

# SOUTH BEND CENTRAL DEVELOPMENT AREA



## DEVELOPMENT AREA PLAN

SOUTH BEND, INDIANA

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UPDATED: 2013

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795	2-27-87	1562	2-24-98	2441	3-28-08
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909	2-29-90	1973	6-6-03		
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## INTRODUCTION

South Bend has a dynamic economic and civic life that uniquely combines its world-class educational institutions with a historic innovation economy and distinctive, diverse ethnic heritage. The city's economy was built on the strength of manufacturing, but in this post-industrial era, a community of partners has worked to transform the city into a "smart city" powered by its creativity and know-how. The growing educational services, healthcare, and social assistance sectors now account for more than a quarter of the employed labor force in the city. Recent economic development efforts meant to build economic vitality are measured by indicators including development of the local work force and support of the real estate tax base. Looking forward, the City of South Bend is seeking pioneers eager to be part of an urban renaissance that reclaims city assets.

The South Bend Central Development Area (SBCDA), consisting of the downtown, East Bank, and Monroe Park areas, includes districts most strongly identified within the South Bend community. Over the last decade, downtown has broadened its efforts to maintain and build on the SBCDA's position as the cultural and entertainment center of the region. Recent examples include: renovation of the Palais Royale Ballroom in 2003; opening of the South Bend Civic Theater in 2007; and renovations to Coveleski Stadium, home of the Silver Hawks, in 2012. When combined with long standing venues, it's translated to a measurable economic impact for the downtown region. Centered on the East Race Waterway, the East Bank has emerged as a desirable location for residential development since 2010 with the construction of upscale townhomes. The last decade has also seen the growth of the Metronet, a 50-plus mile, dark, fiber optic network that loops around South Bend and Mishawaka and offers state-of-the-art telecommunications connectivity. End-users have the experience of unlimited bandwidth and unlimited speed. On the outskirts of the SBCDA, but no less vital to the economic health of the downtown, are two rapidly emerging areas buoyed by technology based business opportunity at the time this introduction was written in 2013 – Ignition Park and the Renaissance District.

Ignition Park is a technology park under development on as much as 140 acres of land owned by the City of South Bend. Planning is under way at Ignition Park for the siting of 3 million to 3.5 million square feet of high-tech, office and support space. In addition the City is working with the public and private research sectors to establish prototyping facilities at Ignition Park, which early stage companies can take advantage of. Centered around a former 800,000 sq. ft. industrial building, the Renaissance District serves to capitalize on the adjacent Ignition Park by growing the Union Station data center and providing space for future high tech office growth all spurred on by the Metronet availability.

### A. Development Plan History

The past half century has witnessed significant changes in South Bend's identity. The strong

industrial base concentrated within the inner city eroded while South Bend's population has declined from 133,000 in 1960 to 101,168 in 2010. Conversely, a growing suburban population and abundant developable land caused retailing efforts to shift towards these new markets. Ultimately, the downtown was unsuccessful in rebuilding its position as the region's primary retail market. In response, three areas near the center of South Bend were declared redevelopment areas by the South Bend Redevelopment Commission. These areas - the Central Downtown Urban Renewal Area (Downtown) (declared in 1968); the East Bank Development Area (1980); and the Monroe Sample Development Area (1981) - were each found to be blighted areas and plans were adopted to eliminate that blight and bring about new growth and redevelopment. Since each of these three areas had unique characteristics which impacted the other areas, over the years it was recognized that redevelopment activities had to be coordinated in order to get the maximum redevelopment benefit. The interrelationship among the three areas caused the Redevelopment Commission to reexamine its plans for each of the areas and to merge the areas into a single area for planning and redevelopment purposes in 1985. This merged area along with certain land, not included in the original redevelopment areas, but tied into the redevelopment efforts, became part of a larger area known today as the SBCDA.

## I. **DESCRIPTION OF PROJECT**

### A. Project Area

#### *I. Central Business District (downtown)*

The Central Business District is the primary identity of the South Bend community. The image which the downtown has conveyed over the years has been directly related to the underlying economic, cultural and social foundations by which it is supported.

In recent decades, a new identity is emerging based on new foundations that provoke the South Bend community to renew its efforts towards revitalization of the downtown buoyed by a strong collaboration of public and private interests in future development. As a result, the Central Business District has made significant progress in strengthening its position as the financial, professional, service, cultural, educational, and entertainment center of the Michiana region. Community recognition and support of the underlying strengths and inherent advantages of the downtown area has permitted effective long range planning and positive efforts towards revitalization.

The important relationship of inner-city neighborhoods to a healthy downtown has been recognized, and concentrated efforts to strengthen residential aspects of the inner-city have met with success, as evidenced by the Near Northwest, Park Avenue, West Washington, Near Northeast, and Edgewater neighborhoods. The East Bank and Monroe Park areas offer new potential for residential development close to the downtown.

Downtown has broadened its efforts to maintain and build on its position as the cultural and entertainment center of the region. The Morris Civic Auditorium, Century Center, Studebaker Museum, Northern Indiana Center for History, South Bend Civic Theater, South Bend Public Library, and the South Bend Museum of Art provide a rich diversification of cultural activities. Numerous other facilities add to the entertainment and recreational offerings of the downtown. These include Coveleski Stadium, Sietz Park, and a variety of restaurants and nightclubs. The St. Joseph River, which was a major influence in the early development of South Bend due to its transportation and industrial uses, remains as a key element in current and future development of the downtown. Today, the visual, recreational and residential amenities provided by the river are stressed in development planning.

The convention and tourist trade has also taken an important position in the identity of downtown. The development of Century Center, two major hotel chains, and various bed and breakfasts have supported a growing convention and tourism industry that has brought hundreds of thousands of people annually into South Bend with the potential for further growth. Numerous local, state and federal government functions coupled with a solid core of occupied office space, creates an impetus for a variety of related activities which occur in the downtown and offering market potentials created by a significant population of downtown workers.

## 2. *East Bank*

Defined as the area across from the Central Business District and on the East Bank of the St. Joseph River, the East Bank has seen growing investment interest since the reopening of the East Race Waterway in 1984. This recreational facility, the nation's first urban waterway, has since been complimented by the location for both corporate headquarters (AM General and Underwriters Laboratories), artist outlets (Circa Arts and Fire Arts). Following the completion of a comprehensive plan process that led to the establishment of the East Bank Village Master Plan, upscale residential units have been completed in the form of the East Bank and River Race Townhomes.

## 3. *Monroe Park*

Located East of South Michigan Street and South of Monroe Street, the Monroe Park neighborhood declined starting during the 1950's through the 1970's characterized by losses in population and the number of housing units and an increase in the number of non-residential uses. Once the area was declared a redevelopment area and a number of activities were begun to clearly identify residential, industrial and commercial portions of Monroe Park, this led to creation of the Monroe Industrial Park and attraction of several light industrial businesses.

## B. Purpose

For over forty years the City of South Bend, Indiana has undertaken an aggressive, innovative,

affirmative and on-going economic revitalization and physical redevelopment program for its inner-city areas. At times this effort has consisted of separate public and private actions: and, at times the effort has been a private-public partnership. The revitalization of the inner-city requires a combination of redevelopment and rehabilitation strategies. In those areas of the inner-city where blight, deterioration, and obsolescence can be reversed by rehabilitation, the City has developed and implemented an area revitalization program that combines systematic and aggressive code enforcement with housing rehabilitation programs, small scale public works improvements, and maintenance programs.

However, not all areas of the inner-city will respond positively to this combination of resources and programs. The purpose and intent of the SBCDA Plan is to develop a positive synergism within the SBCDA. The land uses, circulation systems, public facilities, urban design, public improvements and market strategies contained in each separate development plan have been assessed, revised, and brought together into one integrated and comprehensive development area, plan and implementation program.

C. Boundaries of the SBCDA

The most recent boundaries are in Appendix A

D. Development Plan Goals

The overall goal for the Area is to achieve the economic revitalization and physical redevelopment of the Area as an attractive, exciting, unique and viable urban center for people, businesses, and institutions. Related to this goal are various sub-goals:

1. To make the Area a multi-use regional center for North Central Indiana and South Central Michigan for business and consumer services, specialty retail, governmental and medical services, cultural, entertainment, recreational, and convention uses
2. To strengthen the residential component of the Area by increasing the number and type of housing units, included but not limited to, market rate apartments, condominiums, townhouses as well as affordable artist housing.
3. To increase the level of private investment and reinvestment in the Area
4. To increase both the personal and real property tax base within the Area
5. To retain and increase jobs within the Area by retaining and attracting both consumer service, business service and light industrial uses

6. To increase the functions and facilities within the Area to make it an attractive and competitive area for living, working, and recreation
7. To enhance and strengthen the various linkages between the Central Business District, East Bank and Monroe Park
8. To create the physical and organizational environment that will facilitate and enhance the phase-in of private resources and the phase-out of extraordinary public investment
9. To make the old and new buildings, facilities, and public improvements work together to enhance the uniqueness and attractiveness of the Area
10. To create an overall environmental quality that recognizes the pervasive use and influence of the automobile on the Area but at the same time provides pedestrians, cyclists and mass transit users with a safe, accessible, and attractive circulation system
11. To coordinate the economic revitalization and physical redevelopment of the Area with the major programs being implemented on commercial corridors such as Western Avenue and Lincoln Way West
12. To increase the use of the parks and walkways along the St. Joseph River and the East Race Waterway for both passive and active recreation
13. To encourage a balanced transportation system that provides for and accommodates various forms of transportation including automobile, bicycle, bus and pedestrian traffic
14. To maintain a consistently high level of quality in design and materials for new construction, renovation projects, public space, landscaping, lighting and signage
15. To create and maintain a strong private/public organizational framework in which to establish project plans and implementation strategies

E. Development Plan Objectives

The development objectives provided in this section are categorized into Short, Medium and Long Term objective. Short Term is generally 0-2 years, Medium Term is 2-5 years and Long Term is 5-10 years.

1. *Central Business District (Downtown)*

**Short Term Objectives**

- a. To identify and define a core activity area and focus planning, programs, development, implementation strategies and private and public resources to create a critical development mass
- b. To maximize the use of existing public and private parking garages and to provide a more unified system of attractive surface parking lots and simplified on-street parking
- c. To encourage and support the development of mixed-use projects and buildings that include appropriate public space and internal parking
- d. To encourage, facilitate, and support affordable housing for artists.

**Medium Term Objectives**

- e. To facilitate and promote the increased use of existing vacant or underutilized buildings through a comprehensive and systematic combination of facade design, public improvements, financial and tax incentives, parking and other related programs
- f. To improve the physical connection for pedestrians and cyclists and increase the movement of foot and bike traffic between the Central Business District and the East Bank
- g. To minimize the conflict between pedestrians, cyclists and vehicles within the high density development area (Area A) of the Central Business District

**Long Term Objectives**

- h. To facilitate and promote new retail, commercial and mixed-use development of vacant or underutilized land, both publicly and privately owned, consistent with the goals for the Area
- i. To create a simpler vehicular circulation system for internal traffic patterns which allows for greater accessibility and visibility of destination points
- j. To facilitate and encourage the preservation and use of historically or architecturally significant buildings
- k. To encourage, facilitate, and develop a lender commitment program for Central Business District business attraction, facade renovation, building rehabilitation, and new construction

2. *East Bank*

**Short Term Objectives**

- a. To create a high quality, residential neighborhood with compatible

commercial uses through a combination of high density and medium density residential projects

- b. To encourage projects that complement developments and activities in the Central Business District and Monroe Park
- c. To establish a strong regional identity for the East Bank and a national identity for the East Race Waterway

#### **Medium Term Objectives**

- d. To provide adequate private and public parking that is accessible, attractive and complementary to the East Race Waterway, the St. Joseph River and adjacent parks
- e. To maximize the use of the East Race Waterway and minimize the potential conflict between public use of the East Race Waterway and private development of surrounding properties
- f. To encourage the extension of the riverbank trail system throughout the East Bank and into the vicinity of the University of Notre Dame and St. Mary's College
- g. To create a pedestrian oriented environment within the East Bank and strengthen the pedestrian connection with the Central Business District
- h. To stimulate the private acquisition, conversion or reuse of existing non-compatible buildings and uses within the East Bank

#### **Long Term Objectives**

- i. To develop additional recreational and entertainment facilities and uses that will enhance the passive and active recreational usage within the East Bank and provide year-round sources of activity
- j. To provide a comfortable transition from a dense Central Business District into adjacent neighborhoods to the north and east
- k. To stimulate the adaptive reuse of existing compatible structures in a way that is consistent with the goals and objectives of this Plan
- l. To coordinate future development and activities within the Howard Park area with the development and activities in the East Bank

### 3. *Monroe Park*

#### **Short Term Objectives**

- a. To create a new, positive identity for the Monroe Park neighborhood
- b. To improve the physical environment of the neighborhood through clean up of vacant lots, removal of dead trees and brush, and public improvements to streets, curbs, sidewalks and lighting.

### **Medium Term Objectives**

- c. To develop an attractive and economically viable entrance to the Central Business District on both South Michigan Street and Lincolnway East/Monroe Street
- d. To expand the supply of housing for low and moderate income individuals by rehabilitation of existing houses
- e. To protect the residential neighborhood by discouraging truck traffic through the area north of Bronson Street
- f. To establish and maintain an enhanced landscaped edge along and between the residential neighborhood and the industrial park

### **Long Term Objectives**

- g. To support a high quality light industrial park
- h. To strengthen the residential neighborhood by filling in vacant lots—either through new construction of single-family and multi-family units or through house moves.
- i. To stimulate the conversion of houses from non-residential to residential use

## F. Types of Proposed Redevelopment Activities

Realization of the goals and objectives for the Area will be accomplished by a combination of public and private actions. These actions include, but are not limited to, the following: property acquisition, relocation, clearance, vacation and dedication of public right-of-way, provision for public facilities and improvements, or any other activity pertaining to planning and implementing this development plan.

## II. **LAND USE**

### A. Designation of Sub-Areas

#### 1. *Central Business District*

- a. Area A: This area forms the principal service commercial, retail commercial and public core of the Central Business District. The basic objective to be realized in this area is high density development. Parking needs for this area shall be met within the context of an overall municipal parking plan which may include, without limitation, anyone or more of the parking facilities generally described in the Michigan Street Corridor Plan and incorporated

herein by reference. This area will contain the greatest concentration of public improvements and will adequately meet the requirements of pedestrian-circulation. Vehicular circulation patterns shall be designed in such a manner as to maximize accessibility and visibility of destination points. Residential uses which conform to local ordinance and code regulations will also be permitted.

- b. Area B: This area shall retain its present basic function as a secondary service commercial and retail commercial area. Less emphasis shall be placed on high density development within this area. Parks and recreational uses will be permitted within this area including, without limitation, a stadium or other structure to be used for athletic, recreational, cultural, and community events located at 501 South Street. Parking requirements shall be met by on-site parking provisions as required by local ordinance and by on-street parking.
- c. Area C: This area shall retain its present function of providing a cultural/convention center for the community. The balance of this area shall be retained for use as public parks, river walkways and recreational amenities. Parking facilities to serve the needs of the cultural/convention center will be provided to a limited degree within the area itself. Such parking will meet the short term needs of the public. Longer term parking facilities to serve the area will be provided within the context of the overall parking plan for the downtown core area. Pedestrian circulation patterns within the area shall be developed in such a manner to enhance the relationship of the cultural/convention center to the downtown core area and to the East Bank.
- d. Area D: This area shall retain its function as a lower density office park development. Parking requirements in this area shall be met on-site. Considerable land area shall be devoted to open and landscaped spaces. Public walkways and recreational amenities shall be maintained along the river frontage of this area, as well as a pedestrian bridge connecting this area to the recreational development on the eastern side of the St. Joseph River. Additionally, the southeastern portion of this area shall maintain its function as the regional postal facility along with public, pedestrian and parking amenities.
- e. Area E: This area is comprised of three similarly functioning sub-areas. These areas shall be devoted to high density residential use and related commercial facilities. Parking for these areas shall be provided on-site.

2. *East Bank*

- a. Area F: Residential. The highest priority in this area shall be on multi-family residential.
- b. Area G: Commercial and Mixed Use. The highest priority in this area shall be on commercial and mixed residential/commercial uses.
- c. Area H: Redevelopment Owned Park Land. This area is currently being used as park land. Any other use of this land must be approved by the Redevelopment Commission.

3. *Monroe Park*

- a. Area I: This area serves as the residential portion of Monroe Park. This residential area is to be strengthened through housing rehabilitation and new construction that is compatible with the existing character of housing in the neighborhood.
- b. Area J: This area is designated for industrial use.
- c. Area K: This area is designated for commercial use.

B. Development Controls

The controls and regulations for the Area are designed to provide for development that is consistent with Plan goals and objectives.

1. Plans and specifications for all projects located within the Area shall be subject to review and approval of the Design Review Committee.
2. The controls in this Plan are in addition to and do not affect any and all basic requirements of applicable statutes, codes and ordinances as amended from time to time. These include, but are not limited to, zoning, height and area, signage, and parking requirements.
3. Whenever feasible, utility lines shall be placed underground.
4. Existing uses in the Area which do not conform to this Development Plan, may continue unless the Redevelopment Commission acquires the property through its

regular acquisition procedures.

5. The Redevelopment Commission may adopt detailed project plans for all or portions of the Area.
6. In order to accomplish the goals and objectives of this Plan, considerable study will be given to current zoning in the Area. The Redevelopment Commission may be recommending changes in zoning to the Area Plan Commission of St. Joseph County and the South Bend Common Council.

C. Housing

New housing development, achieved either through new construction or adaptive reuse should accommodate a variety of housing types, including for sale single family attached and multifamily rentals. Housing style variety should include apartments, lofts, condominiums and townhouses/row houses.

Housing development should encourage the provision of affordable housing and live-work space for artists. Artist districts often serve as the catalyst for revitalization and are at the forefront of neighborhood development within downtowns. Federal and State programs such as Low Income Housing Tax Credits should be perused to incentivize the adaptive reuse of existing buildings for artists.

D. Parking

1. All uses within the Area, with the exception of uses found within the Exempted Central Business District Area as designated in the "Book of Maps" and in Section 21-104 of the Municipal Code of the City of South Bend, shall provide accessory off-street parking facilities as required by local ordinance.
2. In order to prevent undue traffic congestion in high density areas of the Central Business District and to promote orderly and efficient circulation of pedestrians and vehicles, it is necessary and reasonable that off-street parking facilities be provided in such areas only in conformity with an overall, coordinated parking plan. To secure this objective, no accessory off-street parking facilities shall be required for any use in the Exempted Central Business Core Area as shown upon a certain map in the "Book of Maps" and in Section 21-104 of the Municipal Code of the City of South Bend.
3. The construction of parking structures in the Central Business District and the East Bank is recommended.

4. Multiple standards are recommended for parking spaces to accommodate compact as well as full size automobiles and to encourage shared uses of parking areas and facilities.
5. Installation of long term and short term bicycle parking facilities are recommended to accommodate cycling commuters, employees, residents, and visitors for existing buildings, adaptive reuse projects, and new construction.
6. Off-street parking areas shall be suitably paved, drained, lighted and landscaped as per adopted Design Guidelines.
7. In the East Bank, careful attention shall be given to the location of surface parking lots. It is recommended that no surface parking lot be located adjacent to the East Race Waterway or the St. Joseph River.
8. The Redevelopment Commission will work with the Area Plan Commission of St. Joseph County to study current parking requirements and may make recommendations to change these requirements to reflect current parking and planning needs for different types of uses within the Area.

E. Transportation

1. *Central Business District.* The basic objective of the transportation plan will be the provision of a vehicular circulation system that will facilitate the free and safe flow of traffic into, through and around the Central Business District. Regional traffic patterns are to remain essentially unchanged. Internal traffic patterns are to be simplified with the goal toward accessibility and visibility of destination points.
2. *East Bank.* The basic objective of the transportation plan is to minimize the impact of the automobile on the East Race Waterway and to limit arterial traffic. The arterial streets of LaSalle Street, Colfax Avenue, Jefferson Boulevard, and Hill Street will remain as such. Arterial traffic on Niles Avenue will be discouraged. TRANSPO bus routes are encouraged to remain and it is recommended that bus shelters be placed in strategic locations. As the area develops, bus routes should be revised accordingly.
3. *Monroe Park.* In order to protect the integrity of the residential neighborhood,

truck access to the industrial park will be from Sample to Fellows on the South and Lincolnway East to Marietta on the East.

F. Public Improvements

Public improvements in the Area may include, but are not limited to, street and streetscape improvements, pedestrian walkways, skywalks, public facilities, lighting, relocation of certain public rights-of-way, relocation of certain utilities and the construction of public parking facilities.

Infrastructure conditions in the Area can vary. Recent investment on Michigan St, Jefferson Blvd., and Niles Avenue has included curb and sidewalk replacement/upgrades sometimes complimented by streetscape enhancements (lights, furniture, trees, etc.) Future improvements are anticipated for future targeted projects. Within the East Bank and Monroe Park districts, conditions generally dictate a need for improvement.

Building conditions within the Area are still largely impacted by the events of the past several decades. In the 1970's, faced by the severe competition of suburban shopping malls, numerous parcels of land were cleared and assembled and remaining buildings were obscured by public improvements or covered up by facade treatments which were irrelevant to the original architecture. The downtown fabric became sparse, less accessible and lacked a cohesive identity. An increasing number of parcels either remained vacant or reverted to surface parking lots, a condition that persists today. Despite these changes, the presence of historic buildings remains an asset of the Area with over fifty historic sites and structures. These and other structures, in addition to the available, developable land, are attracting increased attention by the development community.

III. **DESIGN REVIEW COMMITTEE**

In order to achieve high quality design and insure a feeling of continuity throughout the Area, a Design Review Committee (Committee) is hereby established. Nothing herein shall give the Committee authority over any building, zoning or other code requirements of federal, state or local law.

A. Establishment of Committee

A Design Review Committee of eight (8) members shall be established. Members shall be the Executive Director of the Department of Economic Development, the City Engineer, the Director of the Area Plan Commission of St. Joseph County, the City Building Commissioner, one at-

large member appointed by the Redevelopment Commission, and three persons appointed by the Commission, one each representing the Central Business District, the East Bank and Monroe Park. The Executive Director of the Department of Economic Development shall serve as chairman of the Committee. Five (5) members of the Committee will constitute a quorum.

B. Terms

Members of this Committee shall serve without pay for two year terms. Appointed members shall serve at the pleasure of the Commission. Vacancies occurring through death, resignation or other causes shall be filled for the unexpired term in the same manner as the original appointments.

C. Rules

The Committee shall adopt such rules and procedures as are necessary to conduct its business, including the dates and times of meetings and hearings.

D. Powers and Duties

The Committee shall function in an advisory capacity to the Redevelopment Commission. It shall review the plans and specifications for all projects located within the Area that involve new construction, exterior renovation or site work. This review will include design, site planning, open space and other applicable considerations pertaining to compliance with the standards set forth in the South Bend Central Development Area Design Guidelines. In exercising these duties the Committee shall follow the procedures and act within the limitations established in this section.

E. Design Guidelines

The Redevelopment Commission shall, by Resolution, adopt Design Guidelines for use by developers on all projects within the Area. The Design Review Committee will base their approval of plans on how well the proposals have followed these guidelines. The Design Guidelines may be reviewed and revised as necessary by Redevelopment Commission action.

F. Permits

No permit shall be issued for construction, reconstruction, alteration, or rehabilitation of any building in the Area until the plans and specifications for the building have been approved by the Design Review Committee.

G. Review

All proposals filed with the Design Review Committee for review and approval shall be accompanied by architectural plans and/or engineering drawings and specifications for the work involved. Such plans shall be reviewed for compliance with the standards and objectives of the Plan and Design Guidelines. Upon receipt of the plans the staff of the Department of Economic Development will review them, prepare a staff report, and schedule a meeting of the Committee with the developer, generally within two weeks from receipt of the plans. At this meeting the Committee will review plans and the staff report with the developer and either approve the plans as submitted, ask for additional information, approve the plans as modified, or reject the plans. The developer will be notified in writing of modifications in plans or specifications that are necessary to receive approval. Approval by the Committee does not constitute approval of any federal, state or local building, zoning or other requirements but is solely pertaining to the Design Guidelines over which the Committee has advisory jurisdiction for the Commission. The Committee shall have the right to waive the review process for any project.

H. Amendments to Disapproved Plan

Within thirty days after disapproval of a development plan, the developer may file with the Committee an amendment to such plan or an amended plan which shall be limited exclusively to changes made necessary to meet the modifications requested by the Committee. Review procedures for an amended plan shall be the same as for an initial submission.

I. Signs

All proposals for signs within the Area shall be reviewed by the Committee and evaluated for compliance with the standards established in the Design Guidelines.

J. Existing Design Review Committee

Upon confirmation of this Plan, the Design Review Committee previously appointed by the Redevelopment Commission shall be dissolved and the Commission shall appoint members to this new Committee.

K. Existing Design Review Guidelines

Upon confirmation of this Plan, the Design Review Guidelines previously adopted by the Redevelopment Commission will remain in place until new guidelines are adopted.

#### IV. PROJECT PROPOSALS

##### A. Land Acquisition

The Land Acquisition Plan Map and List of Property to be Acquired (Appendix A) indicate real property to be acquired for redevelopment purposes. The List of Property to be Acquired also sets forth parcel ownership and square footage/key number for such land.

After acquisition, the City of South Bend Department of Redevelopment will either:

1. Demolish the structure or structures thereon, if any, and dispose of the land for redevelopment at its fair market value, excepting those cases when land is sold or leased to another public body, pursuant to Indiana Code 36-7-14-22, for uses in accordance with the Development Plan; or
2. Sell or lease the property to purchaser or lessee at its fair market value, excepting those cases when property is sold or leased to another public body pursuant to Indiana Code 36-7-14-22, for uses in accordance with the Plan subject to its being rehabilitated in conformance with the South Bend Central Development Area Design Guidelines.

##### B. Property Rehabilitation

All properties in the Area shall comply with the standards set forth in all applicable statutes, codes and ordinances, as amended from time to time, relating to the use, maintenance, facilities, and occupancy of existing property, including, but not limited to, Chapters 6, 8, 9, and 21 of the South Bend Municipal Code.

All properties within the Area shall be maintained so that the appearance of the premises and all buildings thereon shall reflect a level of maintenance in keeping with the standards of the Area and the requirements of the South Bend Municipal Code.

##### C. Developer's Obligations

The land acquired by the Redevelopment Commission will be disposed of subject to an Agreement between the Commission and the Developer. The Developer will be required by the Agreement to observe the land use and building requirements and objectives of this Plan and to carry out all development within an agreed time period. The Agreement and Deed contain other provisions required by the Commission and the United States Department of Housing and Urban Development.

In addition, the following provisions, plus other appropriate provisions, will be included in the Agreement:

1. An approved plan for the project and a time schedule for start and completion of the project.
2. That the purchase of the land is for the purpose of redevelopment and not for speculation. Purchase contracts will provide that the Developer agree that purchase of the property is for the purpose of redevelopment and not for land speculation. Prior to the completion of the redevelopment project, the Developer may not sell, lease, or otherwise transfer such land (or improvements) without the prior written consent of the South Bend Redevelopment Commission.
3. That the land will be built upon and improved in conformity with the objectives and provisions of the Plan.
4. That the building of improvements will be commenced and completed within a specified period of time.
5. That the Developers, their successors or assigns, agree that there will be no discrimination against any person or group of persons on account of race, creed, color, sex, age, transfer, use, occupancy, tenure, or enjoyment of the premises therein conveyed or improvements erected or to be erected thereon, nor will the Developer himself or any person claiming under or through him establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy of tenants, lessees, sublessees, or vendees in the premises therein conveyed, or improvements erected or to be erected thereon.

D. List of Property to be Acquired  
Properties are all listed in Appendix B.

## V. STATUTORY AUTHORITY

The controls, regulations and land use restrictions contained in this Plan are for the specific purpose of implementing the South Bend Central Development Plan pursuant to Indiana Code 36-7-14-1-et. seq.

**VII. PROCEDURE FOR AMENDMENT OF THE APPROVED DEVELOPMENT PLAN**

The South Bend Central Development Plan may be amended by resolution of the South Bend Redevelopment Commission. Any change affecting any property or contractual right can be effectuated only in accordance with applicable state and local law.

**VI. MAPS**

- A. South Bend Central Development Area
  - B. Former Redevelopment Areas & Expansion Areas
  - C. Land Use Sub-Areas (being updated)
  - D. Tax Allocation Area
- VII. Resolution 1737: Exhibit "A," Expansion Area # 4: Downtown Medical Services District**
- VIII. Resolution 2001: Exhibit "A," Expansion area No. 5: Studebaker Museum**
- IX. Resolution 2014: Exhibit "A" Expansion area No. 6: expanded allocation areas**
- X. Resolution 2015: Exhibit "A," Reduction area No. 1**
- XI. Resolution 2105: Exhibit "A" Expansion area No. 7: Studebaker Museum**
- XII. Resolution 2467: Exhibit "A," East Bank Village Master Plan – Phase 1**

**To:** Schwind; Cheryl Phipps; Chris Dressel; Chris Voros; Dale Helpingstine; Debrah Jennings; Elizabeth Hertel; Elizabeth Maradik; John Engstrom; Jonathan Burke; Jonathon Geels; Keith Crain; Kristopher Priemer; Michael Kouroubetes; Patrick Hechlinski; Peggy Hertel; Robert Lanchsweerd; Rich Grundtner; Al Greek; Bob Allen; Bob Dejaegher; Brent Cummins; Brent Hussung; Brent Thompson; Brian Haygood; Bruce Schwind; Cheryl Phipps; Chris Dressel; Chris Voros; Dale Helpingstine; Debrah Jennings; Elizabeth Hertel; Elizabeth Maradik; John Engstrom; Jonathan Burke; Jonathon Geels; Keith Crain; Kristopher Priemer; Michael Kouroubetes; Patrick Hechlinski; Peggy Hertel; Robert Lanchsweerd; Rich Grundtner; Shawn Delahanty; Al Greek; Bob Allen; Bob Dejaegher; Brent Cummins; Brent Hussung; Brent Thompson; Brian Haygood; Bruce Schwind; Cheryl Phipps; Chris Dressel; Chris Voros; Dale Helpingstine; Debrah Jennings; Elizabeth Hertel; Elizabeth Maradik; John Engstrom; Jonathan Burke; Jonathon Geels; Keith Crain; Kristopher Priemer; Michael Kouroubetes; Patrick Hechlinski; Peggy Hertel; Robert Lanchsweerd; Rich Grundtner; Shawn Delahanty; Sue Gerlach; Al Greek; Bob Allen; Bob Dejaegher; Brent Cummins; Brent Hussung; Brent Thompson; Brian Haygood; Bruce Schwind; Cheryl Phipps; Chris Dressel; Chris Voros; Dale Helpingstine; Debrah Jennings; Elizabeth Hertel; Elizabeth Maradik; John Engstrom; Jonathan Burke; Jonathon Geels; Keith Crain; Kristopher Priemer; Michael Kouroubetes; Patrick Hechlinski; Peggy Hertel; Robert Lanchsweerd; Rich Grundtner; Shawn Delahanty; Sue Gerlach; Tony Molnar

**Subject:** ArcGIS 10.1 Connection Instructions

With the reimaging process going on, many of you will need to reconnect your databases. I am including the latest way to reconnect. Please do not hesitate to call if you have questions.

When you first open the software, you should get a window asking you what license you want to use. Choose *ArcView (Concurrent Use)*. Use this license for map making.

If you get to a point where you need to do editing, you can change your license to *ArcEditor (Concurrent Use)*. You can do this by going to Start > All Programs > ArcGIS > ArcGIS Administrator. Keep in mind that there are only 5 ArcEditor licenses available to share, and there are more than 5 editors. Ideally there will not be more than 5 simultaneous editors; however, to prevent lockouts please change your license back to ArcView when not needing to edit.

***Also, please stay out of the GIS software and web maps between 7 AM and 8 AM and after 5 PM each day unless you really need to use these technologies at those times. During these times we do maintenance and other operations on the databases and web maps, which often requires turning off the maps and licenses.*** Thus, you should be fine to use these technologies from 8 AM to 5 PM.

Connection Instructions:

In the catalog tree in ArcCatalog, expand the *Database Connections* folder. Double-click *Add Spatial Database Connection*



## Appendix A

### Boundaries of the South Bend Central Development Area Last Amended March 28, 2008

Beginning at the point of intersection of the South right-of-way line of Sample Street with the West right-of-way line of Michigan Street; thence North along said West right-of-way line of Michigan Street to its intersection with the Northerly line of the Conrail Railroad (formerly Penn Central) right-of-way; thence Northwesterly along said Northerly railroad right-of-way line to its intersection with the Southerly projection of the West right-of-way line of Taylor Street; thence North along said West right-of-way line to its intersection with the Westerly projection of the North right-of-way line of vacated Monroe Street; thence East along the said projected right-of-way line to the intersection with the East right-of-way line of Taylor Street said point also being the Southwest corner of Lot 16, Block 7 of Vail's Southwest Addition to the City of South Bend; thence North along the said East right-of-way line to the intersection with the center line of the first 14-foot vacated alley lying North of vacated Monroe Street; thence East along the said center line to a point on the said center line that is 93.00 feet west of the East right-of-way line of Williams Street; thence South parallel with the West right-of-way line of Williams Street, 114.00 feet; thence East 93.00 feet to a point on the East right-of-way line of Williams Street, said point being 8.00 feet South of the Southwest corner of Lot 6, Block 8, of said Vail's Southwest Addition and the beginning of the vacated Williams Street to the South; thence North 8.00 feet along the East line of Williams Street to the said Southwest corner of Lot 6, Block 8; thence East along the South line of said Lot 6, Block 8, to the Southwest corner of Lot 6, Block 8; thence Southeasterly to a point on the East line of Lot 31 of said Vail's Southwest Addition, said point being 25.00 feet North of the Southeast corner of said Lot 31; thence South along the East line of Lot 31 to the North right-of-way line of vacated Monroe Street; thence East along the North right-of-way line of said vacated Monroe Street to its intersection with the southerly projection of the centerline of the first 14 foot alley lying West of Lafayette Boulevard; thence North along said projection and the centerline of said 14 foot alley to the South right-of-way line of Washington Street; thence West along said South right-of-way line to the East right-of-way line of Chapin Street; thence Westerly to a point located on the West right-of-way line of Chapin Street and 5 feet South of the South right-of-way line of Washington Street; thence South, a distance of 235 feet; thence West, a distance of 122.84 feet; thence South, a distance of 55 feet; thence West to the first North-South alley West of Chapin Street; thence South to a point 38.71 feet North of the North right-of-way line of Jefferson Boulevard; thence East to the West right-of-way line of Chapin Street; thence South to the North right-of-way line of Thomas Street; thence West along said North right-of-way line of Thomas Street to a point 105.58 feet East of the East right-of-way line of Laurel Street; thence North a distance of 67.25 feet; thence West, a distance of 105.58 feet to said East right-of-way line of Laurel Street; thence North along said East right-of-way line to a point 39.6 feet North of the North right-of-way line of Jefferson Boulevard; thence East to the West right-of-way line of the first North-South alley lying East of Laurel Street; thence North along said West right-of-way line to the North right-of-way line of the first East-West alley lying North of Jefferson Boulevard;

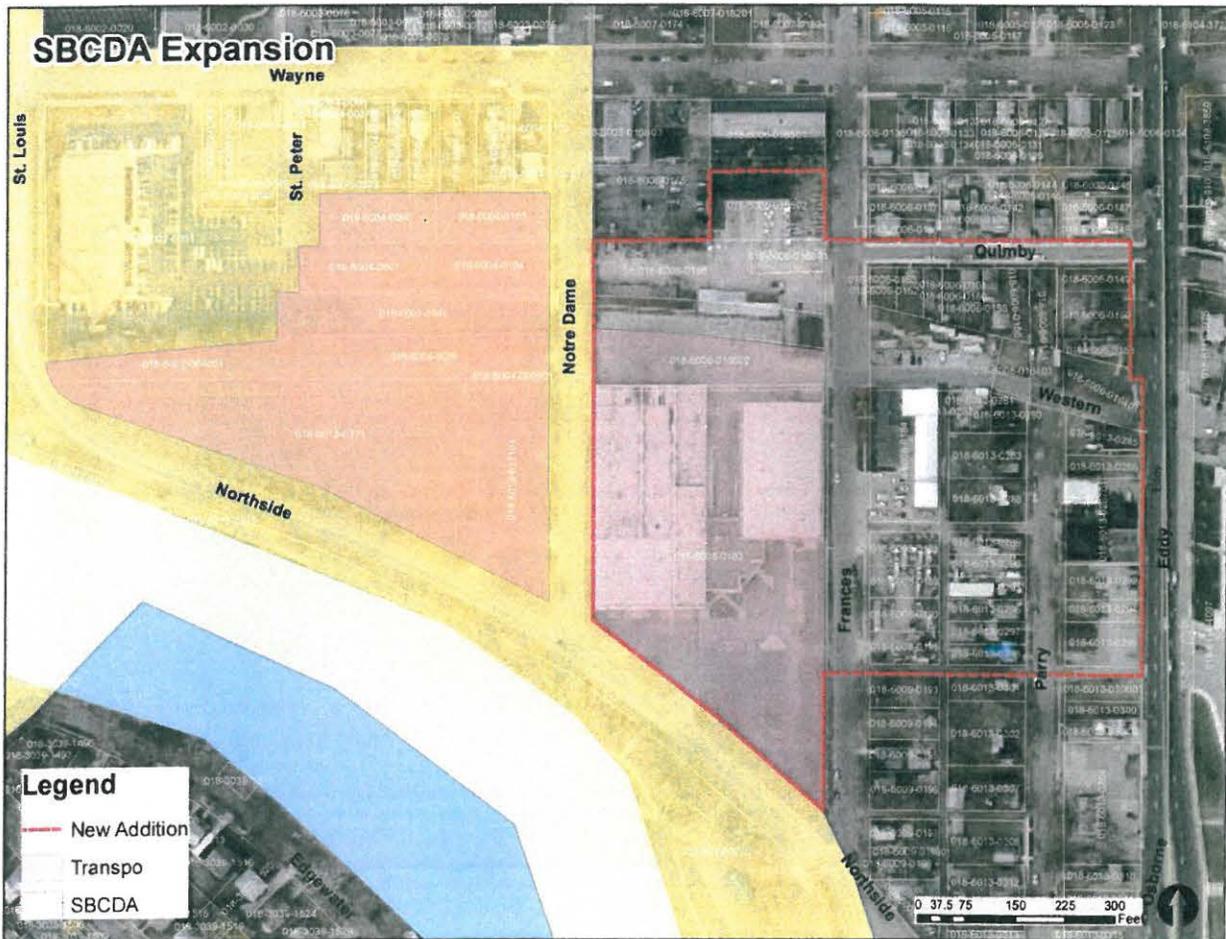
thence West, a distance of 4 feet; thence North, a distance of 295 feet to the South right-of-way line of Washington Street; thence East along said South right-of-way line to the West right-of-way line of Chapin Street; thence North to the North right-of-way line of Washington Street; thence East along said North right-of-way line to the East right-of-way line of Williams Street; thence North along said East right-of-way line to the North right-of-way line of Colfax Avenue; thence East along said North right-of-way line to the center line of the first 14 foot alley lying West of Lafayette Boulevard; thence North along said centerline, in certain places being sometimes known as St. James Court, to the North right-of-way line of La Salle Avenue; thence East along said North right-of-way line to the West right-of-way line of Lafayette Boulevard; thence North along the said West right-of-way line to the North right-of-way line of Park Lane projected West; thence East along said projected right-of-way line and the North right-of-way line of Park Lane to the East right-of-way line of Michigan Street; thence South along said East right-of-way line to the North right-of-way line of Bartlett Street; thence East along said North right-of-way line to the centerline of the St. Joseph River, thence North along said centerline of the St. Joseph River to the centerline of Corby Street project West; thence East along said centerline and its projection west to a point 120 feet West of the first North-South alley East of Niles Avenue projected North; thence South, to a point 150 feet South of the South right-of-way line of Corby Street; thence East parallel with said South right-of-way line to the West right-of-way line of said first North-South alley East of Niles Avenue; thence South along said West right-of-way line, a distance of 222 feet; thence Southwesterly, a distance of 260.82 feet; thence Northwesterly, a distance of 85 feet; thence Southwesterly, a distance of 222 feet to the Northeasterly right-of-way line of Niles Avenue; thence Northwesterly along said right-of-way line, a distance of 312 feet; thence Northeasterly, a distance of 199.95 feet; thence Northerly, a distance of 141.54 feet to a point 378.66 feet West of said first North-South alley East of Niles Avenue also on the South right-of-way line of Corby Street; thence West along said South right-of-way line and its projection West to the East shore of the St. Joseph River; thence Southerly along said East shore to the intersection of the Southerly right-of-way line of Bartlett Street projected East; thence West along said projection and the South right-of-way line of Bartlett Street to the East right-of-way line of St. Joseph Street; thence South along said East right-of-way line of St. Joseph Street to the North right-of-way line of Marion Street; thence East along the said North right-of-way line and its projection to the East to the centerline of the St. Joseph River; thence Southwesterly along said centerline of said St. Joseph River to the intersection of the centerline of the St. Joseph River and the centerline of the East Race; thence Southeasterly along said centerline of the East Race to the centerline of LaSalle Avenue; thence East along said centerline of LaSalle Avenue to a point 110 feet West of the West right-of-way line of Niles Avenue; thence North 159.25 feet; thence East 110 feet to the West right-of-way line of said Niles Avenue; thence Easterly to the Northwest corner of Lot 71 in the Original Town of Lowell; thence East along the North line of said Lot 71 to the centerline of the first North-South alley East of Niles Avenue; thence North along said centerline of said Alley to the centerline of Madison Street; thence East along said centerline to the centerline of Hill Street; thence South along said centerline to the centerline of LaSalle Street; thence East along said centerline to the projected centerline of the first alley East of Hill Street; thence south, along said projected centerline to a point that is 66 feet north of the North

right-of-way line of Washington Street; thence East to the East right-of-way line of St. Louis Boulevard; thence South along said East right-of-way line to the North right-of-way line of Washington Street; thence East on said North right-of-way line to the East right-of-way line of the first North-South alley East of St. Louis Boulevard; thence South along said East right-of-way line of alley to the South right-of-way line of the first East-West alley South of Washington Street; thence West along said South right-of-way line of said Alley to the centerline of the first 14 foot North-South alley lying East of Hill Street; thence South along said centerline of alley to the South right-of-way line of Jefferson Boulevard; thence East along said South right-of-way line to the East right-of-way line of St. Louis Boulevard; thence South along said East right-of-way line to the North right-of-way line of Wayne Street; thence East along said North right-of-way line of Wayne Street to the East right-of-way line of Notre Dame Avenue; thence South along said East right-of-way line to the Northeasterly right-of-way line of Northside Boulevard; thence Southeasterly along said Northeasterly right-of-way line to the South right-of-way line of Sample Street; thence Southwesterly along said South right-of-way line to the centerline of the St. Joseph River; thence meandering Northwesterly along said centerline to the Easterly projection of the Southerly right-of-way line of Monroe Street; thence Southwesterly along said projection and the Southerly right-of-way line of Monroe Street to the Easterly right-of-way line of Lincolnway East (U.S. Highway #933); thence Southeasterly along said Easterly right-of-way line to the South right-of-way line of Sample Street; thence West along said South right-of-way line to the place of beginning containing 580.05 acres more or less.

**EXHIBIT A TO RESOLUTION NO. 2968**

**DESCRIPTION OF EXPANSION AREA NO. 9**

Beginning at a point on the East right-of-way line of Notre Dame Avenue which is South 205 feet from the South right-of-way line of Wayne Street; thence East 173 feet; thence North 102.5 feet; thence East 171.07 feet to the West right-of-way line of Frances Street; thence South along said West line 102.5 feet to a point of intersection with the North right-of-way line of Quimby Street extended West; thence East along the North right-of-way line of Quimby Street and its Westerly extension to the West right-of-way line of Eddy Street; thence South along said West line to the South line of the Plat of Parry's Addition; thence West along the said South line and the South line of the Plat of Beck's 1<sup>st</sup> Addition to the West right-of-way line of Frances Street; thence South along said West line to the Northeastly right-of-way line of Northside Boulevard; thence Northwesterly along said Northeastly line to the East right-of-way line of Notre Dame Avenue; thence North along said East line to the point of beginning.



*Map of Expansion Area*

Appendix B

South Bend Central Development Area Development Plan  
List of Properties to be Acquired

Resolution #	Date	Property Address/ Parcel #	Key # / Block #	Owner's Name
737	5-10-85	16, 17	C4	Frank & Geraldine Toepp, John & Ida Toepp & Corporation of St. Mary's College
737	5-10-85	74	C4	Martin E. & Carol Feferman
	5-10-85	Part of 6 & 7	C8	Robert Baer
737	5-10-85	2	C9	Robert Williams
737	5-10-85	1 & 2	E2	Samuel & Olia Coffman
737	5-10-85	1(a), 1(b) & 1(c)	E9	Ralph J. & Evelyn M. Andreae
737	5-10-85	2	E9	George L. Hammerschmidt, Bruce E. & Rosemary D. Hammerschmidt, Martha L. Waterhouse, Summit & Elizabeth Trust Company
737	5-10-85	4	E9	Tony Sergio, Jr.
737	5-10-85	8(a)	E9	Wayne & Diana England & Howard P. & Pamela Dosmann
737	5-10-85	8(b)	E9	Ellen C. Dosmann
737	5-10-85	14 & 15	E9	Dennis R. Bamber
737	5-10-85	15	M2	Oliver J. Kushto
737	5-10-85	16	M2	Charles Stoddard
737	5-10-85	1	M5	Stanley F. Lewiecki & Alexander M. Neitch
737	5-10-85	9	M5	The Board of Commissioners of St. Joseph County
737	5-10-85	10	M5	Victor W. Schultz
737	5-10-85	11	M9	Richard L. & James A. Fenters
737	5-10-85	13	M9	Richard L. & James A. Fenters
737	5-10-85	1, 2, 4	C15	George R. Seifer & Sara K. Seifer
737	5-10-85	5	C15	Monica M. Peak
737	5-10-85	6, 7	C15	Freeman-Spicer Company, Inc., Elinor Spicer & Florence Fishgrund
737	5-10-85	8, 9	C15	Van E. Gates
737	5-10-85	13	C15	Roosevelt Fuller
737	5-10-85	14, 15	C15	LaWanda Cannon
737	5-10-85	16	C15	Rober L. Tavenier, Jr., Janet L. Tavenier
737	5-10-85	17	C15	Oscar & Katherine Brookins
737	5-10-85	18	C15	William C. Flanders
737	5-10-85	19	C15	Joe E. Fennessee & Marie E. Schultz
737	5-10-85	20, 21	C15	Joscar J. Van Wiele, W. Joseph Doran
737	5-10-85	22	C15	Esther Litow
737	5-10-85	1	C17	Charles A. Schmidt, Raymond J. Schmidt, Pauline Quinlan, Hildegarde Grooms & Mona Mahler
737	5-10-85	2	C17	Rodger William Reed, Jr. & Lillie Mae Reed
737	5-10-85	3	C17	Sweet Home Baptist Church of South Bend
737	5-10-85	4	C17	Mary E. Bailey
737	5-10-85	5	C17	James S. Isbell & Ann B. Isbell
737	5-10-85	6, 7, 8	C17	Neal G. Corey & Betty L. Corey
737	5-10-85	9	C17	Irvin H. Goldberg & Dora Goldberg
737	5-10-85	10	C17	Edward J. Robison & Ollie Mae Robison

Appendix B

South Bend Central Development Area Development Plan  
List of Properties to be Acquired

Resolution #	Date	Property Address/ Parcel #	Key # / Block #	Owner's Name
737	5-10-85	14, 15, 16, 17, 18	C17	Universal Painting Company, Inc.
737	5-10-85	20, 21	C17	Thomas E. & Elizabeth C. Love
737	5-10-85	22	C17	John H. Bivens
745	8-9-85	1, 2, 4	C15	George R. Seifer & Sara K. Seifer
745	8-9-85	5	C15	Monica M. Peak
745	8-9-85	6, 7	C15	Freeman-Spicer Company, Inc., Elinor Spicer & Florence Fischgrund
745	8-9-85	8, 9	C15	Van E. Gates
745	8-9-85	13	C15	Roosevelt Fuller
745	8-9-85	14, 15	C15	LaWanda Cannon
745	8-9-85	16	C15	Robert L. Tavenier, Jr., Janet L. Tavenier
745	8-9-85	17	C15	Oscar & Katherine Brookins
745	8-9-85	18	C15	William C. Flanders
745	8-9-85	19	C15	Joe E. Fennessee & Marie E. Schultz
745	8-9-85	20, 21	C15	Oscar J. Van Wiele, W. Joseph Doran
745	8-9-85	22	C15	Esther Litow
745	8-9-85	1	C17	Charles A. Schmidt, Raymond J. Schmidt, Pauline Quinlan, Hildegard Grooms & Mona Mahler
745	8-9-85	2	C17	Rodger William Reed, Jr. & Lillie Mae Reed
745	8-9-85	3	C17	Sweet Home Baptist Church of South Bend
745	8-9-85	4	C17	Mary E. Bailey
745	8-9-85	5	C17	James S. Isbell & Ann B. Isbell
745	8-9-85	6, 7, 8	C17	Neal G. Corey & Betty L. Corey
745	8-9-85	9	C17	Irvin H. Goldberg & Dora Goldberg
745	8-9-85	10	C17	Edward J. Robison & Ollie Mae Robison
745	8-9-85	14, 15, 16, 17, 18	C17	Universal Painting Company, Inc.
745	8-9-85	20, 21	C17	Thomas E. & Elizabeth C. Love
745	8-9-85	22	C17	John H. Bivens
751	11-8-85	3	C15	Greater Christian Tabernacle Church
795	2-27-87	16	M10	Robert D. & Rose Mary Brannan
867	2-10-89	1	E3	East Race Properties
881	7-28-89	M9-18, 17, 16, 14, 12	78	Ruszkowski Properties
881	7-28-89	M9-4, 5, 8, 10	78	James A. & Rebecca I. Fenters
881	7-28-89	M9-1, 2	78	Daniel B. & Victoria Snider
881	7-28-89	M9-3	78	Edward Trace
881	7-28-89	M9-6	78	Violet Barry
881	7-28-89	M9-7	78	Lewis & Dora Morrow
881	7-28-89	M2-18	76	Violet Barry
881	7-28-89	M2-17	76	A. H. Gardner
893	10-27-89	10	C2	Trust No. 30560, an Indiana General Partnership
893	10-27-89	12	M2	River Glen South
921	3-23-90			Niles Avenue between LaSalle St. & Washington St.
921	3-23-90			Madison Street between Niles Avenue and the East Race Waterway
921	3-23-90			Washington Street between Niles Avenue and Hill Street
921	3-23-90			Central Business District curbs & sidewalks: a) in front of the City parking lot

Appendix B

South Bend Central Development Area Development Plan  
List of Properties to be Acquired

Resolution #	Date	Property Address/ Parcel #	Key # / Block #	Owner's Name
				<p>at 123 South Lafayette Blvd.;</p> <p>b) on the Lafayette Blvd. side of 228 W. Colfax St. (the west side of the Bath Bldg.)</p> <p>c) on Lafayette Blvd., north of Washington St. adjacent to the Valley American Bank parking lot;</p> <p>d) in front of 312 W. Colfax Avenue</p> <p>e) in front of 135 North Lafayette Blvd.;</p> <p>f) in front of the Colfax Theater;</p> <p>g) along North Main Street between LaSalle Avenue and Colfax Street near the former Christman Building;</p> <p>h) along the south side of LaSalle Street west of Main Street to the firsts public alley;</p> <p>i) along the North side of East Washington Street between Main Street and Michigan Street in front of Business Systems and Van Horne Jeweler;</p> <p>j) the corner of Main Street and Colfax Avenue by the Summit Bank;</p> <ul style="list-style-type: none"> <li>- the parking lot at the Southwest corner of Niles and vacated Washington Street (parcel E4-1)</li> <li>- the seawall and sidewalk in Howard Park along the St. Joseph River</li> <li>- the river bank area between Northside Blvd., and the St. Joseph River from Howard Park to Sample Street</li> <li>- the lawn in front of the Morris Civic Auditorium at 211 N. Michigan Street</li> <li>- the public wakways on the western bank of the St. Joseph River from LaSalle Street on the north to Karl King Tower on the south</li> </ul>
923	4-6-90			<p>the riverbank area along the East side of the St. Joseph River between Colfax Avenue and the first East-West alley north of the Colfax Avenue as well as a strip of land along the Southern edge of 209 East Colfax adjacent to the Colfax Avenue right-of-way, more commonly known as Rink Riverside Printing, Inc.</p>
944	7-27-90	M10-15, 14, 13, 12,		Violet L. Barry

## Appendix B

### South Bend Central Development Area Development Plan List of Properties to be Acquired

Resolution #	Date	Property Address/ Parcel #	Key # / Block #	Owner's Name
		11, 10, 5, 4		Violet L. Barry
944	7-27-90	M10-6		A.H. Choitz
944	7-27-90	M10-3		Reiso Corporation
944	7-27-90	M3-1, 21		Violet L. Barry
944	7-27-90	M3-3		David J. Matthews & John Freidline
944	7-27-90	M3-4		Trustee Douglas L. Bridges
944	7-27-90	M4-15		Elaine & Robert Baker
944	7-27-90	M4-14		Donna Prawdzik
944	7-27-90	M3-2		City of South Bend
974	1-25-91	Part of C27-7		Jane A. Anderson
1019	10-11-91	C4-39A & C4-39B		Edmarde's Real Estate Partnership
1077	7-24-92	628 Rush St.	M11-9,10	Philip E. Bush
1077	7-24-92	611 Clinton St.	M11-17	Ora Lee Terry
1077	7-24-92	516 S. St. Joseph St.	M18-5	Coleman, James A. & Lucille M.
1077	7-24-92	530 S. Carroll St.	M1-18	Horner, Gregory R. & Celia M., McHenry, Clayton L. & Dorothy P., Wilber, C. Kenneth Jr. & Terri L
1205	1/4/94	600 N. Niles Ave	E17-6 118-5038-1350	Design Packaging Inc.
1248	9/2/94	Easement on B3-1		Azar, Inc./ Char King, Inc.
<p>Certain easement rights pertaining to a parcel of real estate situated in St. Joseph County, Indiana, described as parcel C, below:</p> <p>A portion of a parking easement recorded in book 815 page 113 of the St. Joseph County Recorder's Office, South Bend, Indiana. This is a non-exclusive easement affecting property located at 322 E. Colfax Avenue. The subject property is commonly known as the Stephenson Mill property and is owned by the City of South Bend. The beneficiary of the easement rights to be appraised is the Char-King, Inc./Wharf Restaurant property located at 320 E. Colfax Avenue, South Bend, Indiana. The easement is a non-exclusive parking easement benefiting the Wharf Restaurant for its use between the hours of 5:00 p.m. and 2:00 a.m., Monday through Saturday and from 12:00 a.m. to 12:00 p.m. on Sundays. The non-exclusive parking easement does not prohibit parking by the owner's of the real estate, in other words, parking between the hours previously stated is on a first come first served basis for the property owner and the beneficiary of the easement. The subject of this appraisal assignment has further been defined as three described easement areas. Easement A is the original easement containing .1512 acres of land area surfaced with older asphalt paving and accommodating sixteen parking spaces according to the appraiser's calculations. Easement B is the proposed new easement containing .0406 acres of land area which is currently being improved with asphalt paving, drywells, concrete curbing, landscaping, lighting, and which will accommodate ten parking spaces. Easement C is described as Parcel A minus Parcel B containing .1106 acres surfaced with older asphalt paving and accommodating six parking spaces according to the appraiser's calculations. In essence, Parcel C represents the reduction in easement area to the beneficiary which is the Wharf Restaurant.</p> <p style="text-align: center;"><b>LEGAL DESCRIPTION</b></p> <p>A legal description of the subject easement area has been prepared by Peirce, Associates Land Surveyors, South Bend, Indiana as job #941724, dated August 18, 1994.</p> <p>Parcel A is described as: Beginning at a point on the south line at Colfax Avenue, 374.78' west of the west line of Niles Avenue, said south line of Colfax Avenue having an assumed bearing of N 90 degrees 00'00. E (due east and west); thence south 00 degrees 56'00. E a distance to 188.20'; thence east 35'; thence north 00 degrees 56'0. west 188.20'; thence west 35' to the point to beginning containing 0.1512 acres.</p> <p>Parcel B is Described as: That part to Lot #2 of the recorded plat to "Opelika Minor Subdivision" recorded by document #9341067 in the records to the St. Joseph County, Indiana Recorder's Office and being more particularly described as: Beginning at a point which south 89 degrees 54'00' east, 12.01' and south 00 degrees 56'55" east, 18.00'; from the northwest corner to said Lot; thence south 89 degrees 54'00" east, 19.00'; thence south 00 degrees 56'55" east, 93.00'; thence north 89 degrees 54'00. west, 19.00'; thence north 00 degrees 56'55. west, 93.00' to the Point to Beginning.</p> <p>Parcel C is described as: Parcel A minus Parcel B, containing .1106 acres.</p>				



## Appendix B

### South Bend Central Development Area Development Plan List of Properties to be Acquired

Resolution #	Date	Property Address/ Parcel #	Key # / Block #	Owner's Name
1293	11/4/94	C25-12 (includes building and land - Lot 1 and 2)		The Alexander Company, Inc./ Central High Partnership
1547	11/21/97	C22-4, 214 W. Jefferson Blvd	18-3007-0223	Carol J. Minker
1559	12/19/97	S.E. Corner Monroe and Lafayette C14-4	18-3015-0563.01	SSP Properties, An Indiana Partnership
1559	12/19/97	517 S. Main St. C14-9	18-3015-0580	SSP Properties, An Indiana Partnership
1559	12/19/97	515 S. Main St. C14-10	18-3015-0579	SSP Properties, An Indiana Partnership
1559	12/19/97	511 S. Main St. C14-11	18-3015-0578	SSP Properties, An Indiana Partnership
1559	12/19/97	201 S. Main St. C22-1, C22-2 , C22-3	18-3007-0226	Phillip A. Traub
1559	12/19/97	213-217 S. Main St C22-16	18-3007-0231	City Chapel Evangelical Free Church
1559	12/19/97	Vacant lot Colfax C2-6 (A part of)	18-1008-0305.03 (A part of)	1st Source Bank as Trustee for Land Trust #34515007
1559	12/19/97	115 Colfax lot 96 C2-6 (A part of)	18-1008-0305.04 (A part of)	1st Source Bank as Trustee for Land Trust #34515007
1562	2-24-98	207-211 S. Main St. C22-17	18-3007-0227	1st Source Corporation
1723	12/17/99	210 W. Monroe St. C14-1, 2 & 3	18-3015-0575	Patricia J. Bell
1723	12/17/99	215 S. Main St. C22-15 (N ½ of)	18-3007-0232	William E. Lee, Family Trust
1758	6-16-00	424 S. Michigan (Vacant lot) C10 (part of parcel)	18-3086-3472.01	U.S.A. Washington D.C.
1758	6-16-00	424 S. Michigan C10 (part of parcel)	18-3086-3472	U.S.A. Washington D.C.
1758	6-16-00	Vacant lot between Western and Wayne – 424 S. Michigan C7-4	18-3087-3473.01	Mary F. Coyne
1758	6-16-00	316 S. St. Joseph C7-3 (part of parcel)	18-3087-3473.03	St. Joseph's Tower, Inc.
1758	6-16-00	320 S. St. Joseph C7-2 (part of parcel)	18-3087-3473.02	St. Joseph's Care Group , Inc
1783	8-4-00	710 N. Niles Avenue E17-05	18-5038-1349	Bert & Etta Liss
1843	9-7-01	218 Sycamore E2-19	18-5003-0047	Jack L. Hofferth
1843	9-7-01	216 Sycamore E2-18	18-5003-0048	Ronald L. Foudy
1843	9-7-01	305 E. Colfax St., E2- 17	18-5003-0049	Ronald L. Foudy
1843	9-7-01	230-237 Sycamore E2-4	18-5003-0059	401 E. Colfax Avenue Corp.

Appendix B

South Bend Central Development Area Development Plan  
List of Properties to be Acquired

Resolution #	Date	Property Address/ Parcel #	Key # / Block #	Owner's Name
1843	9-7-01	222 E. Side of Sycamore *E2-6	18-5003-0059.02	United Tele Spectrum of Indiana, Inc.
1843	9-7-01	220 E. Side of Indiana, Inc. *E2-7* As amended by the Redevelop- ment Commission in its meeting held on September 7, 2001.	18-5003-0059.03	United Tele Spectrum
1843	9-7-01	228 Sycamore E2-5	18-5003-0059.01	Tripods Partnership
1843	9-7-01	Vacant lot West & Adjacent To 312 La Salle , E2-8	18-5003-0060	Ronald L. Foudy
1843	9-7-01	Paved lot On La Salle Corp. East & Adjacent To 230 -237 Sycamore, E2-4	18-5003-0060.01	401 E. Colfax Avenue Corp.
1843	9-7-01	348 Columbia St., (excluding improvements) C6-6	18-3090-3481	Crowe Chizek & Company LLP
1843	9-7-01	Northeast of 350 S.Columbia (excluding improvements) C6-8	18-3090-3484.01	Crowe Chizek & Company LLP
1901	9-6-02	401 E. Monroe St. C6-12	18-3090-3476	St. Joseph River Bend Development Corp. (Key Bank)
1901	9-6-02	517 Colfax Ave E8-12	18-5005-0128	Ernest Bryant
1901	9-6-02	529 Colfax Ave. E8-11	18-500500130	Ernest Bryant
1901	9-6-02	211 Hill Street E8-10	18-5005-0129	Vern & Mary Planck
1922	12-6-02	416 S. Main St. C9-3	18-3016-0587.02	1 <sup>st</sup> Source Bank as Trustee of land
1952		420 S. Main Street C9-4A	18-3016-0589	Loren Priest & Larry Shafer
1973	6-6-03	418 S. Main St	18-3016-0588.02	McNease Emmett Revocable Living Trust
1973	6-6-03	424-430 Main St.	18-3016-0590.01	McNease Emmett Revocable Living Trust
1973	6-6-03	423 S. Michigan St	18-3016-0598	Friedline, John F.
1973	6-6-03	425 S. Michigan St.	18-3016-0599	Friedline, John F.
2029	2-20-04	237 N. Michigan C2-1	18-1002-0040	Downtown South Bend, Inc.
2029	2-20-04	Vacant Lot Adjacent to and South of 237 N. Michigan C2-1	18-1002-0041	Downtown South Bend, Inc.

Appendix B

South Bend Central Development Area Development Plan  
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2029	2-20-04	219-221 N. Michigan Street C2-14	18-1002-0042	Downtown South Bend, Inc.
2029	2-20-04	209 Colfax E2-21	18-5003-0056	Thomas Brademas, Jr.
2029	2-20-04	Vacant Lot Adjacent to 209 Colfax E2-20	18-5003-0058	Thomas Brademas, Jr.
2105	11-5-04	112 S. St. Louis St.	18-5011-0338	City of South Bend
2145	3-4-05	412 S. Lafayette Blvd. C18-3	18-3015-0555	Michael J. Morris
2185	10-7-05	117 South Street	18-3017-0626.01	John & Patricia Colley
2185	10-7-05	720 S. Michigan	18-3022-0810	Patricia Colley
2185	10-7-05	724-726 S. Michigan	18-3022-0811	Patricia Colley
2192	12-2-05	817 E. Sample St.	18-3037-1433	Art Mosaic and Tile Co.
2192	12-2-05	Vacated alley adjacent to 817	18-3037-1434	Art Mosaic and Title Co.
2192	12-2-05	Vacant lot adjacent to 817	18-3037-1434	Art Mosaic and Title Co.
2192	12-2-05	903 E. Sample Street	18-3037-1436	Art Mosaic and Title Co.
2328	5-18-07	202-206 S. Michigan Street	18-3003-0043	Key S.B., LLC
2374	7-7-07	513 S. Michigan Street	18-3017-0632	Foster A. & Linda L. Martin
2374	7-7-07	505 S. Michigan Street	18-3017-0628 18-3017-0629	Joseph & Elaine J. Gendel
2385	11-2-07	401 W. Western	18-3013-049301 18-3013-0493 18-3013-0499 18-3013-0476 18-3013-0485 18-3013-049302 18-3013-0498 18-3013-0488 18-3013-0487 18-3015-0536	Chevy World Rentals
2385	11-2-07	404 W. Western 410 W. Western	18-3013-0483 18-3013-048301	Gates & Gates Realty LLC
2385	11-2-07	402 S. Lafayette	18-3015-0552	GMS Realty c/o Larry Gates
2385	11-2-07	512 W. Wayne	18-3012-0409	Cleophus Washington
2385	11-2-07	310 S. Taylor	18-3012-0410	Cleophus Washington
2385	11-2-07	520 W. Wayne	18-3012-0406	Cleophus Washington
2385	11-2-07	514 W. Wayne	18-3012-0408	Cleophus Washington
2385	11-2-07	304 S. Taylor	18-3012-0407	Cleophus Washington
2385	11-2-07	332 W. Jefferson	18-3011-0398	Center City Housing
2385	11-2-07	416 S. William	18-3013-0478 18-3013-0479	Chris L. Wood
2425	1-18-08	118 N. Main St.	18-1008-0330	Mary Coyne Investments, Inc.
2441	3-28-08	Adj. to 401 W. Western	18-3013-0501	Chevy World Rental, Inc.

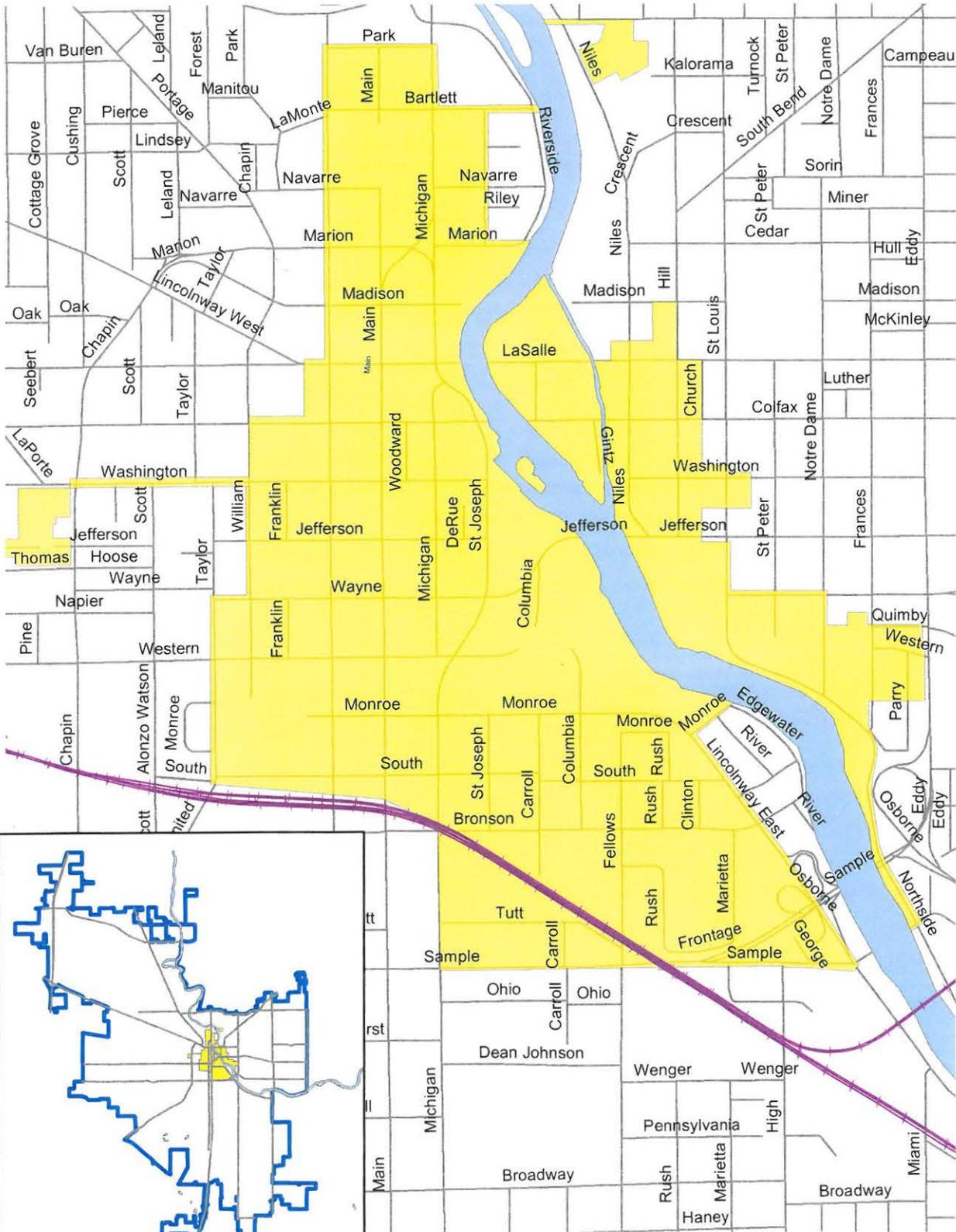
Appendix B

South Bend Central Development Area Development Plan  
List of Properties to be Acquired

Resolution #	Date	Property Address/ Parcel #	Key # / Block #	Owner's Name
2441	3-28-08	414 S. William	18-3013-0477	Fannie Zubkoff c/o Ronald Zubkoff
2441	3-28-08	415 S. William	18-3013-0468	Daniel Jaworski
2441	3-28-08	416 S. Western	18-3013-0474	Jack & Pamela Richey
2441	3-28-08	323 S. William	18-3012-0422	Dave & Sharon Henderson
2441	3-28-08	319 S. William	18-3012-0421	Clifford Eugene Shaw 1/2 & Oneida Joan Park 1/2
2441	3-28-08	SW Corner of William & Wayne	18-3012-042001	GMS Realty, Inc.
2441	3-28-08	502 W. Western	18-3013-0465 18-3013-0467	TRC Glass
2595	8/26/09	400 Block Western (A) Gates Toyota Lot	18-3012-044003 18-3012-044002 18-3012-0435 18-3012-0445	GMS Realty Inc.
2595	8/26/09	300 Block Western (B) Gates Toyota Bldg	18-3012-0452 18-3012-0447	GMS Realty Inc.
2595	8/26/09	300 Block Western (C) Gates Parking Lot	18-3009-0305 18-3009-0306 18-3009-0307	GMS Realty Inc.
2595	8/26/09	300 Block Western (D) Gates Display Lot	18-3009-0311	GMS Realty Inc.
2595	8/26/09	118 S William St The Manor	18-3010-0336 18-3010-0337	Madison Center Inc.
2595	8/26/12	325-329 S. Lafayette	18-3009-0308	Schillings Camera Store
2595	8/26/09	501 Western	18-3012-0412 18-3012-0424 18-3012-0425	Fred's Transmission
2595	8/26/09	301 S Lafayette Nor Systems Computers	18-3009-0304	Shu Gong & Sun Wei
2666	4/9/10	122 Niles Avenue	18-5010-0285 – 18-5010-0293	First National Bank of Valparaiso (Formerly Troegger Sheet Metal)
2833	12/28/10	100 N. Michigan Underground parking garage	18-3091-347401 18-3091-347402	1 <sup>st</sup> Source Corporation and Host Hotels & Resorts, L.P.
3006	1/24/12	331, 333, 335 S. Main	18-3088-0265 18-3088-0266 18-3088-0267	Gates Sales Lot

# South Bend Central Development Area

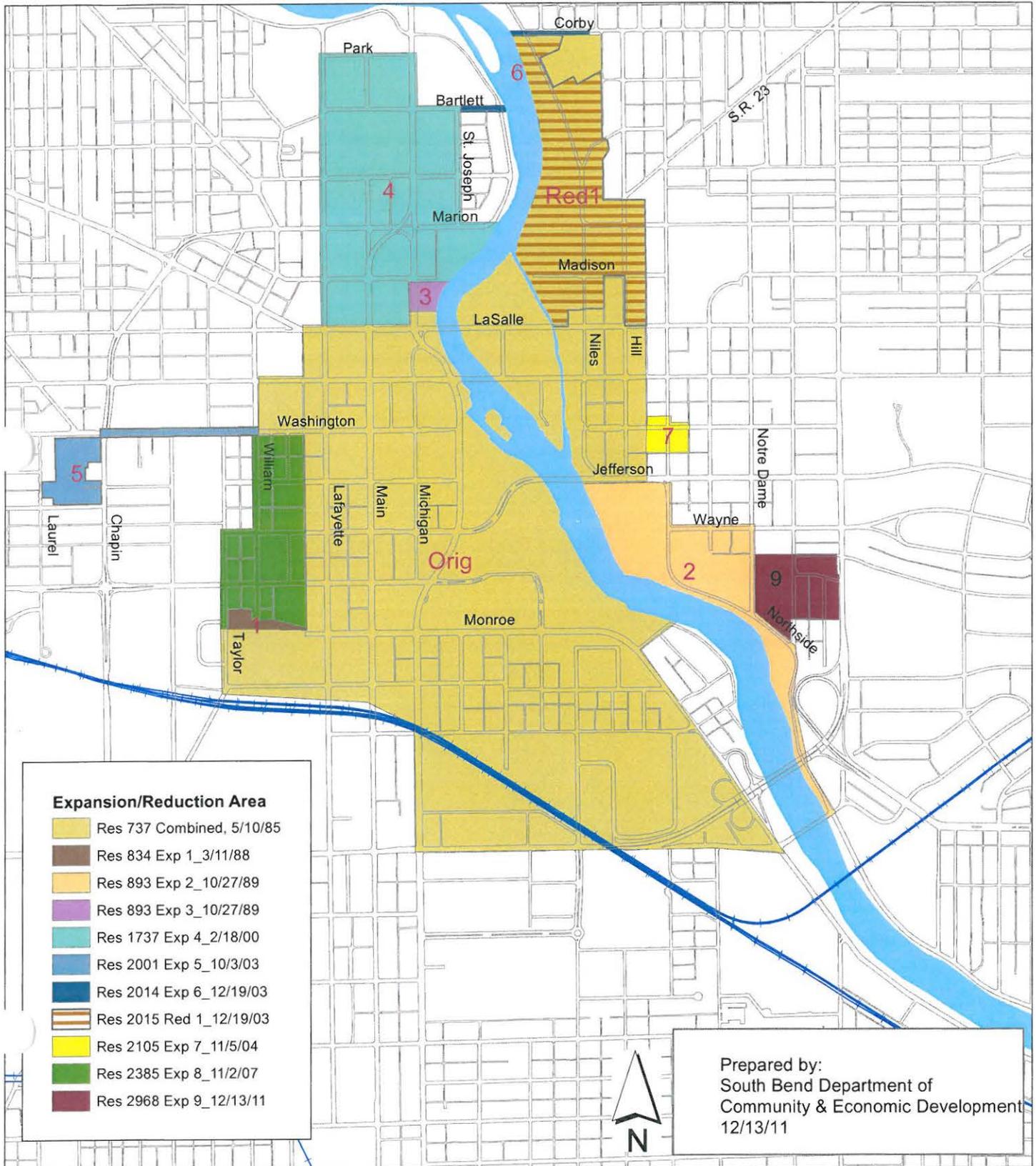
Boundary as of Resolution No. 2968, 12/13/11



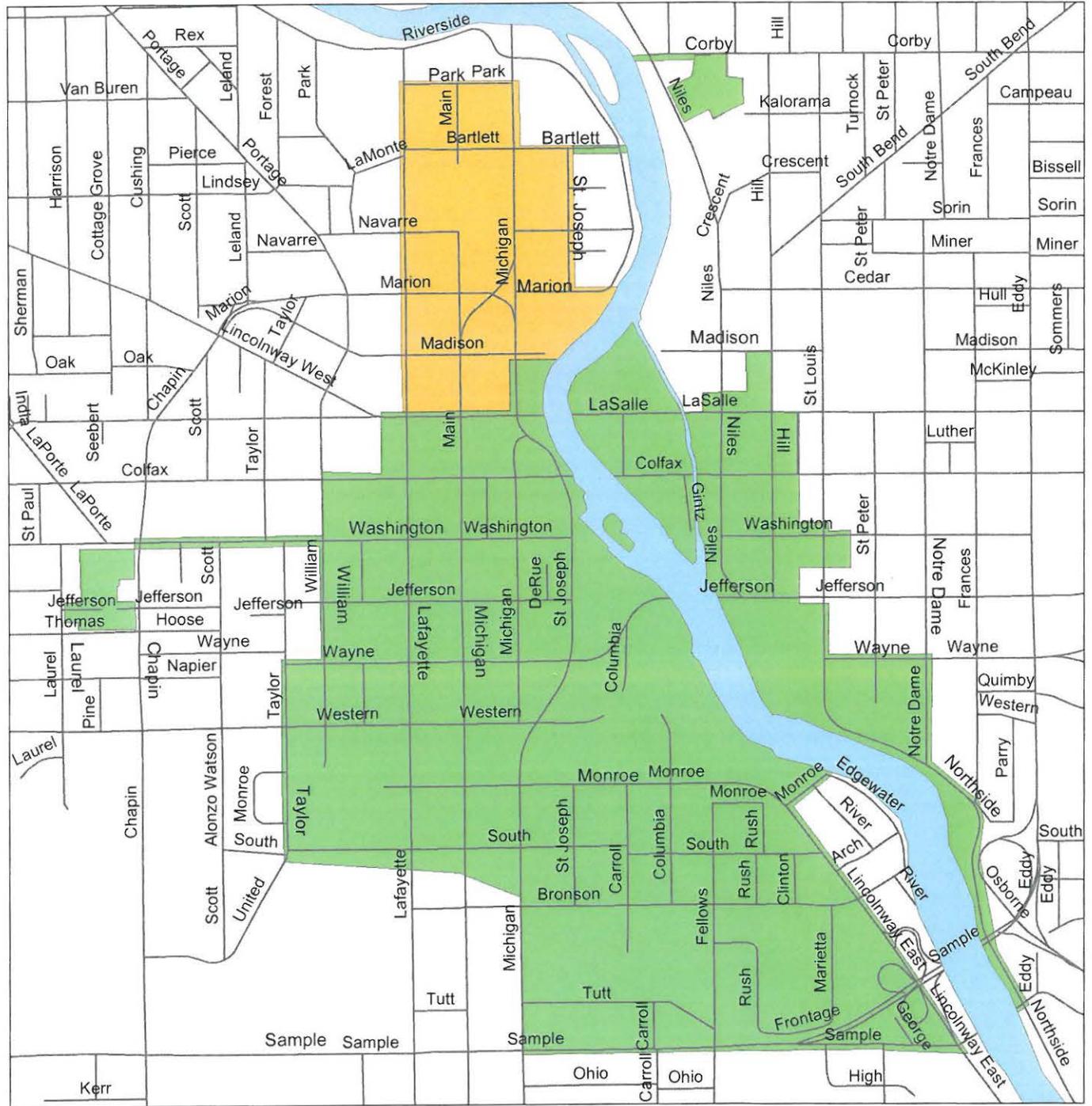
Prepared by:  
South Bend Department of  
Community & Economic Development  
12/13/11

# South Bend Central Development Area

Expansion/Reduction Areas  
Beginning 5/10/85 when  
East Bank, Monroe Park and Central Business District  
Were Combined



# South Bend Central Development Area Allocation Areas



**Legend**

- South Bend Central Allocation Area 1A
- Downtown Medical Services District Allocation Area



Prepared by:  
South Bend Department of  
Community & Economic Development  
12/13/12

Resolution 1737: Exhibit "A"

AMENDMENT TO THE  
SOUTH BEND CENTRAL DEVELOPMENT AREA  
DEVELOPMENT PLAN  
EXPANSION AREA NO.4:  
"DOWNTOWN MEDICAL SERVICES DISTRICT"

CITY OF SOUTH BEND REDEVELOPMENT COMMISSION

SOUTH BEND, INDIANA

FEBRUARY 18, 2000

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## 1.0 INTRODUCTION

Since 1968, the City of South Bend through the South Bend Redevelopment Commission has been actively involved in redevelopment planning and implementation for the Central Core of the City of South Bend. In 1985 it was recognized that three formerly individual redevelopment areas, the Central Downtown Urban Renewal Area, the East Bank Development Area and the Monroe Sample Development Area should be consolidated into a larger redevelopment area in order to realize the maximum redevelopment benefit for each area. This merged and expanded area was named the South Bend Central Development Area (SBCDA).

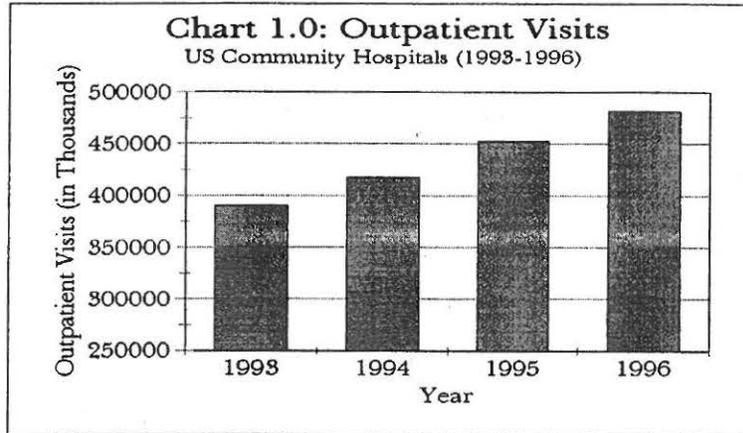
For the last fifteen years the SBCDA has served as a successful redevelopment district for the citizens of the City of South Bend. Since 1985 the SBCDA has seen over \$250 million of public and private investment. In 1999 alone, there was over \$ 20 million of public and private investment in the SBCDA. However, faced with an evolving real-estate market and fundamental changes in the delivery of Health Care in the United States, it was deemed necessary to once again revise the boundary of the SBCDA.

This amendment to the SBCDA will expand the boundary to include what will be called the Downtown Medical Services District (Expansion Area No.4, Resolution 1737). Like previously defined districts (Central Business District, East Bank, and Monroe Park) the Downtown Medical Services District has its own individuality but is interrelated to the success of the revitalization of the SBCDA due to its location, circulation patterns and most importantly land uses. In order to facilitate efficient and orderly growth between the existing SBCDA and the defined Downtown Medical Services District, it is essential that the necessary tools be put in place.

## 2.0 BACKGROUND AND PURPOSE

Over the past decade there have been significant changes in how health care providers in the United States deliver their services. Of particular relevance to this amendment to the SBCDA plan is the growing trend toward outpatient based service delivery.

On-going advances in technology and the ability to treat patients on an outpatient or day care basis are re-shaping the delivery of health-care. Procedures which formerly required a long-term stay in a hospital, can now be performed within a matter of hours in a clinic setting. Chart 1.0 demonstrates the increase in the number of outpatient visits in community hospitals in the United States between 1993 and 1996.



Source: Health Care Financing Review, Spring 98, Vol. 19 Issue 3, pg. 105

Local hospitals also face this growing trend in the health industry. Memorial Hospital, has seen a growth in outpatient surgery from 30 % of their total procedures in 1996, to 70% of their total procedures in 1999. Although licensed at a 526 bed capacity, the hospital presently staffs for only 300 patients per day.

This trend results in a shift in the type of physical facilities required for the delivery of service. The shorter term nature of outpatient visits results in an increased in the level of patient turnover. With the predominant reliance on automobiles for transportation there is a need for increased parking to serve the higher turnover rate. Faced with high costs associated with construction of parking facilities and the purchase of urban land, some health care providers are turning to opportunities on suburban greenfield sites where required land for development is readily available at a cheaper price.

Memorial Hospital, through their own long term planning, determined that it would be in their and the community's best interest to remain and grow in their current location. As a consequence of this long term commitment to their existing location and to the community, Memorial Hospital must face the reality of a changing health care industry, within a very growth restricted environment. As demonstrated in Map 17.5, the campus of Memorial Hospital is bordered by Leeper Park and the St. Joseph River to the North, the River Bend Historic Neighborhood to the East and an established residential neighborhood to the West. Limited growth opportunities exist to the South-East of their existing campus.

In such a confined environment, it is necessary for this important economic entity to be able to grow in an orderly and timely manner. By establishing the Downtown Medical Services District around the hospital, the City of South Bend through its

Redevelopment Commission will facilitate this necessary growth and development. Without this joint effort, Memorial would be limited in their ability to effectively plan, finance and implement a development strategy for the area, which benefits both the hospital and the community.

### 3.0 NEW BOUNDARIES FOR THE SBCDA

Identified below are the legal descriptions for Expansion Area No.4, and the expanded SBCDA. Section 17.0 provides maps which illustrate both the Expansion Area No.4 and the expanded SBCDA.

#### 3.1 Downtown Medical Services District Expansion Area No.4

A parcel of land being a part of the City of South Bend, Portage Township, St. Joseph County, Indiana and being more particularly described as follows:

Beginning at the intersection of the North right-of-way line of La Salle Avenue and the West right-of-way line of Lafayette Boulevard; thence North along the said West right- of-way line to the North right-of-way line of Park Lane projected West; thence East along said projected right-of-way line and the North right-of-way line of Park Lane to the East right-of-way line of Michigan Street; thence South along said East right-of-way line to the North right-of -way line of Bartlett Street; thence East along said North right- of-way line to the East right-of-way line of St. Joseph Street projected North; thence South along said projected line and the East right-of-way line of St. Joseph Street to the North right-of-way line of Marion Street; thence East along the said North right-of-way line and its projection to the East to the centerline of the St. Joseph River; thence Southwesterly along said centerline of the St. Joseph River to the South right-of-way line of Madison Street projected to the East; thence West along said projected line and the South right-of-way line of Madison Street to the West right-of-way line of Michigan Street; thence South along said West right-of-way line to the North right-of-way line of La Salle Avenue; thence West along said North right-of-way line of LaSalle Avenue to the place of beginning containing 78.15 acres.

#### 3.2 Expanded SBCDA

A parcel of land being a part of the City of South Bend, Portage Township, St. Joseph County, Indiana and being more particularly described as follows, viz:

Beginning at the point of intersection of the south right-of-way line of Sample Street with the west right-of-way line of Michigan Street; thence north along said west right-of-way line of Michigan Street to its intersection with the northerly line of the Conrail Railroad (formerly Penn Central) right-of-way; thence northwesterly along said northerly railroad right-of-way line to its intersection with the southerly projection of the west right-of-way line of Taylor Street; thence north along said

west right-of-way line to its intersection with the westerly projection of the north right-of-way line of vacated Monroe Street; thence east along the said projected right-of-way line to the intersection with the east right-of-way line of Taylor Street said point also being the southwest corner of lot 16, Block 7 of Vail's Southwest Addition to the City of South Bend; thence north along the said east right-of-way line to the intersection with the center line of the first 14-foot, vacated, alley lying north of vacated Monroe Street; thence east along the said center line to a point on the said center line that is 93.00 feet west of the east right-of-way line of Williams Street; thence south parallel with the west right-of-way line of Williams Street, 114.00 feet; thence east 93.00 feet to a point on the east right-of-way line of Williams Street, said point being 8.00 feet south of the southwest corner of lot 6, Block 8, of said Vail's Southwest Addition and the beginning of the vacated Williams Street to the south; thence north 8.00 feet along the east line of Williams Street to the said southwest corner of lot 6, Block 8; thence east along the south line of said lot 6, Block 8, to the southwest corner of lot 6, Block 8; thence southeasterly to a point on the east line of lot 31 of said Vail's Southwest Addition, said point being 25.00 feet north of the southeast corner of said lot 31; thence south along the east line of lot 31 to the north right-of-way line of vacated Monroe Street; thence east along the north right-of-way line of said vacated Monroe Street to its intersection with the southerly projection of the center line of the first 14 foot alley lying west of Lafayette Boulevard; thence north along said projection and the center line of said 14 foot alley to the south right-of-way line of Washington Street; thence west along said south right-of-way line to the east right-of-way line of Williams Street; thence north along said east right-of-way line to the north right-of-way line of Colfax Avenue; thence east along said north right-of-way line to the center line of the first 14 foot alley lying west of Lafayette Boulevard; thence north along said center line, in certain places being sometimes known as St. James Court, to the north right-of-way line of La Salle Avenue; thence east along said north right-of-way line to the West right-of-way line of Lafayette Boulevard; thence North along the said West right-of-way line to the North right-of-way line of Park Lane projected West; thence East along said projected right-of-way line and the North right-of-way line of Park Lane to the East right-of-way line of Michigan Street; thence South along said East right-of-way line to the North right-of-way line of Bartlett Street; thence East along said North right-of-way line to the East right-of-way line of St. Joseph Street projected North; thence South along said projected line and the East right-of-way line of St. Joseph Street to the North right-of-way line of Marion Street; thence East along the said North right-of-way line and its projection to the East to the centerline of the St. Joseph River; thence meandering northeasterly and northwesterly along said center line to the westerly projection of the south right-of-way line of Corby Street; thence east along said projection and the south right-of-way line of said Corby Street to the center line of the first 14 foot alley lying west of Hill Street; thence south along said center line to the north right-of-way line of Crescent Avenue; thence southeasterly to the point of intersection of the south right-of-way line of said Crescent Avenue with the center line of the first 14 foot alley lying west of said Hill Street; thence southeasterly, southwesterly and south along the center line of said alley to the center line of the first 14 foot alley lying north of Cedar Street; thence east along said center line to the center line of the first 14 foot alley lying east of Hill Street; thence south along said center line to the south right-of-way line of Jefferson Boulevard; thence east along said south right-of-way line to the east right-of-way line of St. Louis Boulevard; thence south along said east right-of-way line to the north right-of-way line of Wayne Street; thence east along said north right-

of-way line to the east right- of-way line of Notre Dame Avenue; thence south along said east right-of-way line to the east right-of-way line of Northside Boulevard; thence southeasterly along said east right-of-way line to the south right-of-way line of Sample Street; thence southwesterly along said south right-of-way line to the centerline of the St. Joseph River; thence meandering northwesterly along said centerline to the easterly projection of the southerly right-of-way line of Monroe Street; thence southwesterly along said projection and the southerly right-of-way line of Monroe Street to the easterly right-of-way line of Lincolnway East (U.S. Highway #933); thence southeasterly along said easterly right-of-way line to the south right-of-way line of Sample Street; thence west along said south right-of-way line to the place of beginning.

#### 4.0 DEVELOPMENT PLAN GOALS

The Development Plan Goals of the Development Plan for the SBCDA also serve as the Goals for the Downtown Medical Services District Expansion Area No.4.

#### 5.0 DEVELOPMENT PLAN OBJECTIVES

The following Development Plan Objectives have been established for the Downtown Medical Services District:

- I. To facilitate the timely and orderly growth of health care related uses located in Area L as shown on Map 17.4.
- II. To encourage development projects that complement development activities in the Central Business District.
- III. To facilitate necessary changes and/or improvements to the Transportation/Circulation system to best meet the needs of the health care related uses and the surrounding community.

To facilitate necessary changes and/or improvements to the area's infrastructure to best meet the needs of the health care related uses and the surrounding community.

- V. To facilitate private investment in the Transition Area, shown as Area P on Map 17.4, between the Downtown Medical Services District and the Central Business District.
- VI. To improve physical connection for pedestrians and increase movement of foot traffic between the Downtown Medical Services District and the Central Business District.

- VII. To encourage pedestrian connections between the health care related uses and surrounding parks and neighborhoods.
- VIII. To continue to ensure development which is compatible and complementary to adjacent parks, neighborhoods and non-health care related uses.
- IX. To co-ordinate parking plans in order to meet the needs of the Downtown Medical Services District Expansion Area No.4.

#### 6.0 TYPES OF PROPOSED REDEVELOPMENT ACTIVITIES

The types of proposed redevelopment activities will be consistent with the redevelopment activities presented in Section II.-E. of the SBCDA Development Plan.

#### 7.0 LAND USES

The Downtown Medical Services District is divided into five individual sub-areas. Outlined below are the proposed uses and functions to be encouraged within each sub-area. Section 17.0 provides a sub-area map which identifies the location of each of the sub-areas within the Downtown Medical Services District.

##### 7.1 Area L: Health Care Related Uses

The highest priority in this area will be to encourage orderly growth of the health care related uses. The designation of the area for health care related uses shall not restrict opportunities for uses that are complementary and compatible.

##### 7.2 Area M: Elementary School

This area is presently being used for the South Bend Community School Corporation's Madison Elementary School. This area will continue to be used as such.

##### 7.3 Area N: Multi Family Residential

This area is presently being utilized as a Multi Family Residential and will continue to be used as such.

##### 7.4 Area O: Fraternal, Civic Organization and Religious Uses

This area is presently being utilized by Fraternal, Civic Organization and Religious Uses. The area shall remain as such. Sharing of the surface parking lots located in this area is encouraged.

#### 7.5 Area P: Transition Area

The highest priority in this area shall be mixed use, commercial and office, which complements development activities in the Central Business District.

#### 8.0 TRANSPORTATION

The basic objective of the transportation plan will be the provision of a vehicular circulation system that will facilitate the free and safe flow of traffic into, through and around the area.

#### 9.0 PARKING

The Downtown Medical Services District shall be subject to the Parking Guidelines presented in Section III. -C. of the SBCDA Development Plan. Where appropriate, shared parking between uses is encouraged. Future parking plans should be coordinated in order to meet the needs of the Downtown Medical Services District. The construction of parking structures is also recommended.

#### 10.0 DESIGN REVIEW

The Downtown Medical Services District is not subject to the design review guidelines presented in Section IV. of the SBCDA Development Plan.

#### 11.0 LAND ACQUISITION

The Redevelopment Commission will be subject to the requirements regarding land acquisition and disposition identified in Section V. - A. of the SBCDA Development Plan.

#### 12.0 PROPERTY REHABILITATION

Section V. - B. of the SBCDA Development Plan shall apply to the Downtown Medical Services District.

#### 13.0 DEVELOPER'S OBLIGATION

Developer's are subject to the same obligations identified in Section V. - C. of the SBCDA Development Plan.

#### 14.0 STATUTORY AUTHORITY

This plan amendment is subject to the same statues identified in Section VI. of the SBCDA Development Plan.

#### 15.0 AMENDMENTS TO THE APPROVED DEVELOPMENT PLAN

Further amendments to the SBCDA Development Plan will be subject to the procedures identified in Section VII. of the SBCDA Development Plan.

#### 16.0 LIST OF PROPERTIES TO BE ACQUIRED

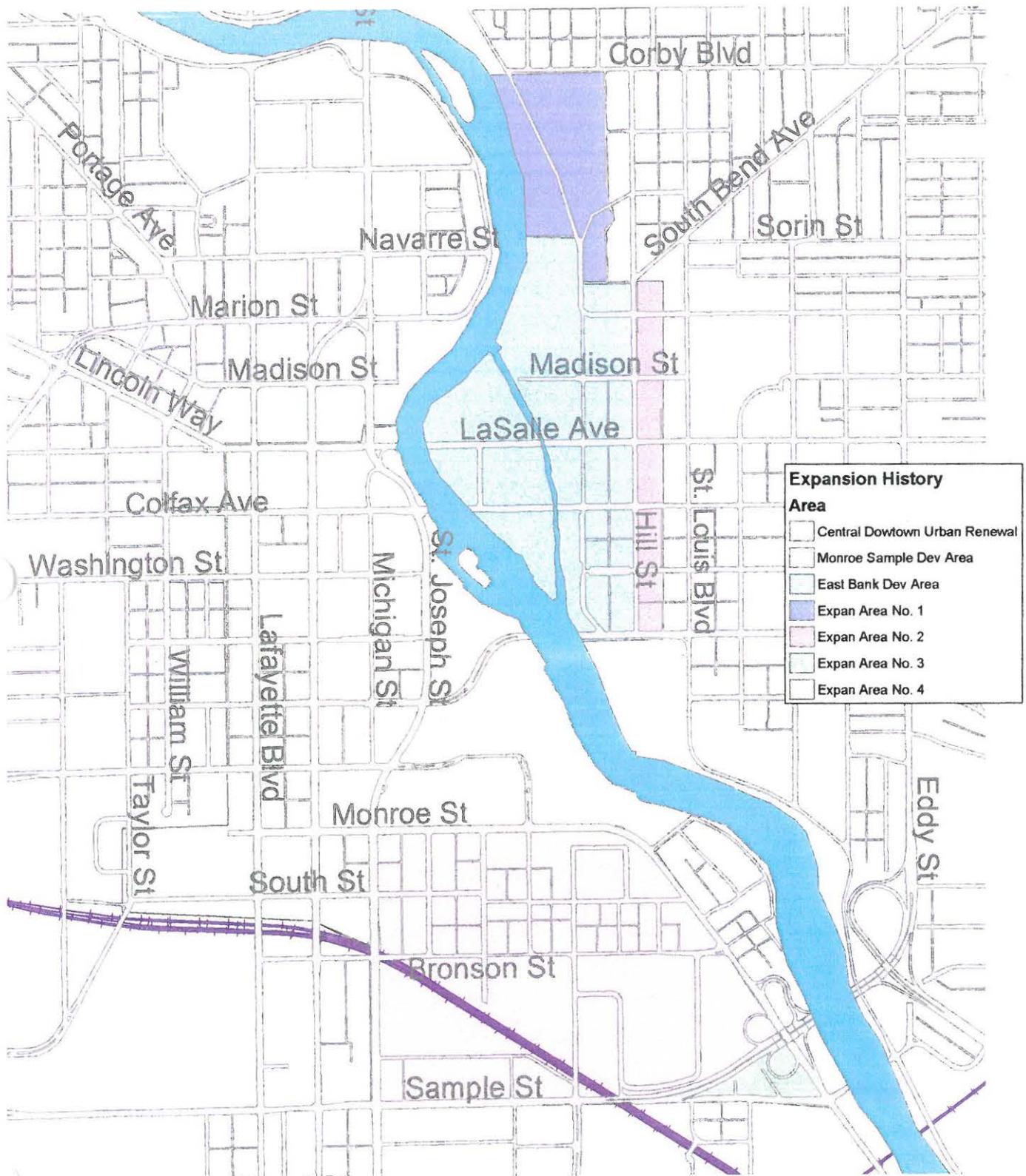
No properties are to be acquired as a component of this plan amendment.

#### 17.0 MAPS

Following are maps which identify the:

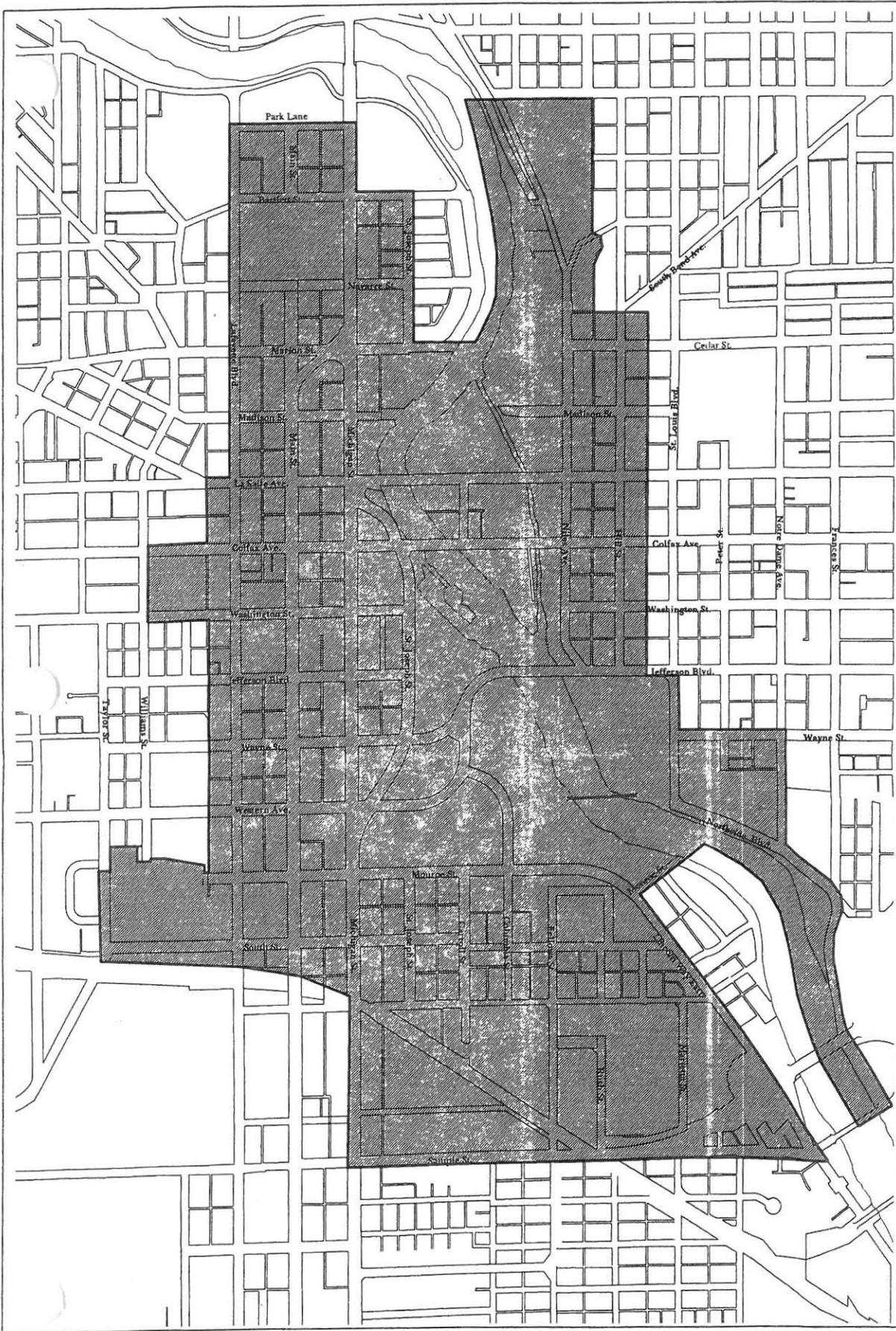
- 17.1 - Existing SBCDA and Expansion Area No.4;
- 17.2 - Expanded SBCDA;
- 17.3 - Downtown Medical Services Allocation Area;
- 17.4 - Downtown Medical Services District Land Uses;
- 17.5 - Memorial Hospital and Surroundings.

# South Bend Central Development Area



5-10-85





Map 17.2: Expanded SBCDA



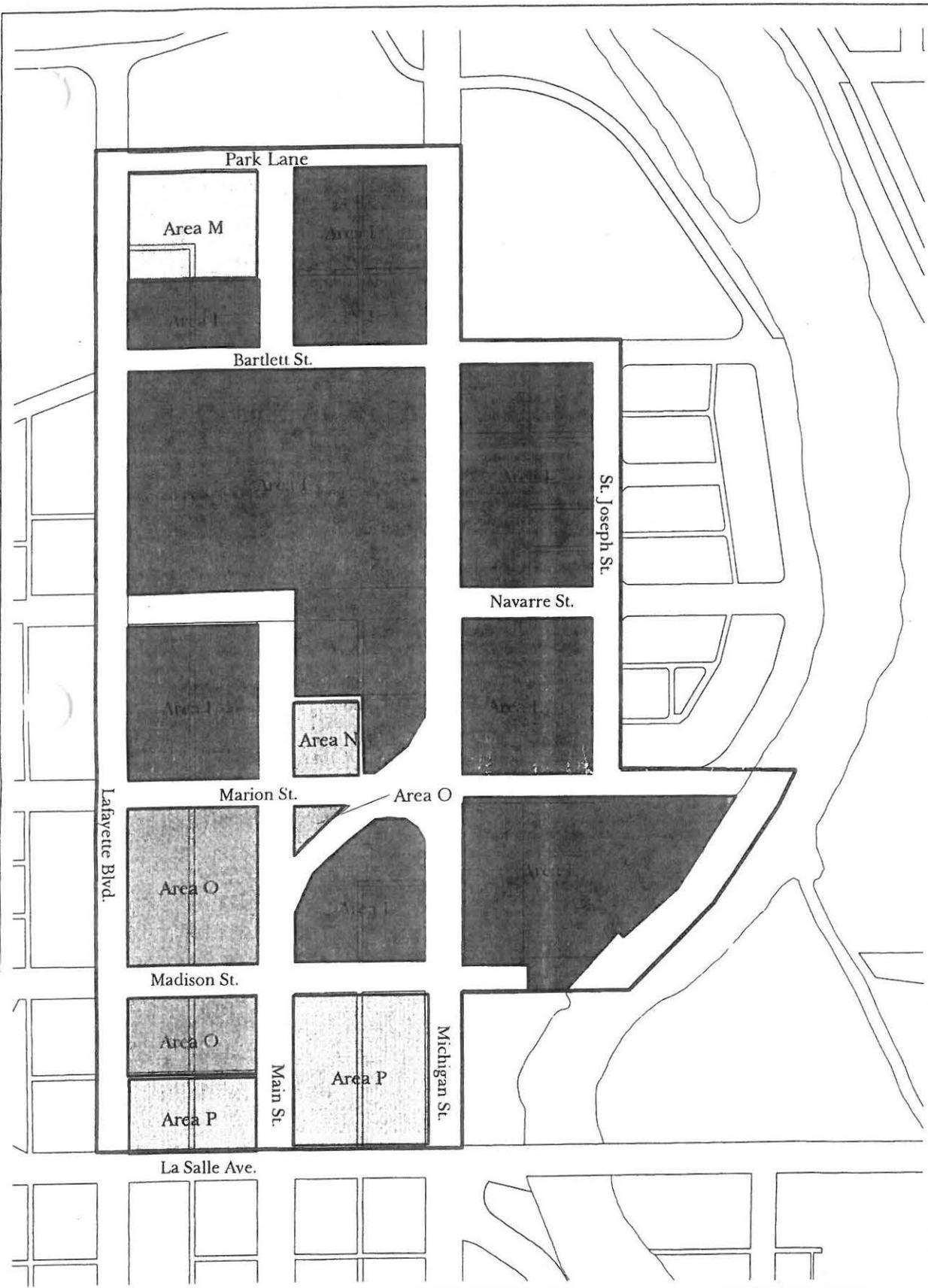
Not to Scale



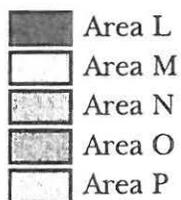
Map 17.3: Downtown Medical Services District Allocation Area



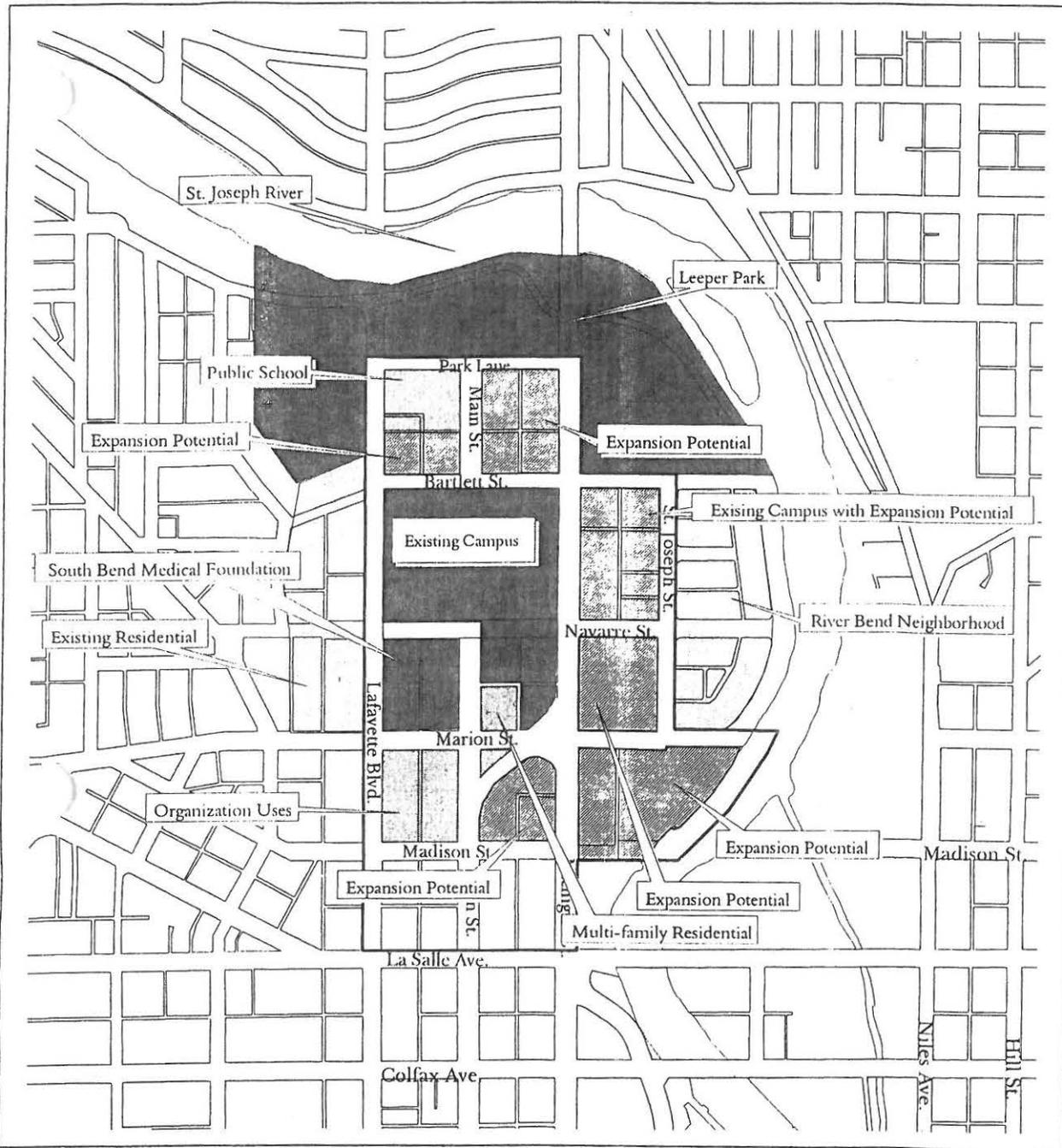
Not to Scale



Map 17.4: Downtown Medical  
Services District  
Land Uses



Not to Scale



Map 17.5: Memorial Hospital and Surroundings

-  Downtown Medical Services District
  -  Existing Campus with Expansion Potential
  -  Existing Campus
  -  Existing Residential
  -  Expansion Potential
  -  Leeper Park
  -  Multi-family Residential
  -  Fraternal, Civic Organization and Religious Uses
  -  Public School
  -  River Bend Neighborhood
  -  South Bend Medical Foundation
- 

Not to Scale

Resolution 2001: Exhibit "A"

AMENDMENT TO THE  
SOUTH BEND CENTRAL DEVELOPMENT AREA  
DEVELOPMENT PLAN

EXPANSION AREA NO. 5

STUDEBAKER MUSEUM

CITY OF SOUTH BEND REDEVELOPMENT COMMISSION

SOUTH BEND, INDIANA

October 3, 2003

## DESCRIPTION

Expansion Area No. 5 is currently in the West Washington-Chapin Development Area. The Expansion Area is being transferred to the South Bend Central Development Area in order to finance a planned development project in the area. The development project involves the construction of a new building for the Studebaker Museum. A bond will be issued for the South Bend Central Development Area that will finance among other projects the construction of the Studebaker Museum. The Museum is currently located in the Central Development Area. Although the present site was originally intended for construction of a new museum it has been determined that the new site next to the Center for History would be more beneficial to the Museum and also complement the Center for History. Locating the two museums next to each other will permit certain economies of scale in the form of shared staff and facilities. Also, being in close proximity to each other will permit the two museums to offer joint exhibits and programs. Finally, locating the two museums close together will complement and strengthen the attractiveness of each organization to their clients and customers allowing those customers to see a greater variety of exhibits in one visit. As a result, the City is considering other potential uses for the present site of the Museum that will further contribute to the goals and objectives of the Central Development Area Development Plan.

It is anticipated that the Museum will have a beneficial impact on the surrounding neighborhood by bringing new investment to that area. Also, the additional influx of museum customers will contribute to increased interest in the area for investment in both commercial activities and housing.

Expansion Area No. 5 only contains properties devoted to the Center for History and the properties to be acquired for the Studebaker Museum. Expansion Area No. 5 was already determined to be in a blighted area when it was incorporated into the West Washington-Chapin Development Area. That status remains unchanged. The Museum will be located on several parcels of land. The parcels are being acquired by the Museum in collaboration with the South Bend Heritage Foundation. At present it is intended that the land will be donated to the City. If necessary, the parcels will be added at a later date to the property acquisition list for the Central Development Area.

Plans call for the Studebaker Museum building to have three floors including a basement. It will contain approximately 49,000 square feet and hold approximately 115 cars but only 70 will be on display. The estimated construction cost is \$6.5 million.

## NEW BOUNDARIES FOR THE SBCDA

Identified below are the legal descriptions for Expansion Area No. 5 and the expanded SBCDA. A map showing the expanded area is attached at the end of this Amendment.

## EXPANSION AREA NO. 5

A parcel of land being a part of the City of South Bend, Portage Township, St. Joseph County, Indiana and being more particularly described as follows:

Beginning at the intersection of the East right-of-way line of Williams Street and the South right-of-way line of Washington Street; thence West along the said South right-of-way line to the East right-of-way line of Chapin Street; thence Westerly to a point located on the West right-of-way line of Chapin Street and 5 feet South of the South right-of-way line of Washington Street; thence South, a distance of 235 feet; thence West, a distance of 122.84 feet; thence South, a distance of 55 feet; thence West to the first North-South alley West of Chapin Street; thence South to a point 38.71 feet North of the North right-of-way line of Jefferson Boulevard; thence East to the West right-of-way line of Chapin Street; thence South to the North right-of-way line of Thomas Street; thence West along said North right-of-way line of Thomas Street to a point 105.58 feet East of the East right-of-way line of Laurel Street; thence North a distance of 67.25 feet; thence West, a distance of 105.58 feet to said East right-of-way line of Laurel Street; thence North along said East right-of-way line to a point 39.6 feet North of the North right-of-way line of Jefferson Boulevard; thence East to the West right-of-way line of the first North-South alley lying East of Laurel Street; thence North along said West right-of-way line to the North right-of-way line of the first East-West alley lying North of Jefferson Boulevard; thence West, a distance of 4 feet; thence North, a distance of 295 feet to the South right-of-way line of Washington Street; thence East along said South right-of-way line to the West right-of-way line of Chapin Street; thence North to the North right-of-way line of Washington Street; thence East along said North right-of-way line to the East right-of-way line of Williams Street; thence South to the place of beginning containing 9.97 acres more or less.

## EXPANDED SBCDA

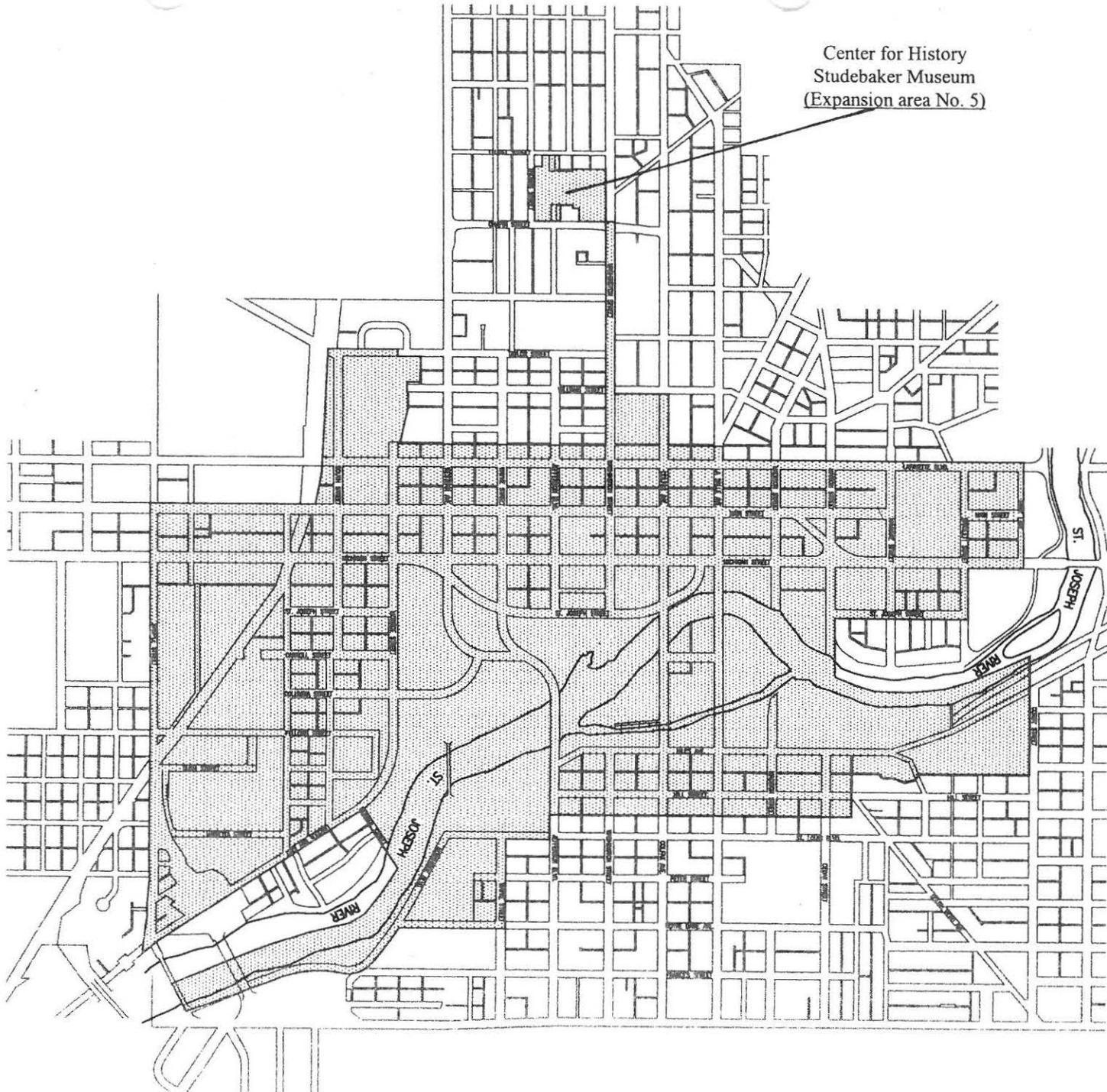
A parcel of land being a part of the City of South Bend, Portage Township, St. Joseph County, Indiana and being more particularly described as follows:

Beginning at the point of intersection of the South right-of-way line of Sample Street with the West right-of-way line of Michigan Street; thence North along said West right-of-way line of Michigan Street to its intersection with the Northerly line of the Conrail Railroad (formerly Penn Central) right-of-way; thence Northwesterly along said Northerly railroad right-of-way line to its intersection with the Southerly projection of the West right-of-way line of Taylor Street; thence North along said West right-of-way line to its intersection with the Westerly projection of the North right-of-way line of vacated Monroe Street;

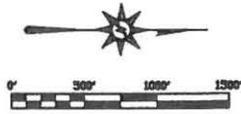
thence East along the said projected right-of-way line to the intersection with the East right-of-way line of Taylor Street said point also being the Southwest corner of Lot 16, Block 7 of Vail's Southwest Addition to the City of South Bend; thence North along the said East right-of-way line to the intersection with the center line of the first 14-foot vacated alley lying North of vacated Monroe Street; thence East along the said center line to a point on the said center line that is 93.00 feet west of the East right-of-way line of Williams Street; thence South parallel with the West right-of-way line of Williams Street, 114.00 feet; thence East 93.00 feet to a point on the East right-of-way line of Williams Street, said point being 8.00 feet South of the Southwest corner of Lot 6, Block 8, of said Vail's Southwest Addition and the beginning of the vacated Williams Street to the South; thence North 8.00 feet along the East line of Williams Street to the said Southwest corner of Lot 6, Block 8; thence East along the South line of said Lot 6, Block 8, to the Southwest corner of Lot 6, Block 8; thence Southeasterly to a point on the East line of Lot 31 of said Vail's Southwest Addition, said point being 25.00 feet North of the Southeast corner of said Lot 31; thence South along the East line of Lot 31 to the North right-of-way line of vacated Monroe Street; thence East along the North right-of-way line of said vacated Monroe Street to its intersection with the Southerly projection of the center line of the first 14 foot alley lying West of Lafayette Boulevard; thence North along said projection and the center line of said 14 foot alley to the South right-of-way line of Washington Street; thence West along said South right-of-way line to the East right-of-way line of Chapin Street; thence Westerly to a point located on the West right-of-way line of Chapin Street and 5 feet South of the South right-of-way line of Washington Street; thence South, a distance of 235 feet; thence West, a distance of 122.84 feet; thence South, a distance of 55 feet; thence West to the first North-South alley West of Chapin Street; thence South to a point 38.71 feet North of the North right-of-way line of Jefferson Boulevard; thence East to the West right-of-way line of Chapin Street; thence South to the North right-of-way line of Thomas Street; thence West along said North right-of-way line of Thomas Street to a point 105.58 feet East of the East right-of-way line of Laurel Street; thence North a distance of 67.25 feet; thence West, a distance of 105.58 feet to said East right-of-way line of Laurel Street; thence North along said East right-of-way line to a point 39.6 feet North of the North right-of-way line of Jefferson Boulevard; thence East to the West right-of-way line of the first North-South alley lying East of Laurel Street; thence North along said West right-of-way line to the North right-of-way line of the first East-West alley lying North of Jefferson Boulevard; thence West, a distance of 4 feet; thence North, a distance of 295 feet to the South right-of-way line of Washington Street; thence East along said South right-of-way line to the West right-of-way line of Chapin Street; thence North to the North right-of-way line of Washington Street; thence East along said North right-of-way line to the East right-of-way line of Williams Street; thence North along said East right-of-way line to the North right-of-way line of Colfax Avenue; thence East along said North right-of-way line to the center line of the first 14 foot alley lying West of Lafayette Boulevard; thence North along said center line, in certain places being sometimes known as St. James Court, to the North right-of-way line of La Salle Avenue; thence East along said North right-of-way line to the West

right-of-way line of Lafayette Boulevard; thence North along the said West right-of-way line to the North right-of-way line of Park Lane projected West; thence East along said projected right-of-way line and the North right-of-way line of Park Lane to the East right-of-way line of Michigan Street; thence South along said East right-of-way line to the North right-of-way line of Bartlett Street; thence East along said North right-of-way line to the East right-of-way line of St. Joseph Street projected North; thence South along said projected line and the East right-of-way line of St. Joseph Street to the North right-of-way line of Marion Street; thence East along the said North right-of-way line and its projection to the East to the centerline of the St. Joseph River; thence meandering Northeasterly and Northwesterly along said center line to the Westerly projection of the South right-of-way line of Corby Street; thence East along said projection and the South right-of-way line of said Corby Street to the center line of the first 14 foot alley lying West of Hill Street; thence South along said center line to the North right-of-way line of Crescent Avenue; thence Southeasterly to the point of intersection of the South right-of-way line of said Crescent Avenue with the center line of the first 14 foot alley lying West of said Hill Street; thence Southeasterly, Southwesterly and South along the center line of said alley to the center line of the first 14 foot alley lying North of Cedar Street; thence East along said center line to the center line of the first 14 foot alley lying East of Hill Street; thence South along said centerline to the South right-of-way line of Jefferson Boulevard; thence East along said South right-of-way line to the East right-of-way line of St Louis Boulevard; thence South along said East right-of-way line to the North right-of-way line of Wayne Street; thence East along said North right-of-way line of Wayne Street to the East right-of-way line of Notre Dame Avenue; thence South along said East right-of-way line to the Northeasterly right-of-way line of Northside Boulevard; thence Southeasterly along said Northeasterly right-of-way line to the South right-of-way line of Sample Street; thence Southwesterly along said South right-of-way line to the centerline of the St. Joseph River; thence meandering Northwesterly along said centerline to the Easterly projection of the Southerly right-of-way line of Monroe Street; thence Southwesterly along said projection and the Southerly right-of-way line of Monroe Street to the Easterly right-of-way line of Lincolnway East (U.S. Highway #933); thence Southeasterly along said Easterly right-of-way line to the South right-of-way line of Sample Street; thence West along said South right-of-way line to the place of beginning containing 644.3 acres more or less.

# SRCDA BOUNDARY - EXPANSION 5



Center for History  
Studebaker Museum  
(Expansion area No. 5)



<b>LA</b>	Lang, Fooney & Associates, Inc.	
	718 S. Michigan Street South Bend, Indiana 46801 Phone (874) 233-1841	
Land Surveyors • Soil Scientists		
Scale 1" = 500'	Drawn [initials]	
Date 02-01-83	Job Name 00000.dwg	
File	Job No. 102-81	

Resolution 2014: Exhibit "A"

AMENDMENT TO THE  
SOUTH BEND CENTRAL DEVELOPMENT AREA  
DEVELOPMENT PLAN

EXPANSION AREA NO. 6

CITY OF SOUTH BEND REDEVELOPMENT COMMISSION  
SOUTH BEND, INDIANA

December 19, 2003

The purpose and intent of the expansion, merger and concomitant plan is to develop a positive synergism within the South Bend Central Development Area by ensuring that all three sub areas work together. The aim is to complement, not compete. The land uses, circulation systems, public facilities, urban design, public improvements and market strategies contained in each separate development plan have been assessed, revised, and brought together into one integrated and comprehensive development area, plan and implementation program

#### B. Boundaries of the South Bend Central Development Area

Beginning at the point of intersection of the South right-of-way line of Sample Street with the West right-of-way line of Michigan Street; thence North along said West right-of-way line of Michigan Street to its intersection with the Northerly line of the Conrail Railroad (formerly Penn Central) right-of-way; thence Northwesterly along said Northerly railroad right-of-way line to its intersection with the Southerly projection of the West right-of-way line of Taylor Street; thence North along said West right-of-way line to its intersection with the Westerly projection of the North right-of-way line of vacated Monroe Street; thence East along the said projected right-of-way line to the intersection with the East right-of-way line of Taylor Street said point also being the Southwest corner of Lot 16, Block 7 of Vail's Southwest Addition to the City of South Bend; thence North along the said East right-of-way line to the intersection with the center line of the first 14-foot vacated alley lying North of vacated Monroe Street; thence East along the said center line to a point on the said center line that is 93.00 feet west of the East right-of-way line of Williams Street; thence South parallel with the West right-of-way line of Williams Street, 114.00 feet; thence East 93.00 feet to a point on the East right-of-way line of Williams Street, said point being 8.00 feet South of the Southwest corner of Lot 6, Block 8, of said Vail's Southwest Addition and the beginning of the vacated Williams Street to the South; thence North 8.00 feet along the East line of Williams Street to the said Southwest corner of Lot 6, Block 8; thence East along the South line of said Lot 6, Block 8, to the Southwest corner of Lot 6, Block 8; thence Southeasterly to a point on the East line of Lot 31 of said Vail's Southwest Addition, said point being 25.00 feet North of the Southeast corner of said Lot 31; thence South along the East line of Lot 31 to the North right-of-way line of vacated Monroe Street; thence East along the North right-of-way line of said vacated Monroe Street to its intersection with the Southerly projection of the center line of the first 14 foot alley lying West of Lafayette Boulevard; thence North along said projection and the center line of said 14 foot alley to the South right-of-way line of Washington Street; thence West along said South right-of-way line to the East right-of-way line of Chapin Street; thence Westerly to a point located on the West right-of-way line of Chapin Street and 5 feet South of the South right-of-way line of Washington Street; thence South, a distance of 235 feet; thence West, a distance of 122.84 feet; thence South, a distance of 55 feet; thence West to the first North-South alley West of Chapin Street; thence South to a point 38.71 feet North of the North right-of-way line of Jefferson Boulevard; thence East to the West right-of-way line of Chapin Street; thence South to the North right-of-way line of Thomas Street; thence West along said North right-of-way line of Thomas Street to a point 105.58 feet East of the East right-of-way line of Laurel Street; thence North a distance of 67.25 feet; thence West, a distance of 105.58 feet to said East right-of-way line of Laurel Street; thence North along said East right-of-way line to a point 39.6 feet North of the North right-of-way line of Jefferson Boulevard; thence East to the West right-of-way line of the first North-South alley lying East of Laurel Street; thence North along said West right-of-way line to the North right-of-way line of the first East-West alley lying North of Jefferson Boulevard; thence West, a distance of 4 feet; thence North, a distance of 295 feet to the South right-of-way line of Washington Street; thence East along said South right-of-way line to the West right-of-way line of Chapin Street; thence North to the North right-of-way line of Washington Street; thence East along said North right-of-way line to the East right-of-way line of Williams Street; thence North along said East right-of-way line to the North right-of-way line of Colfax Avenue; thence East along said North right-of-

way line to the center line of the first 14 foot alley lying West of Lafayette Boulevard; thence North along said center line, in certain places being sometimes known as St. James Court, to the North right-of-way line of La Salle Avenue; thence East along said North right-of-way line to the West right-of-way line of Lafayette Boulevard; thence North along the said West right-of-way line to the North right-of-way line of Park Lane projected West; thence East along said projected right-of-way line and the North right-of-way line of Park Lane to the East right-of-way line of Michigan Street; thence South along said East right-of-way line to the North right-of-way line of Bartlett Street; thence East along said North right-of-way line to the East right-of-way line of St. Joseph Street projected North; thence continuing East along said North right-of-way line to the centerline of the St. Joseph River, thence North along said centerline of the St. Joseph River to the centerline of Corby Street project West; thence East along said centerline and its projection west to a point 120 feet West of the first North-South alley East of Niles Avenue projected North; thence South to the South right-of-way line of Corby Street; thence West along said South right-of-way line and its projection West to the East shore of the St. Joseph River; thence Southerly along said East shore to the intersection of the Southerly right-of-way line of Bartlett Street projected East; thence West along said South right-of-way line and its projection East to the East right-of-way line of St. Joseph Street; thence South along said East right-of-way line of St. Joseph Street to the North right-of-way line of Marion Street; thence East along the said North right-of-way line and its projection to the East to the centerline of the St. Joseph River; thence meandering Northeasterly and Northwesterly along said center line to the Westerly projection of the South right-of-way line of Corby Street; thence East along said projection and the South right-of-way line of said Corby Street to the center line of the first 14 foot alley lying West of Hill Street; thence South along said center line to the North right-of-way line of Crescent Avenue; thence Southeasterly to the point of intersection of the South right-of-way line of said Crescent Avenue with the center line of the first 14 foot alley lying West of said Hill Street; thence Southeasterly, Southwesterly and South along the center line of said alley to the center line of the first 14 foot alley lying North of Cedar Street; thence East along said center line to the center line of the first 14 foot alley lying East of Hill Street; thence South along said centerline to the South right-of-way line of Jefferson Boulevard; thence East along said South right-of-way line to the East right-of-way line of St Louis Boulevard; thence South along said East right-of-way line to the North right-of-way line of Wayne Street; thence East along said North right-of-way line of Wayne Street to the East right-of-way line of Notre Dame Avenue; thence South along said East right-of-way line to the Northeasterly right-of-way line of Northside Boulevard; thence Southeasterly along said Northeasterly right-of-way line to the South right-of-way line of Sample Street; thence Southwesterly along said South right-of-way line to the centerline of the St. Joseph River; thence meandering Northwesterly along said centerline to the Easterly projection of the Southerly right-of-way line of Monroe Street; thence Southwesterly along said projection and the Southerly right-of-way line of Monroe Street to the Easterly right-of-way line of Lincolnway East (U.S. Highway #933); thence Southeasterly along said Easterly right-of-way line to the South right-of-way line of Sample Street; thence West along said South right-of-way line to the place of beginning containing 647.54 acres more or less.

C. Development Plan Goals

The overall goal for the Area is to achieve the economic revitalization and physical redevelopment of the Area as an attractive, exciting, unique and viable urban center for people, businesses, and institutions. Related to this goal are various sub-goals:

1. To make the Area a multi-use regional center for North Central Indiana and South Central Michigan for business and consumer services, specialty retail, governmental and medical services, cultural, entertainment, recreational, and convention uses.
2. To strengthen the residential component of the Area by increasing the number

and type of middle income housing units.

3. To increase the level of private investment and reinvestment in the Area.
4. To increase both the personal and real property tax base within the Area.
5. To retain and increase jobs within the Area by retaining and attracting both consumer service, business service and light industrial uses.
6. To increase the functions and facilities within the Area to make it an attractive and competitive area for living, working, and recreation.
7. To enhance and strengthen the various linkages between the Central Business District, East Bank and Monroe Park.
8. To create the physical and organizational environment that will facilitate and enhance the phase-in of private resources and the phase-out of extraordinary public investment.
9. To make the old and new buildings, facilities, and public improvements work together to enhance the uniqueness and attractiveness of the Area.

Resolution 2015: Exhibit "A"

AMENDMENT TO THE  
SOUTH BEND CENTRAL DEVELOPMENT AREA  
DEVELOPMENT PLAN

REDUCTION AREA NO. 1

CITY OF SOUTH BEND REDEVELOPMENT COMMISSION  
SOUTH BEND, INDIANA

December 19, 2003

The purpose and intent of the expansion, merger and concomitant plan is to develop a positive synergism within the South Bend Central Development Area by ensuring that all three sub areas work together. The aim is to complement, not compete. The land uses, circulation systems, public facilities, urban design, public improvements and market strategies contained in each separate development plan have been assessed, revised, and brought together into one integrated and comprehensive development area, plan and implementation program

B. Boundaries of the South Bend Central Development Area

Beginning at the point of intersection of the South right-of-way line of Sample Street with the West right-of-way line of Michigan Street; thence North along said West right-of-way line of Michigan Street to its intersection with the Northerly line of the Conrail Railroad (formerly Penn Central) right-of-way; thence Northwesterly along said Northerly railroad right-of-way line to its intersection with the Southerly projection of the West right-of-way line of Taylor Street; thence North along said West right-of-way line to its intersection with the Westerly projection of the North right-of-way line of vacated Monroe Street; thence East along the said projected right-of-way line to the intersection with the East right-of-way line of Taylor Street said point also being the Southwest corner of Lot 16, Block 7 of Vail's Southwest Addition to the City of South Bend; thence North along the said East right-of-way line to the intersection with the center line of the first 14-foot vacated alley lying North of vacated Monroe Street; thence East along the said center line to a point on the said center line that is 93.00 feet west of the East right-of-way line of Williams Street; thence South parallel with the West right-of-way line of Williams Street, 114.00 feet; thence East 93.00 feet to a point on the East right-of-way line of Williams Street, said point being 8.00 feet South of the Southwest corner of Lot 6, Block 8, of said Vail's Southwest Addition and the beginning of the vacated Williams Street to the South; thence North 8.00 feet along the East line of Williams Street to the said Southwest corner of Lot 6, Block 8; thence East along the South line of said Lot 6, Block 8, to the Southwest corner of Lot 6, Block 8; thence Southeasterly to a point on the East line of Lot 31 of said Vail's Southwest Addition, said point being 22.00 feet North of the Southeast corner of said Lot 31; thence South along the East line of Lot 31 to the North right-of-way line of Monroe Street; thence East along the North right-of-way line of said Monroe Street to its intersection with the centerline of the first 14 foot alley lying West of Lafayette Boulevard; thence North along said centerline of said 14 foot alley to the South right-of-way line of Washington Street; thence West along said South right-of-way line to the East right-of-way line of Chapin Street; thence Westerly to a point located on the West right-of-way line of Chapin Street and 5 feet South of the South right-of-way line of Washington Street; thence South, a distance of 235 feet; thence West, a distance of 122.84 feet; thence South, a distance of 55 feet; thence West to the first North-South alley West of Chapin Street; thence South to a point 38.71 feet North of the North right-of-way line of Jefferson Boulevard; thence East to the West right-of-way line of Chapin Street; thence South to the North right-of-way line of Thomas Street; thence West along said North right-of-way line of Thomas Street to a point 105.58 feet East of the East right-of-way line of Laurel Street; thence North a distance of 67.25 feet; thence West, a distance of 105.58 feet to said East right-of-way line of Laurel Street; thence North along said East right-of-way line to a point 39.6 feet North of the North right-of-way line of Jefferson Boulevard; thence East to the West right-of-way line of the first North-South alley lying East of Laurel Street; thence North along said West right-of-way line to the North right-of-way line of the first East-West alley lying North of Jefferson Boulevard; thence West, a distance of 4 feet; thence North, a distance of 295 feet to the South

right-of-way line of Washington Street; thence East along said South right-of-way line to the West right-of-way line of Chapin Street; thence North to the North right-of-way line of Washington Street; thence East along said North right-of-way line to the East right-of-way line of Williams Street; thence North along said East right-of-way line to the North right-of-way line of Colfax Avenue; thence East along said North right-of-way line to the center line of the first 14 foot alley lying West of Lafayette Boulevard; thence North along said centerline, in certain places being sometimes known as St. James Court, to the North right-of-way line of La Salle Avenue; thence East along said North right-of-way line to the West right-of-way line of Lafayette Boulevard; thence North along the said West right-of-way line to the North right-of-way line of Park Lane projected West; thence East along said projected right-of-way line and the North right-of-way line of Park Lane to the East right-of-way line of Michigan Street; thence South along said East right-of-way line to the North right-of-way line of Bartlett Street; thence East along said North right-of-way line to the centerline of the St. Joseph River, thence North along said centerline of the St. Joseph River to the centerline of Corby Street project West; thence East along said centerline and its projection west to a point 120 feet West of the first North-South alley East of Niles Avenue projected North; thence South, to a point 150 feet South of the South right-of-way line of Corby Street; thence East parallel with said South right-of-way line to the West right-of-way line of said first North-South alley East of Niles Avenue; thence South along said West right-of-way line, a distance of 222 feet; thence Southwesterly, a distance of 260.82 feet; thence Northwesterly, a distance of 85 feet; thence Southwesterly, a distance of 222 feet to the Northeasterly right-of-way line of Niles Avenue; thence Northwesterly along said right-of-way line, a distance of 312 feet; thence Northeasterly, a distance of 199.95 feet; thence Northerly, a distance of 141.54 feet to a point 378.66 feet West of said first North-South alley East of Niles Avenue also on the South right-of-way line of Corby Street; thence West along said South right-of-way line and its projection West to the East shore of the St. Joseph River; thence Southerly along said East shore to the intersection of the Southerly right-of-way line of Bartlett Street projected East; thence West along said projection and the South right-of-way line of Bartlett Street to the East right-of-way line of St. Joseph Street; thence South along said East right-of-way line of St. Joseph Street to the North right-of-way line of Marion Street; thence East along the said North right-of-way line and its projection to the East to the centerline of the St. Joseph River; thence Southwesterly along said centerline of said St. Joseph River to the intersection of the centerline of the St. Joseph River and the centerline of the East Race; thence Southeasterly along said centerline of the East Race to the centerline of LaSalle Avenue; thence East along said centerline of LaSalle Avenue to a point 110 feet West of the West right-of-way line of Niles Avenue; thence North 159.25 feet; thence East 110 feet to the West right-of-way line of said Niles Avenue; thence Easterly to the Northwest corner of Lot 71 in the Original Town of Lowell; thence East along the North line of said Lot 71 to the centerline of the first North-South alley East of Niles Avenue; thence North along said centerline of said Alley to the centerline of Madison Street; thence East along said centerline to the centerline of Hill Street; thence South along said centerline to the centerline of LaSalle Street; thence East along said centerline to the centerline of the first 14 foot alley lying East of Hill Street; thence South along said centerline to the South right-of-way line of Jefferson Boulevard; thence East along said South right-of-way line to the East right-of-way line of St Louis Boulevard; thence South along said East right-of-way line to the North right-of-way line of Wayne Street; thence East along said North right-of-way line of Wayne Street to the East right-of-way line of Notre Dame Avenue; thence South along said East right-of-way line to the Northeasterly right-of-way line of Northside Boulevard; thence Southeasterly along said Northeasterly right-of-way line to the

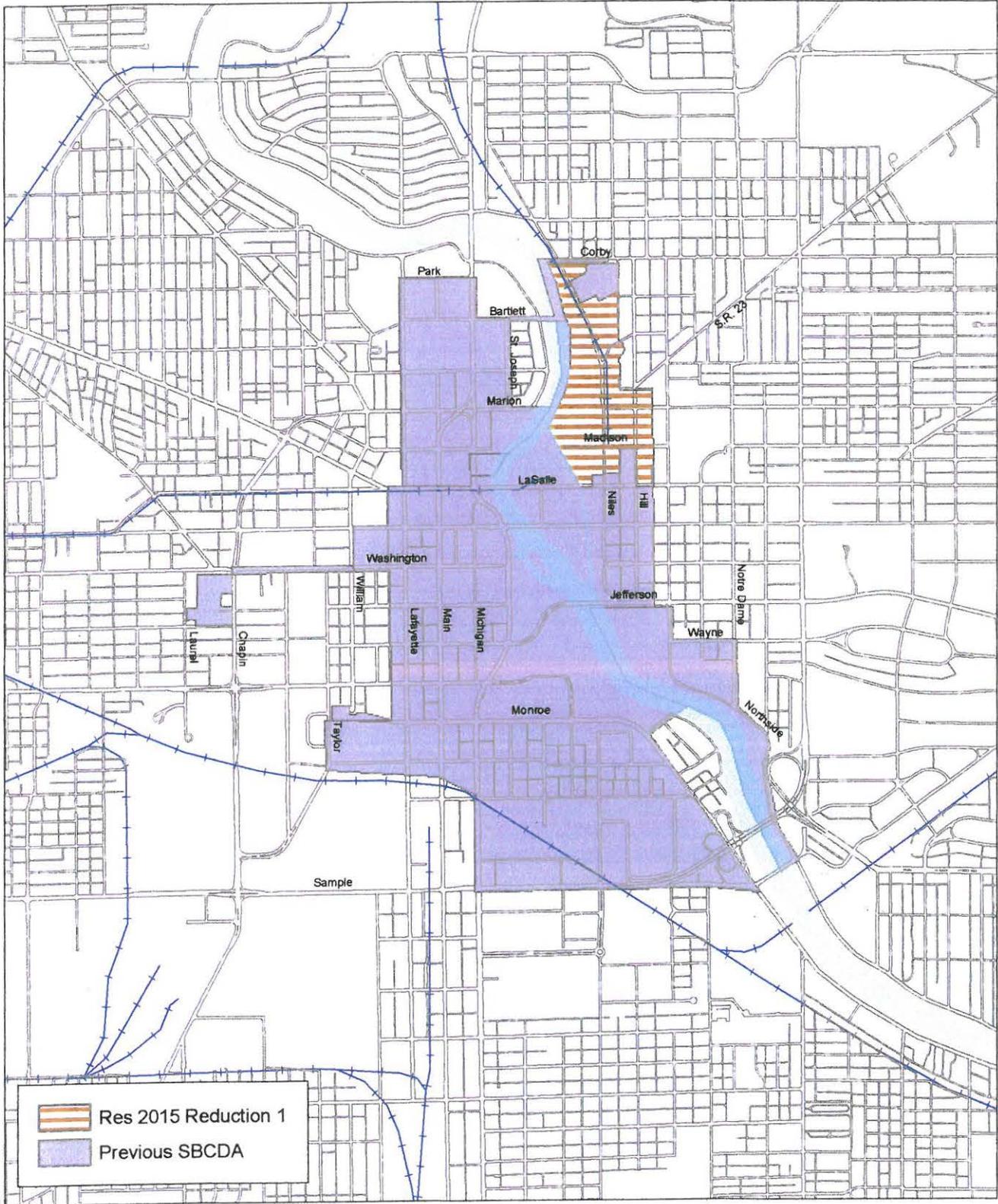
South right-of-way line of Sample Street; thence Southwesterly along said South right-of-way line to the centerline of the St. Joseph River; thence meandering Northwesterly along said centerline to the Easterly projection of the Southerly right-of-way line of Monroe Street; thence Southwesterly along said projection and the Southerly right-of-way line of Monroe Street to the Easterly right-of-way line of Lincolnway East (U.S. Highway #933); thence Southeasterly along said Easterly right-of-way line to the South right-of-way line of Sample Street; thence West along said South right-of-way line to the place of beginning containing 577.17 acres more or less.

### C. Development Plan Goals

The overall goal for the Area is to achieve the economic revitalization and physical redevelopment of the Area as an attractive, exciting, unique and viable urban center for people, businesses, and institutions. Related to this goal are various sub-goals:

1. To make the Area a multi-use regional center for North Central Indiana and South Central Michigan for business and consumer services, specialty retail, governmental and medical services, cultural, entertainment, recreational, and convention uses
2. To strengthen the residential component of the Area by increasing the number and type of middle income housing units
3. To increase the level of private investment and reinvestment in the Area
4. To increase both the personal and real property tax base within the Area
5. To retain and increase jobs within the Area by retaining and attracting both consumer service, business service and light industrial uses
6. To increase the functions and facilities within the Area to make it an attractive and competitive area for living, working, and recreation
7. To enhance and strengthen the various linkages between the Central Business District, East Bank and Monroe Park
8. To create the physical and organizational environment that will facilitate and enhance the phase-in of private resources and the phase-out of extraordinary public investment
9. To make the old and new buildings, facilities, and public improvements work together to enhance the uniqueness and attractiveness of the Area

**Resolution No. 2015  
Reduction Area No. 1  
South Bend Central Development Area**



	Res 2015 Reduction 1
	Previous SBCDA



Prepared by:  
South Bend Department of  
Community & Economic Development  
2/15/04

Resolution 2105: Exhibit "A"

AMENDMENT TO THE  
SOUTH BEND CENTRAL DEVELOPMENT AREA  
DEVELOPMENT PLAN

EXPANSION AREA NO. 7

CITY OF SOUTH BEND REDEVELOPMENT COMMISSION

SOUTH BEND, INDIANA

November 5, 2004

## 1.0 INTRODUCTION

Considerable economic growth is occurring at the east central boundary of the Development Area. Further economic growth will be stifled if room for development is not approached in an integrated and coordinated fashion. In order to assure that such growth occurs it is necessary to expand the eastern boundary of the Development Area. The area to be included as Expansion Area No. 7 contains several parcels that are vacant and others that contain residences, rental housing, surface parking lots, offices and commercial/light industrial activities. Expansion Area No. 7 consists of a total of 15 property parcels. Inclusion of the parcels in the Development Plan will permit development to grow along the eastern border in an orderly fashion and in a timely manner. Not including Expansion Area No. 7 in the Development Area could force entities in the Development Area to look elsewhere outside the Area. This, in turn, would negatively impact efforts by the City and the Commission to achieve the goals and objectives of the Development Plan.

## 2.0 DEVELOPMENT PLAN GOALS/DEVELOPMENT PLAN OBJECTIVES

The goals and objectives as described in the South Bend Central Development Area Development Plan as amended will be followed in Expansion Area No. 7. More specifically the Development Plan Objectives as listed for the East Bank shall be applied to Expansion Area No. 7.

## 3.0 OTHER PROVISIONS AND REQUIREMENTS OF THE DEVELOPMENT PLAN

Expansion Area No. 7 shall be included as part of Area G as described in Sub-section III.A.2.b of the Development Plan. All other provisions and requirements of the Development Plan shall be followed. Any deviations or exceptions where permitted within the Development Plan will be approved by the Redevelopment Commission.

## 4.0 LIST OF PROPERTIES TO BE ACQUIRED

A list of properties to be acquired as a component of this plan amendment is contained in Attachment I to this Exhibit.

## 5.0 NEW BOUNDARY DESCRIPTION AND MAPS FOR THE DEVELOPMENT AREA

The pages contained in Attachment II to this Exhibit hereby replace pages 7 and 8 of the Development Plan as amended by Resolutions 2014 and 2015, both adopted on December 19, 2003.

Resolution 2105: EXHIBIT "A"

ATTACHMENT I

AMENDMENT TO THE  
SOUTH BEND CENTRAL DEVELOPMENT AREA  
DEVELOPMENT PLAN

EXPANSION AREA NO. 7

CITY OF SOUTH BEND REDEVELOPMENT COMMISSION

SOUTH BEND, INDIANA

November 5, 2004

EXHIBIT A

Attachment I

RESOLUTION 2105

Tax Key Number

18-5011-0338

Property Address

112 S. St. Louis St.

Owner's Name

City of South Bend

Resolution 2105: EXHIBIT "A"

ATTACHMENT II

AMENDMENT TO THE  
SOUTH BEND CENTRAL DEVELOPMENT AREA  
DEVELOPMENT PLAN

EXPANSION AREA NO. 7

CITY OF SOUTH BEND REDEVELOPMENT COMMISSION

SOUTH BEND, INDIANA

November 5, 2004







## East Bank Village Master Plan – Phase 1

June 10, 2008

## project narrative: the river and the race

The East Race area of South Bend has the potential to become a strong, vibrant, urban neighborhood with an exciting mix of live-play uses that will be attractive to recent college graduates, young couples, retirees and the technology and arts communities. Located east of the St. Joseph River and incorporating the historic East Race of the River, the neighborhood is poised for private and public sector investment and development.

The East Race area would greatly benefit from having its own unique identity and should be re-named – “The East Bank Village”. This branding of the neighborhood has exciting potential and should strengthen its identity as being independent of the Central Business District.

The importance of the River and the East Race to the development of The East Bank Village can not be understated. Rivers have been, and continue to be, the focal points for the redevelopment in urban centers across the country. The plan recommends the regular use of the East Race as a recreational waterway and a regularly promoted public place to visit. Both professional kayaking races and recreational users should be encouraged to use the Race and the River. The water sport of kayaking in the U.S. has doubled to nearly 8 million people over the last decade. It is no longer just a “cult” activity, but is emerging as a main-stream, fast-growing sport. Water sports and recreation should be limited to the East Race area only. Other types of boating and fishing should be encouraged, both above and below the dam. Docks, marinas, and boat storage should be included in the planned use of the River along with improvements to the River’s frontage to encouraged walking, jogging, and bicycling along the River’s path.

Visits to the East Bank should include multiple activities for families and individuals, alike , and should be exciting enough be enjoyed by South Bend residents and visitors – over and over.



East Bank Village Master Plan – Phase 1

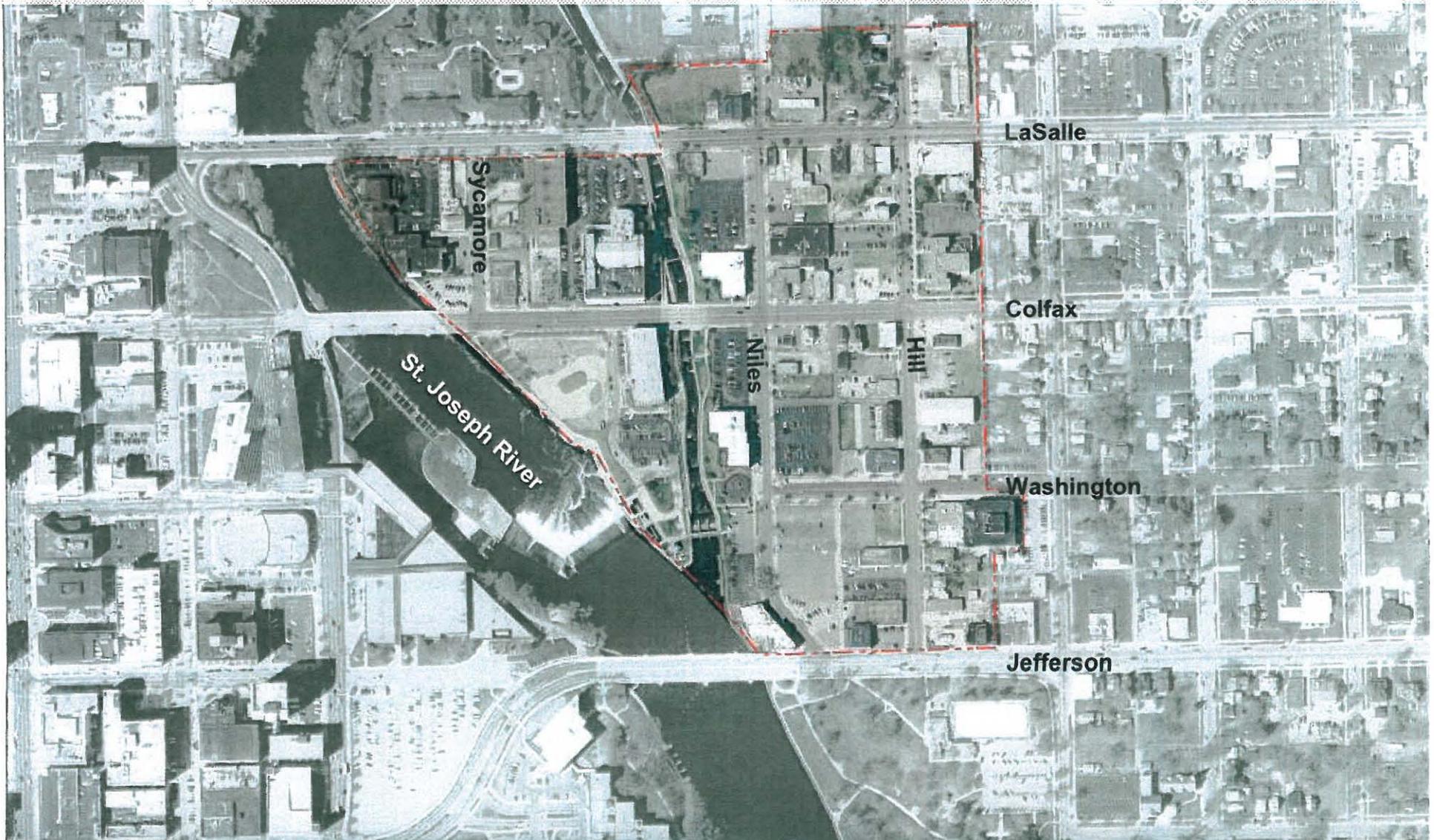
South Bend, IN



- Project Overview
- The Process
- The Master Plan
- Public Sector Investment Opportunities
- Development Timeline
- Keys to Success



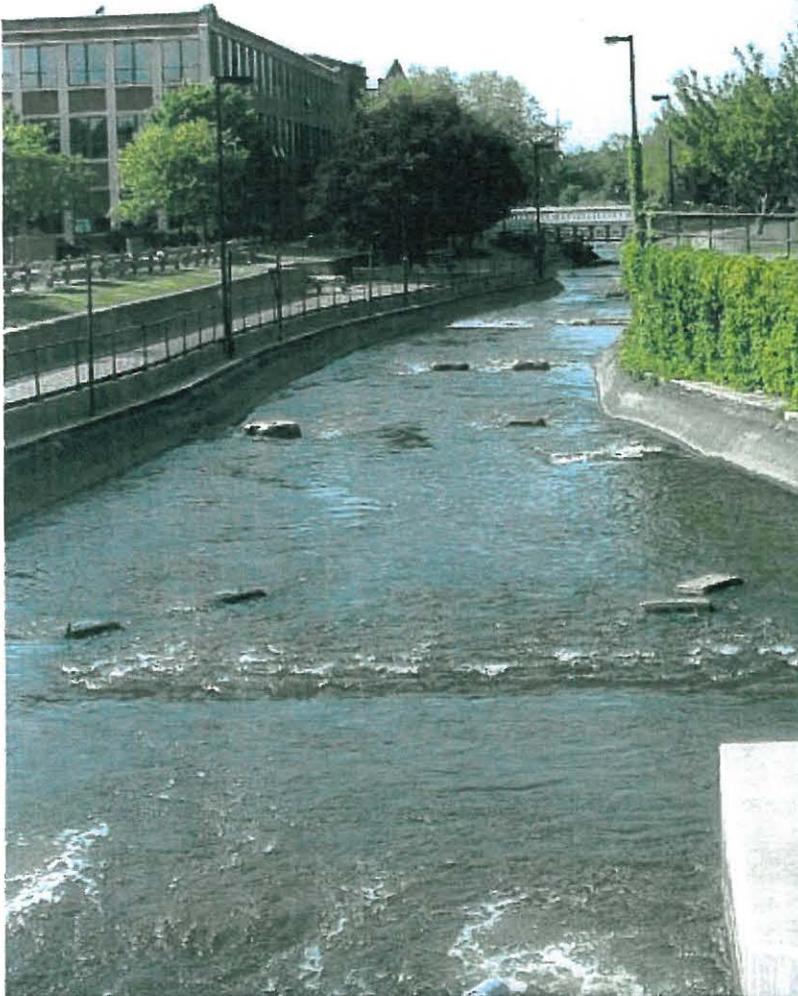
# project overview: study area



East Bank Village Master Plan – Phase 1  
South Bend, IN



## project overview: catalysts for change



- Private and public sector investment in the East Bank been limited for the past decade.
- A current market-driven strategic plan for the East Bank area does not exist.
- The City is committed to investing in the East Bank once a community-blessed strategic plan is completed.
- The East Race and the St. Joseph River are under utilized assets and can act as catalysts.
- Prime vacant land available along both the East Race and the St. Joseph River
- The re-use of under-utilized buildings and infill sites offer redevelopment opportunities.
- East Bank redevelopment boosted by recent developments in the Downtown, the St. Joseph Regional Medical Site and Eddy Street Commons.



East Bank Village Master Plan – Phase 1

South Bend, IN





alternative futures



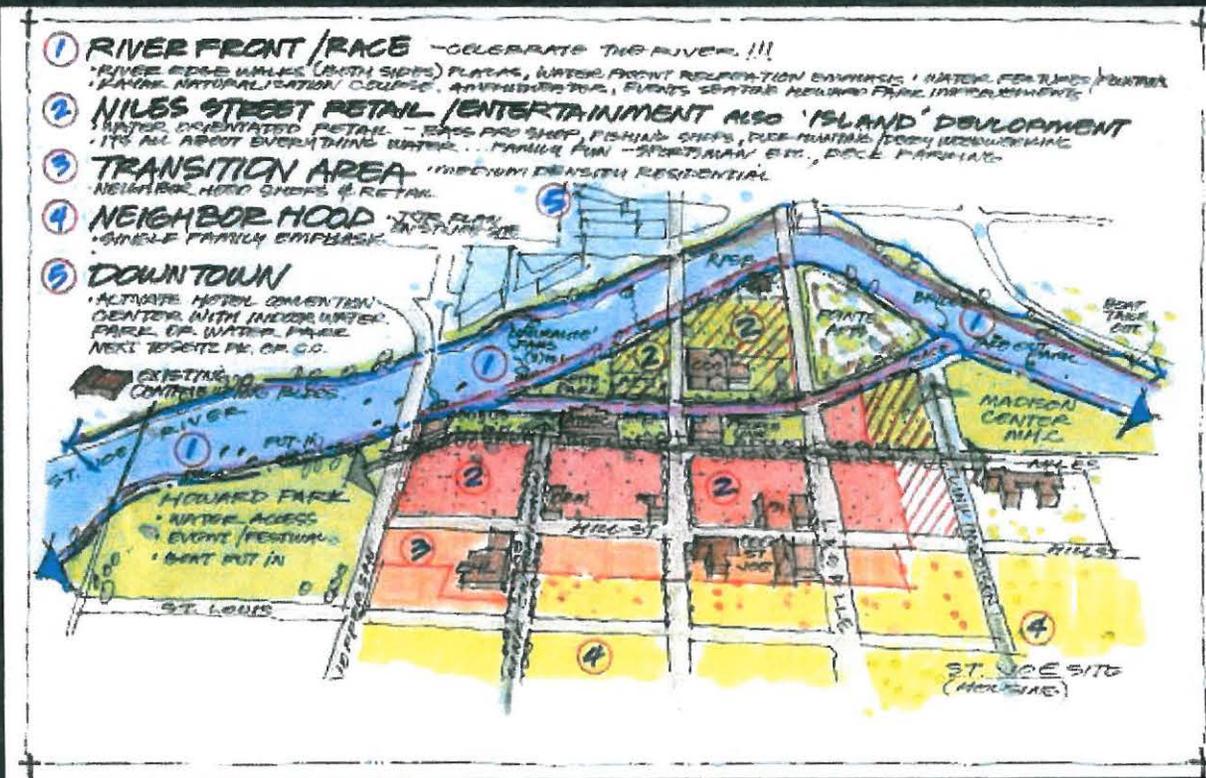
modeling exercise



consensus concept



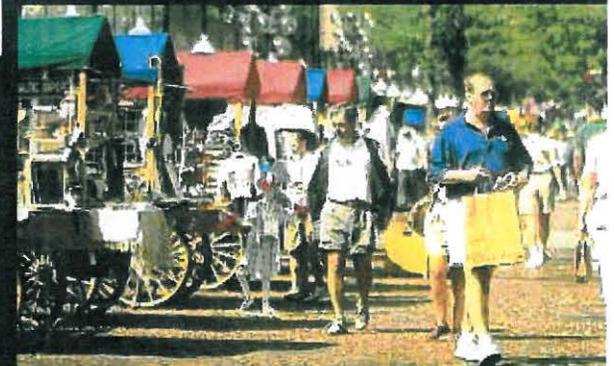
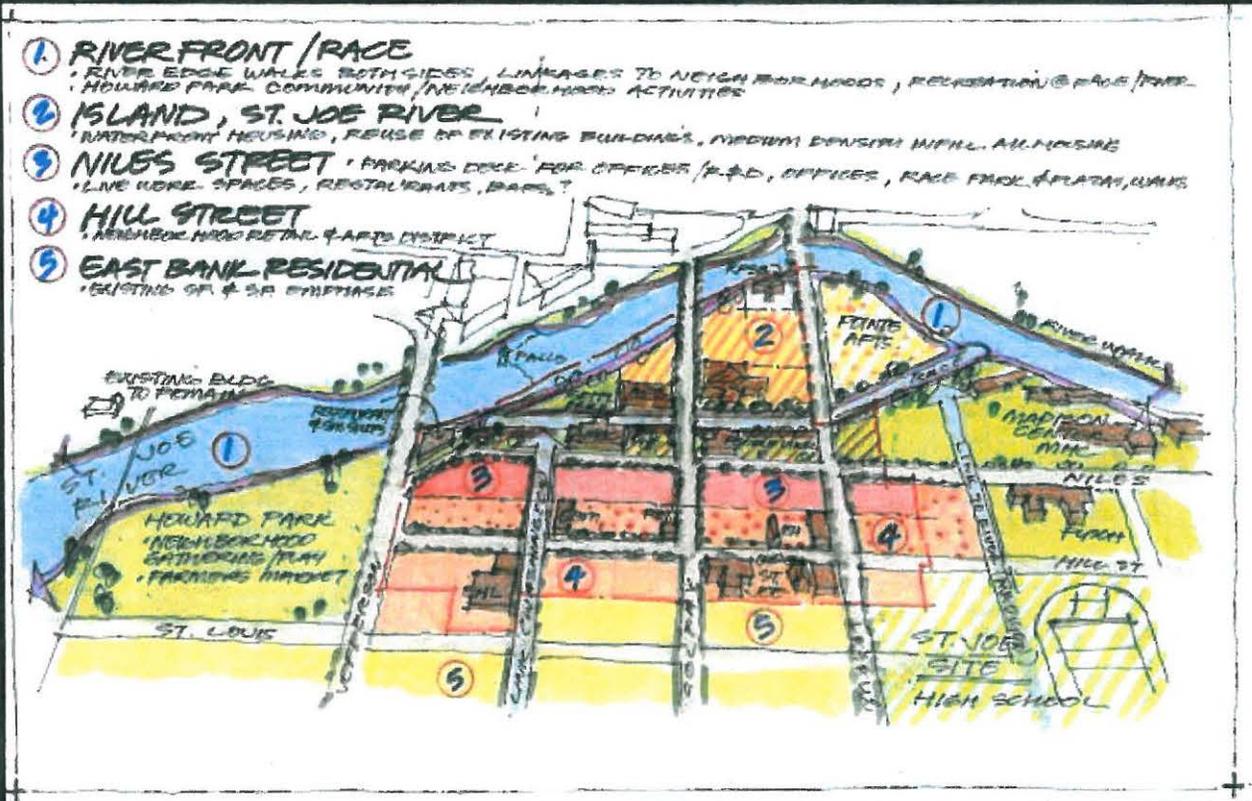
# the process: water-oriented alternative future



East Bank Village Master Plan – Phase 1  
 South Bend, IN



# the process: mixed-use alternative future

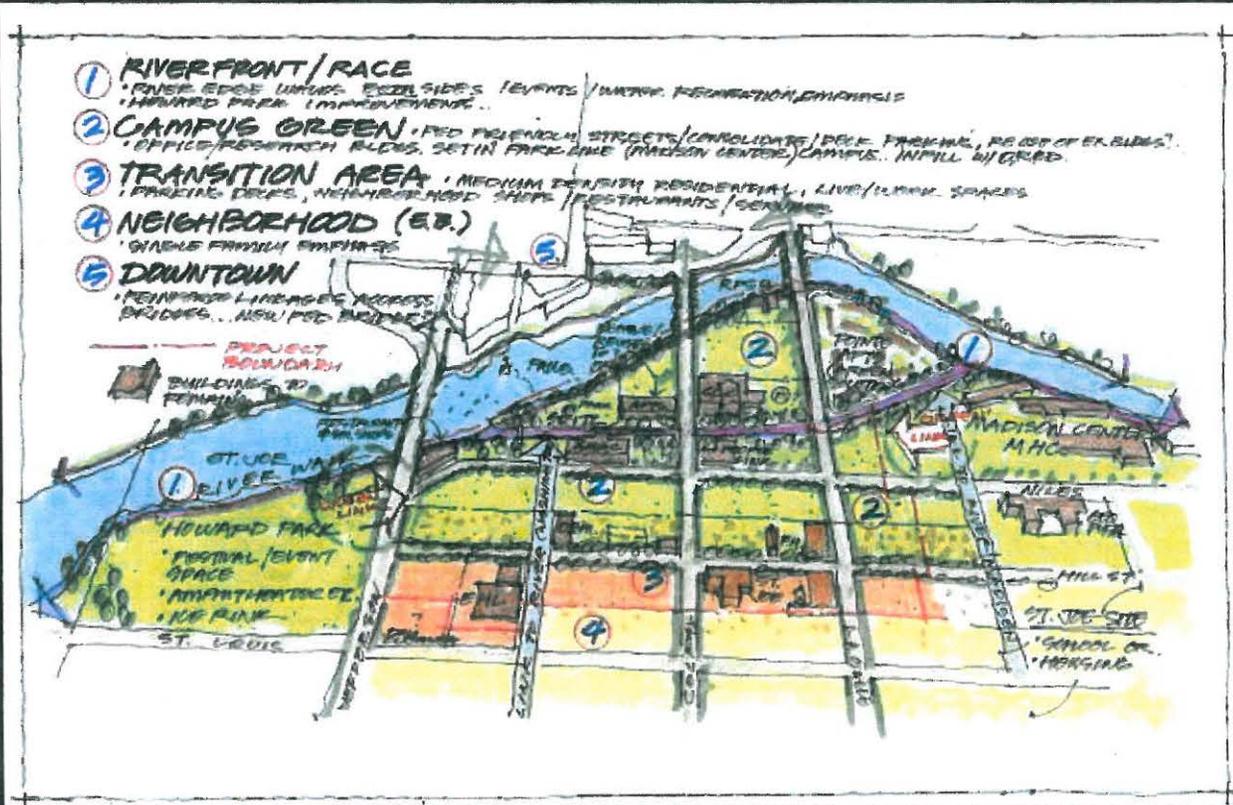


East Bank Village Master Plan – Phase 1

South Bend, IN



# the process: green alternative future



East Bank Village Master Plan – Phase 1

South Bend, IN



## the process: modeling exercise



2 day charrette

10 stakeholder groups

15 concepts created

1 preferred alternative

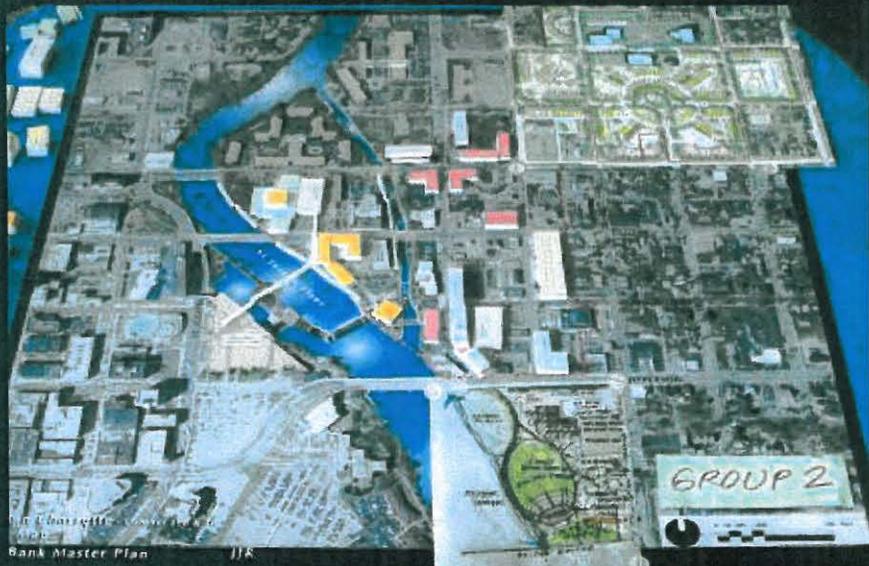


East Bank Village Master Plan – Phase 1

South Bend, IN



the process: modeling exercise



East Bank Village Master Plan – Phase 1  
South Bend, IN



JJR

the process: preferred modeling concept



Charrette - October 2nd & 3rd

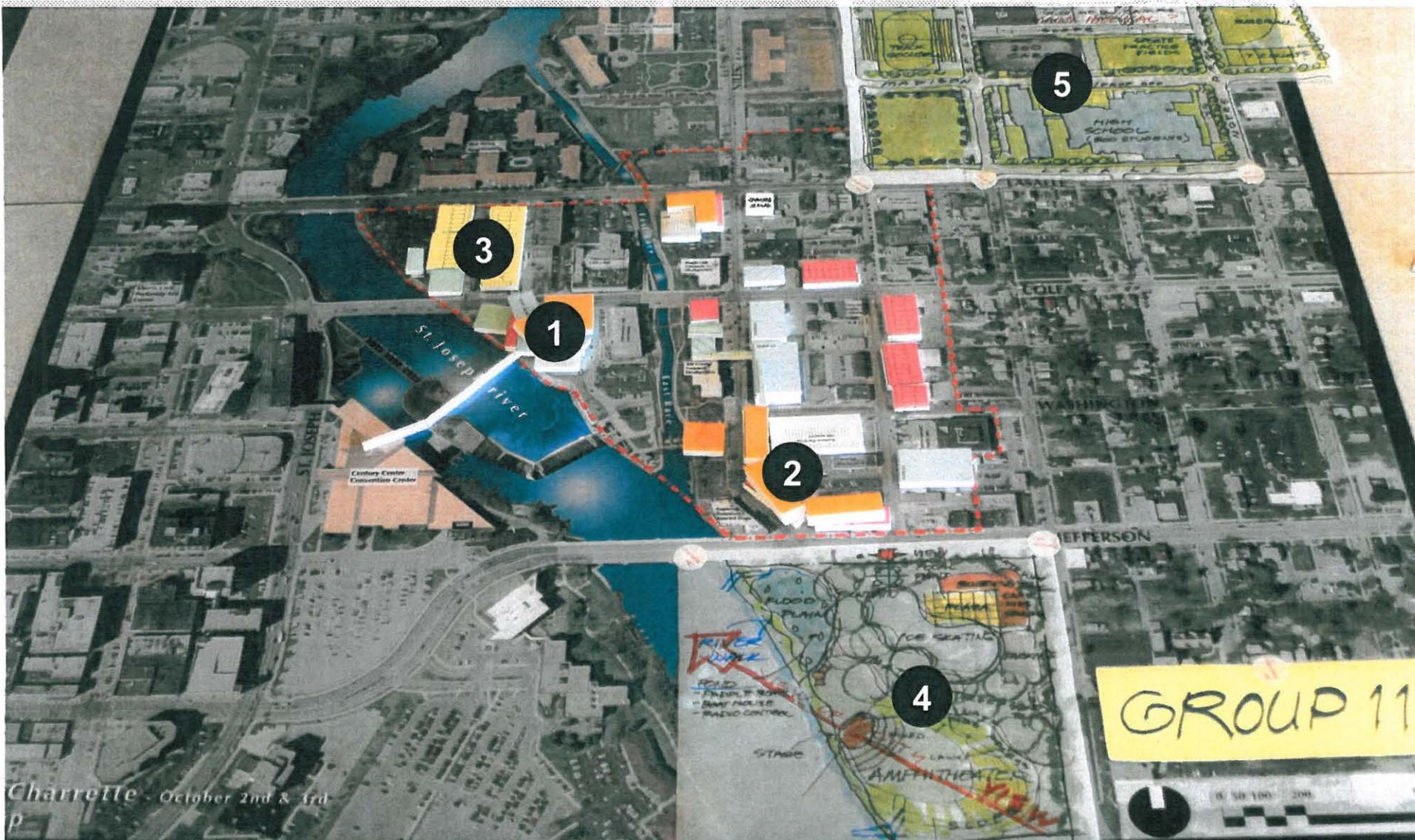


East Bank Village Master Plan – Phase 1

South Bend, IN



# the process: preferred modeling concept



Charlotte - October 2nd & 3rd



East Bank Village Master Plan – Phase 1  
South Bend, IN



# the master plan



## LEGEND

- Existing Buildings
- PROPOSED**
- Mixed - Use
- Tech OR&D and Office
- Potential Expansion (Tech OR&D and Office)
- Commercial (Restaurants, Specialty Retail, General Commercial)
- Potential Expansion
- Live - Work
- Residential
- Structured Parking
- Surface Parking
- Community Center
- Ice Rink
- Pedestrian Crosswalk



## East Bank Village Master Plan – Phase 1

South Bend, IN



## the master plan



- 1 A cultural district attracting live/work artist studios, primarily focused on Sycamore, Colfax and LaSalle Streets, but sprinkled elsewhere.
- 2 Medium density residential housing on the former Rink-Riverside site.
- 3 A high density mixed-use project, including a branded hotel, at the former Wharf site with a connecting walkway to the Century Center.
- 4 A technology/medical corridor extending north on Hill Street from Jefferson Street to the current site of the St. Joseph Regional Medical Center.
- 5 Additional retail uses focused primarily on local and regional merchants along Jefferson and Niles Streets across from the Emporium/Mole Hole building with apartments on the upper 2<sup>nd</sup> through 4<sup>th</sup> floors.
- 6 Significant office sites (20,000 – 50,000 sq. ft.) along Niles Avenue, north of the AMG and PeopleLink buildings and the southeast corner of Colfax and Niles Avenue.
- 7 Additional restaurant/grill and bar venues at the 4 corners of LaSalle and Niles, including the adaptive re-use of the Lauber Building.



### East Bank Village Master Plan – Phase 1

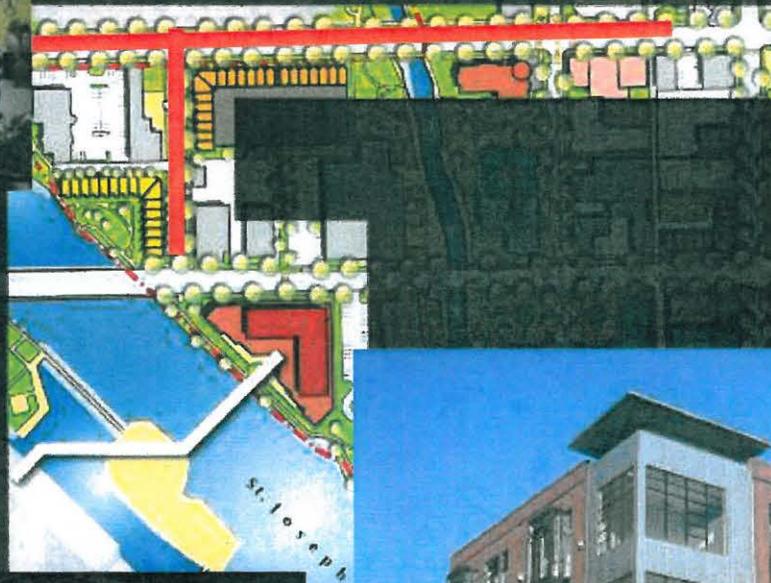
South Bend, IN



## the master plan: arts walk

1

A cultural district that will attract live/work artist studios, primarily focused on Sycamore, Colfax and LaSalle Streets, but sprinkled elsewhere in the Village.



East Bank Village Master Plan – Phase 1

South Bend, IN



# the master plan: arts walk

2 Medium density residential housing on the former Rink-Riverside site.

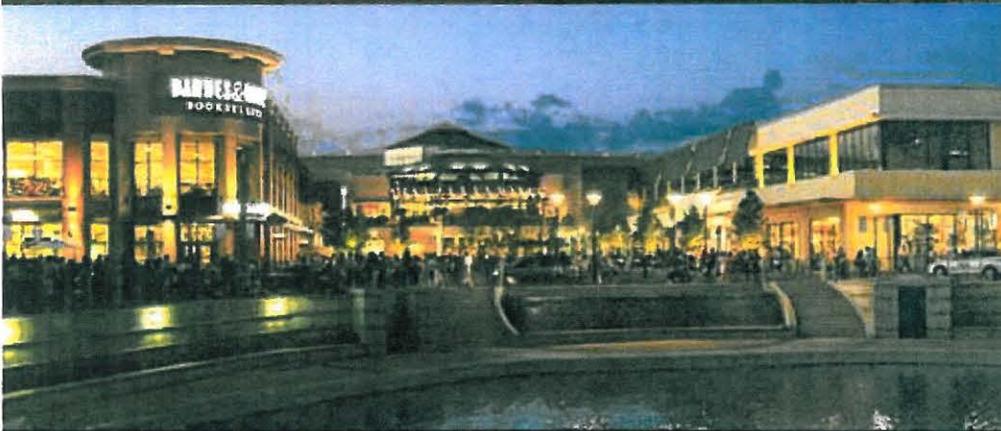


East Bank Village Master Plan – Phase 1  
South Bend, IN



## the master plan: village center

- 3 A high density mixed-use project – including a branded hotel at the former Wharf site with a connecting walkway to the Century Center.



East Bank Village Master Plan – Phase 1

South Bend, IN



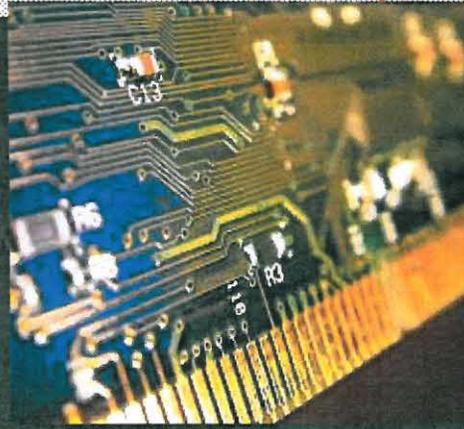
the master plan: village center



East Bank Village Master Plan – Phase 1  
South Bend, IN



## the master plan: technology corridor



4

A technology/medical corridor extending north on Hill Street from Jefferson Street to the current site of the St. Joseph School Regional Medical Center.



East Bank Village Master Plan – Phase 1

South Bend, IN



## the master plan: village retail

5

A modest addition of retail uses focused primarily on local and regional merchants along Jefferson and Niles Streets across from the Emporium /Mole Hole building with apartments on the upper 2nd through 4th floors.



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South Bend, IN



the master plan: village retail

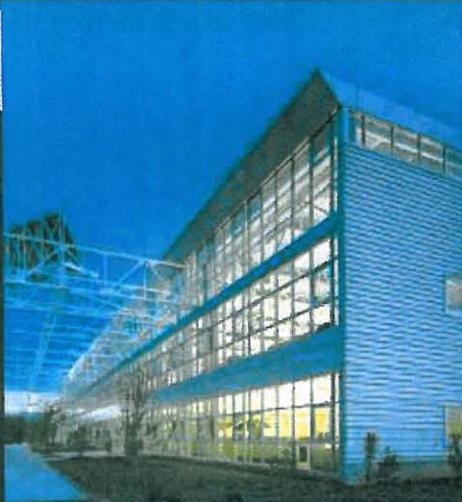


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South Bend, IN



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## the master plan: village office



6

Significant office sites (20,000 to 50,000 sq. ft.) along Niles Avenue, north of the AMG and PeopleLink buildings and the southeast corner of Colfax and Niles Avenue.

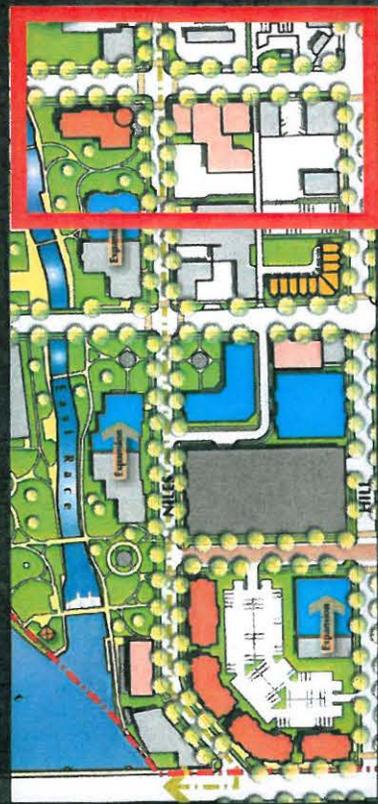


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# the master plan: village entertainment



7 Additional restaurant /grill and bar venues at the 4 corners of LaSalle and Niles, including the adaptive re-use of the Lauber Building.



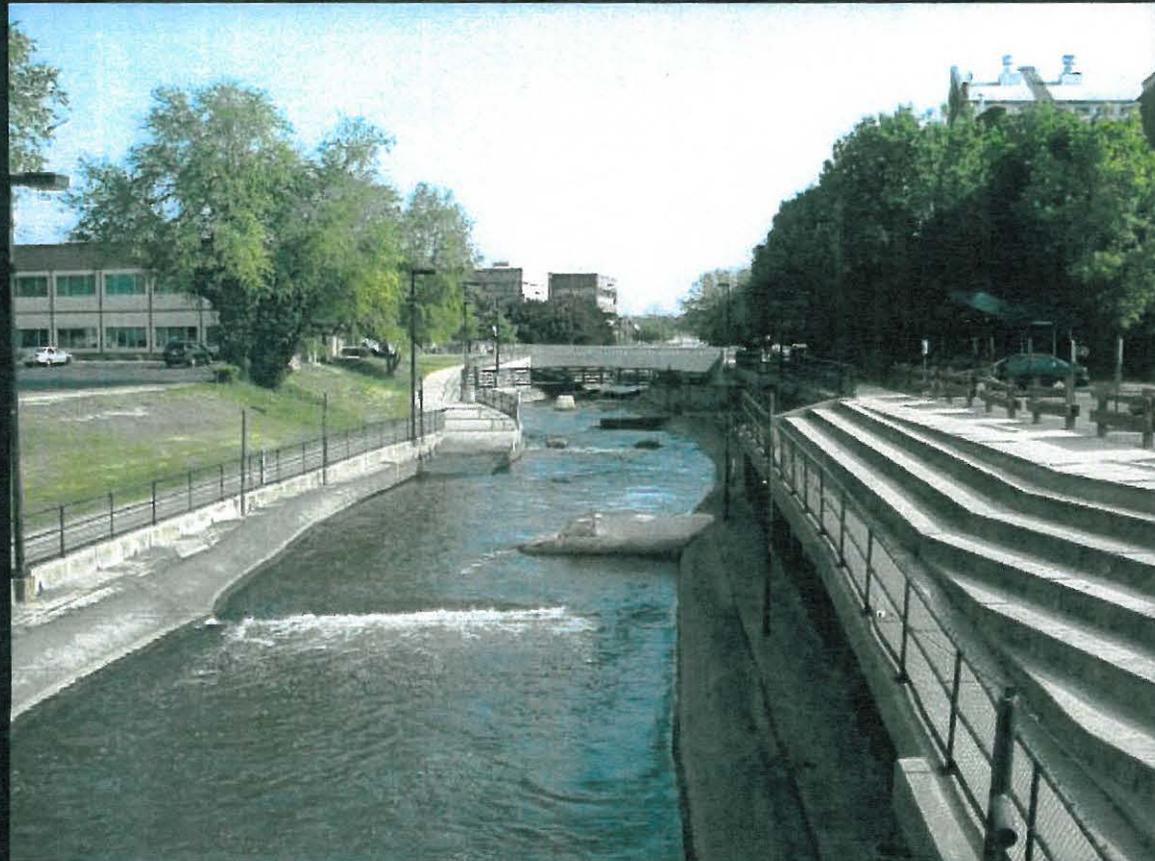
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South Bend, IN



## public sector investment opportunities

The following public sector investments over the course of a decade will greatly enhance the viability of a successful East Bank Village:

- The re-invigoration of the East Race for water sports and competitions and the use of the St. Joseph River from the downtown area for canoeing, boating, fishing, skiing and other water sports
- Use of the historic stone house in Howard Park as a headquarters for river and race activity programming and private parties.



East Bank Village Master Plan – Phase 1

South Bend, IN



## public sector investment opportunities

- Expand the amount of green space in Seitz Park by pursuing the removal of existing surface parking lots.



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# public sector investment opportunities

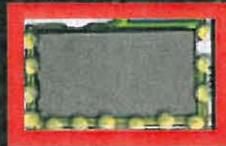
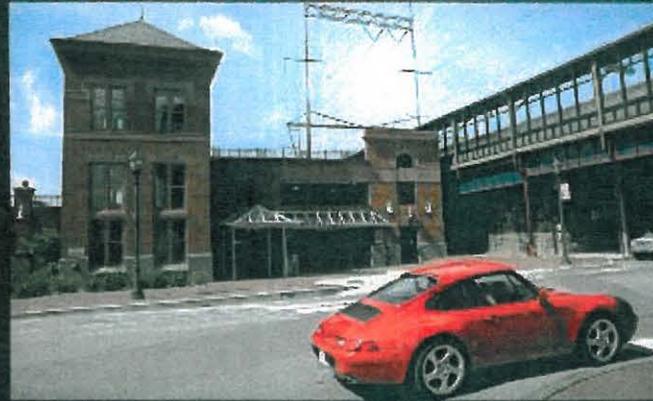
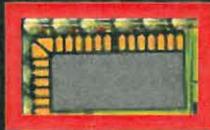


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## public sector investment opportunities



- The construction of two parking structures to allow for the density of commercial and residential development proposed. Both would be 400+ parking spaces and would have ground floor office/commercial to mask their intended use. One parking structure would be located on the site of the former AEP garage and the second structure would be located east of the AMG building.
- The first structure is scheduled to begin in 2009 in conjunction with a significant increase in private investment in the area.



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South Bend, IN

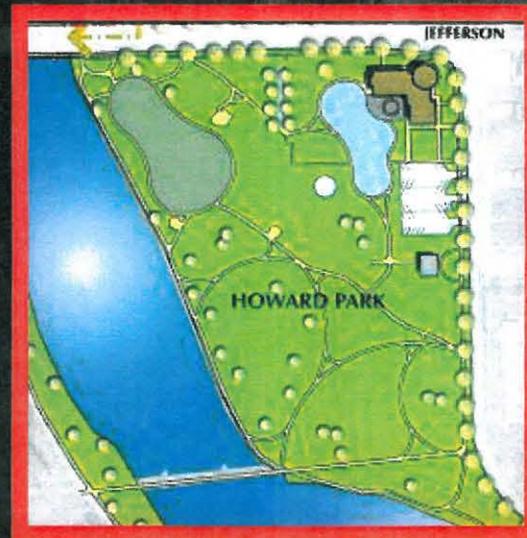


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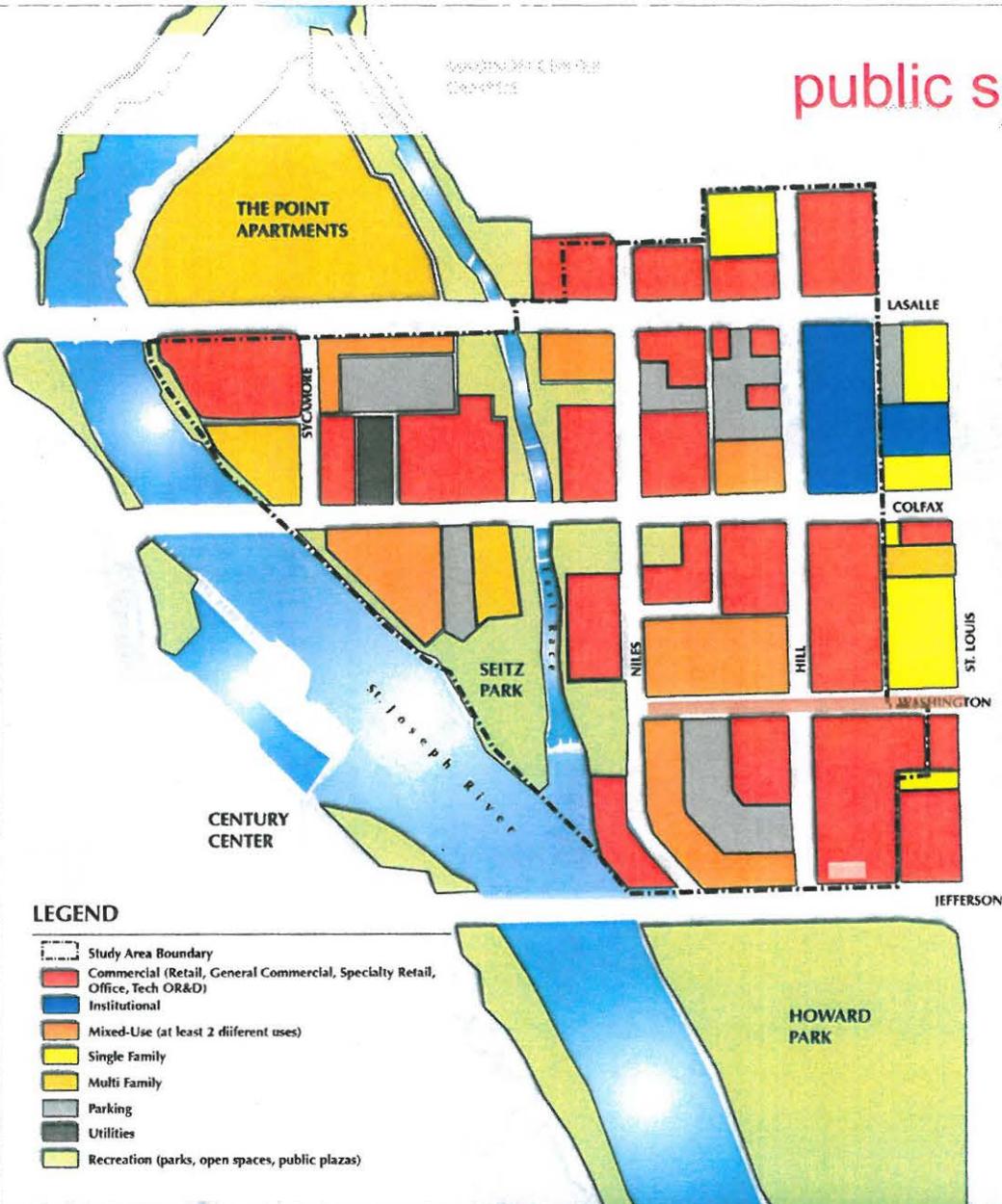
## public sector investment opportunities



- The creation of a new community building in Howard Park on the corner of Jefferson and St. Louis Streets with a new ice skating rink. The balance of the park will be re-invigorated, including an underground storm tank as part of a marsh environment appropriate for occasional river overflow and the potential for a reproduction of the historic Studebaker fountain and plaza.



# public sector investment opportunities

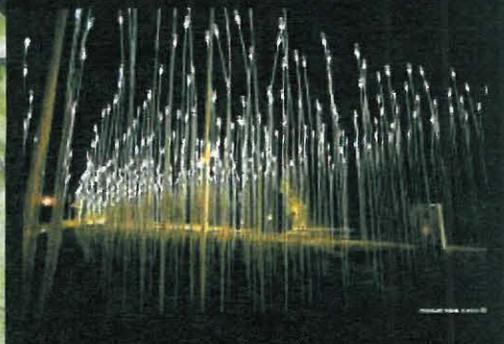
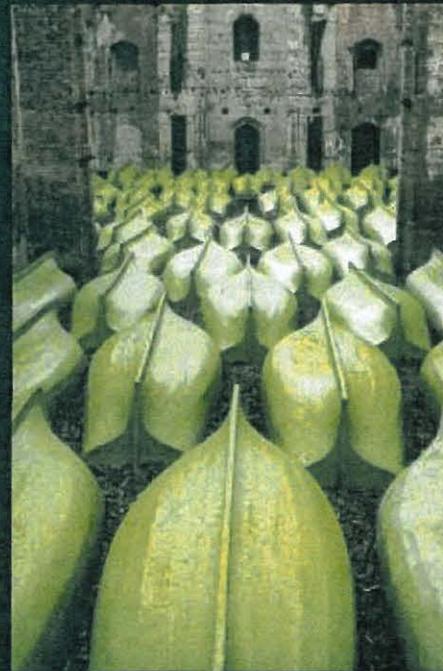
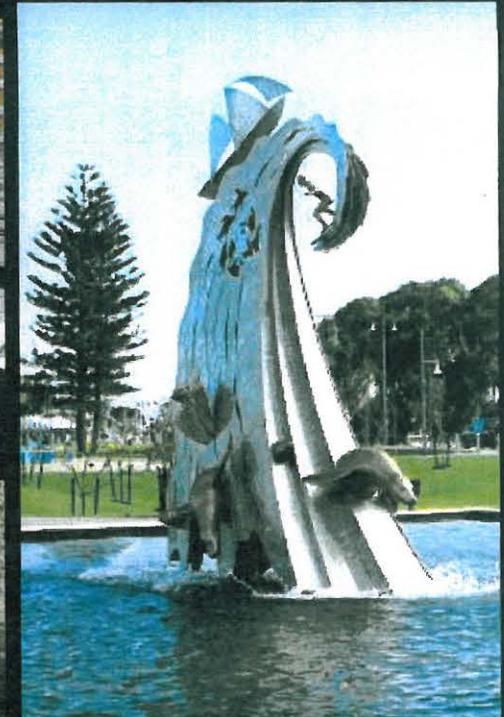


- Adoption of a land use plan for the district and the completion of a street landscaping plan and guidelines for development throughout the village including an emphasis on pedestrian friendly and environmentally sound development



## public sector investment opportunities

- The creation of several focal points for significant outdoor art to be created in the Village using funds available through the Community Foundation. Examples noted were the Rink site, Seitz Park, and strategic locations along the river walk and the race walk.
- Financial incentive programs to spur the development of small businesses within the Village.



East Bank Village Master Plan – Phase 1

South Bend, IN



1/1/08 – 6/1/08

- Creation of a design review and oversight committee for all of The Village development activity;
- Adoption of Phase 1 strategic plan for The East Bank Village;
- Adoption of a land use plan for the district;
- A re-invigoration in use of East Race for summer of 2008.

Estimated Cost: \$50 to \$250,000



East Bank Village Master Plan – Phase 1

South Bend, IN



7/1/08 – 12/1/08

- Kick-off of Phase II of strategic plan for The East Bank Village
- Completion and Adoption of Phase II of strategic plan for The East Bank Village;
- Announcement of at least one new private sector development;
- Creation/recognition of The Village neighborhood association;
- Creation of an endowment within the Community Foundation to support recreational and public activities of The East Bank Village.
- Kick-off of design/planning effort for Seitz and Howard Parks, including storm drainage plan.

Public Investment: \$50,000 to \$250,000

Private Investment: \$1,000,000 – 2,000,000



East Bank Village Master Plan – Phase 1

South Bend, IN



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## Phase I: 2009 - 2010

- Initiation of three private sector development projects with public sector investment in required infrastructure;
- Development/construction of the first public garage in conjunction with large private development
- Seitz Park renovation and implementation;
- The first public focal point in The East Bank Village is completed.

Public Investment: \$ 8,000,000

Private Investment: \$10,000,000



East Bank Village Master Plan – Phase 1

South Bend, IN



## Phase II: 2010 - 2011

- Initiation of four private sector development projects with public sector investment in required infrastructure;
- Completion of new Howard Park community building, adaptive re-use of historic Stone House, and Howard Park renovations.
- A second public focal point is built in The Village area.

Public Investment: \$ 3,000,000  
Private Investment: \$12,000,000



### Phase III: 2011 - 2012

- Initiation of four private sector development projects with public sector investment in required infrastructure;

Public Investment: \$1,000,000

Private Investment: \$9,000,000



## Phase IV: 2012 - 2013

- Initiation of three private sector development projects with public sector investment in required infrastructure;
- Construction of a second parking garage.
- Rehabilitation of East Race.

Public Investment: \$ 8,000,000  
Private Investment: \$25,000,000



## Phase V: 2014 – 2017

- Initiation of ten private sector development projects with public sector investment in required infrastructure;

Public Investment: \$ 5,000,000

Private Investment: \$40,000,000



# development timeline

	Estimated Public Investment	Estimate Private Investment	Estimated Real Estate Tax Increase
2008	\$500,000	\$2,000,000	0
2009	\$8,000,000	\$12,000,000	\$61,062
2010	\$3,000,000	\$10,000,000	\$427,436
2011	\$1,000,000	\$9,000,000	\$732,748
2012	\$8,000,000	\$25,000,000	\$1,007,528
2013	\$1,000,000	\$8,000,000	\$1,770,807
2014	\$1,000,000	\$8,000,000	\$2,015,056
2015	\$1,000,000	\$8,000,000	\$2,259,305
2016	\$1,000,000	\$8,000,000	\$2,503,554
2017	\$1,000,000	\$8,000,000	\$2,747,804
<b>Total</b>	<b>\$25,550,000</b>	<b>\$98,000,000</b>	<b>\$2,992,053/year</b>

Note: 100% of Private Investment is intended to support Public Investment by generating the Tax Increase shown in the schedule above. In order to provide additional support in the first 10 years of implementing this new East Bank Plan, the City will also provide 25% of the existing TIF revenue stream from the Downtown TIF (which includes the East Bank area). To support bond issues, for projects in the East Bank, financed by TIF revenue, tax abatements are not encouraged for new development in this area.



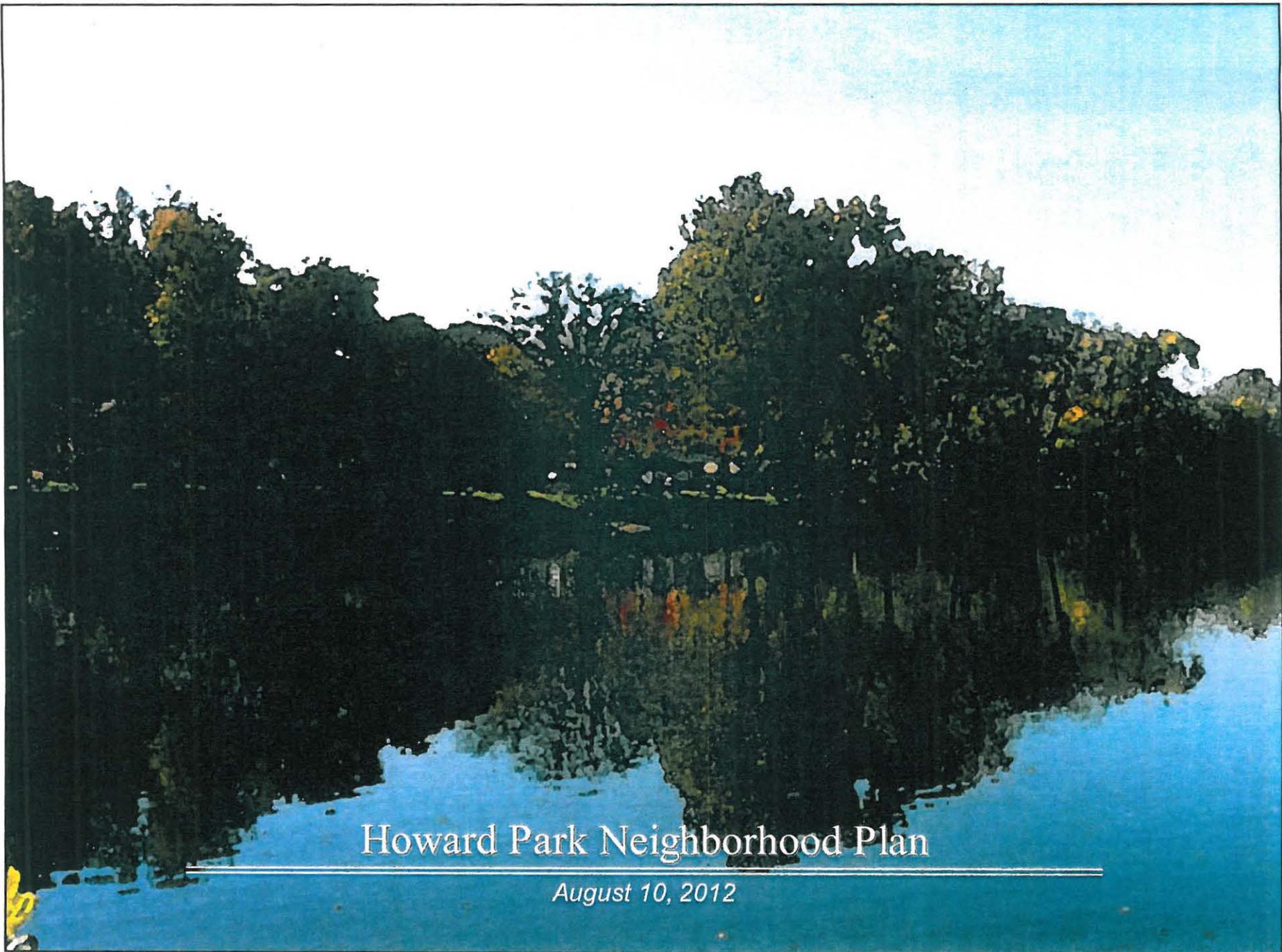
## East Bank Village Master Plan – Phase 1

South Bend, IN



- A consensus of support from the public and private sector for the adoption of The Village strategic plan and land use plan.
- Consistent private and public sector leadership.
- Notable private and public sector development activity in initial years of 2008 and 2009 to demonstrate feasibility of strategic plan.
- A creative and aggressive ongoing Village work/live marketing strategy.





# Howard Park Neighborhood Plan

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*August 10, 2012*

- Project Overview
- The Process
- The Neighborhood Plan
- Investment Opportunities
- Development Timeline



Howard Park Neighborhood Plan

*South Bend, Indiana*



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# Project Overview: Study Area



Howard Park Neighborhood Plan

South Bend, Indiana



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HOLLADAY PROPERTIES

## Project Overview: Catalyst for Development Plan



- **Transpo's relocation** will make approximately 10 acres of land available for development along the St. Joseph River.
- **Limited private and public sector investment** in the Howard Park Neighborhood area for the past decade.
- A current market driven **strategic plan does not exist** for the Howard Park Neighborhood.
- The City is prepared to make **pre-development and partnership financial investments** in the Howard Park area upon completion of a community supported strategic development strategy.
- The **river frontage and Howard Park are under-utilized assets** and can act as a catalyst for residential development projects. Along the river there is prime vacant land available for immediate development consideration.
- Several areas are not being utilized for their highest and best use, in addition to **opportunities presented by vacant and prime "in-fill" sites**.
- Opportunities for development within the Howard Park area are poised for success due to **significant contiguous investments** in the Downtown, the new St. Joseph High School and Eddy Street Commons.
- There is some **positive momentum** in the Howard Park neighborhood due to the construction of "in-fill" East Bank & River Race townhomes by developer David Matthews and single family homes on Notre Dame Avenue by Weiss Homes.



Howard Park Neighborhood Plan

South Bend, Indiana



## Project Overview: Big Ideas



- 1 Replace cloverleaf with at-grade intersection and reclaim land for higher use.
- 2 Over time, relocate incompatible uses (industrial).
- 3 Create similar quality neighborhood as Sunnymede.
- 4 Celebrate river location.
- 5 Transpo site would make a great office park location.
- 6 No office on the water. Public or neighborhood only.
- 7 Connect North Notre Dame Avenue to South Notre Dame Avenue.
- 8 Consider alternative types of housing for young individuals who wish to live downtown.
- 9 Provide traffic calming on Eddy Street.
- 10 Keep traffic moving on Eddy Street.

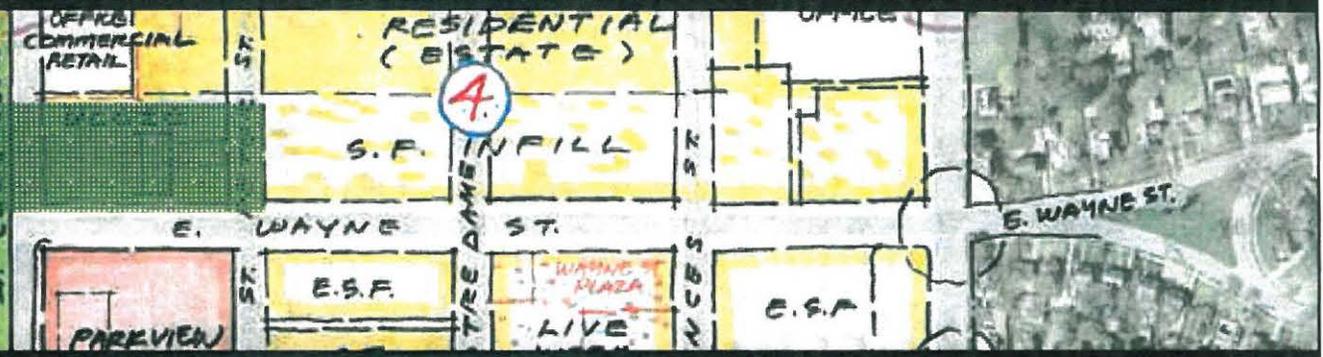


Howard Park Neighborhood Plan

South Bend, Indiana



Alternative Futures



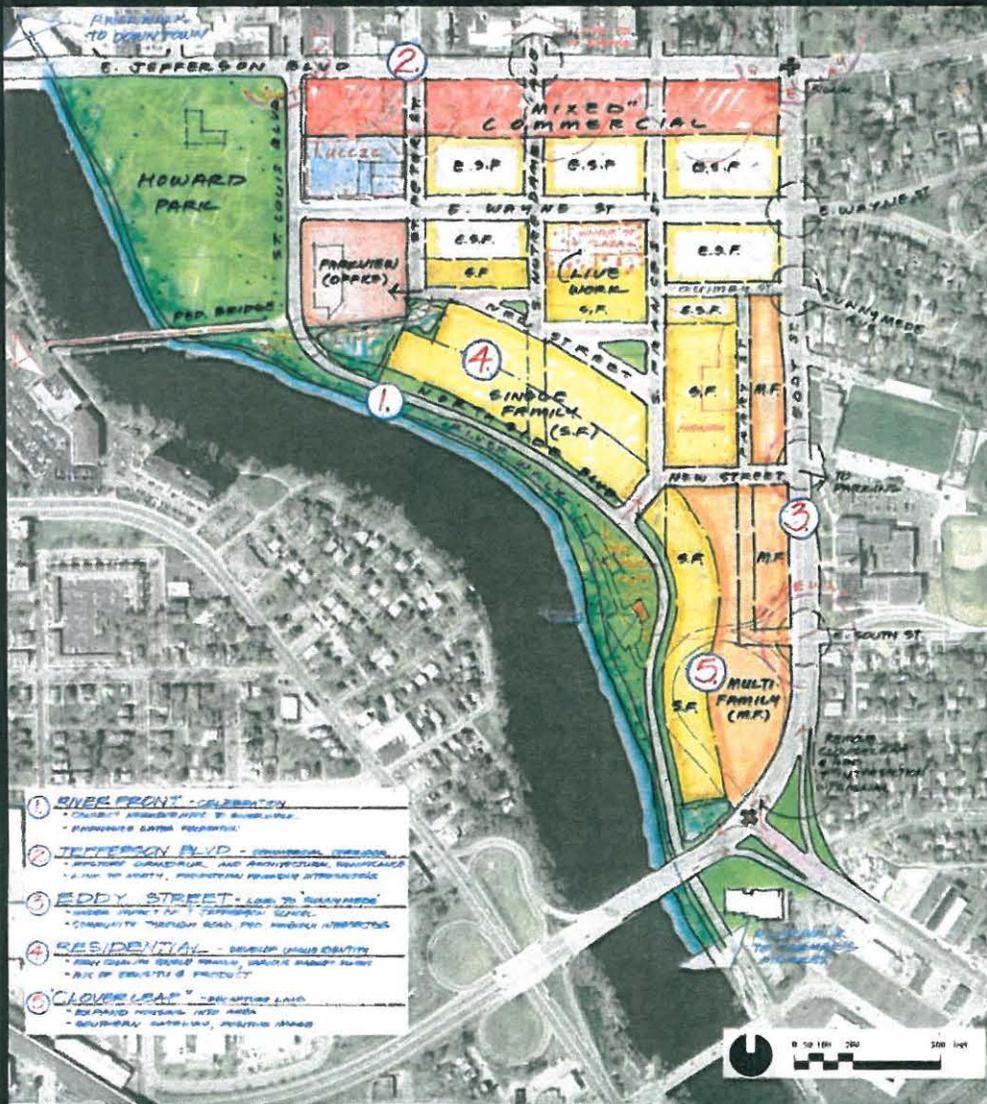
Modeling Exercise



Preferred Direction



# The Process: River Bend Alternative

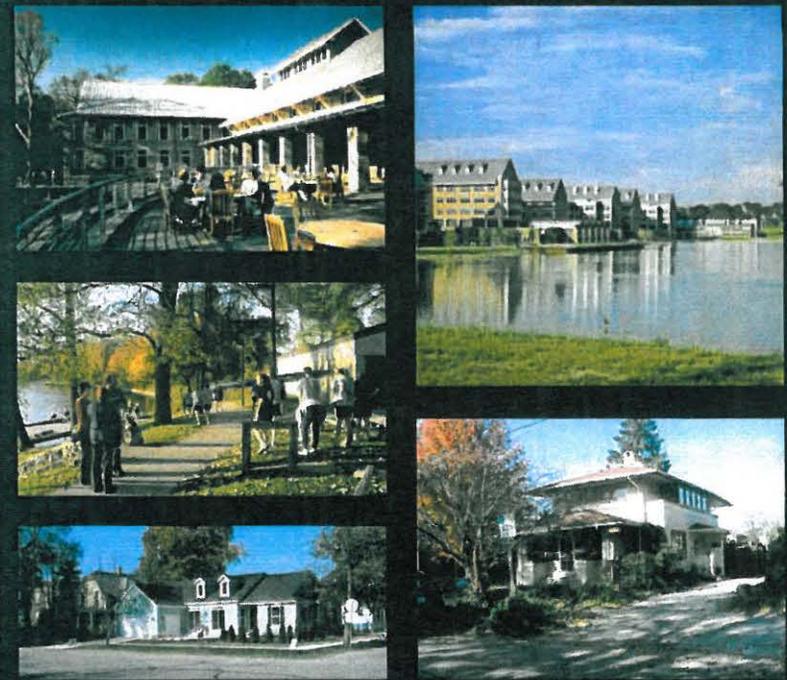
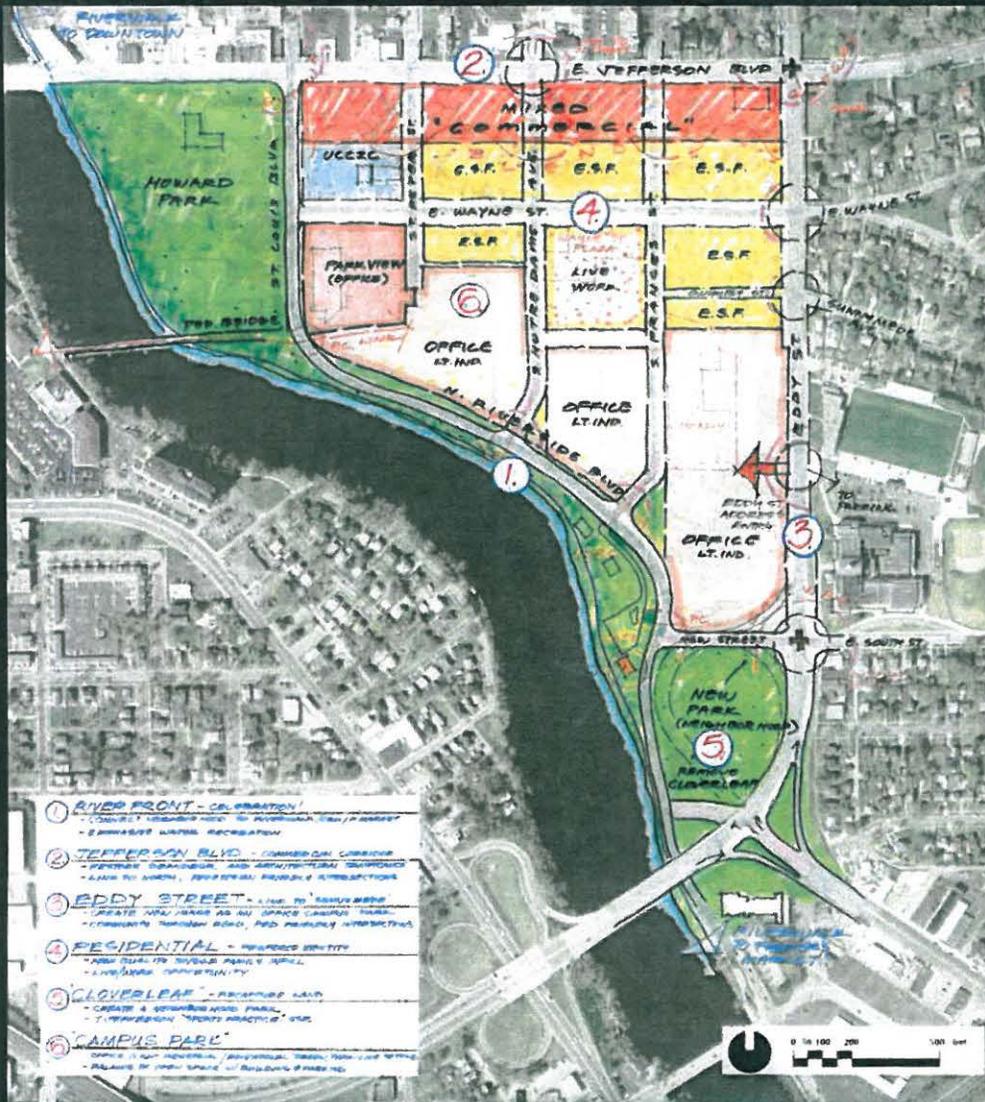


Howard Park Neighborhood Plan  
 South Bend, Indiana



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 HOLLADAY PROPERTIES

# The Process: Campus Park Alternative



Howard Park Neighborhood Plan  
 South Bend, Indiana



# The Process: Mews at Riverside Alternative



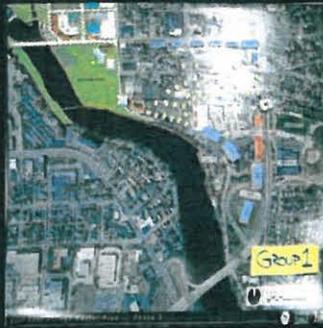
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# The Process: Modeling Exercise



Howard Park Neighborhood Plan

South Bend, Indiana



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## The Process: Modeling Exercise

- 2 Day Charrette
- 9 Stakeholder Groups
- 12 Concepts Created
- 1 Preferred Direction



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South Bend, Indiana



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# The Process: Modeling Exercise



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## The Process: Preferred Direction

- 1 The plan should be **primarily residential** with a variety of housing types and price points.
- 2 Support the **continuation of Northside Boulevard as a scenic greenway** for cars, bicycles, and people.
- 3 **Convert houses on south Jefferson Boulevard back to residential use** over time while maintaining commercially developed properties.
- 4 Promote the **continuation of historic density, street patterns and open space**.
- 5 **Phase out industrial uses** in neighborhood over time.
- 6 Create a **pedestrian linkage through the Howard Park neighborhood** connecting Sunnymede to the east and the St. Joseph River pedestrian bridge to the west.
- 7 **Enhance commercial across from Barnaby's** (southeast corner of St. Louis and Jefferson Boulevards).
- 8 When the cloverleaf is removed, **realign Northside Boulevard closer to Eddy Street**. Coordinate redevelopment of the riverfront and this section of Eddy Street.
- 9 **Target non-conforming uses and substandard real estate for acquisition and/or demolition**. Enforce codes to improve the physical appearance of the neighborhood.
- 10 **Install two east-west stop signs** at the intersection of Wayne Street and Notre Dame Avenue.

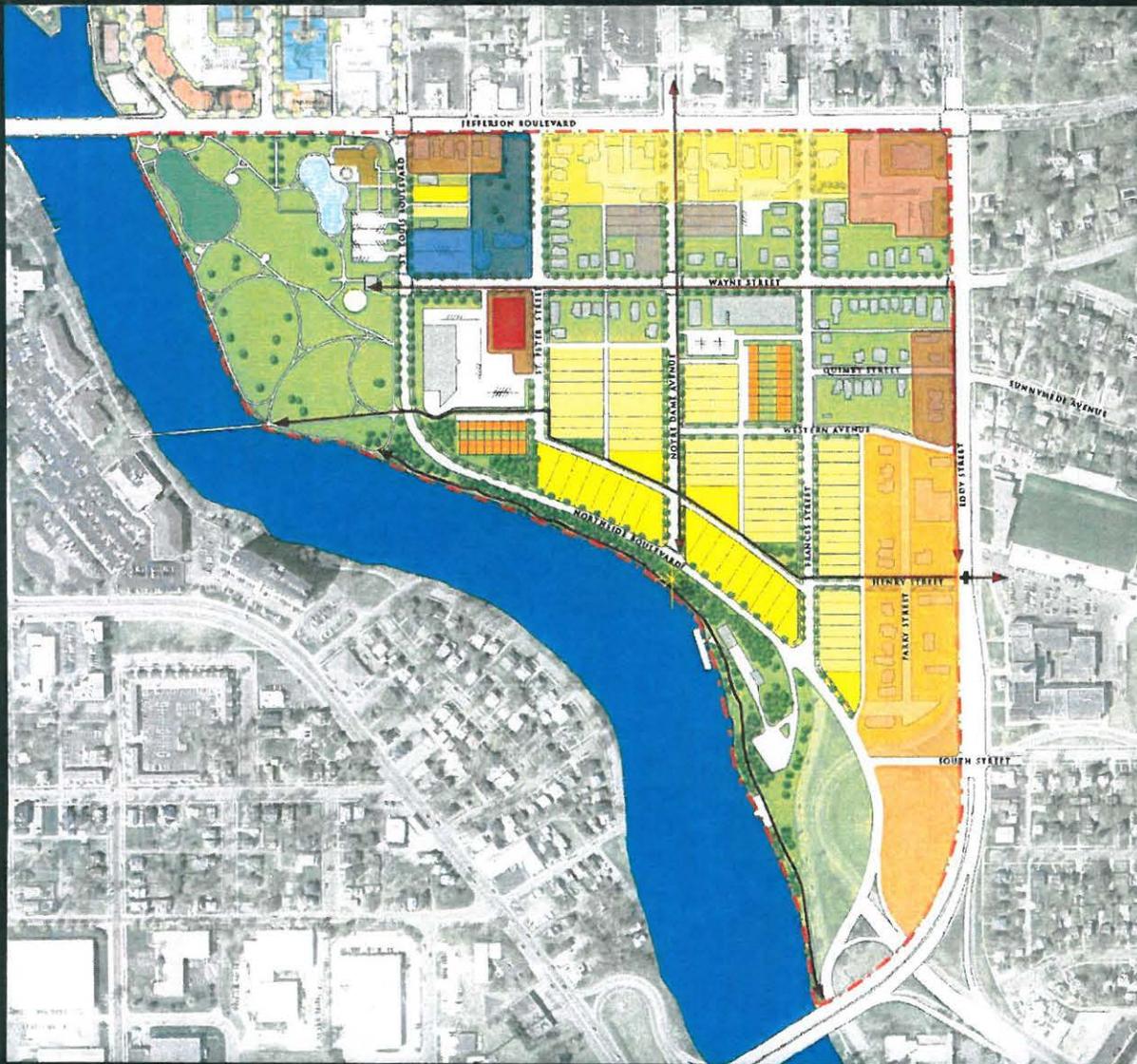


Howard Park Neighborhood Plan

South Bend, Indiana



# The Master Plan



## LEGEND

- Large Urban Single-Family Lots (50' x 150')
- Small Urban Single-Family Lots (35' x 150')
- New Infill Single-Family Homes
- Townhouses
- Office Infill
- Community Center
- Existing Buildings
- Residential Conversion Zone
- Church Zone
- Commercial Zones
- Future Development Zones
- Ped /Bike Ways
- Crosswalks
- Signal



Howard Park Neighborhood Plan

South Bend, Indiana



## The Master Plan



- 1 Removal of the “clover-leaf” interchange ramp, within the study area off of the Cooper Street Bridge increases the amount of land available for public use and development.
- 2 Redevelopment of the Transpo site into a mix of residential uses along the river front.
- 3 Conversion of the current commercial buildings back to residential along Jefferson Boulevard, if that is the use that they served before conversion to commercial office.
- 4 Conversion of existing industrial uses to residential as those properties come up for sale or re-use.
- 5 Enhancement of the River Walk.
- 6 Pedestrian and bike friendly pathways throughout the neighborhood.



Howard Park Neighborhood Plan

South Bend, Indiana



# The Master Plan



## RESIDENTIAL

- 1 21 Large Urban Single-Family Lots (50' x 150')
- 2 55 Small Urban Single-Family Lots (35' x 150')
- 3 17 Townhouses
- 4 Restore Homes to Residential Use
- 5 Existing Single-Family Homes
- 6 Weiss Homes

## COMMERCIAL

- 7 Infill Commercial Office
- 8 Existing Commercial Office
- 9 Enhanced Commercial Retail / Service

## OTHER USES

- 10 Zion United Church of Christ
- 11 Future Development Opportunity

## TRANSPORTATION

- 12 Western Avenue & South Street Road Extensions
- 13 New Henry Street
- 14 Re-Alignment of Northside Boulevard - Removal of Cloverleaf
- 15 4-Way Stop at Wayne Street and Notre Dame Avenue
- 16 Greenway Pedestrian Connection
- 17 Notre Dame Avenue Bike & Pedway

## COMMUNITY AMENITIES

- 18 'Pocket' Parks
- 19 Notre Dame Rowing Club
- 20 Gateways
- 21 Riverwalk Improvements
- 22 Public Open Space



Howard Park Neighborhood Plan

South Bend, Indiana



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# The Neighborhood Plan: Residential



## RESIDENTIAL

- 1 21 Large Urban Single-Family Lots (50' x 150')
- 2 55 Small Urban Single-Family Lots (35' x 150')
- 3 17 Townhouses
- 4 Restore Homes to Residential Use
- 5 Existing Single-Family Homes
- 6 Weiss Homes



Howard Park Neighborhood Plan  
South Bend, Indiana



# The Neighborhood Plan: Residential



*Northside Boulevard Single-Family Homes – View South*



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South Bend, Indiana



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# The Neighborhood Plan: Residential



*Notre Dame Avenue Single-Family Homes – View North*



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HOLLADAY PROPERTIES

# The Neighborhood Plan: Residential



*Frances Street Townhouses – View West*



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# The Neighborhood Plan: Commercial



## COMMERCIAL

- ⑦ Infill Commercial Office
- ⑧ Existing Commercial Office
- ⑨ Enhanced Commercial Retail / Service



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# The Neighborhood Plan: Commercial



*Jefferson & St. Louis Neighborhood Gateway – View Southeast*



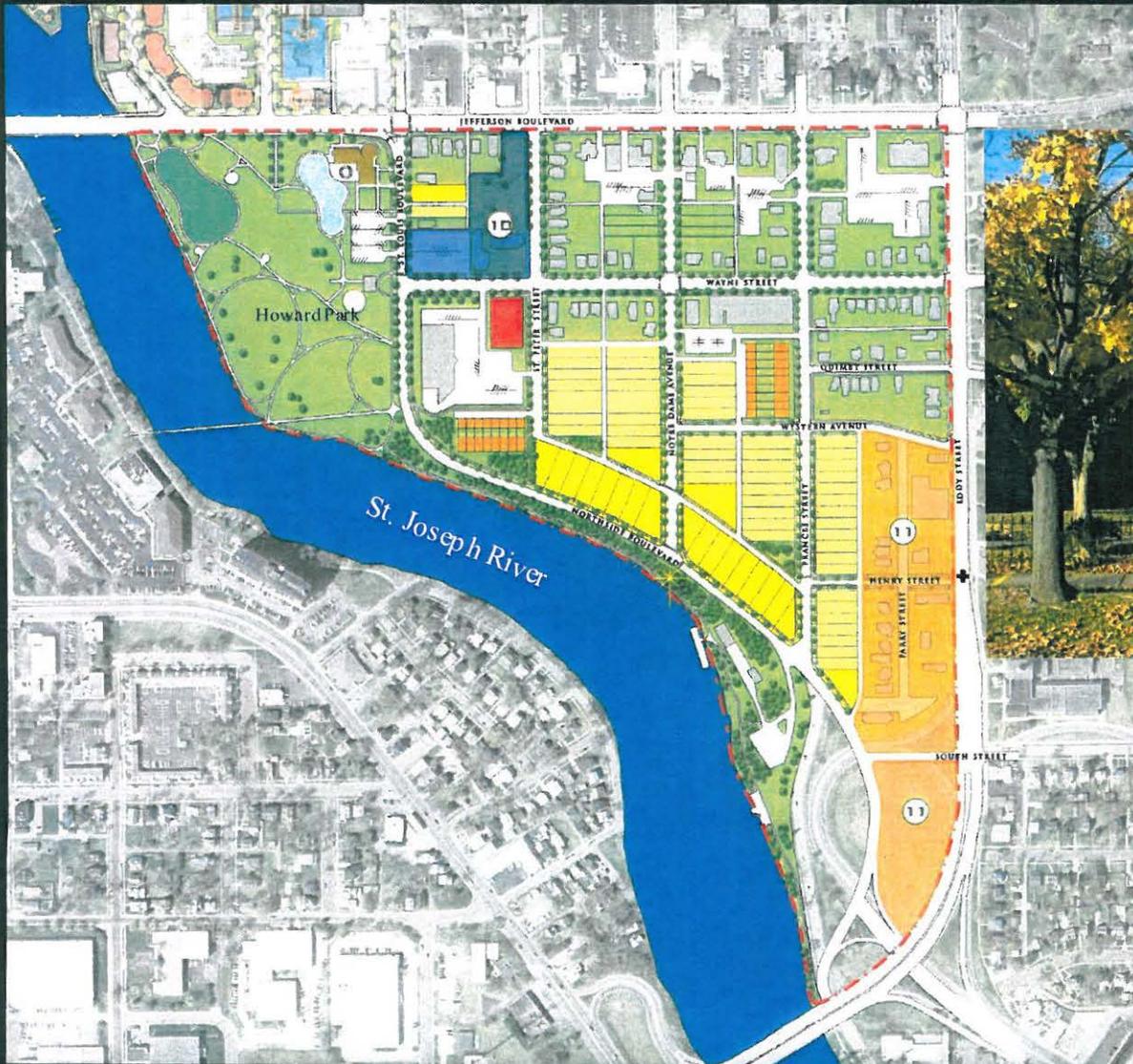
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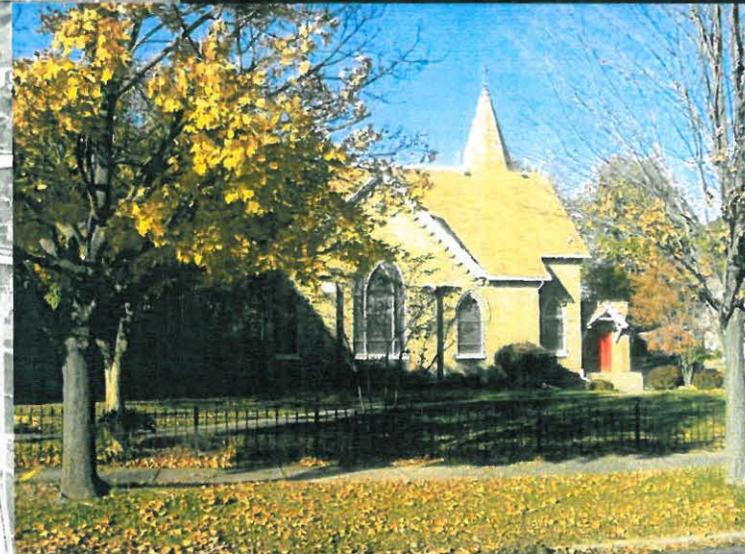
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# The Neighborhood Plan: Other Uses



## OTHER USES

- 10 Zion United Church of Christ
- 11 Future Development Opportunity

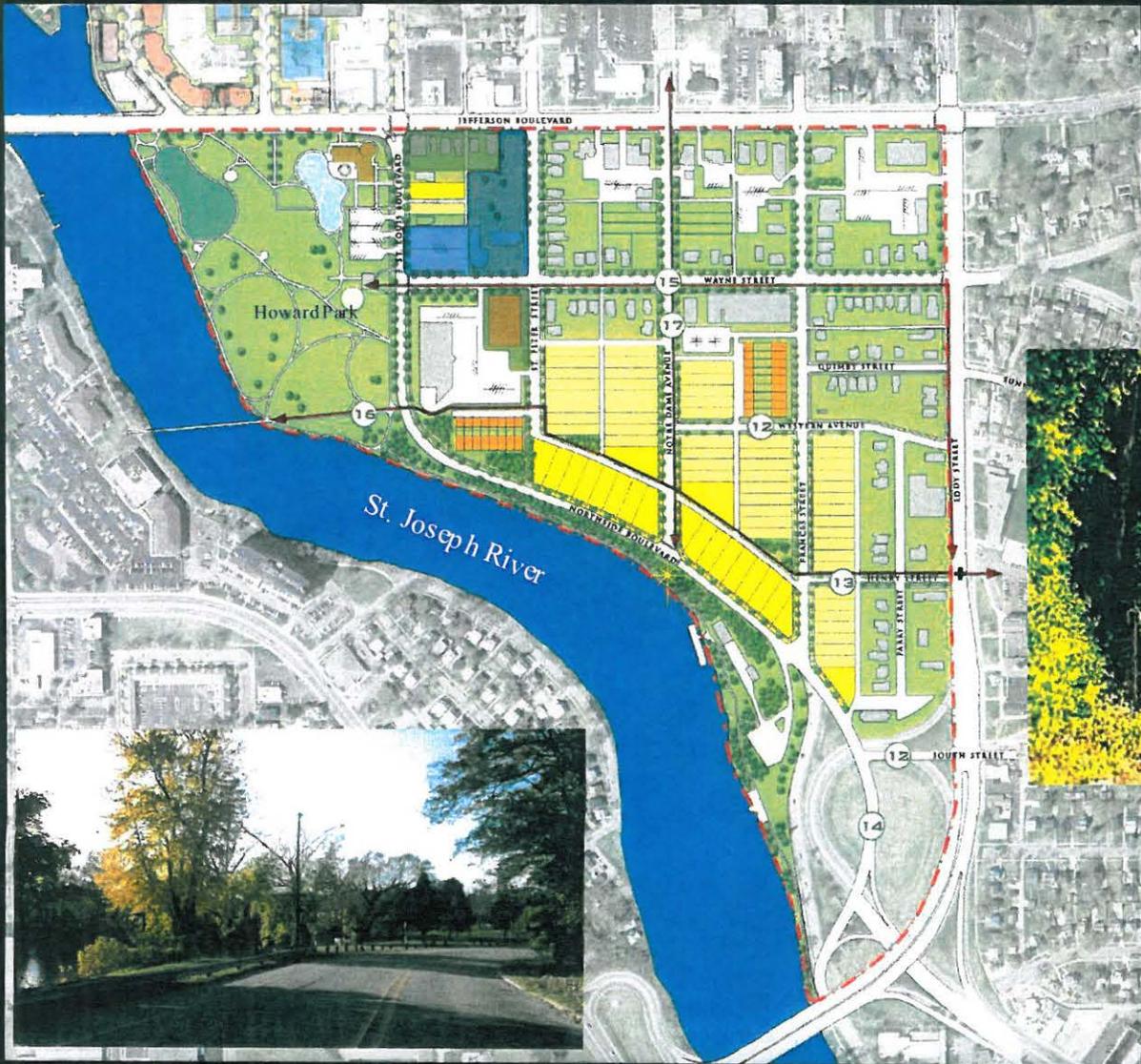


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South Bend, Indiana



# The Neighborhood Plan: Transportation



## TRANSPORTATION

- 12 Western Avenue & South Street Road Extensions
- 13 New Henry Street
- 14 Re-Alignment of Northside Boulevard - Removal of Cloverleaf
- 15 4-Way Stop at Wayne Street and Notre Dame Avenue
- 16 Greenway Pedestrian Connection
- 17 Notre Dame Avenue Bike & Pedway



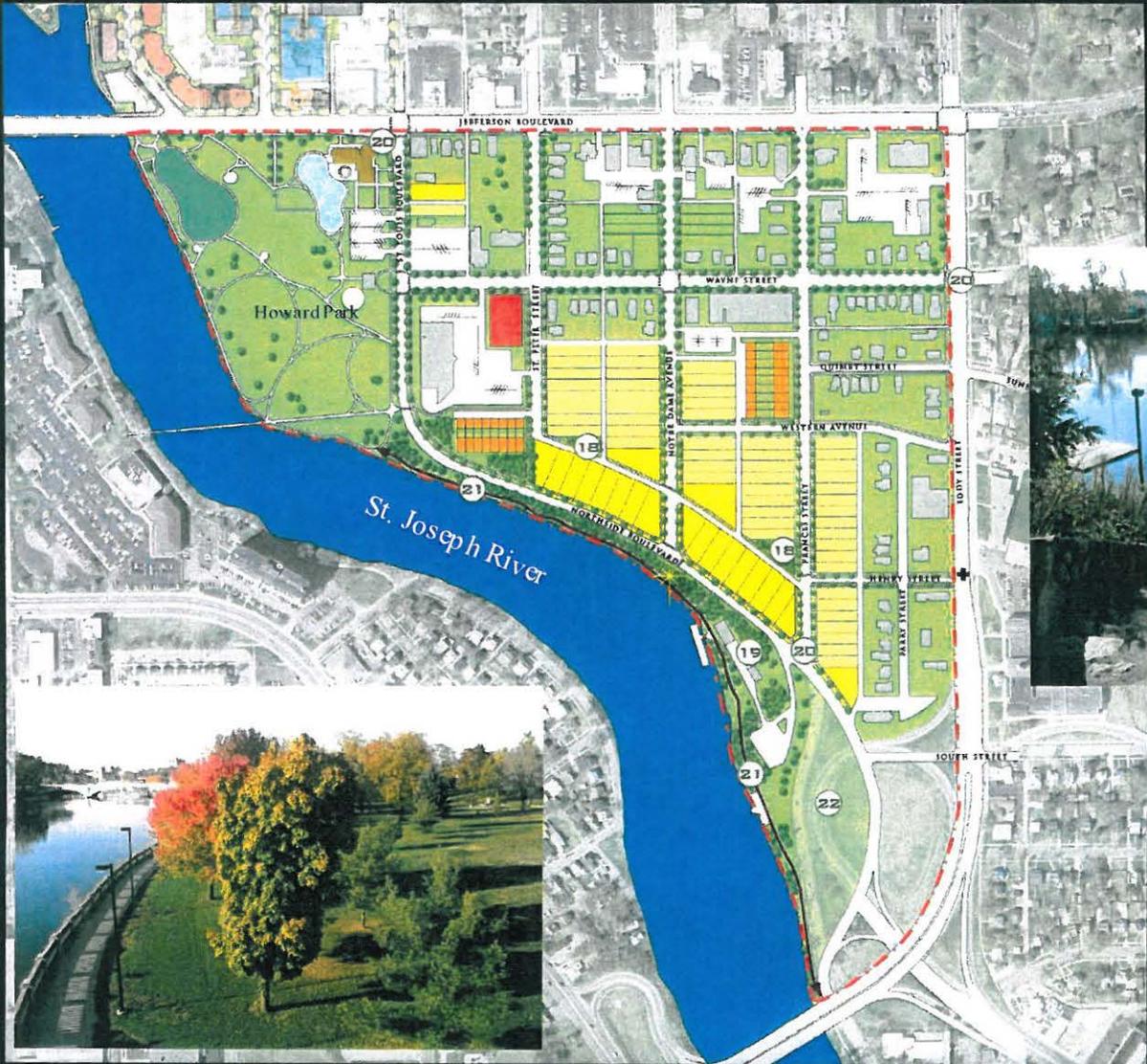
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# The Neighborhood Plan: Community Amenities



## COMMUNITY AMENITIES

- 1B 'Pocket' Parks
- 1S Notre Dame Rowing Club
- 20 Gateways
- 21 Riverwalk Improvements
- 22 Public Open Space



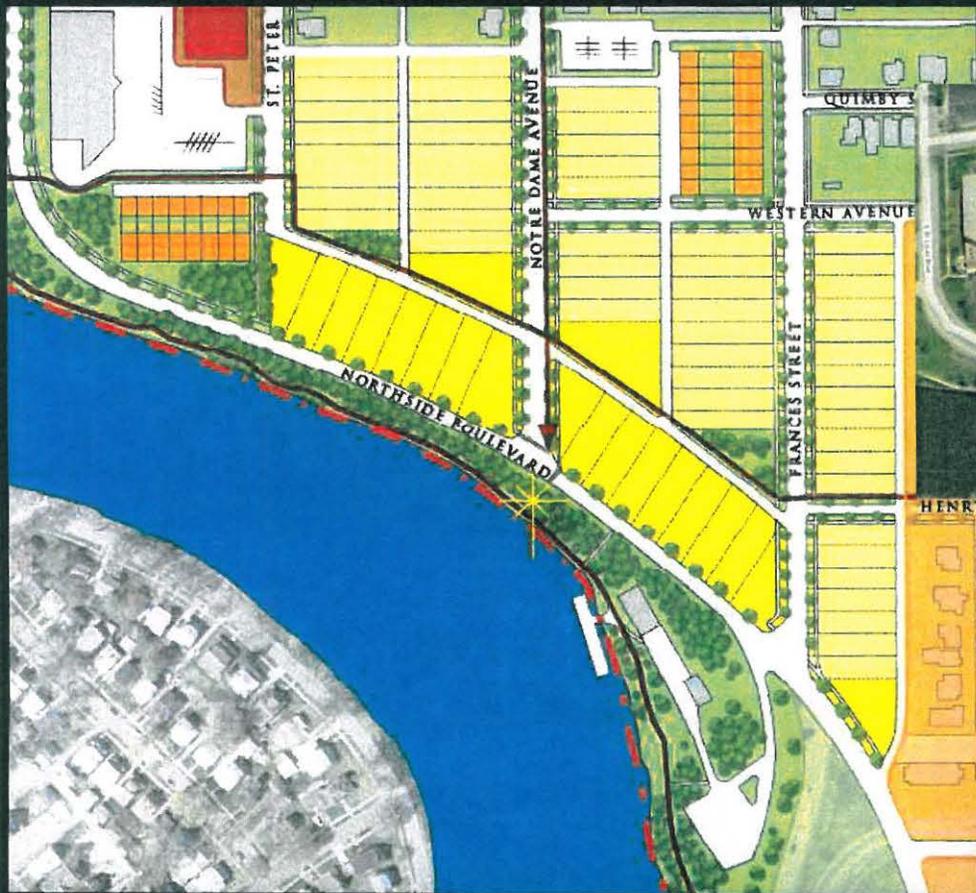
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# Investment Opportunities

- The clearing and clean-up of the existing **Transpo site in preparation for development.**

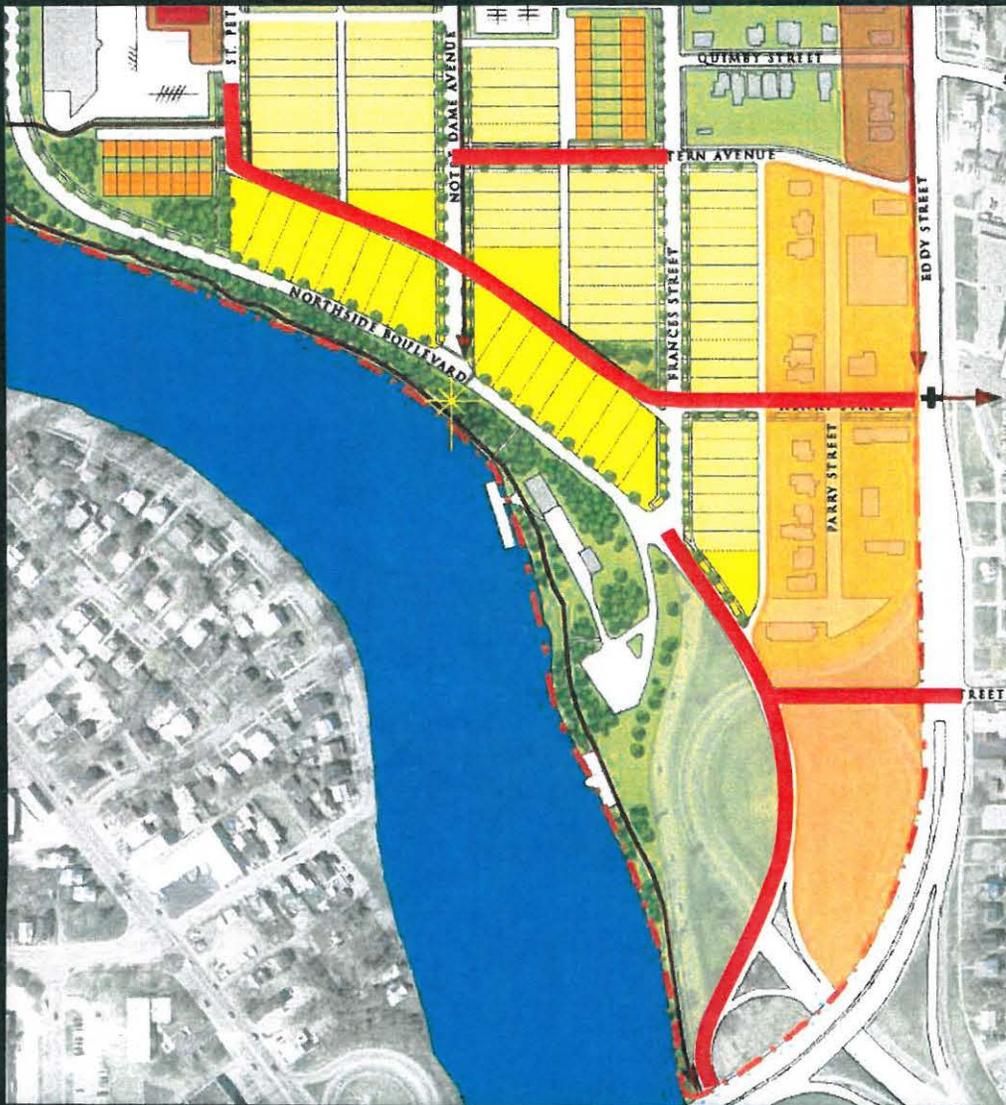


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South Bend, Indiana



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HOLLADAY PROPERTIES

## Investment Opportunities



- The **construction of some new public right-of-way**, as indicated in the plan, including asphalt paving, curb and gutter, water, sanitary sewer, electric, natural gas, telecommunications, sidewalks, landscape, street lighting, and any security features which may be beneficial to the neighborhood.



Howard Park Neighborhood Plan

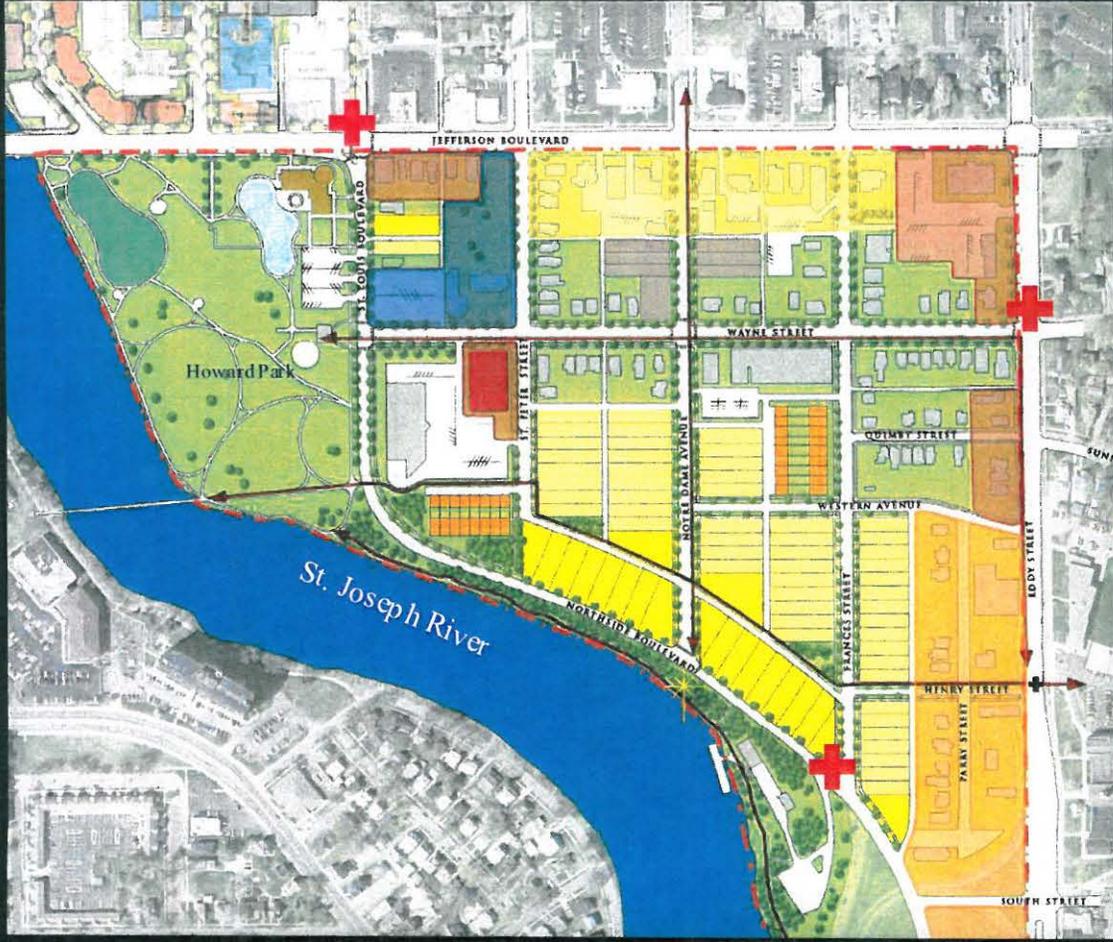
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# Investment Opportunities

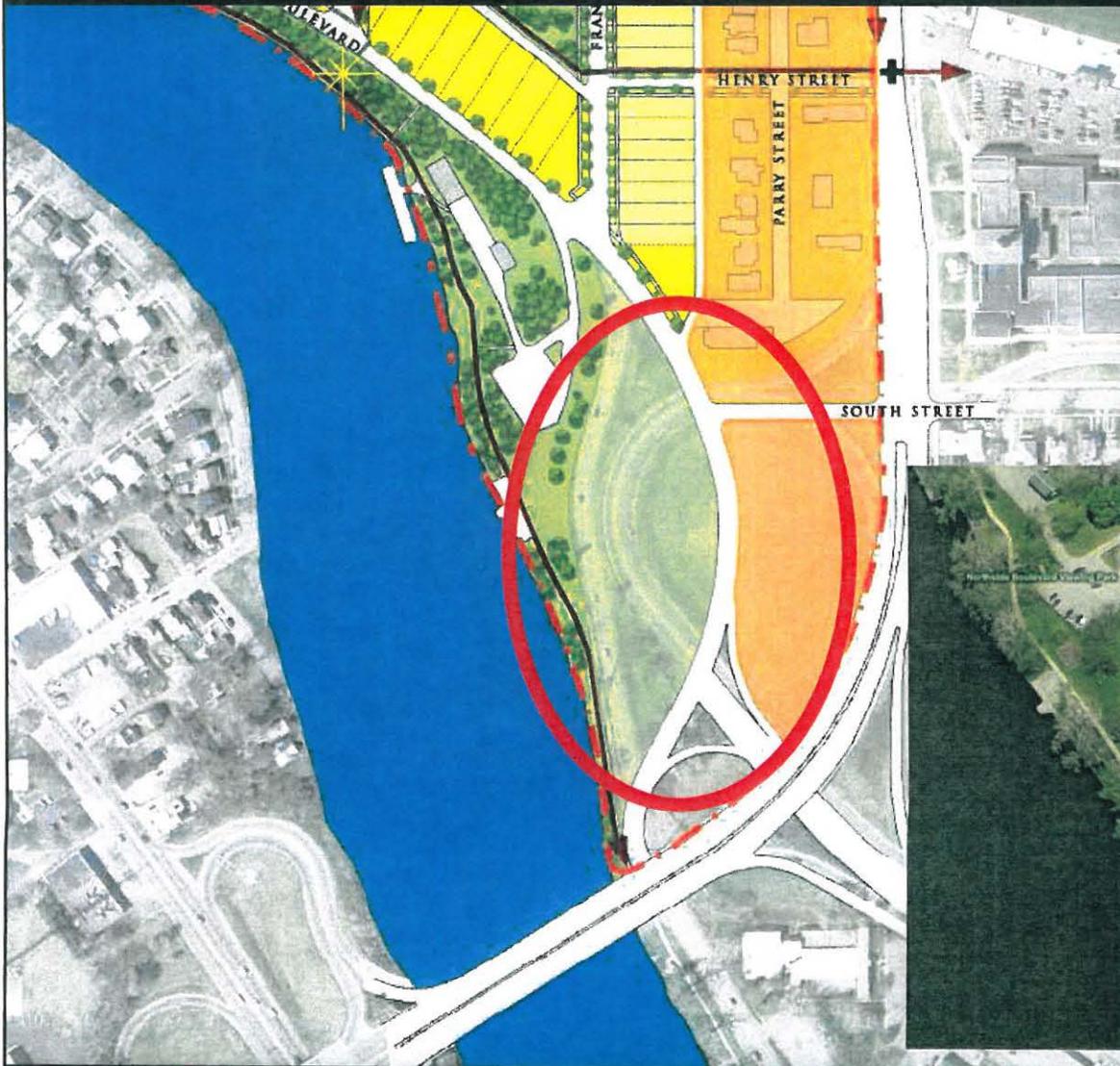
- The creation of several focal points for **entry ways** into the Howard Park Neighborhood.



Howard Park Neighborhood Plan  
South Bend, Indiana



## Investment Opportunities



- The City should work with the Indiana Department of Transportation to **eliminate the “cloverleaf” portion** of the Cooper Street Bridge, within the study area, to open additional land for public use and development.



Howard Park Neighborhood Plan

South Bend, Indiana



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HOLLADAY PROPERTIES

## Investment Opportunities



- The creation of a **new community building in Howard Park** on the corner of Jefferson and St. Louis Streets with a new ice skating rink. The balance of the **park will be re-invigorated**, including an underground storm tank as part of a marsh environment appropriate for occasional river overflow and the potential for a reproduction of the historic Studebaker fountain and plaza.
- Use of the **historic stone house for park** programming and private parties.



Howard Park Neighborhood Plan

South Bend, Indiana



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HOLLADAY PROPERTIES

Strategies & Action Steps	Priority	Timeline			Lead Role	Partner(s)
		Short (1-2)	Medium (3-5)	Long (5+)		
<b>Strategy 1: Redevelop the former Transpo site on Northside Blvd. as a residential neighborhood</b>						
1.1 Prepare site for future development (demolition, environmental remediation, etc.)	High				Transpo	
1.2 Develop Request for Proposals (RFP) to solicit developer	High				Transpo	City & Neighbors
1.3 Developer selected by end of 2012	High				Transpo	
1.4 Break ground on residential development by Spring of 2014	High				Developer	



Strategies & Action Steps	Priority	Timeline			Lead Role	Partner(s)
		Short (1-2)	Medium (3-5)	Long (5+)		
<b>Strategy 2: Complete public right-of-way improvements to complement other development</b>						
2.1 Construction of right-of-way (roads, sidewalks, etc.) on former Transpo site as part of residential development	High				Developer & City	
2.2 Improvements to infrastructure in conjunction with East Back Sewer Separation work	Medium				City	
2.3 Incorporate pedestrian and bike pathways into the neighborhood.	Medium				Developer & City	
2.4 Identify and create gateways at key intersections leading into the neighborhood	Medium				City & Developer	Neighbors



Strategies & Action Steps	Priority	Timeline			Lead Role	Partner(s)
		Short (1-2)	Medium (3-5)	Long (5+)		
<b>Strategy 3: Continue to support and develop the image of a successful residential neighborhood</b>						
3.1 Encourage infill housing by private residential developers	High				Developer / Private Market	Neighborhood Organization
3.2 Replacement of industrial sites with the new residential products over time	High				Developer / Private Market	
3.3 Encourage conversion of commercial back to residential along defined sections of Jefferson Blvd. over time	High				APC	Neighborhood Organization & City
3.4 Continue efforts to brand and promote the residential neighborhood	High				Neighborhood Organization	City & Developers



Strategies & Action Steps	Priority	Timeline			Lead Role	Partner(s)
		Short (1-2)	Medium (3-5)	Long (5+)		
<b>Strategy 4: Rejuvenate the St. Joseph River Bank and Howard Park</b>						
4.1 Explore open space / green solutions to address flooding in Howard Park in conjunction with CSO work	Medium				City	
4.2 Better address access and views of the river (consider items such as improvements to the River Walk, emphasis of WPA amenities, creating / enhancing view corridors, encouraging boat activity on the river, etc.)	Medium				City	
4.3 Increase and/or improve amenities in Howard Park (such as the Community Center, ice rink, potential amphitheater, etc.)	Medium				City	



Strategies & Action Steps	Priority	Timeline			Lead Role	Partner(s)
		Short (1-2)	Medium (3-5)	Long (5+)		
<b>Strategy 5: Cultivate consistent leadership including a strong neighborhood association</b>						
5.1 Neighborhood association continue to meet monthly and engage residents and businesses	High				Neighbors	
5.2 Neighborhood association continue to promote benefits of the area to potential residents, businesses and developers	High				Neighbors	



Strategies & Action Steps	Priority	Timeline			Lead Role	Partner(s)
		Short (1-2)	Medium (3-5)	Long (5+)		
<b>Strategy 6: Demolish the Cooper Street Bridge "clover leaf" and realign the intersection to open additional land for public use and development.</b>						
6.1 Open dialog with Indiana Department of Transportation about the Cooper Street Bridge clover leaf	Med-Low				City	
6.2 Work to develop an alternative solution to replace the clover leaf	Low				INDOT	City & Neighbors



Strategies & Action Steps	Priority	Timeline			Lead Role	Partner(s)
		Short (1-2)	Medium (3-5)	Long (5+)		
<b>Strategy 7: Encourage development of the Eddy Street Corridor</b>						
7.1 Future development along Eddy Street should focus on uses that will buffer the neighborhood from traffic, noise, etc. (i.e. mixed use, multi-family, commercial, office)	Medium				Neighbors, City, APC & Developers	
7.2 Pursue development of newly vacated land due to Cooper Street Bridge clover leaf alternative (see Strategy 6)	Medium				Developers	City, Neighbors, APC

