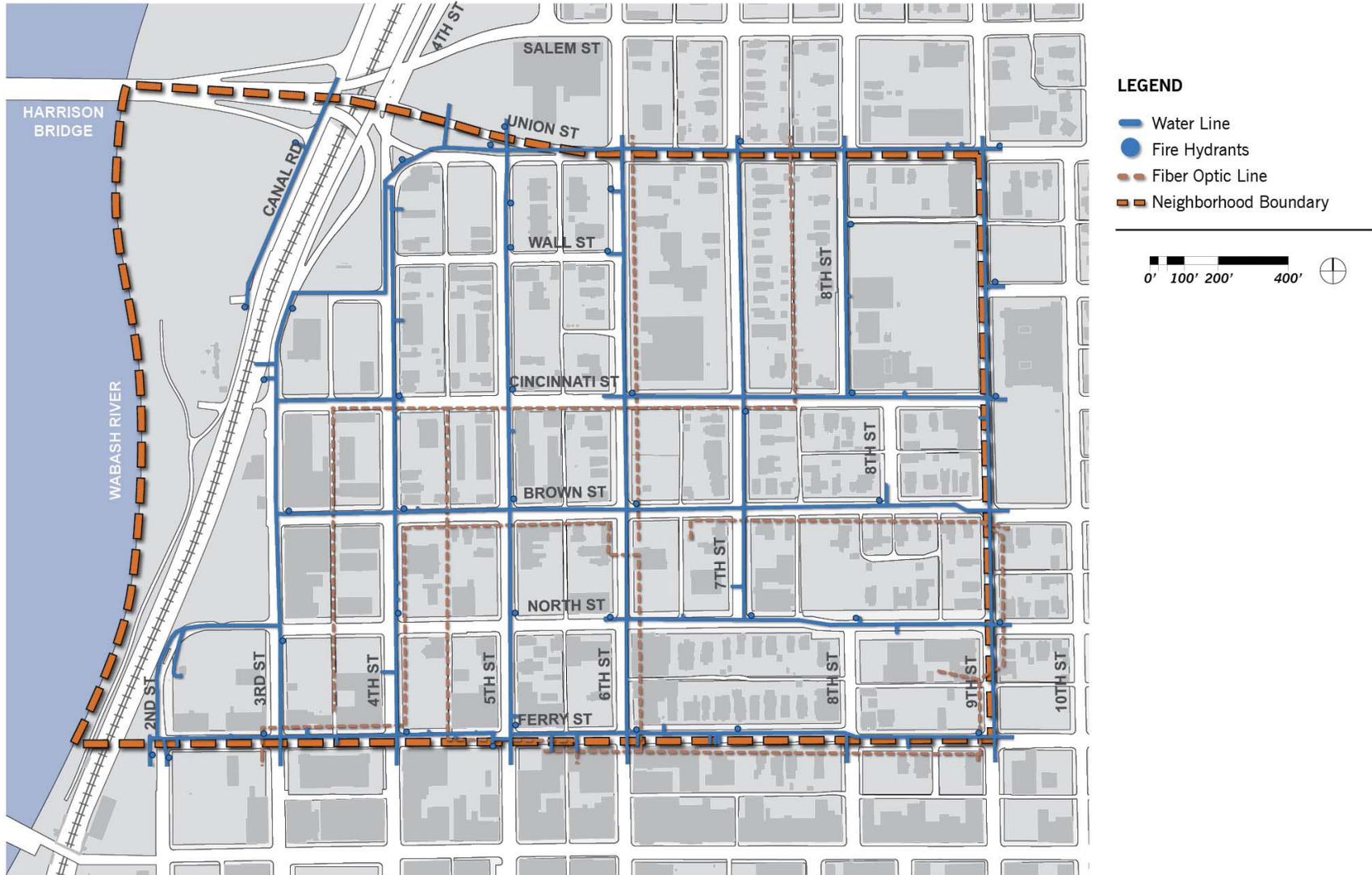
The fiber optic data network located throughout the HCN is owned and maintained by Indiana Dataline with their partner, Wintek Corporation, providing Internet service at speeds from 3 megabits per second (Mbps) to 1 gigabit per second (Gbps). There are several buildings located in the HCN that are served with fiber optic service including Wintek NOC (427 N 6th Street); Lafayette Fire Department Station 1 (443 N 4th Street); Lafayette YWCA (605 N 6th Street); and the Tippecanoe Emergency Management Agency (629 N 6th Street).

The city is working with a private provider (MetroNet) to provide fiber optic data service to every business and home. In addition, the city recently established two free wireless internet access hotspots downtown at Riehle Plaza and Columbian Park.

Electricity and Gas Service

HCN is served by Duke Energy and Vectren Gas. With regard to lighting opportunities for the neighborhood, Duke Energy offers a small range of ornamental lighting options with a selection of both decorative fixtures and poles. It offers installation, equipment, operation, and maintenance in contracts ranging from one to ten years for a monthly fee added to the electricity bill. This is an attractive alternative for many towns and neighborhoods with limited upfront capital.

Water and Fiber Optic Utilities



Streetlights

The neighborhood's earliest streetlamps, installed in the 1880s, were simple, industrial electric lamps suspended by wires over the center of intersections (Photo 1). These had been replaced by the 1910s with simple downlights suspended from arms mounted to telephone poles (Photo 2). The commercial district of downtown was lit by 5-globe lampposts from roughly 1905-1925 (Photo 3) and by acorn-style lampposts during the 1920s and 1930s (Photo 4). These fixtures were not used in HCN except for the commercial area at the intersection of 4th and Ferry Streets and the area around the Wells Library.

Pedestrian-level lighting increases the feeling of safety and comfort within an area after sundown. At the present time the neighborhood is primarily served by cobra-head fixtures (map pg. 48). Acorn-style fixtures still exist at the Wells Center (TAF), but also adjacent to Centennial Park on 6th Street and adjacent to Riehle Plaza on 2nd Street. A few private fixtures of various styles light miscellaneous areas such as parking lots as well.

During the February 2011 public workshop, some residents commented that lighting is either too sparse, or fixtures are too tall and the leaves of canopy trees do not allow light through to the pedestrian level. According to the streetlight inventory, several areas of the neighborhood, especially along 5th, 7th, 8th, and Brown Streets, are underserved by pedestrian-level lighting.



Photo 1



Photo 2



Photo 3



Photo 4

Street Light Survey



Brick Streets

One of the most notable physical features of the HCN is North Street's brick pavement. Brick pavers replaced dirt and gravel streets in HCN beginning in the 1890s. Asphalt streets and concrete sidewalks had become common by the 1910s and many brick streets were covered with asphalt by the 1950s.

North Street is the largest stretch of intact historic pavement in Lafayette, with six blocks of intact brick pavement within HCN and 3-1/2 blocks within the adjacent Historic Jefferson Neighborhood. It has a nostalgic and aesthetic appeal for residents and visitors. The bricks within the street are in good condition, but the street itself has not been leveled in several years, which creates a hilly effect that lends itself to slower vehicle movement.

The City of Lafayette has plans to replace the bricks on North Street in 2012-13. The corridor will incorporate concrete pavers in the roadway to support water infiltration and to evoke the existing brick aesthetic. In addition rain gardens will be incorporated at street edges to filter rainwater runoff as well as enhance the public space. Some of North Street's historic bricks will be used in these rain gardens, and some will be stored and used to replace damaged historic brick in streets all over the City.

Brownfield Analysis

According to the publically-available inventory of sites kept by the Indiana Department of Environmental Management, HCN includes four contamination sites along the riverfront that have already been cleaned, three designated cleanup sites, five sites previously occupied by leaking underground storage tanks (LUSTs) that have also been cleaned, two industrial waste sites along Ferry Street and one brownfield at the Historic Jeff Centre Senior Apartments (former Jefferson High School).

The following companies are considered "Closed" Cleanup sites: 9th Street Autocare, Journal & Courier, Indiana Gas Company and Midwest Party Rentals. One of the incidents pertaining to the Lafayette Fire Department is also considered "Closed." The Lafayette Fire Department is within the EPA standards for "Active" Cleanup, meaning either it is undergoing site characterization or corrective action is in place and being followed. (*References: IDEM, Vectren Corporation, EPA; Cleanup Sites online 09/02/2011*)

UST ID	Incident Number	Company Name	Address	Priority	Affected Area	Description
12072	199708514	9th St Auto Care	900 Ferry St	Low	Soil	NFA-UST
4024	199001500	Indiana Gas Co	600 N 4th St	Low	Groundwater, Soil, Wellhead Protection Area	NFA-UST
4734	199212511	Journal & Courier	730 North St	Low	Soil	NFA-UST
5321	199101516	Lafayette Fire Dept	443 N 4th St	Low	Soil, Wellhead Protection Area	NFA-UST
5321	199010540	Lafayette Fire Dept	443 N 4th St	Low	Soil, Wellhead Protection Area	Active

Disposition Description

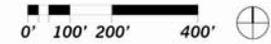
- ACTIVE – LUST currently undergoing site characterization or corrective action
- CLOSED – LUST Releases have been granted a “no further action” description, referencing UST Branch Guidance manual (contaminants are under minimal detectable range according to EPA standards in the referenced UST 1994 manual)

Brownfields



LEGEND

- Leaking Underground Storage Tanks (LUST)
- Brownfields
- Industrial Waste
- Cleanup Sites
- Neighborhood Boundary



Reference(s):

IDEM Online Research Tool



Chapter 3: Vision & Goals

Historic Centennial Neighborhood Vision

“The Historic Centennial Neighborhood shall be a vibrant mixed-use urban neighborhood that draws on its unique historic character to continually attract and sustain residents and businesses while serving as a cultural destination for visitors and the entire community.”

Neighborhood Goals and Objectives

The following goals and objectives are based on public input and the guidance of a core steering committee representing principal stakeholders. The committee members, selected by this stakeholder group for the Historic Centennial Neighborhood Plan, endorse the following goals and objectives which provide benchmarks that, when realized, will achieve the Vision of the Historic Centennial Neighborhood:

GOAL 1: ENCOURAGE APPROPRIATE RESIDENTIAL NEIGHBORHOOD DEVELOPMENT

- **Objective 1:** Ensure appropriate development by following the Future Land Use Map. Follow the tenets and policies of the HCN Design and Development Policies Guidelines which promote a vibrant and appealing neighborhood that is also rooted in the unique architectural character of the Historic Centennial Neighborhood.
- **Objective 2:** Ensure the infrastructure of the Historic Centennial Neighborhood is sufficient to meet the current and future needs of all residents.
- **Objective 3:** Encourage a balance of housing occupancy that meets recommended densities.
- **Objective 4:** Create an environment that encourages downtown living through the provision of housing diversity and access to amenities.

GOAL 2: PROMOTE MIXED-USE REDEVELOPMENT AND NEIGHBORHOOD BUSINESS RETENTION

- **Objective 1:** Recognize the significance of being a “near-downtown” neighborhood and develop policies that encourage appropriate commercial and mixed-use development along the corridors of Ferry Street west of 6th Street, and 3rd and 4th Streets.

- Objective 2: Support initiatives to attract and sustain desired neighborhood businesses in areas designated on the Neighborhood Future Land Use Plan and ensure that new commercial and mixed-use development conforms to the guidelines in the HCN Urban Design Manual.
- Objective 3: Encourage a more equitable distribution of social services throughout the City.
- Objective 4: Encourage better enforcement of private property maintenance according to adopted codes with regard to weeds, unhealthy landscape material and poor structure condition.

GOAL 3: PRESERVE CULTURAL AND HISTORIC RESOURCES / HERITAGE

- Objective 1: Regard the Historic Centennial Neighborhood as a cultural destination for our community and support initiatives to promote and enhance this distinction.
- Objective 2: Ensure the preservation and appropriate rehabilitation of the unique historic architecture of Historic Centennial Neighborhood while encouraging compatible development within the neighborhood.
- Objective 3: Encourage the continued conversion of historic structures to single-family use when it was originally intended for that use, particularly surrounding the intersection of 8th and Brown Streets.
- Objective 4: Promote a “traditional boulevard concept” for 5th Street within HCN.
- Objective 5: Pursue the creation of a zoning district overlay or Local Historic District to ensure preservation of neighborhood character and integrity.

GOAL 4: ENHANCE THE PUBLIC REALM (NEIGHBORHOOD STREETScape AND OPEN SPACE)

- Objective 1: Increase opportunities for recreation and general interaction with nature and people within the HCN through enhancement of existing parks and potential creation of new park and public spaces.
- Objective 2: Maintain and improve the multimodal facilities of the streets, sidewalks and transit in the neighborhood.
- Objective 3: Enhance traffic calming through various techniques.

- Objective 4: Focus on providing and reinforcing pedestrian linkages to the downtown, cultural facilities and the Wabash River waterfront. Ensure all pedestrian facilities meet federal accessibility standards.
- Objective 5: Continue to ensure that HCN remains a priority for maintenance, replacement and installation of sidewalks, street trees and streetlights.



Chapter 4: Recommendations

Note: The graphics contained in this section including illustrative plans, sketches, photographs, etc., are intended to portray design intent and not final architecture or site design. Final architecture and site design will vary depending upon end uses and review of submitted development proposals.

Future Land Use

The Future Land Use Map and the following land use designations are intended to be used to set policy and as a guide for representing the community's desires for future neighborhood development. The Future Land Use Map does not affect the existing uses of property, but may have an effect on future development proposals, requests to rezone parcels, requests for variances from the Lafayette division of the ABZA and special exception requests from the ABZA. The land use designations coincide with the key on the Future Land Use Map. Detailed and illustrated descriptions are included in Chapter 6 on page 103. A narrative guide that explains in detail, block by block, all the recommended future land uses including recommendations on the preservation of historic architecture is an accompaniment for the land use map and is located in Chapter 6 beginning on page 109.

Low Density Residential Urban

This category contains a mix of single and two-family homes with minimal setbacks on individual lots with rear-loaded garages on alleys, on streets with low traffic volumes that are within walking distance of schools, parks and neighborhood commercial uses. Generally, these homes do not exceed two stories and supports six to eight dwelling units per acre.

Medium Density Residential Urban

This category contains a mix of duplexes, triplexes, fourplexes, cottage homes and townhouses with minimal setbacks and parking to the side or rear. These units are located on single lots and generally do not exceed two or three stories and support eight to thirty-two dwelling units per acre. May be located adjacent to community oriented uses, such as churches, parks and or community centers, and on heavily traveled streets.

High Density Residential Urban

Generally located on arterials or other heavily traveled streets, this type of housing may serve as a transitional use between low/medium density residential and commercial uses. These structures contain more than four units, are located close to the street and include apartment complexes and condominiums. Height should generally not exceed four stories and buildings should be compatible with the neighborhood context and support thirty to sixty-five dwelling units per acre.

Medium Density Mixed Use

A mix of professional/personal services; retail, cafes, etc. located on the ground floor with residential or office uses on upper levels located on more heavily traveled roads at intersections, in proximity to major transit stops and which serves as a transition between less intense residential and downtown uses. The height is generally two to three stories.

High Density Mixed Use

A mix of residential and commercial uses (adjacent lots, or integrated in one structure) that generally does not exceed six stories. Uses would be the same as described in Medium Density Mixed Use but would be more intensely developed and appropriate in near-downtown locations, along arterial roads and in proximity to transit.

Commercial

A mix of commercial office and retail uses convenient to neighborhood residents, it contributes to the richness of the neighborhood. New or rehabilitated commercial development should be compatible with the context, maintaining the traditional street grid and strengthening pedestrian connections. Additional surface parking should be limited and the efficiency of existing lots and on-street parking maximized. The visibility of commercial development along prominent corridors warrants high quality design and development standards to achieve the desired image and character.

Public and Quasi-Public

These institutional uses include city/government offices and public service providers, religious institutions, schools, and other not-for-profit properties. As community leaders, these uses should employ quality design and materials to set an example. Strong vehicular, pedestrian and transit connections should be maintained between institutional uses, downtown, residential areas and parks.

Parks, Recreation and Open Space

Includes neighborhood and regional parks, as well as open spaces that are both active (sports fields, tennis courts) and passive (trails, greenways). Parks and open space should be well connected to neighborhoods and schools, especially where there is limited access to outdoor space, as well as to city-wide or regional park and trail networks like the Wabash Heritage Trail.

Utility and Parking

Utility areas are set aside for use by public and private utility providers while parking areas are planned locations of structured public parking facilities to serve the neighborhood.

Future Land Use



Future Land Use

- | | | | | | |
|----------------------------------|--------------------------|--------------|----------------|-------------------|-----------|
| Low Density Residential Urban | Commercial | Park | Utility | Pedestrian Bridge | Church |
| Medium Density Residential Urban | Medium Density Mixed Use | Open Space | Parking | Heritage Trail | Synagogue |
| High Density Residential Urban | High Density Mixed Use | Quasi-Public | Transit Center | | School |

Redevelopment Concepts

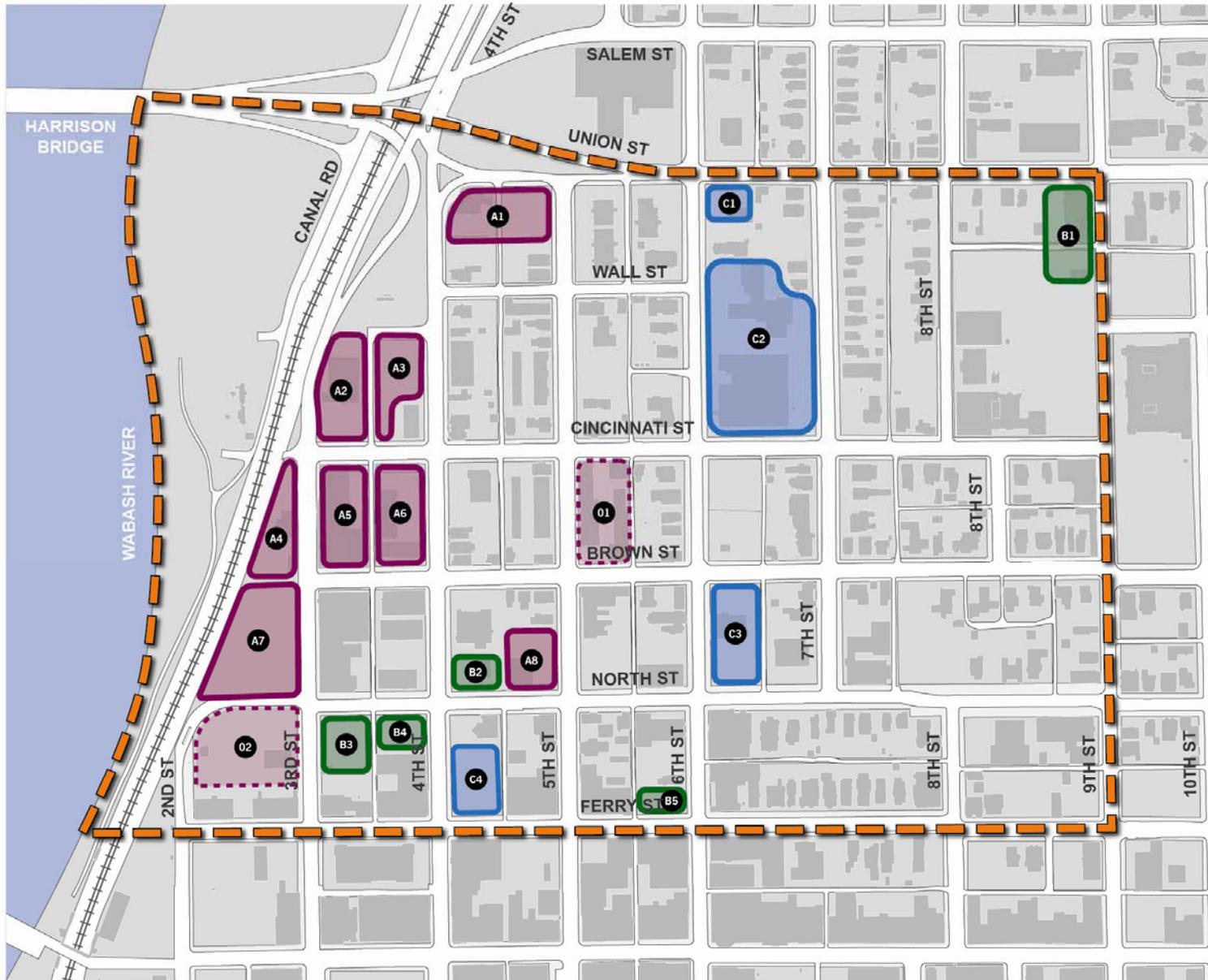
The land use map is one of the tools for successful neighborhood change. Implementation also requires other planning tools such as updated zoning ordinances and economically and ecologically strategic plans. Opportunities for redevelopment exist at a number of sites throughout Historic Centennial Neighborhood. Conceptual sketches were prepared for four sites to illustrate potential projects at specific locations using design principles that can be applied to other sites throughout the neighborhood possessing similar land use characteristics and densities. Other considerations for successful redevelopment include but are not limited to property owner interest, current market conditions and the role of municipal financing.

Selected sites:

- 3rd and Brown Streets – Pedestrian bridge and park area, CityBus Transfer Facility (A7)
- 3rd and Brown Streets – Mixed-use (A5, A6)
- 6th and Cincinnati Streets – Medium Density Residential overlooking expanded Centennial Park (C2)
- 6th and North Streets – Residential-wrapped parking structure to serve TAF, churches, workers (C3)

Note: The graphics contained in this section including illustrative plans, sketches, photographs, etc., are intended to portray design intent and not final architecture or site design. Final architecture and site design will vary depending upon end uses and review of submitted development proposals.

Potential Redevelopment Sites



LEGEND

Currently Underway

- 01 506 Brown Street
- 02 CityBus Transfer Station

Level A Sites

- A1 407 Union Street
- A2 601 N 3rd Street
- A3 600 N 4th Street
- A4 NW Corner Brown/3rd Street
- A5 501 N 3rd Street
- A6 506 N 4th Street
- A7 402 N 3rd Street
- A8 408 North Street

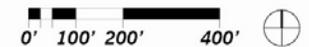
Level B Sites

- B1 716 N 9th Street
- B2 401 N 4th Street
- B3 SE Corner North/3rd Street
- B4 SW Corner North/4th Street
- B5 NW Corner Ferry/6th Street

Level C Sites

- C1 601 Union Street
- C2 605 & 629 N 6th Street
- C3 NE Corner North/6th Street
- C4 331 N 4th Street

Neighborhood Boundary



3rd and Brown Streets

Mixed-Use Development

Features

- Redevelopment Site A5 and A6, p. 65
- Parking Behind
- Building height decreases toward neighborhood center
- Residential / commercial/ Office
- Pedestrian scale amenities – awnings, street trees

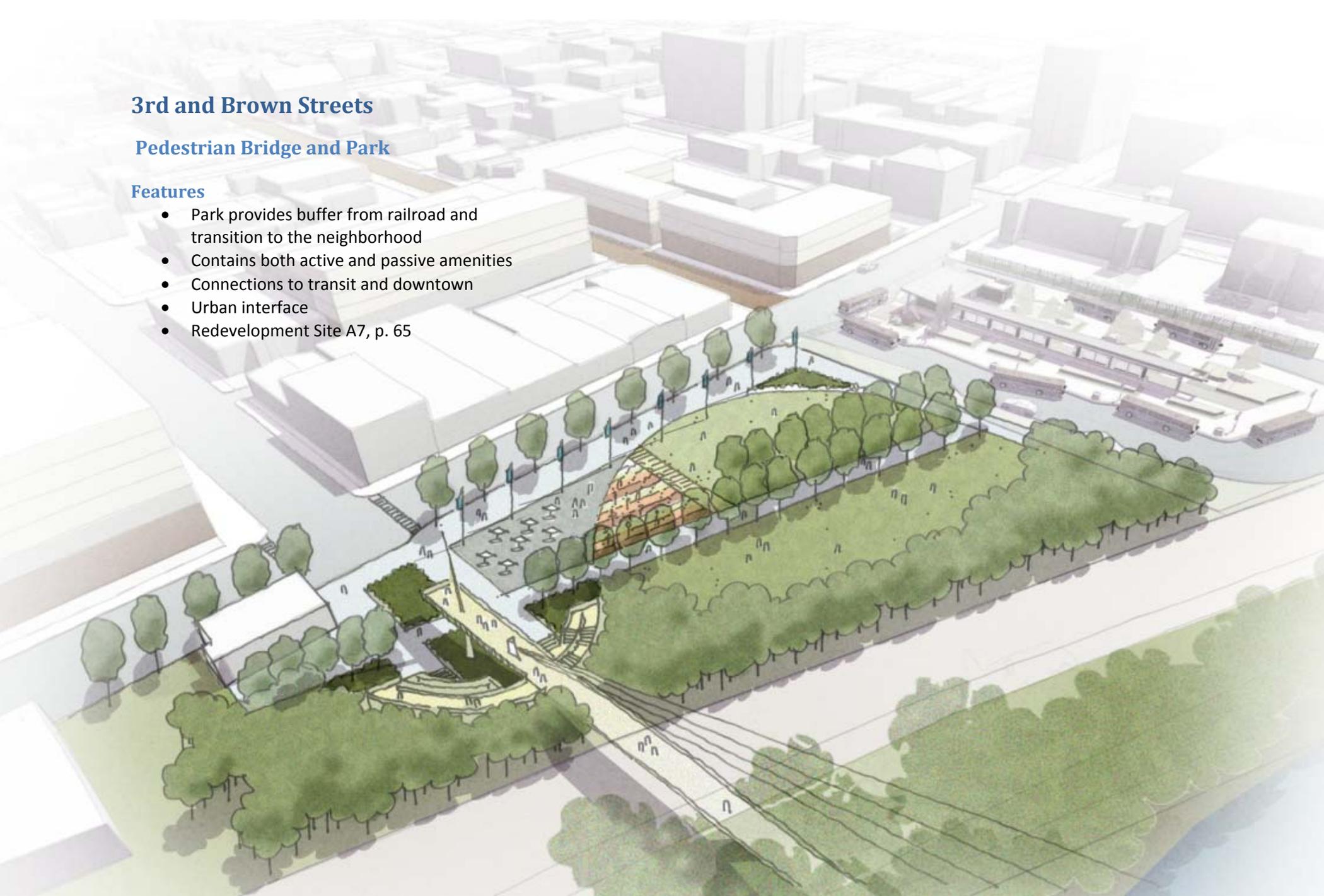


3rd and Brown Streets

Pedestrian Bridge and Park

Features

- Park provides buffer from railroad and transition to the neighborhood
- Contains both active and passive amenities
- Connections to transit and downtown
- Urban interface
- Redevelopment Site A7, p. 65



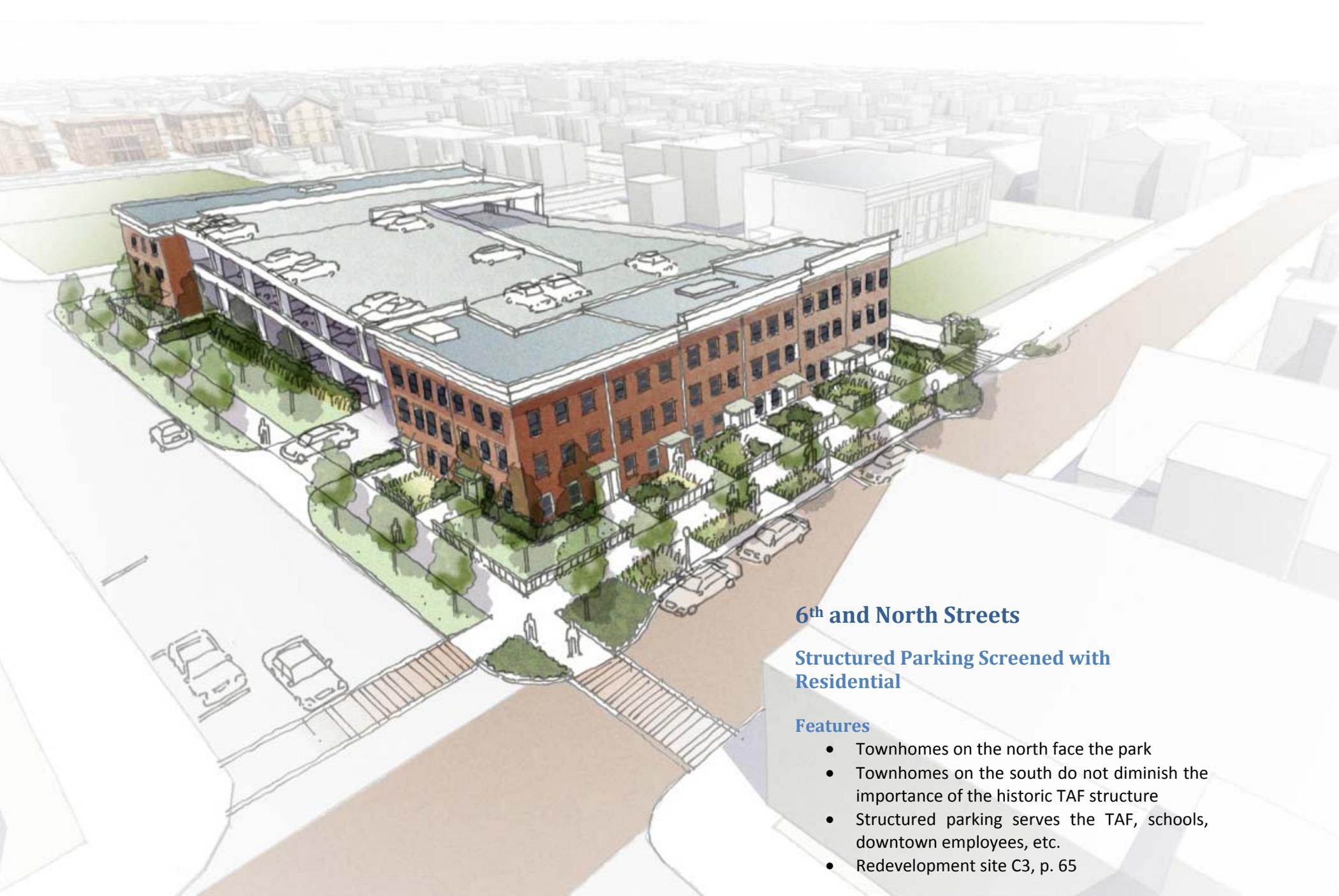


6th and Cincinnati Streets

Medium Density Residential overlooking expanded Centennial Park

Features

- Historic park doubled in size
- Underutilized institutional facilities replaced with residential
- Street crosswalks are highlighted for safety
- Redevelopment site C2, p. 65



6th and North Streets

Structured Parking Screened with Residential

Features

- Townhomes on the north face the park
- Townhomes on the south do not diminish the importance of the historic TAF structure
- Structured parking serves the TAF, schools, downtown employees, etc.
- Redevelopment site C3, p. 65

Neighborhood Vision

“The Historic Centennial Neighborhood shall be a vibrant mixed-use urban neighborhood that draws on its unique historic character to continually attract and sustain residents and businesses while serving as a cultural destination for visitors and the entire community.”

Design and Development Policies and Guidelines

The following guidelines are provided to inform and assist potential investors, developers, city and county staff, and local decision makers to achieve the vision of a vibrant, walkable, economically and ecologically sustainable Historic Centennial Neighborhood (HCN). The recommendations attempt to provide a strong foundation to encourage contextual design of the highest quality, and should be applied to new private and public sector structures and open space, including streetscape development.

These guidelines reflect policies that further the vision but do not have the force of a zoning ordinance. These policies are encouraged and are characterized by the use of words like “should” instead of “shall” or “must”. Changing current zoning district regulations, creating a form-based code (an ordinance designed as a means of regulating development to achieve a specific urban form) and other enforceable land use tools are addressed in Chapter 5: Implementation.

It is not possible to develop specific guidelines for new development or redevelopment that apply in every case because good infill design responds to its surroundings. Each site has its own set of constraints and opportunities. For this reason, different guidelines are provided for different development types. The categories include:

- **Non-Residential, Mixed-Use, and Multifamily Residential Architecture**
 - Including expansions to quasi-public and public uses
- **Medium Density Residential**
- **Low Density Single Family Residential**

Site Planning

Successful contextual development begins with the siting of new structures on vacant or underutilized sites and the relationships between adjacent structures, open space, parking and streets. This type of building fills in a gap in the built environment; it is often called infill construction.

The Street Wall

Many issues, including natural features, lighting, and others, factor into the decision concerning the final location of a new building. In HCN, one of the most significant influences is the presence of existing structures whose facades typically occur in the same plane relative to the property line. This consistency in placement is a primary tenet of urban design and is commonly referred to as the “street wall.” The ratio of the height of the buildings adjacent to the street to the width of the street is one of the characteristics of urban environments that make them unique, compelling and pedestrian oriented. The national metric is 15% of existing and new street frontages achieve a minimum building-height-to-street-width ratio of 1:3, or 1 foot of building height for every 3 feet of street width, measured facade to facade (LEED 2009 for Neighborhood Development Rating System at www.USGBC.org). It is strongly encouraged that new buildings in the HCN be sited with consideration of the street wall as a design factor.

Aligning facades also has the beneficial effect of establishing the area between the facades and the street as a defined space. One of the most significant differences between urban and suburban places is the attention paid to the quality of the space between buildings and curbs. Urban areas are much more walkable, with a variety of pedestrian amenities and roads designed to ensure calmer traffic, making the area between the street walls and streets a more comfortable space.

Photo depicting separation of public and private space.

Establishing a Separation of the Public and Private Realm

During a design survey at the neighborhood workshop, HCN residents were specifically attracted to one photo (right) that depicted a row of townhomes, set back approximately ten feet from the right of way (back of sidewalk) with a wrought iron fence enclosing a small front lawn. This photo clearly indicated residents’ preference for a defined edge between public and private space. Similar setbacks for **medium- and low-density residential** structures are encouraged. **Non-residential, mixed-use, and multifamily residential** structures may desire smaller or no setback and are encouraged to be located as close to the right-of-way as possible.



The Building/Parking Relationship

The manner in which parking and buildings are arranged also distinguishes urban places from suburban spaces. Suburban vehicular orientation typically results in parking located in front of the building. While this may be convenient to drivers, it is not an arrangement that places importance on the quality of the

space between the buildings or the walkability of the neighborhood. Buildings that abut the sidewalk tend to create a more human-scaled and interactive street. Similarly, a feeling of isolation can exist for pedestrian areas adjacent to parking garages.

Without the facade breaks that occur when businesses are located on the ground floor, or the foot traffic that pedestrian-level retail and services generate, the blank facades of typical parking garages decreases pedestrian street activity.

Consideration should be given to locate parking in a manner that emphasizes the importance of pedestrian circulation. Examples of appropriate parking locations **for all development types** include on-street parking, behind buildings (accessible from alleys and mostly if not completely invisible from streets), or in garages with ground-floor commercial uses.

Site Layout Checklist:

- Ensure a consistent street wall and respect established setbacks with regard to building placement.
- For **low- and medium-density residential development**, provide a separation between public and private / semi-private spaces.
- Encourage ground-floor commercial uses, facade texture, and detail and decorative lighting for parking garages.
- Park on-street (angled or parallel), within a structure, or behind structures/adjacent to alleys. Screen parking from public street view.



One of many homes designated as “outstanding” in the HCN building survey.

Architectural Form and Character

Building design is of primary importance to HCN residents. The neighborhood has many architecturally significant buildings dating from the 1840s to the 1950s reflecting a broad range of architectural styles as shown on the map on page 19. Development that is compatible and in-context with these styles is important. These building design guidelines are intended to allow for architectural diversity while encouraging building design that relates to and reinforces the overall character of the immediate surroundings and creates a strong building-to-pedestrian relationship through the use of building details that establish a human scale.

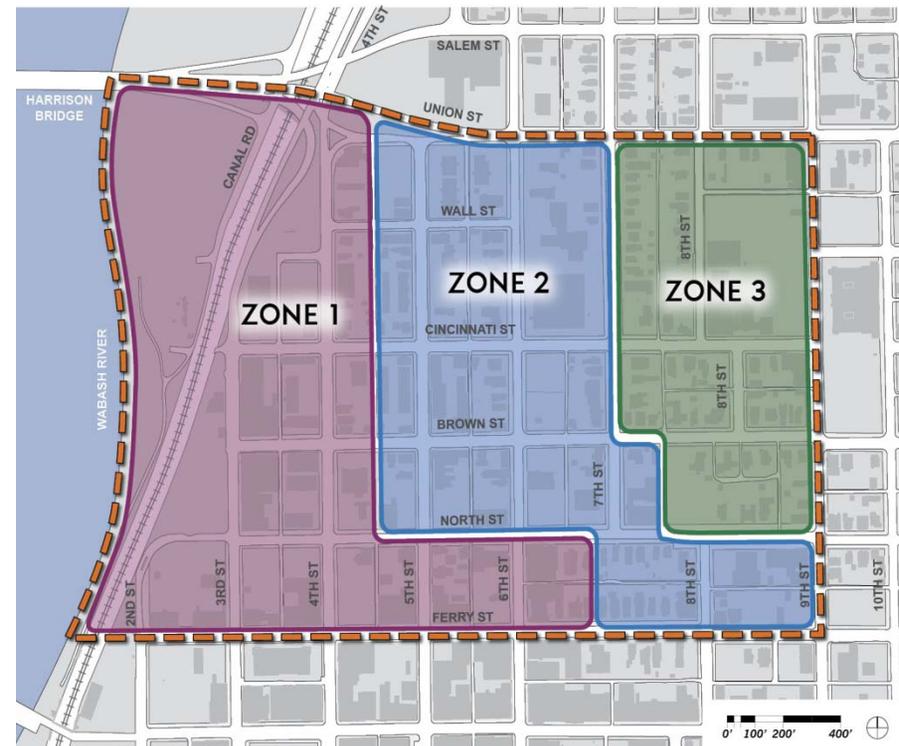
Building Height

Traditionally, downtown structures are taller and development more dense than urban residential neighborhoods or suburbia. This plan recommends greater height on the western edge of HCN near the railroad and riverfront, with building height becoming lower to east and north. The following zone boundaries are not fixed and redevelopment should conform to the Future Land Use Map.

Zone 1: Is located roughly in the western third of the neighborhood, defined by the alley between 4th and 5th Streets between Union and North Streets, North Street, and including the properties just east of 6th street between North and Ferry Streets.

Zone 2: Is located in the central third of the neighborhood, defined by the alley between 4th and 5th Streets, North Street, and 7th Street, including blocks between North and Ferry Streets in the east portion of the neighborhood.

Zone 3: Is located in the eastern portion of the neighborhood bordered by 9th and Union Streets.



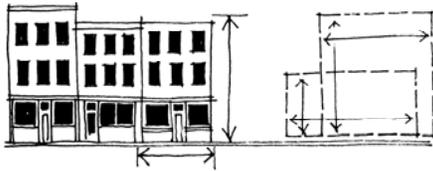
Generalized Building Height Zones

Facade Design

New proposed infill and renovated building facades should be designed to complement the surrounding structures to maintain and reinforce the desired neighborhood character and historic development pattern. Many in HCN desire the use of historic building facade features on new development, but in the absence of ordinance requirements such as those that would accompany a Local Historic District designation; this remains a discussion item with future project developers. Compatibility can be achieved through the use of materials, color and scale, as well as architectural features.

Some historic preservationists and architectural professionals agree that new structures should look new and of their time for true authenticity. No matter what building type, the infill facade should not pretend to be historic by mimicking older facades. Often, pseudo-Colonial or Victorian details are added

to a new building in an attempt to make it blend with older surroundings. This approach seldom succeeds; instead, it detracts from an area’s character by compromising what is authentic and historic.



Above: Facade Proportion.
 Below: Facade Rhythm.
 Graphics: National Main Street Center,
 National Trust for Historic Preservation



The principles below should govern the visual relationship between **non-residential and mixed-use** infill buildings and their neighbors.

- **Proportion:** Heights and widths of new buildings should be designed to respect surrounding structures and of a proportionate size to fit within the contextual area. Facades of structures could be divided into bays for buildings that exceed the average dimensions of surrounding structures’ facades in order to better blend in.
- **Multiple Faces:** Facades that front on public streets, public and private gathering areas, connect walkways, or that face adjacent development separated by parking areas should all be considered primary facades with regard to importance of design.
- **Visual Interest:** Primary facades of new buildings should reflect the vertical and horizontal rhythms characterized by the surrounding buildings on the same block face. New facades should not be blank, unarticulated, or overly monotonous. Accent elements, like columns, shallow recesses, window design, cornices, awnings, etc. can be used to provide visual breaks.

Building Materials

Historic structures in the HCN utilized high quality, durable materials that have stood the test of time; and that practice should be continued. No specific materials are required to be used, but some important considerations are to be encouraged.

High quality materials refer to those expected to have a significant lifespan, durability, and aesthetic context that convey a sense of permanence. The goal is not to hamper the creativity of the designer, but to create the historic buildings of future generations. Traditionally, these materials include wood, clay brick, natural stone, stucco, terra cotta and glass. Cement-fiber siding, steel and cast iron elements may also be appropriate, particularly when a new building needs to complement an adjacent historic structure. Precast concrete is not preferred, though with attention to finishes and jointing, it might be considered. Metal panel systems are also not preferred, often due to glare, but like precast concrete may be appropriate in some instances in more dense, non-residential or mixed-use portions of the neighborhood.

It is highly desirable to create authentic facades utilizing durable materials. Designers are encouraged to avoid any material that is fabricated to look like another material (e.g., precast panels made to look like brick). Using a single building material without definition or accent is discouraged.

Materials strongly encouraged for all development:

- Clay Brick
- Clear Glass or Glass with Low Reflectance
- Natural Stone (granite, limestone, marble, sandstone, etc.)
- Steel
- Stucco
- Terra Cotta
- Cement-fiber siding

Materials acceptable for low- and medium-density residential:

- Vinyl siding
- Wood siding
- Cedar shake siding

Citing specific materials as “inappropriate” is difficult because there may be suitable reasons for using some of the materials listed above in other ways not prescribed. For example, cedar shake siding may be appropriate for new housing as a material at the second or third floor. It is not acceptable, however, as a quick-fix to cover over an existing damaged historic facade.

Roof Form

The form of the roof and building cornice are significant dictates of design and period that require some attention to detail. **Non-residential, mixed-use, and multifamily residential** buildings may have a flat or pitched roof, **medium-density residential** buildings may have a flat or pitched, but **low-density residential** building roofs are likely to be pitched. Matching the roof style or the level of cornice of existing structures is one way of reinforcing compatibility. Roof-mounted equipment should be screened from view of pedestrians and passing vehicles at the street level. The surface of a roof produces rainwater runoff which typically drains into the stormwater collection system. Runoff can be mitigated through the use of rain barrels or a “green roof” which also cools the structure below in hot weather and insulates it in cold. Using roofing materials that have a Solar Reflectivity Index (SRI) equal to or greater than the values shown to the right will also minimize heat gain and loss.



Wood is an appropriate material for residential structures.

Roof Slope	SRI
Low ($\leq 2:12$)	78
Steep ($> 2:12$)	29

Entrances & Windows

Entryways for **non-residential, mixed-use, and multifamily residential** buildings should be designed to appeal to and welcome visitors. Design at a pedestrian scale and ensure that they are well-lit and in logical, obvious locations fronting on public streets. The size and placement of window openings on upper floors of multi-story buildings should be proportional to the overall size of the building and maintain the rhythm established by adjacent buildings.

Transparency

Transparency of glass is encouraged at the ground level, at minimum, between 3 and 8 feet above grade for at least 60% of the facade for new **non-residential and mixed-use** buildings that face a public space. Visibility into and out of buildings, particularly at the pedestrian level, creates a more comfortable and attractive place. Views to activities and displays inside a building, and to street life from within a building, create a dynamic and exciting environment. Pedestrians are also more likely to enter a business if they are able to see in. If it's a restaurant, they can get answers to the usual questions as they consider entering: Is it crowded? What's the character like? Are there children? Am I dressed appropriately? Retail establishments rely heavily on the attraction that results from a potential customer viewing merchandise in the window.

The nighttime appearance of HCN's small commercial areas will also benefit from transparency because ambient light from inside the buildings will spill onto the sidewalks. The ecological and economic benefit from the day-lighting of the street provided by transparent thermal glass provides natural lighting at the street level.

All too often windows are removed from historic structures, reduced in size, shaded with blinds, or tinted. Windows in new buildings are also often specified with little regard to how the design may affect the quality of the street. The cumulative effect of several buildings in a block doing this creates a streetscape atmosphere that is uninviting, desolate and pedestrian unfriendly.

Existing businesses are encouraged to open shades and remove tinted applications wherever possible. Any ground-level retail, service, or trade windows should be kept visible (un-shuttered) at night. Where first floor uses may require a higher level of privacy than clear glass would permit, consider relocating those uses so that a less restrictive use can occur adjacent to the windows.



A renovated storefront that incorporates a high level of transparency.

Garages & Service Areas

For **non-residential and mixed-use** buildings, loading berths, service areas, trash storage, etc. should all be located interior to a block, accessed from alleys or interior parking garages, or in a location screened from public streets and open spaces. Garages for **low- and medium-density residential** structures should be accessed from alleys or non-intrusive internal drives.

Preservation & Rehabilitation

One of the HCNA's primary goals is the preservation and appropriate rehabilitation of existing historic structures within the neighborhood. There are environmental benefits, cultural protection, and urban massing considerations that support the preservation and rehabilitation of historically significant existing buildings. These terms are defined in the adjacent blue box. The neighborhood association is renowned throughout the community for its preservation and restoration successes. The Wabash Valley Trust for Historic Preservation has presented more Sycamore Leaf plaques (35) to properties in Historic Centennial neighborhood than any other in Lafayette.

A 2011 historic property survey identified structures as "outstanding", "notable", and "contributing" in order of significance. Sixty-six structures within the neighborhood earned the "outstanding" designation.

In the past, HCN has considered the creation of a Historic District Overlay, with standards to ensure the integrity and character of structures and the neighborhood, however there is still some community resistance for that level of restriction. There are several sources of information to guide historic property owners undertaking building improvements. Local sources include the Wabash Valley Trust for Historic Preservation (www.wabashvalleytrust.org), the HCN Association (<http://www.historiccentennial.org/>), and (www.agriculture.purdue.edu/fnr/faculty/hunt/index.htm).

Architectural Design Checklist:

- Create buildings that are compatible to and contextual with existing surroundings.
- Building heights should reflect desired densities within the neighborhood.
- New structures may be contemporary, in design or material use, but compatible with the character of the historic surroundings.
- Design for people. Use awnings, windows and detail on first floor facades to enhance the pedestrian experience.
- Use appropriate, durable, high quality materials for new and rehabilitated projects, especially at the pedestrian level.

Historic Property Protection

There are four distinct terms to describe various means of protecting historic property. They include:

Preservation: The act or process of applying measures to sustain the existing form, integrity and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.

Rehabilitation: The act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

Restoration: The act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

Reconstruction: The act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

- Building entrances should be highlighted and oriented to public streets.
- Encourage transparency in first floor windows and doors to create interest and excitement on the street.
- Screen garages, delivery, refuse, and service areas.
- Know the style of your building and use that knowledge to guide rehabilitation efforts.
- Discourage the use of false historic themes in building rehabilitation.



Streetscape in Roanoke, IN.

Streetscape

The streets and sidewalks form the greatest amount of public space in an urban environment. Streets and alleys connect the buildings and spaces in which we reside, work, shop and play. Within the last few years, the City of Lafayette has improved the downtown streetscape with the addition and replacement of street trees, quality paving materials, site furnishings, and wayfinding signage.

Continuation of streetscape improvements, but distinct from the downtown's is encouraged to foster creative expression and respect neighborhood character. Thoughtful consideration of the quality of each element (shade, places to sit or wait for a bus, lighting, and art for enjoyment) creates a richer streetscape and increases the comfort of users.

North, Brown, 3rd, 4th, 5th, 6th, and 9th Streets are at the top of the street network hierarchy. The width and character affect speed of travel and informs adjacent land use.

Brick Streets

North Street, a historic brick street, contributes much character to the HCN. Unfortunately, the street is in poor condition. The deteriorated brick roadway surface will be replaced with permeable pavers that are historically compatible in design, color and aesthetics. Historic bricks from the existing roadway will be salvaged and utilized within the streetscape and stormwater / rain garden elements to maintain the central aesthetic.

Walkability & Pedestrian Connectivity

As described in the walkability profile in Chapter 2, HCN is currently considered highly walkable. However, HCN’s walkability can be enhanced by installing pedestrian-oriented lighting on major pedestrian corridors and highlighting crosswalks at major pedestrian intersections with zebra-stripping, unique color/texture, or special pavement materials to outline or fill crosswalk areas. Pedestrian crossing signals or flashing lights activated by pedestrians are additional options.

Bump-outs at intersections and mid-block crossings also improve walkability because they shorten the width of roadway that a pedestrian has to cross. When placed at corners, they can include landscaping, seating, public art, support a rain garden or accommodate bicycle parking facilities.

Sidewalks

The predominant sidewalk material in the HCN is concrete. Natural brick is the accent material of choice for Downtown Lafayette sidewalks. Continuing the brick accent into HCN in sidewalks and crosswalks, but in a distinct way from that established downtown, can enhance the visual link between the two areas while adding charm.

New sidewalks should be a minimum of five feet (5’) wide and must meet ADA requirements, but that width should be balanced by the requirements to also provide places for street trees. Tree grates flush with the street grade/level or property can help maintain the width. In areas with a concentration of non-residential, mixed use, or high-density residential uses, sidewalks should be wider to accommodate additional pedestrian traffic, amenities, and site furnishings maintaining a required clearance of forty-two inches (42”) for pedestrians, with an ideal sidewalk width of 8 to 10 feet including the planting strip for street trees.

Site Furnishings

Furnishings for the streetscape have a significant impact on the character and function of the city street. The selection of street furnishings (which can include lighting, special paving, planters, waste receptacles, recycling station, bicycle facilities, artwork, seating, bollards, and newsstands, among others) may vary by district or neighborhood. It is not necessary that all site elements match, but is more important that they complement each other and the architecture of the area. Furnishings shall not interfere with the safe use of handicap parking spaces. During the neighborhood workshop, HCN residents indicated that they prefer traditional design elements for street furnishings that evoke the established historic character of the neighborhood.



Committee preferred streetscape with amenities.



Street trees provide vertical and cooling element to the street.



Curbside raingarden.

Street Trees

Trees are visually significant elements of the streetscape which reinforce the linear axis and enclose the pedestrian space. In most cases street trees should be deciduous, and species should be chosen for a particular microclimate or setting (overhead wires, underground utilities, etc.). Trees within a single block may be of the same species for visual continuity and a unified aesthetic appearance, but plantings that combine different species on various blocks of the neighborhood will avoid the creation of a tree “monoculture” (an over-use of a single tree species). Monocultures are disadvantageous for tree health.

In order to ensure the continuous presence of street trees, older trees designated for removal or close to the end of their lifespan should be under-planted with new trees. Ideally, mature trees thrive in a continuous planting zone or a minimum volume of 300-700 cubic feet of soil but a typical plot is a fraction of that. The reality is that many parkways in HCN are only 30-40 inches. Bowing to constraints, a goal for the future would be a planting pit at least five feet wide in each direction. In the fall of 2011, TreeLafayette planted trees on N. 6th Street and additional plantings on N. 7th Street are planned for Spring 2012.

Identifying characteristics of trees include leaf shape, flowers, autumn color, or character of the bark. Because the sizes of the canopies vary by species, the spacing of the tree plantings should be considered on an individual basis to achieve the desired canopy effect; however tree plantings every 40 feet can provide neighborhood scale canopy coverage that can reduce the effect of heat gain. Planting locations and height of trees should be considered before selection to reduce the potential for interference with street lighting, driveways, or overhead wires, though generally in the HCN, these are located on the alley. The City’s list of approved shade tree species can be found under the “Engineering Standards, Schedules, & Guidelines” tab of the City Engineering Department’s webpage (www.lafayette.in.gov).

Rain Gardens

Rain gardens are one way to introduce street plantings while reducing the amount of stormwater that is channeled into the City’s stormwater collection system. They can be linear adjacent to the curb, or concentrated into specific sites such as parking lots. They often include native perennials, grasses, and other plantings that are highly efficient at filtering potential toxins from water before they infiltrate into groundwater. The project to reconstruct North Street between 3rd and 9th Streets will include rain gardens and pervious pavement.

Traffic Calming

Questions have been raised within the HCN regarding the potential to slow traffic and increase HCN's safety and walkability. Neighborhoods throughout the world have investigated many methods of calming traffic and creating a safer, more comfortable environment within and along public streets. Often a combination of several traffic calming methods must be applied. The following recommended methods could be employed in the HCN, on one-way streets such as 3rd or 4th Streets or any other street perceived as uncomfortable for pedestrians:

- **Pavement material** – visible and/or texturally different pavement material in special locations indicate a level of increased activity
- **Mid and end block crossings** – indicate a level of increased activity
- **Speed humps and bumps** – physical barriers to speed
- **Signals, signs, or traffic circles** – mandatory stops or slower speeds
- **Two-way traffic** – the presence of on-coming traffic increases awareness
- **Presence of parking lanes** – creates a narrow line of site and increases caution
- **Bump-outs, rain gardens and tree lawns** – creates a narrow line of site and increases caution

Lighting

Broadly speaking, lighting serves four primary purposes in urban settings:

1. **Lighting creates a perception of safety.** Simply put, people are likely to avoid dark urban areas.
2. **Lighting establishes an identity for the place or street where it is used.** Certain designs can invoke historic themes. A more contemporary fixture may suggest that the future is more important to a community than the past, while some designs may bridge those extremes through their timeless composition of elements.
3. **Lighting can be used to heighten the drama of an urban setting.** Lighting can focus attention on unique architectural features, public art, or other elements.
4. **Lighting serves to illuminate signage, thereby improving the wayfinding capacity of a district.** Lighting design should balance these sometimes conflicting functions.

Several areas of the neighborhood are underserved by pedestrian-level lighting, typically not more than twelve to fifteen feet above grade. As stated in the Lighting Profile of Chapter 2, many residents feel that existing lighting is either too sparse or too tall and light does not filter through the canopy of trees to the pedestrian level.



Streetlights from mid-20th century HCN street could inspire selection for new lights.



Lighting brightness or light trespass should be avoided in the selection of new lights. Street building-mounted lighting should be housed in cut-off casings with downward focus to reduce light pollution. Pedestrian lighting should illuminate pathways at levels providing good facial recognition, should be no more than an average of 0.5 footcandles (fc), and should not exceed 3.0 fc. Lights emitting 3.0 fc or more should be shielded if adjacent to residential uses and light levels should diminish by 0.5 fc at the property lines.

Consistent illumination can be provided by a combination of lighting types including from bollards, building-mounted, landscape uplighting and even from some street furnishings. Where practical, exterior lighting should include timers, dimmers and/or sensors to reduce overall energy consumption and eliminate unneeded lighting.

Streetscape Checklist:

- The streetscape design should evoke HCN's character but remain compatible with the established downtown.
- Utilize brick or other special paving accents in sidewalks, corners, crosswalks.
- Increase walkability by enhancing pedestrian-scaled lighting, prominent crosswalks, and adequate sidewalk widths to accommodate users.
- At least forty-two inch (42") or greater clearance should be maintained for pedestrian travel.
- Consider incorporating rain gardens to reduce stormwater runoff and add visual interest.
- Durable, comfortable materials should be used for site furnishings. Benches with backs and armrests are encouraged.
- Planters or planting beds are encouraged to add seasonal color.
- Street tree species should vary to avoid monocultures.
- Older tree growth should be under-planted with younger trees to ensure efficient replacement.
- Incorporate public art as visual or functional amenities.
- Consider employing traffic calming methods on streets within HCN that are considered uncomfortable for pedestrian users.
- Select styles of poles and fixtures that are expressive of HCN's character and are a maximum height of 15 feet.
- Select cut-off fixtures (fixtures that "cut off" the projection of light at the edge of the housing) to reduce glare and light pollution.

Parking

The intent of this section is to create awareness of the impact of surface parking lots on the visual and environmental quality of the neighborhood. The edge in view of public streets and sidewalks is a critical visual component. New and renovated parking areas in public view should employ the following recommendations.

Surface Parking Lot Edges

The manner in which the edge of a parking lot is addressed has a huge impact on the way a place feels and looks, particularly when the lot abuts a public street and sidewalk. It is preferable that surface parking lots not be located between the front facade of a building and a public street. In addition they should be accessible from either alleys or side streets. There are several benefits of creating defined boundaries at the edges of parking lots:

- A vertical plane at the edge of a lot can enforce the street wall, creating a greater sense of definition of the street space.
- Strong edges defined with materials and forms that are appropriate to the neighborhood can help protect the pedestrian realm.
- A relatively small wall or hedge can remove a large portion of the parking lot from the viewshed, making the neighborhood more attractive.

Materials encouraged for use at these edges include decorative metal fences; masonry walls of brick, cut stone, similar material in durability and textural aesthetic; hedges or large flowering shrubs; and various combinations of these materials. Unlike street trees which should be deciduous, five-foot wide planting beds with evergreens is preferred to ensure coverage through all seasons, though it may be challenging to find a wide-selection of native evergreen shrubs. Discouraged materials for the urban setting of the HCN include metal guardrails; dry laid stone or concrete masonry units; wood timbers; plastic rail fencing; split rail fences; chain link; and shadow-box wood fences.

EDGE TYPES

No Edge: Complete lack of physical or visual separation of parking area and public sidewalk. This is discouraged.



Transitional Yard: Barrier that includes only a dividing lawn. This condition does not provide any visual relief from the view of the pavement and cars. It contributes very little to the creation of a more walkable community.

Transitional Yard with Fence or low wall: This treatment is a more urban treatment and does a better job of defining the edge. The groundcover and a fence still do not provide much screening of the parking area. Wall material should be masonry such as brick or stone. Dry laid stone and modular block units are discouraged.

Transitional Yard with Hedge: Shrub hedges add color and life to the function of a screen. When allowed to grow together and create a continuous green wall, it extends the street wall. Avoid colored rock and residential bed edging like landscape timbers. If an edge is needed, make it a cast in place concrete curb.

Transitional Yard with Hedge and Tree Row: Groundcover and a tree row do the best job of extending the street wall. This achieves the most significant screening of the lot, creates a pedestrian scale, adds color to the urban environment and provides shade on the sidewalk.

Any new surface parking lot should not be more than 20% of the total development footprint and should not exceed two acres in size.

Residential Garages for Individual Lots

Garages for **low- or medium-density residential** development should not front public streets. They should be accessible from rear or side alleys and designed to complement the primary residential structure.

Parking Structures

Parking in structures shifts parking needs away from existing surface lots, which can then be available for redevelopment. Done correctly, a parking structure can eliminate gaps in the streetwall, providing a more pleasant, continuous urban experience, especially for pedestrians when the ground floor of the parking structure is designed with a pedestrian orientation.

Parking structures may be wrapped by or have upper floors for residential, retail or office uses. In an urban area such as the Historic Centennial Neighborhood, it would be ideal to have retail uses for at least 50% of the ground floor facades. Garage structures should be designed to be contextually

compatible, utilizing the guidelines for commercial and mixed-use architecture. In addition, garage entries and exits for both pedestrians and vehicles should be clearly marked by materials, lighting, signage, etc., to ensure pedestrian safety.

Shared Parking

Shared parking is encouraged for new and existing businesses within HCN. Where surface parking is proposed, one method for better utilization is to share the area with another business or use an existing area close by that requires parking at a different time of the day. A classic example may be a financial or other institution that closes promptly at 5pm each day, leaving an empty parking lot for the remainder of the evening. That parking area could be utilized by a restaurant or other popular evening activity. Parking needs should always be evaluated, but considering the neighborhood's proximity to Downtown, the presence of the new CityBus Transfer Center, and the intention that HCN be a dense, walkable, urban neighborhood, parking should more often than not, be located in structures and on-street. The sketch on page 69 illustrates a proposed parking structure to replace a ½ block surface lot on the corner of North and 6th Streets that would serve the needs of the TAF, neighborhood churches, festivals, schools and office employees.

Bicycle Parking

Several residents have expressed an interest in increasing bicycle facilities and ridership within Lafayette. University towns (West Lafayette) often have a higher-than-average number of cyclists. Lafayette's active bicycling community includes not only students, but also the Bicycle Patrol Program of the Lafayette Police Department (started in June 2004) and a well-established cycling club. Founded in 1978, the Wabash River Cycle Club (WRCC) was formed to promote cycling in the Lafayette area. The club caters to the recreational cyclist and brings people of diversified backgrounds together. The WRCC prides itself on giving cyclists of all levels the opportunities they need to make cycling a fulfilling experience. Both West Lafayette and Lafayette have been designated as Bicycle Friendly Communities, and the WRCC advertizes several rides per year.

By providing additional facilities, such as bicycle lanes, trails that permit cyclists, and bicycle parking facilities, ridership throughout the City could increase in both student and permanent resident populations. Many cities have seen evidence of this including Boston, which created "Boston Bikes", a program that has increased ridership and safety through provision of facilities, signage, and education (<http://www.cityofboston.gov/bikes/statistics.asp>). Minneapolis, which has the most bike parking and the second-most miles of bike paths per capita in the country, has also seen a significant increase in



Above – Bike Shelter. Below – Bike Rack.



ridership, as documented by the US Department of Transportation. The city continues to invest in bicycle facilities. (“Bike ridership increases follow investments”, The Minnesota Daily, March 2011)

Per City regulations, bicycle parking facilities should be made of durable materials in easily accessible and usable forms, and should be provided for commercial, mixed-use, or large-scale residential developments. Public facilities, including parks, plazas, governmental buildings, or public services such as libraries and community centers, should also provide bicycle parking and connectivity. Bicycle parking facilities should be secure, well lit, and close to building or public space entrances and space for at least two bicycles should be provided regardless of use. For more detailed requirements, see the Unified Zoning Ordinance. For requirements regarding lane marking and signage specifications, refer to the Manual on Uniform Traffic Control Devices (MUTCD), latest edition and the NACTO Urban Bikeway Design Guide. Additionally, slow moving streets with a design speed of 25 mph or less can be considered as a part of the bike network (LEED 2009 for Neighborhood Development Rating System at www.USGBC.org). Streets that match this definition should be identified through signage or striping.

Parking Checklist:

- Existing surface parking lots adjacent to pedestrian ways or public streets should be screened with a defined edge of fence, walls, and/or hedges/trees.
- Parking structures are encouraged to minimize surface lots and allow for redevelopment.
- Parking structures should utilize ground floor space for commercial or other active uses.
- Pursue shared parking solutions before considering construction of new surface lots.
- Increase amount and location of bicycle parking facilities.



Mural on building next to parking lot.

Public Art

The incorporation of public art into the public realm is a way of strengthening identity and pride, or incorporating color, and whimsy. Some spaces receive their identity from art placed within them. Public art placed or incorporated into the design of the streetscape or public and private gathering spaces can introduce human scale and aesthetic enjoyment into the environment or underscore the historic significance of a place or event. Public art can also be functional as part of the design of benches, bike racks, fences, manhole covers, paving or other site furnishings.

With the leadership of the Tippecanoe Arts Federation, three state-recognized Cultural Districts were established. Centennial Neighborhood is uniquely located, and is associated with two of the three new

cultural districts: the Arts & Market District and the Wabash Riverfront District. A joint public art committee is in the process of developing a public art program. Any public art to be located within Centennial Neighborhood in the future should be coordinated with TAF and the Lafayette Public Art Committee or the future joint committee.

For reference, TAF currently has a mural art initiative and has documented via a Google Map much of the region’s Public Art already in place http://www.tippecanoearts.org/public_art.html. The Wabash Trail Mural is located in the Northwest Corner of Centennial under the Union Street Bridge.

Transit

The offices of CityBus of Greater Lafayette are located north of the Historic Centennial Neighborhood, but the soon-to-be constructed transfer facility is located in the southwestern corner of 3rd and North Streets. There are several routes that pass through or on the edges of the neighborhood, but there are few permanent bus stop shelters. As new development in the neighborhood brings additional residents, visitors, and customers, additional shelter facilities may be desirable. Shelters should be designed to withstand high speed winds and have a roof and walls for protection from the elements. Lighting and seating should be incorporated and designed to complement the neighborhood character. Route information and art can be included but shelter walls should generally be transparent to enhance safety.

Signage

Wayfinding & Gateway Signage

HCN is one of Lafayette’s neighborhoods that feature unique identification signs (photo at right) at the intersections along Ferry & 4th, 6th, and 9th Streets, Cincinnati at 3rd and 9th, as well as Union at 6th & 9th Streets and 9th and North. The Lafayette Wayfinding Signage Plan identifies two locations within the HCN for proposed directional signage. Any future additional wayfinding signage within the neighborhood should match the approved design and color to ensure continuity. HCN may also consider highlighting major entries into the neighborhood with the use of monuments, sculpture, planting, archways, or other elements.

Commercial Signage

Signage for non-residential uses should distinguish the HCN as an urban neighborhood of slower speeds and pedestrians, distinctly different from suburban areas. Sign form and material should enhance the



Above: HCN Neighborhood Marker.
Below: Proposed City Wayfinding Signs.



visual quality of the HCN and help to create the desired atmosphere. Signage should be contextual and proportionate to the commercial facade and is encouraged to be externally illuminated. The Unified Zoning Ordinance includes standards for signage design based on floor area, traffic speed, required building setback and other factors.

Discouraged Signs

Sign types that are discouraged within the HCN include:

- **Freestanding Pole and Pylon Signs:** These signs are necessary to attract potential consumers who are traveling by vehicle, typically at high speeds. They are not necessary in an urban neighborhood context, and are often out of scale with the desired pedestrian environment.
- **Internally Illuminated Signs:** Signage lighting can serve as an accent, but internally illuminated signs often appear garish or are too bright. Cabinet signs (often consisting of an internally illuminated plastic shell) are easily damaged. Whether the sign consists of a cabinet or individual lettering, internal illumination should be avoided.

Encouraged Signs

Appropriate Sign Types for **non-residential and mixed-use** development in the HCN are listed below. Many of them require a sign permit. In addition, signs that project over public right-of-way require both a permit and a statement signed by the property owner accepting liability for any damages caused by the sign in areas below it, presented to the Administrative Officer for approval.



Projecting Sign

- **Wall Signs:** Typically located above the storefront, in a horizontal band with painted or raised lettering.
- **Mural Signs:** Very large areas of painted signage, often on the side of a building in a location that is uninterrupted by storefronts or windows, to advertise a particular business, product, or event. For example, the Downtown Farmer's Market Sign on 5th Street.
- **Window Signs:** These consist of a material permanently affixed to a storefront window to identify the store name, contact information and/or hours. This can also refer to interior signage affixed to a window intended to advertise a special promotion, item, or event. They should not entirely cover a window, of which at least 80% should remain transparent and free of signage.
- **Awning Signs:** Permanent signage printed on an awning.
- **Projecting Signs:** Signs that project out from a building at a 90-degree angle from the building face, or sometimes at a 45-degree angle from a building corner facing two streets. There are several places on a building these can be affixed: upper stories for multiple level buildings;

above the main entry for a first-floor business; hanging vertically from an arcade or awning canopy; etc.

- **Sidewalk Signs:** Typically referred to as A-frame or sandwich board signs, they occupy the sidewalk in front of a business, to announce daily specials or serve in the place of other signs. They should be kept clear of pedestrian pathways to avoid injury hazards. A forty-two inch (42") clearance zone should be maintained.

Signage Checklist:

- Place signage on historic buildings with respect to the architectural elements and in locations that historically would have had signs.
- Strive for smaller, pedestrian oriented signs.
- Freestanding pole and pylon signs, and internally illuminated signs are discouraged.
- External sign lighting should be pointed either downward or directly toward the sign face.

Parks and Open Space

There are many opportunities to link where people live, shop, and work to open spaces in the HCN. Open space exists throughout the neighborhood in the form of formal parks such as Centennial Park, the public realm (sidewalks and street right-of-way), and in the form of semi-public playground/recreational spaces of schools, churches, or other institutional organizations.

Lafayette's 2009-2013 Parks and Recreation Master Plan identifies a need for additional neighborhood park facilities (described in the sidebar). The National Standard Requirement (NSR) estimates a need for at least 127 acres of park space within 11 or more sites based on Lafayette's 2009 population. While short on recommended acreage (19 acres in 2009), the city had 10 neighborhood park sites, one being Centennial Park within HCN. While acreage recommendations are provided, it is important to remember that a healthy, authentic interaction with nature, neighbors, and spaces to rest and play can be provided by even very small parks, by prioritizing programming and quality of design over quantity of space. The Future Land Use Map for HCN designates approximately 13.75 acres of recreation and open spaces, made up of:

- 1.5-acre Centennial Park including 0.4 acre existing and potential 1.1 acre addition
- 9 acres of riverfront (west of the railroad),
- 1.25 acres adjacent to 4th Street under the 3rd Street overpass, and
- 2 acres west of the 3rd/Brown Street intersection.

Successful Public Spaces

According to the Project for Public Spaces (PPS), the basic goal of any public space is to attract people, therefore making it a success. PPS has found that there are four key qualities of successful public spaces:

- **Sociability**
- **Uses and Activities**
- **Access and Linkage**
- **Comfort and Image**

What is a Neighborhood Park?

- Designed to serve a population of up to 5,000.
- Has a standard city-wide space requirement of 3 acres/ 1,000 people.
- Should be between 5-15 acres in size but are often smaller.
- Typically includes family-oriented recreational activities like court games, crafts, playgrounds, picnicking, and space for quiet/passive activities.
- Has a service radius of one-half mile.
- Should be easily accessible to a neighborhood population through safe walking and bicycle access.
- May or may not include parking.
- May be part of a school or neighborhood center facility.
- Normally provided by municipal governments.

Centennial Park (a neighborhood park) is the heart of the neighborhood and potential improvements to and expansion of this asset should be treated with special attention relative to design, use and character. Another potential gathering space is adjacent to the proposed Brown Street Pedestrian Bridge, the railroad corridor, and Wabash River, as identified in the Wabash River Corridor Master Plan created through the efforts of the Wabash River Enhancement Corporation (WREC). Prospective concepts for each area are shown on pages 68 and 69.

The character of each of these open spaces can be expressed differently and should respond to the community's needs and preferences. Some of these key elements are described below.

- **Active spaces** include facilities for specific activities. They may include ball fields or courts, playground equipment, swimming pools, game areas (horseshoes, fixed board games, and hopscotch), accessible interactive fountains, or other facilities. Minimum outdoor public spaces should be one acre in area, while indoor recreational facilities should be at least 25,000 square feet and be within a ¼ mile walking distance from most residences in the HCN (LEED 2009 for Neighborhood Development Rating System at www.USGBC.org).
- **Passive spaces** are often natural or landscaped and not programmed with organized activity or equipment. They may contain facilities such as ponds, seating, and shelters with tables but are not designed for specific activity. They are sometimes used for improvised games such as throwing a Frisbee and other casual play. In addition, these spaces may be designed to function as drainage infrastructure, providing shallow rainwater runoff storage and infiltration while serving as visual amenities. Minimum civic or passive spaces should be approximately 7,000 square feet in area and should have a proportion no narrower than one unit of width to four units of length. Ideally these spaces should be within a ¼ mile walking distance from most residences in the HCN (LEED 2009 for Neighborhood Development Rating System at www.USGBC.org).
- **Softscape areas** are primarily landscaped and include more living groundcover, trees, and other plant material than hard pavement materials.
- **Hardscapes** include plazas and gathering spaces that are mostly paved, using plant material for accents and shade. These are more commonly found in urban areas. Where possible they should be constructed of durable pervious materials to reduce loads on the stormwater system and allow natural infiltration.



Colorful paved plazas / water features are also art.

Connections

Connections are as important as open space. New development should preserve and enhance connections between spaces and to more citywide and regional recreation networks outside the neighborhood through the use of bicycle lanes, trails, sidewalks, and greenways. There is a great opportunity to create a continuous thread of open spaces from the Harrison Bridge to the proposed Brown Street Pedestrian Bridge, past the CityBus transfer facility, to Riehle Plaza and then onto the John T. Myers Pedestrian Bridge. Currently there is a trail west of the railroad corridor linking these sites, but 2nd, 3rd, and 4th Streets could provide that link east of the railroad. In addition, extending the link east along Brown Street would provide a direct connection to Centennial Park.

Parks and Open Space Checklist:

- Design places for people by considering human scale and needs.
- Respect the four qualities of successful public spaces (see right margin of page 89).
- Manage public spaces - don't build them and walk away!
- Provide functional, usable seating.
- Provide amenities like trash receptacles, bike racks, trees, and lighting.
- Design water features for year-round appeal.
- Create programming for public spaces to attract people at different times of the day and all year.
- Make art part of public spaces. Incorporate art into pavement, seating, lighting, fencing, etc.

Sustainability

The Historic Centennial Neighborhood is composed of committed individuals and organizations that want to foster continued investment supporting a healthy economy. One important dimension of a healthy economy is to support an ecologically healthy environment which can, in turn, contribute to economic health by reducing long-term energy costs and demands on utilities and infrastructure. For example, the rehabilitation, renovation and reuse of existing structures, as described in the Building Design section below, is a significant act of sustainability.

Riverfront Quality

The Wabash River Enhancement Corporation (WREC)'s draft plan celebrates and strives to enhance the quality of Lafayette's and the region's great resource – the Wabash River. In particular, the Draft Urban



Corridor Master Plan, which addresses the western edge of HCN recommends ways to improve and protect river-adjacent areas within both Lafayette and West Lafayette.

Walkability

A person will typically walk no more than 1/4 mile (1,320') from home or work, etc. to run daily errands; beyond that they will bicycle or drive (LEED 2009 for Neighborhood Development Rating System). The HCN was platted before there were walkability standards such as 500' between parallel roadways but no more than 800', uninterrupted block faces (between alleys) of no longer than 450', and alleys to provide vehicular access to properties without additional curb cuts and driveways. HCN is extremely walkable with sidewalks on each public street. The urban street grid and pedestrian facilities should be maintained and enhanced. The use of shade trees, light colored surfaces and porous pavement contribute to the comfort level of pedestrians and reduce the urban heat island effect.



Metal bike lane pavement marker.

Transit/Cycling

Increased opportunities for transit, walking, cycling, and other modes beyond personal automobiles can provide several benefits including:

- less need for parking space and more opportunity for urban development;
- reduced emissions by consolidating operating vehicles, or non-emissions from cycling or walking;
- access to transportation for individuals whose age, physical ability, or socioeconomic status often reduce mobility;
- increased health due to additional physical activity;
- opportunities for socialization with other transit riders / cyclists / pedestrians;

The wind turbines at CityBus' offices are an example of incorporating several sustainable practices into everyday operations and services.

Recycling

Reducing the waste within a neighborhood or community is an effective way to be sustainable on a regional or global scale. HCN's single and two-family homes continue to benefit from the City of Lafayette's robust and convenient recycling program which provides recycling containers for these residents' use. The expansion of this program to multi-family dwellings, commercial and other non-residential properties should be encouraged.

Building Reuse and Design

Reuse of existing structures is recommended where possible to preserve not only historic value that may exist, but to reduce waste from demolition and removal; and reduce additional production of materials for new structures. In many cases, it is also more economically feasible for new, locally grown businesses to renovate and reuse an existing structure than to construct new on a demolished site.

Both public and private buildings are encouraged to incorporate green design principles into developments as an expression of their commitment to sustainable construction, energy efficiency, and a healthy environment. One such set of principles has been included in the LEED (Leadership in Energy and Environmental Design) certification program. The Lafayette Redevelopment Department building is an excellent example of the implementation of sustainable measures on the reuse of an existing building. The building, located at 515 Columbia Street is LEED certified.

Sustainable measures include but are not limited to:

- rainwater harvesting for watering public and private landscapes as opposed to using chlorinated, potable water
- natural ventilation as an alternative or supplement to fan-forced ventilation
- solar access, both for energy generation and access to natural lighting
- window transparency which affects interior heat gain and both the amount of interior lighting and light transmitted outside at night
- incorporating awnings (shade) and roofing materials with a high amount of reflectivity to lower cooling costs
- incorporating a living roof to reduce stormwater, and cool and insulate the building during hot and cold weather respectively



Green roof

Streetscapes

Innovative drainage techniques and alternative or stormwater best management practices (BMPs) are recommended. These techniques can help to reduce the overall stormwater load while freeing up load capacity for new development with minimal improvements to an existing system. These can include:

- rain gardens, which slows and reduces stormwater runoff through detention and infiltration
- pervious pavement which allows infiltration of stormwater reducing runoff and minimizes the need for sand and salt to melt winter snow (warmer ground temperatures are able to radiate through the paving material and can expedite snow-melt)

- light-colored surfaces for streets, parking lots and sidewalks
- native plant use to decrease the amount of care and watering needed; typically should be hardy, drought-resistant, and tolerant of winter conditions including snow-melting substances

Adding street trees and other vegetation to the streetscape mitigates the Urban Heat Island Effect by shading pavement and structures helping to reduce cooling costs.

Sustainability Checklist:

- Encourage practices that enhance the water quality of the Wabash River.
- Ensure new projects retain and enhance a high level of walkability.
- Transit, pedestrian, and cycling facilities should be incorporated into new development.
- Recycling containers should be provided on street in addition to waste receptacles to reduce waste.
- Investigate opportunities to rehabilitate and renovate vacant, abandoned structures as an alternative to demolition and new construction.
- Consider incorporating LEED features, even if not pursuing certification, in new building design for water use/reuse, ventilation, lighting (interior and exterior), cooling and insulation, and other design elements.
- Consider the use of raingardens and pervious pavement for stormwater runoff.
- Incorporate native trees and plants into the streetscape.

Chapter 5: Implementation

Implementation Tables

This Historic Centennial Neighborhood Plan makes many recommendations and highlights opportunities to effectively preserve the character and guide redevelopment. The following implementation matrix offers action steps to continue this journey and suggests the roles that city officials, local organizations and businesses and residents will play to ensure success. The tasks are placed in categories similar to the goals.

The following tasks have been assigned approximate time frames but are subject to budgets, the market and other factors.

- Short-Term Opportunities** Immediate to 18 months of the Plan’s adoption.
- Mid-Term Opportunities** 2 - 5 years.
- Long-Term Opportunities** 6 - 15 years.

ENCOURAGE APPROPRIATE RESIDENTIAL NEIGHBORHOOD DEVELOPMENT

Task	Term	Priority	Responsibility
Work with local realtors to market urban living to families with the potential to return converted homes to single-family	Short	High	APC, City of Lafayette
Pursue establishing a Local Historic District with modest boundaries that could be expanded in the future	Mid	Medium	HCNA, APC, City of Lafayette
Adopt historic preservation standards to enforce desired character of development	Long	Medium	
Create a city-wide architectural review committee made up of design and development oriented professionals.	Mid	Medium	
Support increased building code required minimum square footage for dwelling units resulting in a reduction of units per structure	Long	Medium	APC, City of Lafayette
Update the zoning map to better reflect the Future Land Use Map and existing land use	Short	High	APC, City of Lafayette
Reach out to graduate students from Purdue University / recruit renters in addition to owners for the HCNA	Short	Medium	HCNA

PROMOTE MIXED-USE REDEVELOPMENT AND NEIGHBORHOOD BUSINESS RETENTION

Task	Timeframe	Priority	Responsibility
Update the Zoning Ordinance to include a form-based, mixed-use zoning district that allows flexibility and innovation for site (re)development	Short	High	APC, City of Lafayette
Provide incentives for redevelopment that include land leases, financial incentives, expedited review procedures, or regulatory flexibility	Mid	Medium	APC, City of Lafayette
Support expansion of the downtown Tax Increment Financing (TIF) district, abatements and other business incentives to promote and prioritize redevelopment in designated areas	Short	Low	City of Lafayette
Convert the design guidelines and principles in Chapter 4 of this plan to ordinance standards	Short	High	APC
Be proactive in courting future residential development on transition sites that may be vacated by the city and county (YWCA, Social Services)	Long	Medium	HCNA, City of Lafayette
Work with St. James Church to appropriately redevelop the site at Union & 9 th Streets, a neighborhood gateway	Short	Medium	HCNA

PRESERVE CULTURAL AND HISTORIC RESOURCES / HERITAGE

Task	Timeframe	Priority	Responsibility
Extend decorative streetscape features on 3rd and 4th Streets between downtown and Union Street	Mid	High	City of Lafayette
Create a local historic district with standards for preservation, rehabilitation and demolition of historic structures	Long	Medium	APC
Reconstruct North Street; retain brick character	Short	High	Public Works
Incorporate art into redevelopment structures and sites	Mid	Medium	Tippecanoe Arts Federation & Lafayette Public Art Committee, private sector redevelopers
Expand Centennial Park north and surround with residential development	Mid	Medium	City, Parks and Recreation

ENHANCE THE PUBLIC REALM (NEIGHBORHOOD STREETScape AND OPEN SPACE)

Task	Timeframe	Priority	Responsibility
Expand Centennial Park	Short	Medium	City of Lafayette
Continue street tree replacement	Long	Medium	TreeLafayette, HCNA
Provide street trees on 2nd, 3rd and 4th Streets, as well as on the south side of Ferry Streets between 3rd and 4th Streets, and on 8th Street north of Cincinnati Street to Union Street	Short	Medium	TreeLafayette
Incorporate rain gardens when streets & sidewalks are reconstructed	Mid	Low	Public Works
Enhance the area around existing and proposed wayfinding signage and neighborhood markers to create a gateway	Mid	Medium	HCNA
Create bumpouts at select corners on 5th Street to facilitate crossing and enhance the pedestrian experience	Mid	Medium	Public Works
Pursue grants that assist with conversion of Brownfield sites to parks	Long	Low	Parks and Recreation, Redevelopment, IDEM
Provide bus shelters at busiest stops	Mid	Medium	CityBus
Construct the Brown Street Pedestrian Bridge	Long	High	WREC, City of Lafayette

Chapter 6: Future Land Use - Details and Narrative

Future Land Use Map Categories

Low Density Residential Urban

LAND USE DESCRIPTION

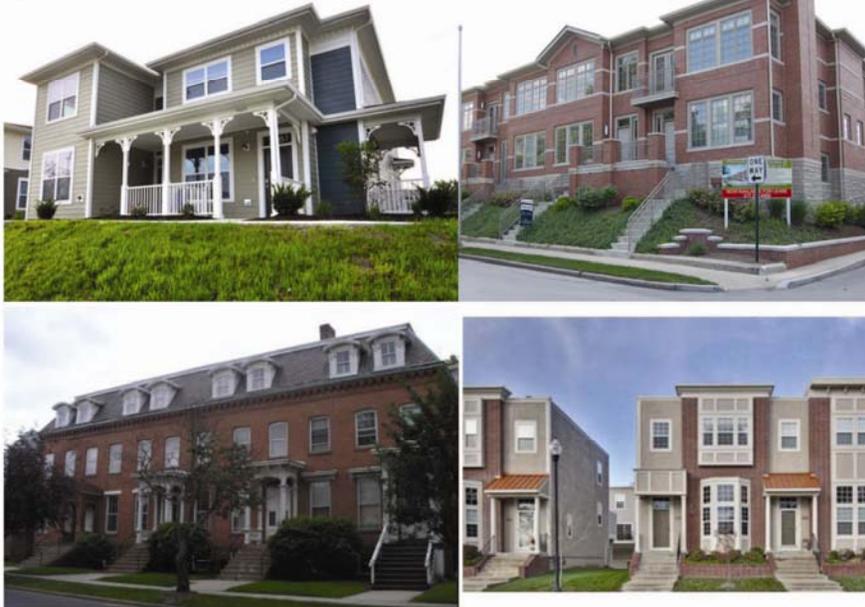
- A mix of single and two-family homes located close to the street on individual lots with rear-loaded garages on alleys, on streets with low traffic volumes.
- Ideally within walking distance of schools, parks and neighborhood commercial uses and generally not exceeding 2-stories.
- Certain lower impact community oriented uses such as churches, parks and a community center may be encouraged near this category.
- Residential density generally between 6.0 and 8.0 dwelling units per acre.
- All photo examples generally within stated range.



Medium Density Residential Urban

LAND USE DESCRIPTION

- Duplexes, triplexes, fourplexes, cottage homes and townhouses located close to the street on single lots generally not exceeding 2-stories.
- Generally placed at the perimeter of neighborhoods and on more heavily traveled streets. Any garages shall be rear-loaded on alleys if possible.
- Residential density generally above 8.0 dwelling units per acre but not exceeding 32.0 dwelling units per acre.
- All photo examples generally within stated range.



High Density Residential Urban

LAND USE DESCRIPTION

- Buildings with more than four units located close to the street on individual lots including apartment complexes and condominiums, generally not exceeding 4-stories.
- May serve as a transitional use between low/medium density residential and commercial uses .
- Generally located on arterials or other heavily traveled streets.
- Residential Density generally between 30.0 and 65.0 dwelling units per acre.
- All photo examples generally within the stated range.



Medium Density Mixed Use

LAND USE DESCRIPTION

- Mix of residential and commercial uses (adjacent lots, or integrated in one structure) located close to the street and generally 2 to 3 stories.
- Examples include professional/personal services, shop front retail with restaurants, cafes and gift shops.
- Integration of uses occurs within structures with commercial uses on the ground floor level and residential on upper levels.
- Preferred along arterial roads, in nodes or clustered together with proximity to a major transit stop or as a transition between high and less intense uses.
- Typically constructed under the Planned Development regulations.



High Density Mixed Use

LAND USE DESCRIPTION

- A more intense mix of residential and commercial uses (adjacent lots, or integrated in one structure), generally not exceeding six stories.
- Examples include ground floor professional/personal services, shop front retail with restaurants, cafes and gift shops integrated with residential on upper levels.
- Serving as extensions of downtown, high density mixed uses are preferred in near-downtown locations, along arterial roads, and with proximity to a major transit stop.
- Typically constructed under the Planned Development regulations.



Future Land Use Map Key



Future Land Use

- | | | | | | |
|----------------------------------|--------------------------|--------------|----------------|-------------------|-----------|
| Low Density Residential Urban | Commercial | Park | Utility | Pedestrian Bridge | Church |
| Medium Density Residential Urban | Medium Density Mixed Use | Open Space | Parking | Heritage Trail | Synagogue |
| High Density Residential Urban | High Density Mixed Use | Quasi-Public | Transit Center | | School |

Future Land Use Map Narrative

OVERVIEW

The future land uses planned for the Historic Centennial Neighborhood roughly divide the neighborhood into thirds from a use and density perspective. The western third of the neighborhood, from the open space area along the Wabash River to N. 5th Street, is planned for a more intense mix of largely commercial and residential uses proper to an area that transitions from an extension of downtown Lafayette to a near-downtown neighborhood moving from south to north and west to east. The main center of activity in this part of the neighborhood is, as conceptualized on page 67, centered on the N. 3rd Street/North Street intersection where a planned park, transit center and transit oriented mixed-use development will establish a lively pedestrian-oriented environment.

The middle third of the neighborhood, from N. 5th Street to N. 7th Street, continues the pattern established by the western third. Here the density steps down moving west to east with residential uses dominating the mixed-use and commercial uses. The main center of activity is Centennial Park. The planned expansion of the park will ensure that this block, located in the very heart of the neighborhood, will serve as a focal point for neighborhood gatherings and events less in intensity than those encouraged for the planned park located along N. 3rd Street. In an effort to decrease the amount of surface parking lots in the neighborhood by consolidating them on a single site, a parking facility is also planned in this part of the neighborhood to serve multiple neighborhood users.

The eastern third of the neighborhood, from N. 7th Street to N. 9th Street, represents the lowest density primarily residential part of the neighborhood. Medium density uses gradually give way to low density ones with an emphasis on the preservation of the existing historic structures that dominate this part of the neighborhood. The principle center of activity follows the busy N. 9th Street corridor and primarily at the intersection of N. 9th Street and Union Street where a medium-density mixed use node is planned. This node should be designed as both a gateway to the neighborhood and commercial node serving the immediate vicinity.

In general, all quasi-public uses planned for the neighborhood are done so in order to maintain the existing uses presently enjoyed by the neighborhood. In the event any of these uses were to vacate the neighborhood, either replacing the use with one similar in intensity or adopting the future land use planned for the majority of the properties immediately surrounding it is desirable unless specified otherwise in this document. In order to re-claim a more pedestrian-oriented urban form previously enjoyed by the neighborhood in the past, large public and private surface parking lots are generally discouraged throughout the neighborhood. As exemplified by the rendering on page 69, structured or underground parking is favored in order to free up more land for development and to re-introduce a less automobile-centric urban form in the neighborhood.

Future Land Use Plan Categories that describe residential density are found beginning on page 103.

BLOCK 1 – (N. 9th Street, Cincinnati Street, N. 8th Street, Union Street)

This block is considered a gateway to the neighborhood from areas north and east. The north half of the block is the prime redevelopment area with the entire area north of the alley that bisects the lot planned for medium-density mixed use. The plan envisions ground floor commercial/retail with residences above. Opportunities for outdoor seating areas serving the commercial uses should be explored to enliven the pedestrian environment at this location. The remainder of the block is planned for quasi-public use by the St. James Church and School. If the church-owned property were to be sold and redeveloped, medium-density residential urban uses would be desired for the 9th Street frontage while low-density residential urban uses would be desired for the 8th Street and Cincinnati Street frontages.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: St. James Church and School planned for quasi-public uses.

BLOCK 2 – (Union Street, N. 8th Street, Cincinnati Street, N. 7th Street)

This block, though having frontage on Union Street, is a quiet primarily residential area of the neighborhood. The entire block, with the exception of the Sons of Abraham synagogue located at 661 N. 7th Street, is planned for low-density residential urban. The synagogue is planned to remain a quasi-public use. If the synagogue site were to be redeveloped, low-density residential urban uses would be desired. If the existing social services use located at 663 N. 7th Street were to vacate, the plan calls for that property to become low-density residential urban.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: 653, 657, 659 N. 7th Street, the Loeb House located at 708 Cincinnati Street and the Sons of Abraham Synagogue located at 661 N. 7th Street.

BLOCK 3 – (Union Street, N. 7th Street, Cincinnati Street, N. 6th Street)

This block begins the transition, on the north side of the neighborhood, between the low-density residential urban area to the east and the denser areas to the west. The northwest corner of the block is planned as a neighborhood commercial node, to be developed at a maximum of 2-stories, which primarily serves the needs of the neighborhood. The northeast corner of the block largely continues the low-density residential urban uses established on Block 2, in order to provide symmetry with the uses across the street. Moving south along the block the existing County Health Department and YWCA buildings are long-standing uses in the neighborhood that the plan acknowledges have a place in the community. If these uses were to relocate out of the neighborhood, medium-density residential urban is planned. Redevelopment of the medium-density residential urban area on the N. 7th Street frontage of this block should be of a scale that blends appropriately with the low-density residential urban uses that are found on the northeast corner of this block and across N. 7th Street. Redevelopment along the Cincinnati Street frontage, as shown on page 68, should be of a character that relates appropriately with Centennial Park, across the street.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: 634 N. 7th Street and the building located at 709 N. 6th Street, planned for medium-density residential. 709 N. 6th Street is the location of the Cary Family ancestral home; home of Franklin Levering Cary, namesake of the Franklin Levering Cary Memorial Hall at Purdue University.

BLOCK 4 – (Union Street, N. 6th Street, Wall Street, N. 5th Street)

This block formally introduces the higher intensity uses that build to the 3rd and 4th Street corridors from Union Street. Reflecting a near-downtown environment, medium-density mixed use is planned for all but the southeast corner of the block where medium-density residential urban provides greater symmetry with the like uses across Wall Street and N. 6th Street.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: 704 N. 6th Street and 520 Wall Street, planned for medium-density residential urban.

BLOCK 5 – (Union Street, N. 5th Street, Wall Street, N. 4th Street)

This gateway location to the neighborhood from the northwest continues the theme established by block 4 with medium-density mixed use planned for most of the block with medium-density residential urban planned for the N. 4th Street frontage and a small portion of the N. 5th Street frontage. Given this block's visibility from the Harrison Bridge ramps and the heavily traveled N. 4th Street, the design of any redevelopment of this block should take full advantage of the site's visibility and reflect the block's importance in its architecture within the limits of the medium-density mixed use and medium-density residential categories and the design manual.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: The three structures located at 715 N. 4th, 700-704 N. 5th and 706-708 N. 5th planned for medium-density residential urban.

BLOCK 6 – (Railroad Tracks, N. 4th Street, Cincinnati Street, N. 3rd Street)

The unfortunate legacy of the former energy producing industrial use on this block, which was cleaned up in the 1990's during the railroad relocation project, has limited the redevelopment potential on this block with respect to residential or mixed-use development. The site does, however, present the neighborhood with an opportunity to establish both open space and neighborhood commercial uses that are desired by both residents and neighborhood businesses.

The north half of the block is planned for landscaped open space that should be designed as a true gateway into the neighborhood given the Harrison Bridge's off-ramp descent through this section of the block. A combination of public art, sculptures and landscaping (featuring hollyhocks, cone flowers and black-eyed susans) is fitting for this site given its location. The south half of the block is planned for commercial use with a maximum of 3-stories and any redevelopment here should be designed to take full advantage of its access to and visibility from the N. 3rd

and N. 4th Street corridors with a sensitivity shown to the needs of the pedestrian. A commercial use designed to serve the entire neighborhood, such as a grocery store, would be an appropriate use on this block.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: The Indiana Gas Building/Imagination Station planned for commercial use.

BLOCK 7 – (Wall Street, N. 5th Street, Cincinnati Street, N. 4th Street)

This block plays a subordinate role to the gateway location on block 5. A mix of light and medium-density residential are planned for this block with an emphasis placed on preserving the residential character already established.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: The homes located at 703, 635,605/607 and 601/603 N. 4th Street, the homes located at 634 and 602 N. 5th Street and 414 Cincinnati Street all planned for low-density residential urban.

BLOCK 8 – (Wall Street, N. 6th Street, Cincinnati Street, N. 5th Street)

This block blends preservation and increased density to reinforce the residential character of this part of the neighborhood. Medium-density residential urban is planned for the entire east half of the block while low-density residential urban is largely planned for the N. 5th Street frontage on the west half of the block. Similar to block 3, if the existing YWCA on this block were to relocate, medium-density residential urban is the desired use.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: 603, 609, and 639/641 N. 5th Street and 604, 624, 628 and 634 N. 6th Street all planned for a low-density residential urban.

BLOCK 9 – (Cincinnati Street, N. 9th Street, Brown Street, N. 8th Street)

This small block has medium-density mixed use planned for the N. 9th Street frontage, taking advantage of the visibility of this busy street, while the western portion of the block steps down in intensity with low-density residential urban being planned.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: All structures on the block with the buildings mostly fronting 9th Street planned for medium-density mixed use and the rest of the block planned for low-density residential urban.

BLOCK 10 – (Cincinnati Street, N. 8th Street, Brown Street, N. 7th Street)

Block 10 lies in the heart of the lower density, primarily residential, part of the neighborhood. A mix of low and medium density residential urban uses are planned for the block, largely maintaining the existing density through the preservation of the existing historic structures. The current office use located at 710 Brown Street is planned to continue. If it is vacated in the future the plan calls for low-density residential urban uses.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: All the structures in this block.
- Only the structures located at 716, 724 Brown Street and 721 Cincinnati and 525 N 7th Streets are planned for medium-density residential urban, the remainder of the block is planned for low-density residential urban.

BLOCK 11 – (Cincinnati Street, N. 7th Street, Brown Street, N. 6th Street)

This block is the geographic center of the neighborhood and also the location of Centennial Park. An expansion of the park is planned here along with the preservation of existing historic structures, planned for low-density residential urban as illustrated on page 68.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: 614 and 622 Brown Street and 520 and 524 N. 7th Street, planned for low-density residential urban.

BLOCK 12 – (Cincinnati Street, N. 6th Street, Brown Street, N. 5th Street)

This block is planned for a gradual increase in density from east to west. On the N. 6th Street frontage low-density residential urban is planned, overlooking the park. On the N. 5th Street frontage, on the site formerly occupied by Midwest Rentals, medium-density residential urban is planned.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: 500, 508 and 510 N. 6th Street as well as 515 Cincinnati Street.

BLOCK 13 – (Cincinnati Street, N. 5th Street, Brown Street, N. 4th Street)

This block further increases the density in a pattern similar to block 12. Medium-density residential urban is planned for most of the N. 5th Street frontage while medium-density mixed use is planned for the N. 4th Street frontage.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: 505, 507 N. 4th Street, 414, 416 Brown Street, and 500, 524 N. 5th Street, all planned for low-density residential urban.

BLOCK 14 – (Cincinnati Street, N. 4th Street, Brown Street, N. 3rd Street)

With no historic structures to consider, block 14 is a rarity in the neighborhood as the entire block is suitable for redevelopment. This important block, planned for medium-density mixed use on the entire block, should firmly establish the transition from a near-downtown neighborhood site along the Cincinnati Street frontage to a site that is more of an extension of downtown along the Brown Street, N. 4th and N. 3rd Street frontages. The illustration on page 66 should serve as a guide to the desired urban form.

BLOCK 15 – (Wabash River, Harrison Bridge, N. 3rd Street, North Street)

The large tract of land on block 15 serves as the main open space and recreational area for the neighborhood. With the railroad tracks dividing the block, the western half of the block is planned for active and passive landscaped open space centered on the Wabash Heritage Trail. A large electrical substation is also found on this half of the block and is planned as a utility use accordingly. If this use were to vacate, extending the open space designation into this area is appropriate.

On the eastern side of the railroad tracks, as conceptualized on page 67, a park space is planned. This urban park, surrounded by planned higher density uses and a future transit hub, has the potential if properly designed, to serve multiple users in and around the neighborhood. Important design elements in the park should include an outdoor hardscaped gathering space for community events and a combination of decorative walls, landscaping and water features or fountains to help mask the sight and sound of passing trains.

A proposed alignment for a new conceptual pedestrian bridge connecting the Brown Street embankment in West Lafayette with the new Centennial Neighborhood park space and Wabash Heritage Trail is also shown. This bridge has the potential for creating a downtown pedestrian loop system beginning at Riehle Plaza, across the Myers Pedestrian Bridge, through Tapawingo Park, over the new pedestrian bridge and into the new park east of the tracks which can easily connect back to Riehle Plaza using existing city sidewalks or a possible future trail connection along the railroad tracks and N. 2nd Street. In addition to the new park connection, a connection from the new pedestrian bridge to the Wabash Heritage Trail is also desirable as it will also provide an additional access point to the downtown pedestrian loop. With dense mixed-use development projected for the Levee area in West Lafayette, the importance of connecting the Centennial Neighborhood with this activity center cannot be overstated in creating a unified lively pedestrian oriented environment centered on the Wabash River.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: The two structures located at 500 N. 3rd Street which potentially could be reused as maintenance buildings for the park or pump houses for the park's water features.

BLOCK 16 – (Brown Street, N. 4th Street, North Street, N. 3rd Street)

This block, overlooking the park on block 15, is planned for medium-density mixed use and is a true extension of downtown. With a mix of reuse of existing historic structures and new development, this block has the potential for setting a new standard for blending historic structures with new development.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: Along with 428 N. 4th Street, the structures along the 3rd Street frontage specifically the western 1/3 of these buildings. The eastern 2/3 of these buildings can support additional stories that architecturally blend with the facades of these historic structures.

BLOCK 17 – (Brown Street, N. 5th Street, North Street, N. 4th Street)

This block begins the transition from the downtown extension along N. 4th Street with medium-density mixed use being planned into the largely medium-density residential uses planned along N. 5th Street with low-density residential urban planned for the corner of Brown Street and N. 5th Street.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: 415, 419-421 Brown Street and 420 and 424 N. 5th Street planned for low-density residential urban.

BLOCK 18 – (Brown Street, N. 6th Street, North Street, N. 5th Street)

Similar to block 12, this block continues the transition from higher to medium densities moving from west to east on the block. Medium-density residential urban is planned for the N. 5th Street frontage while a combination of medium-density residential urban and quasi-public uses is planned for the N. 6th Street frontage. If the existing church-related quasi-public use were to vacate, an extension of the medium-density residential urban use is appropriate.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: 417-427 N.5th Street, 517 and 523 Brown Street and 418 and 422 N. 6th Street.

BLOCK 19 – (Brown Street, N. 7th Street, North Street, N. 6th Street)

Block 19 contains a unique collection of planned uses. Medium-density residential urban is planned for the northwestern corner of the block overlooking Centennial Park and low-density residential urban is planned for the northeast corner. A quasi-public use presently containing the Tippecanoe Arts Federation (Wells Community Cultural Center) is planned for the southeast corner of the plan and a public parking facility serving a multitude of neighborhood needs is planned for the southwest corner of the block.

The parking facility shall be either structured or underground and be designed to serve the needs of the many churches in the vicinity, the Tippecanoe Arts Federation (Wells Community Cultural Center), the nearby Civic Theatre, area businesses, as well as providing parking for neighborhood or community events. If structured, the parking facility could be designed with medium-density residential urban uses “wrapping” around the structure on the N. 6th Street and North Street frontages. If underground a more intense grouping of medium-density residential urban uses is appropriate. If the Tippecanoe Arts Federation were to vacate, medium-density residential urban uses are appropriate on this part of the block with an emphasis on preserving the existing library building.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: 416, 420, 422 N. 7th Street and 638 North Street planned for low-density residential urban and quasi-public uses respectively.

BLOCK 20 – (Brown Street, N. 9th Street, North Street, N. 7th Street)

Consistent with the pattern established for block 9, more intense uses are planned for the 9th Street frontage in the form of medium-density residential urban while the density decreases moving west from 9th Street. Quasi-public uses are planned for the western third of the block for the existing church and low-density residential urban is planned for the middle of the block.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: The First Baptist Church located at 710 North Street and 411 N. 7th Street planned for quasi-public use and 425 N. 7th Street, 711 Brown Street as well as 721, 729, 801 Brown Street and 805, 809/811 and 815 North Street all planned for low-density residential urban. Additional structures planned for medium-density residential urban include 809, 811, 815 Brown Street and 400 through 420 N. 9th Street.

BLOCK 21 – (North Street, N. 9th Street, Ferry Street, N. 8th Street)

This block is planned largely for quasi-public use for the existing St. Boniface church and school property and Bethel AME Church. Unless the churches or school were to acquire additional land on this block for parking/playground expansions, low and medium-density residential urban uses are planned for the southwest corner of the block.

Historic Preservation:

- All structures on this block are encouraged to be saved, rehabilitated and reutilized.

BLOCK 22 – (North Street, N. 8th Street, Ferry Street, N. 6th Street)

The block contains the most historic structures on a single block and is planned to retain its existing use densities. A mix of quasi-public, low, medium and high-density residential urban uses are found throughout this block.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: The lot at the southwest corner (St. John's Episcopal Church, 600 Ferry Street), the northwest corner (First Christian Church, 329 N. 6th Street) and southeast corner (Lafayette Transitional Housing, 312 N. 8th Street) planned for quasi-public use. High-density residential urban is planned for the structures located at 615, 623 and 721 North/316-320 N. 8th Streets. Medium-density residential urban is planned for the structures located at 612, 614, 616, 620, 622, 626, 632 and 636 Ferry and 635 North Streets while low-density residential urban is shown for the buildings located at 629, 701, 703, 705, 713 and 715 North Street as well as 630 and 640 Ferry Street.

BLOCK 23 – (North Street, N. 6th Street, Ferry Street, N. 5th Street)

This block begins the transition to more intense uses moving east to west over the block. Quasi-public uses are called for the northeast corner of the block while medium-density mixed use is planned for the southeast corner. A mix of medium-density mixed use, medium-density residential urban and low-density residential urban are planned for the west half of the block.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: Trinity United Methodist Church planned for quasi-public use and 325 N. 5th and 509 North Streets planned for low-density residential urban. Medium-density residential urban is planned for 512 Ferry Street, the garage located directly north along the alley, 313, 315, 319 and 323 N. 5th Street. Also included are 301, 309 N. 5th Street and the parking lot at the northwest corner of N. 6th Street and Ferry Streets (including the lot directly north previously known as 308 N. 6th Street) which are planned for medium-density mixed use.

BLOCK 24 – (North Street, N. 5th Street, Ferry Street, N. 4th Street)

Part of the downtown extension, this block contains predominantly high intensity uses with high-density mixed use planned for the Ferry Street frontage and a mix of high and medium-density mixed use along N. 4th Street. Quasi-public uses are planned for the Monon Depot / Civic Theatre building on the northeast corner of the block.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: 300 and 328 N. 5th Street and 320 N. 5th (Civic Theatre).

BLOCK 25 – (North Street, N. 4th Street, Ferry Street, N. 3rd Street)

This more intense part of the downtown extension is planned for high-density mixed use for the entire block except the northeast corner which is planned for medium-density mixed use. Another opportunity exists on this block, in a redevelopment scenario, to preserve as much of the existing historic structures as possible while reusing and incorporating them into part of a larger development. Each intersection that surrounds the block is important but the northwest corner of the block is of particular importance as it overlooks the planned park and transit center. The architecture of any redevelopment here should directly relate to these important activity centers.

Historic Preservation:

- Important structures that are encouraged to be saved, rehabilitated and reutilized include: 302, 310, 316, 320, 322 and 328 Ferry Street and 300, 310 and 312 N. 4th Street.

BLOCK 26 – (North Street, N. 3rd Street, Ferry Street, N. 2nd Street)

Similar to block 14, this block contains no historic structures. With the transit center located on the north half of the block an opportunity exists to redevelop the south half of the block with a truly transit-oriented development focus. High-density mixed use is planned for the south half of the block and should take full advantage of the proximity to the transit center to adopt the very best practices with respect to design of transit oriented developments and lively pedestrian streetscape environments.

Prepared for:



Prepared by:



Chapter 7: Appendix

LAFAYETTE, IN

SUSTAINABLE NEIGHBORHOOD ASSESSMENT

May 14 - May 16, 2012



SUSTAINABLE NEIGHBORHOOD

ASSESSMENT USING LEED-ND

Through the Sustainable Neighborhood Assessment Tool developed by Global Green USA, public officials and local government staff are using the LEED for Neighborhood Development (LEED-ND) rating system to determine ways that future development in their communities can achieve high levels of environmental, economic, and social sustainability. LEED-ND integrates the principles of smart growth, walkable urbanism and green building into the first national rating system for neighborhood design. In Lafayette, IN, the Global Green team used the assessment tool to evaluate existing conditions, and plans for the City's Historic Centennial Neighborhood-building upon efforts already underway, to increase sustainability.

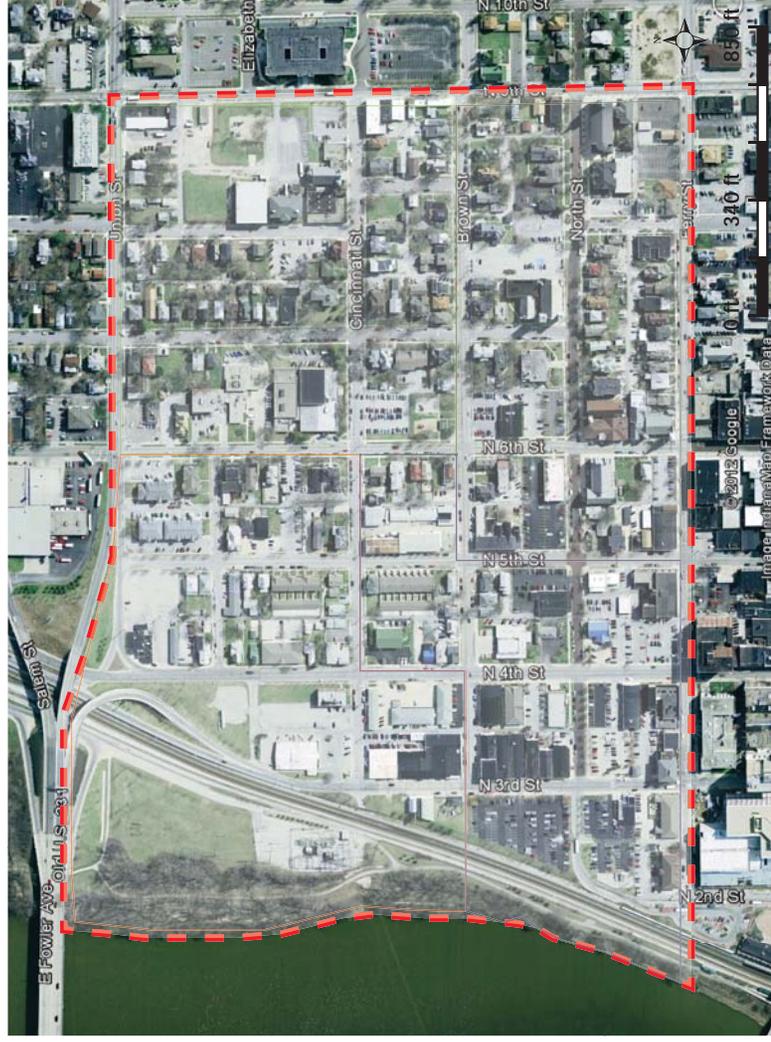
ENVIRONMENTAL PROTECTION AGENCY

Technical Assistance provided by Global Green USA with Agora Group and the US Green Building Council to the City of Lafayette was made possible through funding from the US EPA's Office of Sustainable Communities Building Blocks for Sustainable Communities Grant Program.

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- Preserve Character **P.4**
- Improve Connections **P.6**
- Meeting Place **P.9**
- Environmental Performance **P.11**
- LEED-ND Checklist **P.13**
- Workshop Notes **P.17**

 Assessment Area



AGORA GROUP



GLOBAL GREEN USA



U.S. GREEN BUILDING COUNCIL USGBC

Neighborhood Location



Indiana



Tippecanoe County



Lafayette



Historic Centennial Neighborhood



Sustainable Neighborhood Assessment Process

The goal of the sustainable neighborhood assessment process is to establish several focus areas where policy and planning changes in a particular area can promote sustainable urban development over the short and long term. To define these focus areas, Global Green USA and its team use a sustainable neighborhood assessment tool whose backbone is a modified LEED-for Neighborhood Development (ND) checklist and associated metrics. Prior to visiting the target neighborhood, the team conducts a thorough review of relevant planning documents, code requirements, and city and stakeholder priorities for the neighborhood and creates an initial augmented LEED-ND checklist, marking each credit as “achieved,” “not achieved,” “unknown,” or “not applicable” according to baseline conditions. This initial checklist also ranks credits within the three LEED-ND categories (Smart Location & Linkages, Neighborhood Pattern & Design and Green Infrastructure & Building) as they compare to local policy priorities, regulatory support, technical feasibility, market support, and stakeholder input. The checklist for Historic Centennial Neighborhood is provided on page 13.

Using the initial assessment as a point of departure, the Global Green team then conducts a three-day site visit. The team walks each block of the target neighborhood and conducts a series of meetings with targeted stakeholders, city staff, and other relevant agencies. Initial findings are presented and discussed at a community workshop. Throughout this process, the preliminary checklist is edited and augmented to incorporate the team’s visual observations, issues raised during stakeholder meetings, and priorities developed

during the community workshop. The checklist helps to group individual sustainability components into the broad focus areas noted on the next page in the green box. It also provides specific sustainability performance metrics – taken directly from LEED-ND – for those focus areas. These metrics often then serve as the technical criteria of the team’s specific policy and planning recommendations.

At the end of this process in Lafayette, the Global Green team developed specific recommendations in four topic areas. Many of these recommendations have components that can be implemented quickly while others will require long-term dedication and collaboration among many public and private sector partners. The intention behind the recommendations is not to formally certify the area under the LEED-ND rating system but rather to suggest policy, planning, and development changes that promote the sustainable growth of Historic Centennial Neighborhood. Following these recommendations would, in time, enable Historic Centennial Neighborhood to look, feel and perform like a LEED-ND neighborhood.

Neighborhood Background

The Historic Centennial Neighborhood in Lafayette, located just north of Lafayette's downtown commercial district, is the City's oldest urban neighborhoods. The assessment area is bounded by the Wabash River, Ferry, Union, and 9th Streets. On the opposite side of the river is West Lafayette and Purdue University, with residential neighborhoods to the north and east.

Historic Centennial Neighborhood is listed on the National Register of Historic Places, with more than 65% of residential structures built prior to 1940. The neighborhood features a collection of architecturally significant homes, churches, and other buildings dating from the 1840s to the 1950s. The stylistic diversity is critical to the neighborhood's historic significance and overall character.

The neighborhood features a mixture of historic homes, some of which have been restored, and others that exhibit deferred maintenance. A number of the older properties have been converted to multi-family or small commercial uses. Several institutional uses including the YWCA and the Tippecanoe County Health Department are located along 6th Street. CityBus provides transit service along 4th Street and 6th Street. The southwest portion of the study area adjacent to Downtown includes a number of light industrial and commercial uses.

The neighborhood lies within the Wabash River Corridor. Current access to the river is limited, due to the

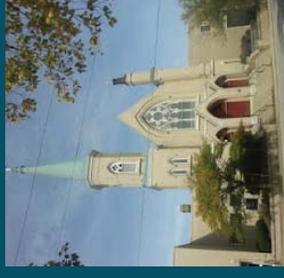
railroad tracks adjacent to the river as well as restricted and limited pedestrian and bicycle provisions on the two bridges that connect Lafayette and West Lafayette. The Corridor is the focus of a master plan being developed by the Wabash River Enhancement Corporation that includes trails, public plazas and open space, pedestrian connections across the river and potential private sector development for both commercial space and housing.

Several recent student housing developments have raised concerns about preservation of the neighborhood's historic character, due to issues related to massing, setbacks, parking location, and architectural style. The Historic Centennial Neighborhood Association (HCNA) is very active and well organized around issues of historic preservation, partly in response to concerns about the type and quality of newer developments in the neighborhood. The City is currently preparing the Historic Centennial Neighborhood (HCN) Master Plan, which is intended to promote neighborhood stabilization and preservation, as well as compatible revitalization. The plan will ultimately be adopted as an amendment to the City/County Comprehensive Plan. This plan will serve as decision-making guidance for the Area Plan Commission, the City Council, and the local development community among others. The plan may also lead to the establishment of zoning modifications by the Area Plan Commission.

Neighborhood Highlights



NATURAL AMENITIES



INSTITUTIONS



TRANSIT SERVICE



ARTS

FOCUS AREAS

Related LEED-ND Credits

Quality of New Development

Category: Neighborhood Pattern & Design

Walkable Streets (prerequisite 1 & credit 1)

Category: Green Infrastructure & Building

Building Energy Efficiency (prerequisite 2 & credit 2)

Building Water Efficiency (prerequisite 3 & credit 3)

Historic Preservation and Adaptive Reuse (credit 6)

Access to Food

Category: Neighborhood Pattern & Design

Walkable Streets (prerequisite 1 & credit 1)

Mixed-Use Neighborhood Centers (credit 3)

Reduced Parking Footprint (credit 5)

Access to Civic & Public Space (credit 9)

Access to Recreation Facilities (credit 10)

Proximity and Access

Category: Smart Location & Linkages

Bicycle Network and Storage (credit 4)

Category: Neighborhood Pattern & Design

Walkable Streets (prerequisite 1 & credit 1)

Connected and Open Community (prerequisite 3)

Transit Facilities (credit 7)

Access to Civic & Public Space (credit 9)

Access to Recreation Facilities (credit 10)

Green Building and Infrastructure

Category: Green Infrastructure & Building

Building Energy Efficiency (prerequisite & credit 2)

Building Water Efficiency (prerequisite & credit 3)

Stormwater Management (credit 8)

Infrastructure Energy Efficiency (credit 13)



Catalytic Projects

Three upcoming projects create opportunities for synergy with the Historic Centennial Neighborhood assessment and the ability to integrate strategies from the LEED-ND.

The first is the creation of a new public transportation transfer station on the southwest corner of the Centennial Neighborhood. Currently, Lafayette's Big Four Depot, house facilities for Amtrak, Greyhound Bus, and CityBus transportation services. Currently, CityBus provides about 5 million rides per year and is planning to expand services and facilities. To provide better service and promote transportation oriented development in the vicinity of downtown, CityBus is planning a new bus transfer station. The new CityBus facility is expected to be the anchor for the Centennial Village Transit Oriented Development plan that is envisioned for the 3rd and 4th Street corridor. The proposed Centennial Village Transit Plaza will consist of a new transit hub, plaza, and mixed-use facilities for residential, secondary education class space, and business/retail uses. The Transit Village will connect the corridor and the Lafayette-West Lafayette communities via public and alternate transportation systems.

A second important project is Centennial townhomes, a project spearheaded by neighborhood residents to redevelop the vacant, underutilized Midwest Rentals site located between Brown and Cincinnati Streets, east of 5th Street. The project is being conducted as a partnership among the Centennial Neighborhood Investment Group (CNIG), the Lafayette Urban Enterprise Association, and the City of Lafayette Redevelopment Commission. The vision is to create owner occupied townhomes that are designed in the historic context of the neighborhood, similar to an earlier development nearby on 5th Street.

The third catalytic project is the planned

reconstruction of North Street to serve as a stormwater retention area, as part of the City's overall efforts to address combined sewage overflow (CSO) issues. The historic brick paving on North Street will be removed and new brick pavers will be installed to maintain the historic character while providing infiltration opportunities that will clean stormwater before it percolates into the ground water.

Recommendation Overview

Historic Centennial Neighborhood benefits from several attributes including the large number of historic resources, the mix of land uses, proximity to downtown Lafayette, and proximity to the Wabash River and Purdue University. There is also an active neighborhood organization that is engaged in preserving and enhancing existing assets as well as promoting high-quality new development. The City and the Area Plan Commission are currently in the process of approving the Historic Centennial Neighborhood Plan. In an effort to integrate the LEED-ND assessment into this existing policy and planning framework, the Global Green team revised the HCN Plan. The suggested edits to the Plan provide additional metrics for implementation and set the ground work for converting the plan into an ordinance. The following recommendations go beyond the purview of the Historic Centennial Neighborhood Plan and are developed based on the LEED-ND checklist review, site visit notes, stakeholder input, and review of best practices for similar communities.

Recommendation 1

Preserve and Enhance Historic Character

LEED-ND encourages the preservation and enhancement of historic character within a neighborhood through various credits. They include the adaptive reuse of historic buildings and cultural landscapes which represent significant embodied energy and cultural value, in a manner that preserves historic materials and character defining features. Historic urban form is often synonymous with new urbanism, which emphasizes the pedestrian and the over all walkability of a neighborhood. This traditional pattern of development within the public realm is encouraged through credits known as Walkable Streets, and Tree-Lined and Shaded Street within the Neighborhood Pattern & Design credit category.



Historic townhouse renovated and preserved

The historic buildings, mature trees, and vintage street, curb, and sidewalk design are some of the most unique and attractive aspects of the Historic Centennial Neighborhood. It is critical that efforts to continue to document and preserve these features. However, it also clear that some of the historic fabric has been lost to insensitive new development and the adoption of car-based land use patterns.



Incompatible development pattern with historical context

To halt further erosion of the historic qualities and enhance these assets over the long-term, it is essential that design standards be put in place such that new development can compliment the neighborhood both in terms of use, design, and architectural details. In the interim, steps should be taken to better maintain existing resources and to implement cost-effective methods to minimize the impact of unused buildings and surface parking lots.

RESPONSIBLE
DEPARTMENT
Engineering
Department, Area
Plan Commission,
& Economic
Development

Preserve and Enhance Historic Character

Recommendations:

Short-Term

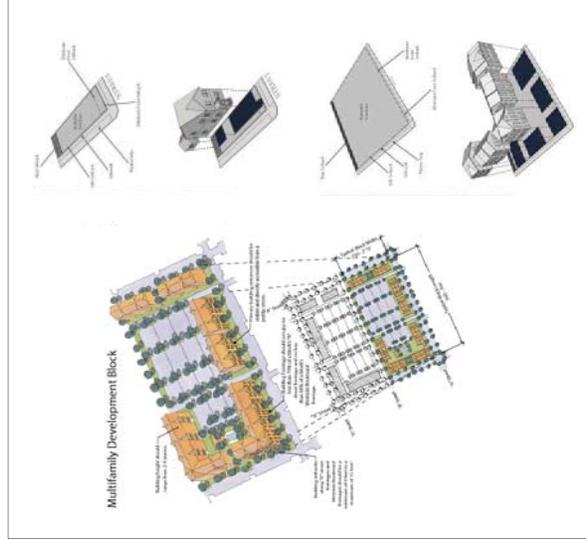
1. Institute an annual or biannual inspection of all rental properties to ensure that dwelling units are maintained to be consistent with the building code and that properties meet basic standards of maintenance. Include a review of energy and water saving measures in the evaluation protocol.
2. Provide incentives for landscaping at perimeter of surface parking lots and tree planting in surface parking lots.
3. Provide incentives such as expedited permit processing or reduced fees for projects that incorporate preservation or restoration of historic resources.



Lacking landscaped perimeter on surface lot, which diminishes traditional street enclosure and increase surface runoff during storm events.

Long-Term

4. Develop a form-based code for Historic Centennial Neighborhood that emphasizes addresses issues related to maintaining and enhancing the historic qualities of the neighborhood. The form-based code should augment the Historic Centennial Neighborhood Master Plan by providing standards for building location, massing, form, and architectural details that reflect the historic styles present in the neighborhood. The code should be applicable to new construction and additions to existing structures.
5. Explore modifying the Purdue Commuter Parking policy, in order to reduce the incentive for new development with high rates of off-street parking. Given the high level of transit access and planned pedestrian and bicycle improvements, a commuter-based policy should not apply to Historic Centennial Neighborhood.



Illustrations of form-based code used to identify the historic urban form to be preserved in future development

Recommendation 2

Improve Connections Within and Outside the Neighborhood

The largest category within LEED-ND, in terms of points, is Neighborhood Pattern & Design (NPD). This credit category emphasizes the creation of compact, walkable, vibrant, mixed use neighborhoods with connections to nearby assets. These attributes are vital to creating a sustainable neighborhood by using infrastructure and land more efficiently, therefore reducing driving while promoting local businesses.

The Historic Centennial Neighborhood has many of these assets already in place and its street system meets many of the requirements that are fundamental to creating walkable and bikable streets, namely high levels of connectivity due to short block lengths, and neighborhood streets that are designed for motor vehicles to travel at speeds of 25 mph or less.

While the street grid and degree of connection within the neighborhood is quite good, and the transition to the Downtown area is seamless, the neighborhood suffers from poor connections to surrounding areas. Most significantly access across the Wabash River to Purdue University is difficult, cumbersome, or dangerous. Access to the trails along the Wabash River is also limited, thus reducing the value of this resource to the neighborhood.

The presence of these fundamental assets allows the City to focus policy and development efforts on accessing the river and the regional trail and connectivity to West Lafayette, as well as improving the overall bikability of the Historic Centennial Neighborhood. The recommendations on the following page are derived from the standards within the Neighborhood Pattern & Design, and Smart Location & Linkages credit categories.



Transit shelter on the northwest corner of 9th and Union Streets. The Historic Centennial Neighborhood has no known transit shelters



Slow moving streets throughout the neighborhood create a more walkable and bikable environment

Improve Connections Within and Outside the Neighborhood

Recommendations:

Short-Term

1. Paint a sharrows on 6th Streets and stripe bike lanes on 3rd, 4th, 9th, and Union Streets per the Bike Lane dimensions on the Recommended Performance Metrics table on page 8. Ensure that sufficient right of way is earmarked for dedicated on-street bike lanes on 3rd and 4th Streets during any future street reconfiguration.
2. Provide bus shelters at bus stops on 4th, 6th, and Brown Streets per the transit shelter standards in the Recommended Performance Metrics table on page 8.
3. Establish a car share station at the CityBus transfer center to meet the needs of downtown and Historic Centennial Neighborhood residents. Car Share companies targeting university adjacent neighborhoods may be ideal companies to target to complete the new multi-modal transit hub.



Limited bicycle access to West Lafayette and the regional trail due to the elevator/stairs found at Reihle Plaza's entrance to the John T. Myers Pedestrian bridge

Long-Term

4. Increase both the actual and perceived connection to Purdue University and West Lafayette by constructing the Brown Street pedestrian and bicycle bridge and market the proximity of Historic Centennial Neighborhood to graduate students at Purdue University.
5. Better connect the trail system along the Wabash River in order to provide Historic Centennial Neighborhood residents with access to a significant open space resource.



Diminished access to regional trail

Improve Connections Within and Outside the Neighborhood

RECOMMENDED PERFORMANCE METRICS *

	SIDEWALK	BIKE LANES	BIKE PARKING
DIMENSIONS	8 feet on retail or mixed-use blocks 4 feet on all other blocks (widths are inclusive of planter strips)	Striped 5 feet (on street lanes or one way path or trail), or 8 feet (off-street two-way path or trail)	N/A
STANDARDS	Sum of recycled content equals 50% or more of the total mass used for new sidewalks High albedo reflective material (reflective coefficient or whiteness)	Designate streets with a design speed of 25 mph or slower as part of the bike network	<i>Multifamily Residential:</i> 1 enclosed storage space per occupant for 30% of planned occupancy. <i>Visitor:</i> 1 space per 10 du. <i>Retail:</i> 1 enclosed storage space per new retail worker for 10% of retail worker planned occupancy. <i>Visitor/Customer:</i> 1 space per 5,000 sf. <i>Nonresidential other than retail:</i> 1 enclosed storage space per new occupant for 10% of planned occupancy. <i>Visitor:</i> 1 space per 10,000 sf. of new commercial non-retail space. <i>Shower & Changing Facility:</i> Provide one on-site shower and changing facility for developments with 100 or more new workers and at least 1 additional shower for every 150 new workers thereafter.
	TRANSIT SHELTERS	STREET LIGHTING	STREET TREES
DIMENSIONS	N/A	N/A	Intervals averaging 40 feet on center (excluding driveways and utility vaults)
STANDARDS	Covered shelter, with lighting and seating Trash receptacles (including recycling) Bulletin for posting transit information	15% annual energy reduction below conventional infrastructure items *Outlet for event lighting	Noninvasive species, soil volume, root medium and well width

Planned Occupancy: minimum planned occupancy for multifamily residential buildings is 1 person for a studio unit, 1.5 persons for a 1 bedroom unit, and 1.25 persons per bedroom for a 2 bedroom or larger unit (LEED-ND Reference Guide; pg 471)

*Recommended but not a LEED-ND standard

Recommendation 3

Provide Neighborhood Meeting Places

A topic that emerged during the stakeholder meetings and the community workshop is the shortage of spaces where the long-term residents and short-term student renters are able to meet and establish stronger links to the neighborhood and each other.

LEED-ND provides standards for formal or informal neighborhood meeting space such as community centers, plazas, recreation centers, and parks as means to facilitate social networking, civic engagement, and physical activity. For example the minimum size of a civic or public space is defined as one-sixth of an acre, an outdoor recreation facility is one acre, and an indoor facility is at least 25,000 square feet.

While the YWCA and the Imagination Station all provide indoor neighborhood meeting space, Centennial Park is the sole outdoor gathering space for residents to congregate, especially those with small children. The park is approximately .4 acres which meets the LEED-ND criteria for a civic space, but even there, options for sports are limited. Centennial Park offers basketball courts for recreation, but residents engaged in sports that require a larger field, such as soccer, baseball, and softball, typically use facilities in adjacent neighborhoods. Sports facilities are also limited to the several schools located around the Historic Centennial Neighborhood, often occurring on the asphalt parking lots associated with the neighborhood churches.

A grocery store was also identified by numerous stakeholders as a missing element in the neighborhood. While the weekly farmer's market does provide access to food proximate to the neighborhood, a local grocery store would add significant value to the neighborhood and further support walking and biking while reducing automobile trips.



The downtown farmer's market provides an informal gathering space and access to locally grown foods for residents



Only formal community gathering space located in the Historic Centennial Neighborhood

Provide Neighborhood Meeting Places

What is Form-Based Code?

The regulations and standards in form-based codes, presented in both diagrams and words, are keyed to a regulating plan that designates the appropriate form and scale (and, therefore, character) of development rather than only distinctions in land-use types. Form-based codes typically address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulating plan also defines a set of street frontages from which the code is organized. This is in contrast to conventional zoning's focus on the segregation of land-use types, permissible property uses, and the control of development intensity through simple numerical parameters (e.g., floor area ratio, dwellings per acre, height limits, setbacks, parking ratios, etc.)

Recommendations:

Short Term

1. Conduct an assessment of the feasibility of creating a sports field or dog park, possibly by consolidating surface parking lots. This would require an assessment of parking needs by the churches, schools, and institutions.
2. Explore the feasibility of establishing a grocery store to serve the residents in the Centennial Neighborhood. Many of the otherwise positive aspects of the neighborhood's compactness, walkability, and cohesion are undermined by the lack of this significant neighborhood resource. A grocery store also provides an informal place for residents to meet each other and foster stronger ties to the community.

Long Term

3. Complete the plans to expand Centennial Park to Cincinnati Street in order to provide playing fields and other informal gathering space for residents.



Rendering of the expanded Centennial Park from the Historic Centennial Neighborhood Plan



Existing surface parking lots that could serve dual functions outside of traditional use hours



Recommendation 4

Improve the Neighborhood's Environmental Performance

Several options exist to increase resource conservation and environmental responsibility in Historic Centennial Neighborhood. Buildings and infrastructure in urbanized areas account for over 40% of energy consumption and represent significant investments in materials and the associated embodied energy. Development also typically changes hydrological patterns and results in higher ambient temperatures through the urban heat island effect. Local environmental quality, vitality of regional ecosystems, and the well being of residents can all be negatively impacted.

LEED-ND addresses these issues, primarily in the Green Infrastructure & Building category, through credits related green building, energy and water efficiency, stormwater management, landscape water use reduction, heat island reduction, infrastructure energy and materials efficiency, and solid waste and recycling.

For the Historic Centennial Neighborhood, environmental performance measures should address buildings through weatherization and energy standards, upgrades to heating and cooling systems and plumbing fixture replacement. Standards should also be established for the repair and replacement of public infrastructure. Combined, the building and infrastructure measures can reduce waste, energy, water use, and costs, and aid the City's overall efforts to address combined sewer overflow, as well as augment the existing green attributes of the neighborhood.



The TA team and City Staff standing outside of a LEED Certified City Building



Existing recycling bins in the public right of way and on non-residential streets helps the City increase its waste diversion rate

RESPONSIBLE
DEPARTMENT
Engineering
Development, and
Sanitation Department

Improve the Neighborhood's Environmental Performance

Recommendations:

1. Explore the adoption of an energy efficiency standard, such as Energy Star, for new construction and major remodeling projects. Encourage participation by qualifying property owners in the weatherization programs.
2. Require that new construction and major remodels include stormwater retention features such as drywells, swales, rain gardens, and permeable paving.
3. Encourage the removal of impermeable surfaces and installation of low-impact development (LID) features on private property by allowing for reductions in the total number of required parking spaces.
4. Expand City run recycling to provide services for multi-family properties over 4 units.
5. Establish standards for recycled content for street paving, sidewalks, and streetscape features and energy efficiency standards for street lights and traffic signals.



Providing recycling may reduce the concerns of existing dumpster conditions for multifamily



Future development site ripe for LID features and reduced parking requirements

Sustainability Assessment

Checklist

The Project Assessment Checklist below is an annotated LEED-ND checklist created by Global Green. It is a key component of the tool used to document and compare the assessment area against the LEED-ND prerequisites and credits. Each credit within the three credit categories (Smart Location & Linkage, Neighborhood Pattern & Design, and Green Infrastructure & Building) is marked as “achieved,” “not achieved,” “unknown,” or “not applicable” under baseline conditions. Additional analysis has been done based on local planning policy, regulatory support, technical feasibility, market support and stakeholder input. The preliminary checklist analysis was edited and augmented during our site visit, stakeholder meetings, and the community workshop. This information was then translated into an overall assessment of sustainable neighborhood performance.

LEED for Neighborhood Development: Project Assessment Checklist HISTORIC CENTENNIAL NEIGHBORHOOD- LAFAYETTE, IN

Baseline Conditions									
Local/Regional Planning Priority									
Regulatory Support									
Technical feasibility									
Market Support									
Neighborhood Need/ Stakeholder Input									

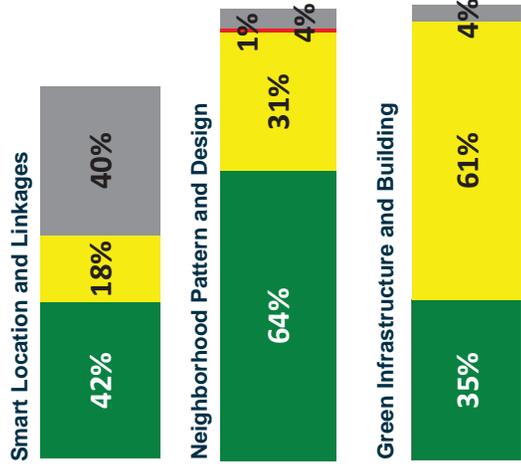
Legend	
✓	Achieved
?	Unknown
X	Not Achieved
-	Does not exist/ NA
	Explicit support/ no technical issues
	Lack of explicit support/ minor technical issues
	Opposition/ significant technical issues
	Not Applicable

Smart Location and Linkage		Total Points
P 1	Smart Location	Required
P 2	Imperiled Species and Ecological Communities	Required
P 3	Wetland and Water Body Conservation	Required
P 4	Agricultural Land Conservation	Required
P 5	Floodplain Avoidance	Required
C 1	Preferred Locations	
C 2	Brownfield Redevelopment	
C 3	Locations with Reduced Automobile Dependence	
C 4	Bicycle Network	
C 4	Bicycle Storage	
C 5	Housing and Jobs Proximity	
C 6	Steep Slope Protection	
C 7	Site Design for Habitat or Wetland and Water Body Conservat	
C 8	Restoration of Habitat or Wetlands and Water Bodies	
C 9	Long-Term Conservation Management of Habitat or Wetlands	

Sustainability Assessment

Summary

Based on in-field assessment, planning document review, various stakeholder meetings, and the community workshop, the Global Green team estimated which LEED-ND credits were “Likely,” “Possible with Effort,” “Unlikely” to be achieved, or “Not Applicable,” considering existing conditions, technical feasibility, policy readiness, financial burden, and applicability to neighborhood conditions. The bar graph summary identified the overall level of sustainable neighborhood performance for the Historic Centennial Neighborhood. In all three of the LEED-ND credit categories many of the credits fall into the “Likely” category, which affirms the teams perception that the area has many already existing attributes of sustainability. Of the remaining credits, many fall in the “Possible with Effort” category, which shows the large potential for improving the neighborhood’s level of sustainability specifically by pursuing the high-priority recommendations described in this report.



The summary table in blue shows the numeric values from the percentage of credits identified as “Likely” in the above bar graphs multiplied by the total possible points available in each credit category. While these number values do not correlate exactly to specific LEED-ND credits and points, they provide a broad estimate of the neighborhood’s potential level of future achievement. It should be noted that this is a rough measure of performance, and not an exact representation of the project’s level of certification if it was to pursue full certification under the rating system. The Point Requirements for LEED-ND Certification table below comes from USGBC. These numeric thresholds represent the four possible levels of certification, “certified,” “silver,” “gold,” “platinum.” Based on the assessment methodology and the extrapolated number of “Likely” points, the Historic Centennial Neighborhood is performing at the Certified level.

Point Requirements for LEED-ND Certification

Certified:	40-49
Silver:	50-59
Gold:	60-79
Platinum:	80+

Lafayette-Historical Centennial Neighborhood LEED for Neighborhood Development		
	Total Possible	Likely
Smart Location and Linkage	27	11
Neighborhood Pattern and Design	44	28
Green Building and Infrastructure	29	10
Sum Total	100	49

LAFAYETTE, IN

FOOD —

- EXISTING FARMER'S MARKET
- ACCESS TO NEIGHBORING MARKET VIA TROLLEY (FREE) - ADVERTISING
- ID LAND PRIOR TO DEVELOPMENT FOR GARDEN
- FOOD-COOP TO SELL FARMERS FOOD
 - ↳ BUT NEED BUILDING
- EXISTING CO-OP DOING SUSTAINABLE AG.
- R&M EXISTS (ACROSS FROM KB COFFEE ON MAIN) NOT GREAT REF.
- EXISTING NICHE PRODUCTS
- EXPENSE IS AN ISSUE FOR POPULAR

- **REASONABLE & COOL - THAT'S WHAT WE NEED.**

- **TRANSFORM EXISTING SURFACE LOTS TO GARDEN SPACE**

ACCESS —

- BIKE BRIDGE W/ GARDEN
- CONVERT 3RD & 4TH STREET TO 2-WAY
 - ↳ FOR BUSINESS
- PARKING LOTS AREN'T ATTRACTIVE
- N 10TH STREET COMMUNITY GARDEN (RAIL BEDS)
- ↳ DONE ON A TEMPORARY BASE BEFORE GAINING ACCESS TO SITE
- CITY OWNED PARCELS? ON OLD RAIL CORR.

NEW DEVELOPMENT —

- NEW BUT COMPATIBLE DESIGN
- FENESTRATIONS, MATERIAL REQ.
 - ↳ NEW MATERIALS THAT MIMIC OLD BUT EASY TO MAINTAIN
- PARKING STRUCTURE NEEDS TO BE BALANCED W/ SHARED USE OF SURFACE LOTS
- REUSE HISTORIC PAVERS FOR BRICK IN NEW DEVELOPMENT
- PARKING PROBLEM... REAL OR PERCEIVED?
- BUILD NEW UP TO EXISTING LOT LINE

GREEN BUILDING & INFRASTRUCTURE —

- LEVERAGING SOCIAL & ECONOMIC IMPACTS
 - # OF IMPROVING PUBLIC RIGHTS OF WAY REUSE TO HELP HISTORIC RESTORATION
 - N STREET PROJECT WILL REUSE BRICKS
 - RAIN BARREL PROGRAM - LEVERAGED TO REPLACE BY SURFACE LOTS
 - PARKING 60% OF IMPACT ON STORM-WATER SHEET FLOW
- COMMENTS

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