



WEST WASHINGTON CHAPIN
DEVELOPMENT AREA PLAN



CITY OF SOUTH BEND 2019

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Purpose

The purpose of the West Washington Chapin Development Area Plan is as follows:

- To provide a broad vision and strategy for the economic and physical revitalization of the West Washington Chapin Development Area, and
- To establish a framework for ongoing collaborative planning efforts involving residents and other property owners, business owners, civic associations, institutional partners, and local government.

History of West Washington Chapin Development Area

The South Bend Redevelopment Commission designated the West Washington Chapin Development Area in 1987 [Declaratory Resolution No. 818 and Confirming Resolution No. 824].

Location of West Washington Chapin Development Area

The West Washington Chapin Development Area includes much of the Near Westside and is immediately west of downtown South Bend. The development area boundary is more specifically represented in Appendix A and in the legal description found in Appendix B.

Development Area Activities

The goals and objectives for the West Washington Chapin Development Area will be accomplished through a combination of public and private actions. Public actions may be any redevelopment activities permitted by state law, including, but not limited to, the following:

1. Provision for public works improvements to infrastructure, such as streets and roads, sidewalks, curbs, water mains, storm drains, sewers and other utilities, lighting, traffic controls, and landscaping of public spaces and rights-of-way;
2. Vacation and dedication of public rights-of-way;
3. Provision for other public facilities and improvements;
4. Property acquisition and the assemblage of properties for the siting of new development;
5. Relocation of individuals, households, or businesses;
6. Disposition of assembled sites, rehabilitated structures, and other properties;
7. Rehabilitation or demolition of built structures;
8. Environmental study and remediation of properties;
9. Pre-development activities, such as engineering, architectural work, planning, traffic analysis, market area analysis, marketing, program development, title, survey, appraisal, and legal work; or
10. Any other activity pertaining to planning and implementing the West Washington Chapin Development Plan.

Activities, as well as goals and objectives, may be further detailed in adopted neighborhood and master plans for areas within the West Washington Chapin Development Area. These plan documents are listed in Appendix D.

The following are the goals and objectives for the River West Development Area:

Goals / Objectives

1. *Land Use and Growth*: Encourage sustainable growth that preserves and enhances the character of the City of South Bend (the “City”) and ensures compatibility of land uses in the community in appropriate areas of the neighborhood.
 - a. Support the use and redevelopment of land in accordance with established plans.
 - b. Prioritize development in established areas over development at the edge of the city.
 - c. Promote high quality neighborhoods, especially those that offer neighborhood-scale commercial services, employment opportunities, and community spaces.
 - d. Foster urban density, including among residential uses.
 - e. Support mixed-use development, especially when concentrated downtown or in neighborhood centers.
 - f. Facilitate the creation of development sites.
 - g. Promote projects that best maximize the assessed value of the property.
2. *Transportation*: Provide a balanced transportation system that is integrated locally and regionally and employs Complete Streets principles.
 - a. Design a transportation network for all users that supports access, mobility, and health by providing streets that are safe, convenient, accessible, and attractive.
 - b. Provide a transportation system that improves mobility, especially by connecting residents to centers of commerce, employment, and recreation.
 - c. Partner with businesses, private developers, institutions, and other governmental agencies to develop transportation facilities that provide better access within and beyond the City’s borders connecting to other regional metropolitan areas.
3. *Public Infrastructure and Facilities*: Provide efficient and progressive public infrastructure and facilities that accommodate future growth and meet the community’s changing needs.
 - a. Construct and plan for the long-term maintenance of street, streetscape, parking, utility, and other basic infrastructure improvements that stimulate private development, especially in already established areas of the City.
 - b. Support the development of conventional and emerging technology-based infrastructure, particularly in ways that maximize aesthetics and mitigate negative impacts.
 - c. Provide well maintained parks, trails, and other recreational and cultural facilities that are easily accessible to the community.
 - d. Provide municipal buildings and facilities necessary to serve the community.
4. *Housing*: Achieve a thriving housing market within the City that offers appealing neighborhoods with diverse housing choices.
 - a. Encourage housing options for all household types, abilities, age groups, and income levels.
 - b. Facilitate a full range of housing types, varying in size, arrangement, style, and amenity.

- c. Support the renovation of existing housing stock to meet the community's housing needs.
 - d. Promote the development of workforce housing.
5. *Economic Development*: Promote a healthy and diversified economy that fosters a competitive business environment and offers opportunities for employment and entrepreneurship.
- a. Stimulate the creation, retention, and expansion of business, particularly in expanding and export industries.
 - b. Market the City to businesses and developers through a deliberate strategy.
 - c. Encourage economic opportunities in geographies across the City.
 - d. Encourage the use of arts and culture as an economic generator.
 - e. Protect and increase the personal and real property tax base of the area.
6. *Sustainability and Environmental Management*: Promote sustainable environmental management that enhances the quality of air, water, and land resources, and preserves the St. Joseph River as an irreplaceable resource.
- a. Utilize principles of sustainable design, development, and practice.
 - b. Facilitate the productive reuse of brownfield properties.
 - c. Encourage the preservation and expansion of the urban tree canopy.
 - d. Support the development of projects that promote the health of city residents.
7. *Placemaking and the Built Environment*: Promote an attractive public realm that preserves and enhances the City's history and built environment.
- a. Support walkable urban development.
 - b. Encourage urban design that creates or enhances a sense of place, provides vibrancy, incorporates arts and culture, and fosters safety.
 - c. Integrate parks and trails into the city using urban design principles.
 - d. Prioritize projects that preserve and rehabilitate existing buildings over ones of new construction.
 - e. Support development that is context sensitive and conserves the historical, architectural, and social fabric of the City.
 - f. Preservation and enhancement of historic structures, including the housing stock in the West Washington National Historic District.
8. *Education & Training*: Provide educational and training opportunities that support people of all ages to compete successfully in the economy.
- a. Ensure a strong match between job skills among the population and present and future needs of employers.
 - b. Partner with organizations to enhance educational opportunities for youth from pre-K to Grade 12.
 - c. Partner with organizations that offer internships, co-ops, apprenticeships, continuing education, and other job training programs.

Tax Increment Financing ("TIF") District

The South Bend Redevelopment Commission may implement the use of TIF within a redevelopment area pursuant to state law (I.C. 36-7-14).

TIF districts target blighted areas in order to transform them into viable areas making the community more appealing and attractive for economic development, which creates a better quality of life for the districts' residents. TIF districts are powerful and effective tools that may provide financing for infrastructure improvements within redevelopment projects which may, in turn, entice market dollars back into abandoned and dilapidated areas. The lifespan of a TIF district varies based upon the time of its creation.

TIF creates revenues for improvements without raising taxes, offers incentives for businesses and developers, and builds communities. TIF works by capturing additional property tax revenue due to the revitalization of a designated area. The assessment rate of the year in which the TIF is established is used as the base year, and tax revenues generated due to the increase in assessment over the base year assessment of properties within the TIF district are set aside for use in that TIF district. Thus, no new taxes or increases in tax rates occur, rather TIF funds are generated when property values improve due to the overall improvement of the TIF district. These TIF funds are placed in a special account and can only be used for public improvements within the TIF district. Public improvements include, but are not limited to, sidewalks, curbs, gutters, street paving and construction, water lines, wastewater lines, storm sewer lines, and storm water basin improvements in, serving, or benefitting the TIF district.

Statutory Findings

The River West Development Area Plan meets the following required findings by the Redevelopment Commission pursuant to state law (36-7-14-15(a)):

1. The River West Development Area is an area in the territory under its jurisdiction and is an area needing redevelopment;
2. The conditions described in state law (I.C. 36-7-1-3) cannot be corrected in the River West Development Area by regulatory processes or the ordinary operations of private enterprise without resorting to state law (I.C. 36-7-14);
3. The public health and welfare will be benefitted by the amendment of the resolution or plan, or both, for the River West Development Area; and
4. The amendment is reasonable and appropriate when considered in relation to the original resolution or plan for the River West Development Area and the purposes of state law (I.C. 36-7-14); and
5. The resolution or plan, with the proposed amendment, conforms to the comprehensive plan for the City.

Acquisition of Real Property in the River West Development Area

In connection with the accomplishment of this River West Development Plan, the South Bend Redevelopment Commission shall include all parcels with the boundaries set forth above on the acquisition list attached as Appendix C and shall follow the procedures set forth in state law (I.C. 36-7-14-19 or I. C. 36-7-14-19.5).

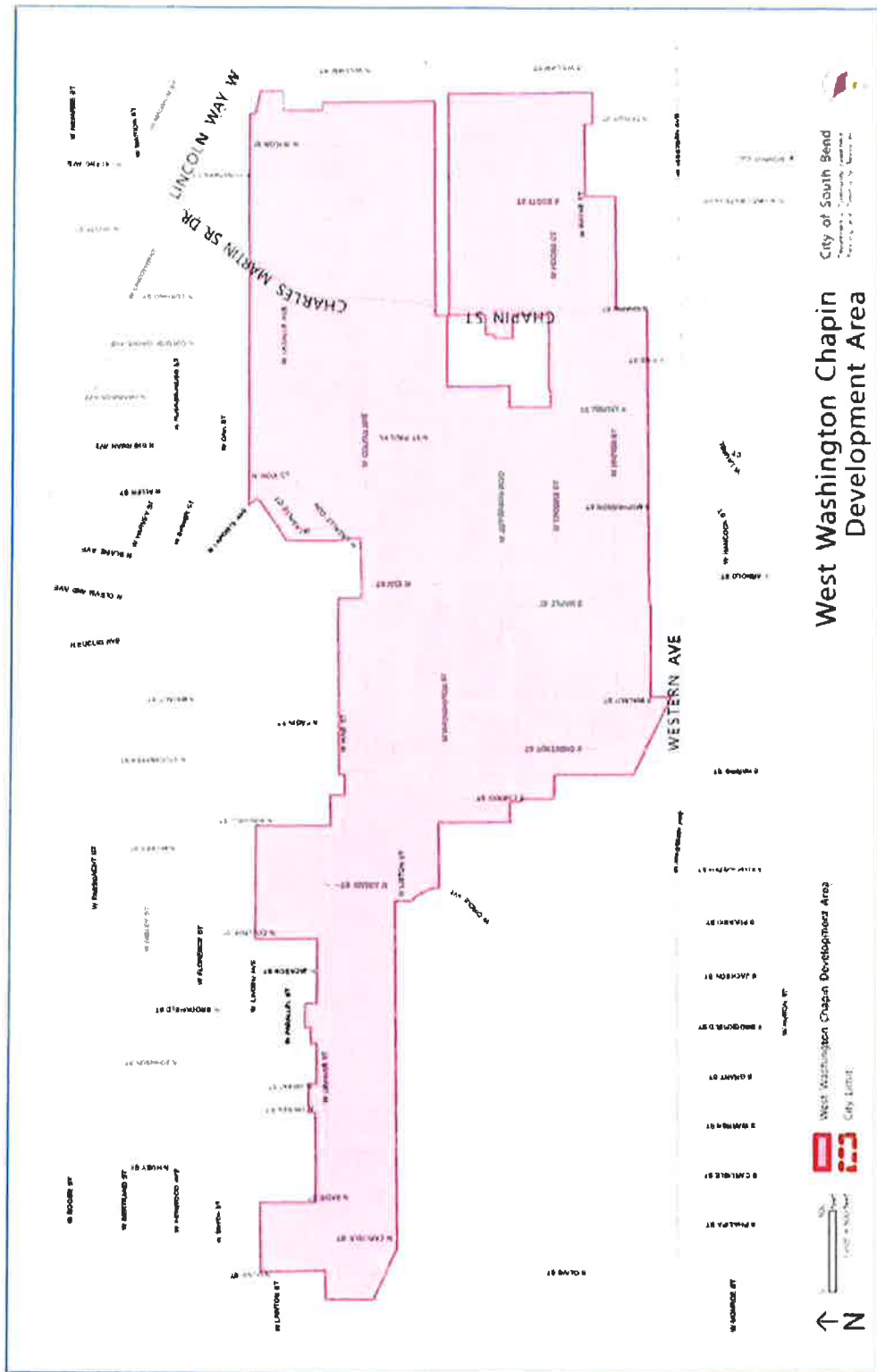
Procedure for Amendment of the West Washington Chapin Development Area Plan

The West Washington Chapin Development Area Plan may be amended by resolution of the South Bend Redevelopment Commission in accordance with state law (I.C. 36-7-14-17.5). Any change affecting any property or contractual right may be made only in accordance with applicable state and local laws.

APPENDIX

Appendix A – MAP OF DEVELOPMENT AREA BOUNDARY

Provides boundary, streets, public improvements per IC 36-7-14-15(b)(1)



Appendix B – LEGAL DESCRIPTION

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: A Parcel of land being a part of Section 10, and a part of Section 11 , Township 37 North, Range 2 East, City of South Bend, Portage Township, St. Joseph County, Indiana, and being more particularly described as follows: COMMENCING at the point of intersection of Western Avenue and William Street; thence North along the Centerline of William Street to the Easterly projection of the North right-of-way line of Wayne Street; thence Westerly along said Easterly projection and along the North right-of-way line of Wayne Street to the Southeast corner of Lot # 15 in the Plat of Vail's Subdivision, Block 3, as recorded in the records of the St. Joseph County, Indiana Recorder's Office and the Point of Beginning; thence continuing West along the North right-of-way line of said Wayne Street and its Westerly projection to the intersection of the West right-of-way line of Taylor Street; thence North along the West right-of-way line of Taylor Street to the intersection of the South right-of-way line of Wayne Street; thence West along the South right-of-way line of Wayne Street to the intersection of the East right-of-way line of Scott Street; thence South along the East right-of-way line of Scott Street to the intersection of the Easterly projected South right-of-way line of Napier Street; thence West along the South right-of-way line of Napier Street to a point of intersection with the East right-of-way line of Chapin Street; thence South along said East line to a point of intersection with the South line of the first East-West 14 foot wide Public Alley located North of Western Avenue, extended East; thence West along said extension and continuing along the South line of said Alley to a point of intersection with the East right-of-way line of Walnut Street; thence South along said East line to a point of intersection with the North right-of-way line of the Conrail Railroad property (formerly known as the Penn Central Railroad); thence Northwesterly along the North right-of-way line of said Conrail Railroad property to the intersection of the West right-of-way line of the first 14 foot North-South Public Alley West of Chestnut Street; thence North along the West right-of-way line of said Alley to an intersection with the South right-of-way line of the first 14 foot West-East Public Alley North of Napier Street; thence West along the South right-of-way line of said Alley projected to the intersection of the West right-of-way line of Cherry Street; thence North along the West right-of-way line of Cherry Street to the intersection of the South right-of-way line of Jefferson Boulevard; thence West along the South right-of-way line of Jefferson Boulevard to the intersection of the West right-of-way line of Cherry Street; thence North along the West right-of-way line of Cherry Street to the North right-of-way line of the first 10 foot West-East Public Alley South of Washington Street; thence West along the North right-of-way line of said Alley projected to the intersection of the West right-of-way line of the first 14 foot North-South Public Alley West of Cherry Street; thence North along the West right-of-way line of said Alley to the intersection of the South right-of-way line of Washington Street; thence West along the South right-of-way line of Washington Street projected to the intersection of the Southwest right-of-way line of Washington Street; thence Northwesterly along the Southwest right-of-way line of Washington Street to the intersection of the South right-of-way line of Washington Street; thence West along the South right-of-way line of Washington Street to the North right-of-way line of said Conrail Railroad Property; thence Northwesterly along said North right-of-way line projecting beyond Olive Street, intersecting with a projected Centerline of the first North-South 14 foot Public Alley, West of Olive Street (now noted as Block W12-Parcel 1); thence North along the projected and Centerline of said North-South 14 foot Public Alley to the intersection of the North right-of-way line of Orange Street; thence East along the North right-of-way line of Orange Street to the intersection of the East right-of-way line of Olive Street; thence North along the East right-of-way line of Olive Street to the intersection of the South right-of-way of Linden Street; thence East along the South right-of-way line of Linden Street to the intersection of the West right-of-way line of Sadie Street; thence South along the West right-of-way line of Sadie Street to the intersection of the North property line of Lot 77 of Arnold's Second Addition to the City of South Bend (now noted as Block W2-Parcel 21); thence East along a projected line of said Lot 77, also being along the North line of Lot 56 of said Arnold's Second Addition (now noted as Block W3-Parcel 1); thence continuing East along the North Line, of Lots 34,33 and 12 of Oak Grove Addition (now noted as Block W3-Parcel 2, Block W4-Parcel and Parcel 2) to the intersection of the West right-of-way line of O'Brien Street; thence North along the West right-of-way line of O'Brien Street to the intersection of the projected North property line of Lot 2, of Oak Grove Addition; thence East along the projected and North line of Lot 2 (now noted as Block W5-Parcel) to the East right-of-way line of Grant Street; thence South along the East right-of-way line of Grant Street to the approximate mid-point of Lot 19 of College Grove Addition (now noted as Block W6-Parcel 1); thence East along a line and approximate mid-point of Lot 19 to the East right-of-way line of Johnson Street; thence North along the East right-of-way line of Johnson Street to the Centerline of the first Public Alley North of Orange

Street; thence East along said Alley Centerline to a North-South Public Alley; thence North along said Alley Centerline to the North line of Lot 20, College Grove Addition; thence East along the North line of said Lot 20, and projected to the East right-of-way line of Brookfield Street; thence South along the East right-of-way line to a point being the approximate mid-point of Lot 21 (now noted as the North line of Block W8-Parcel I); thence East along an approximate mid-point line and projecting East to the intersection of the West right-of-way line of College Street; thence North along the West right-of-way line of College Street to the intersection of the South right-of-way line of Linden Street; thence East along the South right-of-way line of Linden Street to the intersection of the East right-of-way line Birdsell Street; thence South along the East right-of-way line of Birdsell Street to the intersection of the North property line of Lot 25 of Arnold & Pagin's Subdivision (now noted as Block W21-Parcel 1); thence East along the North property line of said Lot 25 to the intersection of the Centerline of the first 14 foot North-South Public Alley; thence South along the Centerline of said Alley to the intersection of the Centerline of the first East -West 16.5 foot Public Alley; thence East along the Centerline of said Alley to the intersection of the West right-of-way line of Studebaker Street; thence North to the intersection of a projected North right-of-way line of Hine Street; thence East along the projected and North right-of-way line of Hine Street to the intersection of the East right-of-way line of Walnut Street; thence South along the East right-of-way line of Walnut Street to the intersection of the South property line of the City Cemetery; thence East along the South property line of said Cemetery to a point which is 9.9 feet more or less North of the Northeast corner of Lot # 43 in the Plat of Rockefeller's 2nd Addition as recorded in the Records of the St. Joseph County, Indiana Recorder's Office; thence South along the East line of said Lot # 43 and its' Northerly extension to the North Right-of-way line of Colfax Avenue; thence East along said North line to a point of intersection with the Southwest corner of Lot # 49 in said Plat; thence North along the West line of said Lot # 49 to the Northwest corner of said Lot # 49; thence Northwesterly to a point of intersection with the Southeast corner of the City Cemetery Parcel; thence North along the East property line of said Cemetery to a point approximately 39.0 feet North of the Northwest Corner of Lot 6 of Kuespert & Sommer's Addition (now noted as Block W44-Parcel 7); thence Northeasterly along said projected line and parallel with the Northwesterly line of Kuespert & Sommer's Addition to the intersection of the Centerline of LaPorte Avenue; thence Northwesterly along the Centerline of LaPorte Avenue to the intersection of the projected Centerline of the first 14 foot East-West Public Alley lying North of LaSalle Court; thence East along the Centerline of said Alley to the intersection of the West property line of Lot 1, part of the original Lot I of Chapin's Subdivision of Bank Outlots 1 and 2; thence South along the West property line of said Lot 1 to the Northwest corner of Lot 3 of Horatio Chapin Subdivision (now noted as Block W52- Parcel 6); thence Southeasterly along the North property line of Lot 3 to the Northeast corner of said Lot 3; thence South along the East line of said Lot to the Southeast corner of said Lot, said corner also being on the North right-of-way line of La Salle Avenue; thence West along said North line to a point of intersection with the West line of the First 14 foot wide North-South Public Alley located West of William Street extended North; thence South along said extension and said West line and said West line extended South to a point of intersection with the South line of a 14 foot wide East-West Public Alley; thence East along said South line to a point of intersection with the East line of a Parcel of ground with Tax Key Number 18-1023-0974 as shown in the St. Joseph County, Indiana Auditor's Office; thence South along said East line and continuing South and crossing Colfax Avenue (82.5 ft. wide) to the South right-of-way line of said Colfax Avenue; thence East to a point of intersection of the East line of a Parcel with Tax Key Number 18-1023-0968 as shown in said Auditor's Office extended North; thence South crossing said Colfax Avenue (82.5 ft. wide) and continuing South along the East line of said Parcel with tax Key Number 18-1023-0968 and the East line of a parcel with Tax Key Number 18-1023-0962 as shown in the records of said Auditor's Office to the North right-of-way line of Washington Street; thence South crossing said Washington Street (82.5 ft. wide) to a point on the South right-of-way line of said Washington Street; thence East along said South line to a point of intersection with the West line of the first 14 foot wide North-South Public Alley located West of William Street; thence South along said West line to the Southeast corner of Lot # 15 in the Plat of Vail's Subdivision, Block 3, as recorded in the records of said County and the Point of Beginning.

EXCEPTING THE FOLLOWING described tract 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 the East right-of-way line of Laurel Street; thence North along said East right-of-way line to a point 74.25 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 9.68 acres more or less.

Appendix C - LIST OF PARCELS ADDED TO THE ACQUISITION LIST

Property Address	Parcel ID	Owner of Record
508 W LASALLE AVE	018-1023-0988	HOUSING AUTHORITY OF SOUTH BEND
Unimproved Parcel	018-1023-0989	HOUSING AUTHORITY OF SOUTH BEND
Unimproved Parcel	018-1040-1733	HOLINESS CHURCH OF GOD
Unimproved Parcel	018-1040-1734	SOUTH BEND HERITAGE FOUNDATION
Unimproved Parcel	018-1040-1735	HOLINESS CHURCH OF GOD
Unimproved Parcel	018-1044-1876	HABITAT FOR HUMANITY
Unimproved Parcel	018-1044-1881	SOUTH BEND HERITAGE FOUNDATION
1227 W COLFAX AVE	018-1044-1883	CHANDLER PHYLLIS
Unimproved Parcel	018-1044-1884	SOUTH BEND HERITAGE FOUNDATION INC
1219 W COLFAX AVE	018-1044-1885	CAMERON ARACADA

Appendix D – LIST OF DEVELOPMENT AREA PLAN DOCUMENTS

The following plans cover all or some of the West Washington Chapin Development Area and provide further details on the activities, goals, and objectives within it:

CITYWIDE PLANS

- [Bike South Bend 2010-12 Plan](#) (2010)
- [South Bend Comprehensive Plan \(City Plan\)](#) (2006)
- [Housing and Community Development Plan](#) (2009)

COMMERCIAL CORRIDOR PLANS

- [West Side Main Streets \[Lincolnway West and Western Avenue\] Plan](#) (2014)

VENUES, PARKS & ARTS PLANS

- [City Cemetery Master Plan & Improvements \(View South Bend City Cemetery Page\)](#) (2015)

EXHIBIT D

LIST OF PARCELS ADDED TO THE ACQUISITION LIST

Property Address	Parcel ID	Owner of Record
508 W LASALLE AVE	018-1023-0988	HOUSING AUTHORITY OF SOUTH BEND
Unimproved Parcel	018-1023-0989	HOUSING AUTHORITY OF SOUTH BEND
Unimproved Parcel	018-1040-1733	HOLINESS CHURCH OF GOD
Unimproved Parcel	018-1040-1734	SOUTH BEND HERITAGE FOUNDATION
Unimproved Parcel	018-1040-1735	HOLINESS CHURCH OF GOD
Unimproved Parcel	018-1044-1876	HABITAT FOR HUMANITY
Unimproved Parcel	018-1044-1881	SOUTH BEND HERITAGE FOUNDATION
1227 W COLFAX AVE	018-1044-1883	CHANDLER PHYLLIS
Unimproved Parcel	018-1044-1884	SOUTH BEND HERITAGE FOUNDATION INC
1219 W COLFAX AVE	018-1044-1885	CAMERON ARACADA