



City of South Bend PLAN COMMISSION

County-City Building
227 W. Jefferson Blvd. 1400S
South Bend, IN 46601
(574) 235-7627
www.southbendin.gov/zoning

AGENDA

CANCELLED

Monday, July 18, 2022 - 4:00 P.M. County-City
Building
Fourth-Floor Council Chambers
www.tinyurl.com/southbenplancommission

PUBLIC HEARING:

A. REZONINGS

- Location:** 4427 BROOKTON DR and 1335 IRELAND RD PC#0105-22
Petitioner: FOX REAL ESTATE LLP
Requested Action:
Rezoning: From S1 Suburban Neighborhood 1 to C Commercial

B. MAJOR SUBDIVISIONS - None for consideration

C. TEXT AMENDMENTS - None for consideration

D. DEVELOPMENT PLANS

- A RESOLUTION OF THE PLAN COMMISSION OF THE CITY OF SOUTH BEND, INDIANA, APPROVING AND ADOPTING THE NORTHEAST NEIGHBORHOOD PLAN PC#0107-22

ITEMS NOT REQUIRING A PUBLIC HEARING:

A. MINOR SUBDIVISIONS

- Name:** GATES IRELAND ROAD EAST MINOR SUBDIVISION PC#0097-22
Location: Between E. Ireland Road and E. Walter Street approximately 900' East of S. Michigan Street
- Name:** KERRIGAN'S ST. LOUIS BOULEVARD MINOR SUBDIVISION PC#0104-22
Location: East Side Of St. Louis Blvd. Approximately 160' South Of St. Vincent St

B. FINDINGS OF FACT – PC#0102-22 PROPERTY BOUND BY MCCARTNEY ST., KESSLER BLVD., AND KING ST. EXCEPT 1416 AND 1428 KESSLER

C. UPDATES FROM STAFF

D. MINUTES – June 21, 2022

E. ADJOURNMENT

Property Information

Location: 4427 BROOKTON DR and 1335 IRELAND RD
Owner: FOX REAL ESTATE LLP

Requested Action

Rezone from S1 Suburban Neighborhood 1 to C Commercial

Project Summary

Rezone the subject property to allow for Automobile Repair Shop

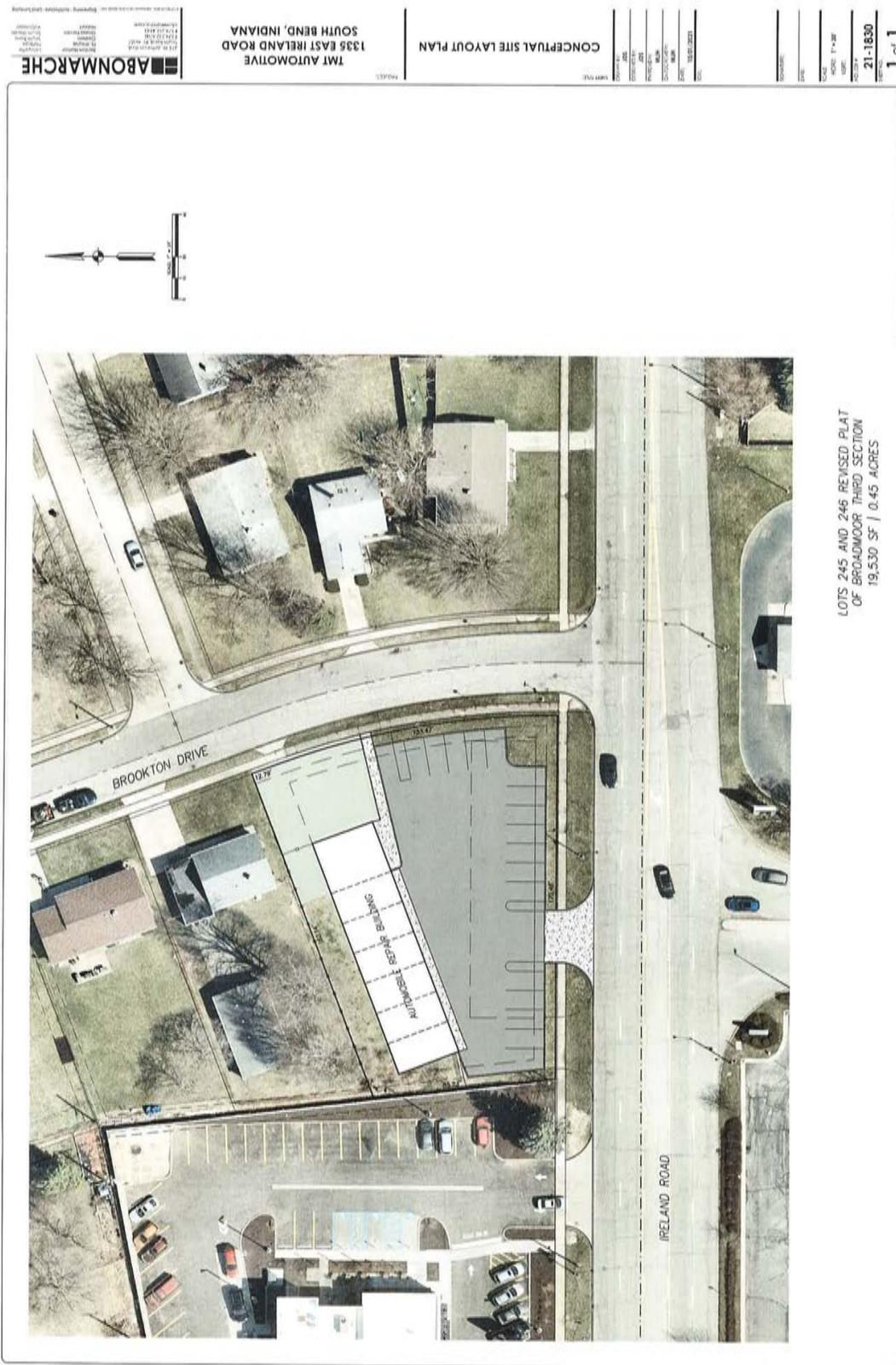
Location Map



Recommendation

Staff Recommendation: Based on the information available to the public hearing, the staff recommends the Commission send the petition to the Common Council with an unfavorable recommendation. If approved by the Council, the staff recommends the Commission encourage the Council to impose the suggested written commitments to lessen the impact on the neighborhood.

Proposed Site Plan



Site & Context

Land Uses and Zoning:

On site: Is a single family home and a vacant lot

North: To the north are single family homes zoned S1 Suburban Neighborhood 1.

East: To the east, across Brookton, are single family homes zoned S1 Suburban Neighborhood 1

South: To the south, across Ireland is a financial institution and multi-tenant commercial space zoned C Commercial

West: To the west is a restaurant zoned C Commercial.

District Intent:

The C District is established to provide a location for medium- to high-intensity commercial uses that are auto-oriented, typically located along major corridors at the fringe of the City or as small groupings located outside of neighborhood centers.

Site Plan Description:

The proposed site includes an automotive repair building with the associated parking and drives. The site plan provided does not meet the standards of the C Commercial District and will need to be modified to meet compliance, or seek approval for variances from the Board of Zoning Appeals.

Zoning and Land Use History and Trends:

This neighborhood was one of the first residential subdivisions developed in the early 1950's. By the mid-60's, additional residential neighborhoods had developed south of Ireland Road. As the residential area grew, a small neighborhood commercial center was built at the intersection of Miami and Ireland. The construction of the mall on the south side of Ireland Road in 1972 began to change the character of the area. Increasing commercial pressure along Ireland Road led to the introduction of gas stations and more intense commercial development. The failure of the mall led to the redevelopment of the area around 2005. Since then, commercial has struggled in the complex with only a few anchors surviving and large turnover and high vacancies in the complex.

The residential structure at 1335 Ireland was demolished in the mid-1990's. The foundation remained for several years until it was replaced by trees, which helped to serve as a buffer between the residential properties to the north and the commercial development to the south. The corner property was recently cleared (between 2017 and 2019) with the home at 4427 Brookton still remaining.

Traffic and Transportation Considerations:

Ireland Road expands from a four lane road to four lanes with a center turn lane just west of this site. Brookton is a two lane residential street with unmarked on-street parking.

Agency Comments

Agency Comments:

There are no agency comments at this time. Agencies will fully review the development at the time of site development.

Staff Comments:

While the property across the Ireland is zoned C Commercial, the bank is a very low intensity land-use. Broadmoor is a well established residential neighborhood. Demolishing a home and introducing more commercial in the front yard of existing homes may start to destabilize this

section of the neighborhood. If this property is rezoned, any use allowed in the C Commercial District could locate on this property.

Criteria for Decision Making

Rezoning

Per State Law, the Plan Commission and Common Council shall pay reasonable regard to:

1. Comprehensive Plan:

Policy Plan:

This petition is not consistent with City Plan (2006) Policy LU 2.4 Provide buffer spaces between non-compatible land uses or Policy H2.5 Pursue alternatives to the demolition of structurally sound housing.

Land Use Plan:

This property is adjacent to a regional commercial node identified on the land use plan.

Plan Implementation/Other Plans:

There are not other plans for the area.

2. Current Conditions and Character:

Ireland Road is a mix of commercial and residential with two intense commercial nodes at the intersections of Ireland with Miami and Ironwood. The two nodes are dissected by a traditional single family neighborhood.

3. Most Desirable Use:

The most desirable use of the property is one that would not require the demolition of the existing single-family home. A slightly higher intensity use could buffer the residential properties from the large commercial development to the south. The property is well suited for medium density residential, such as that found in the U2 District, or small scale office/retail uses, such as those found in the UF District.

4. Conservation of Property Values:

A development of this nature could have a significant negative impact on the use and value of adjacent properties. Allowing the commercial to encroach into the neighborhood would not only significantly impact the homes immediately adjacent to the property, but may result in the destabilization of the neighborhood and encourage further commercial pressure on the existing homes along Ireland Road.

5. Responsible Development and Growth:

It is not responsible development and growth to allow commercial uses to encroach into established residential neighborhood. The Comprehensive Plan emphasizes the need for buffer areas between incompatible uses and preserve the existing housing in the area.

Analysis & Recommendation

Commitments: If the petition is approved, the following commitments should be considered: 1) provide a 25' minimum corner setback on Brookton; 2) no access to Brookton; 3) no drive-through facility shall be permitted; 4) no off-premise signs shall be permitted; 5) NC Neighborhood Center District building standards should be applied.

Analysis: Rezoning this property to C Commercial could have a substantial negative impact on the adjacent residential neighborhood. Since the neighborhood was developed in the early 1950's, the area has undergone a significant change. What was developed as a small neighborhood commercial area to the west in the 1960's has grown to a large regional commercial node. Allowing the commercial zoning to further encroach into the neighborhood will likely destabilize the existing neighborhood and increase pressure for additional commercial development along Ireland Road.

Recommendation: Based on the information available to the public hearing, the staff recommends the Commission send the petition to the Common Council with an unfavorable recommendation. If approved by the Council, the staff recommends the Commission encourage the Council to impose the suggested written commitments to lessen the impact on the neighborhood.

Requested Action

A RESOLUTION OF THE PLAN COMMISSION OF THE CITY OF SOUTH BEND, INDIANA,
APPROVING AND ADOPTING THE NORTHEAST NEIGHBORHOOD PLAN

Project Summary

The Northeast Neighborhood is in the northeast quadrant of South Bend and is roughly bounded by Angela Boulevard on the north, Twyckenham Drive on the east, LaSalle Avenue on the south, and Niles Avenue and Michigan Street on the west.

The City of South Bend developed this plan through a process that engaged residents, businesses, institutions, government agencies, and other neighborhood stakeholders. The planning process included online surveys, key stakeholder interviews, in-person and virtual workshops that gathered critical information about the Northeast Neighborhood's existing conditions, needs, and opportunities. This engagement provided the basis for this plan. During the planning process, the City provided updates to the neighborhood organization and Common Council.

The Neighborhood Plan contains a list of Northeast Neighborhood project ideas which may be pursued by the City, nonprofit organizations, and the private sector over the next 20 years. The timing and scale of each project will be subject to funding and additional community engagement. Projects may change as the neighborhood and city evolves. The plan includes proposed streetscape improvements, bicycle and pedestrian infrastructure, redevelopment of vacant lots, development of a neighborhood park, and updates to the zoning map and an implementation matrix for proposed action items and projects.

Recommendation

Staff Recommendation: Based on the information available prior to the public hearing, the Staff recommends the Commission approve the resolution.



Northeast Neighborhood Plan

DRAFT 17 June 2022

2022



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Acknowledgments

James Mueller, Mayor of City of South Bend
Troy Warner, City Council Member, 4th District

Special thanks to all the residents, area organizations and institutions that shared their thoughts and vision for the future of the Northeast Neighborhood.

Department of Community Investment

Tim Corcoran, Director of Planning and Community Resources
Michael Divita, Principal Planner
Chris Dressel, Senior Planner
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Angela Rose, Senior Planner

Planning Consultants

Torti Gallas + Partners
Toole Design



What is a Plan?

A neighborhood plan is a shared statement about the desired long-term future for that area and a strategy to reach those goals. Developed through a public engagement process, a plan is a guide for:

- Making decisions about what kind of development and services are appropriate,
- How resources should be allocated, and
- How issues residents, business and property owners, and others in the neighborhood are concerned about should be addressed.

Created in the context of the needs and priorities of the larger region, a neighborhood plan focuses on assets and challenges unique to that specific area. Neighborhood plans seek to create a more livable urban place that is attractive, healthy, equitable, and sustainable for current and future generations.

What does it include?

Neighborhood plans typically identify strategies to be implemented over the next 20+ years for the following topics:

- Public facilities and infrastructure (including parks, streets, sidewalks, bicycle facilities, lighting, and utilities),
- Housing (types, condition, and affordability),
- Zoning (building types and design, density, and locations for residential, commercial, industrial, and mixed-use development), and
- Other matters important to the neighborhood.

Who is it for?

- **Neighborhood residents** will use the plan to understand proposed initiatives in the short, medium, and long terms.
- **Developers, builders, and other individuals** will use the plan to help determine the type, scale, intensity, and location of projects.
- **Public officials and community leaders** will use the plan to direct funding and to make decisions on zoning issues.
- **City staff** will use the plan to understand key neighborhood issues and as a guide to implementing priority projects and initiatives.

How is it used?

A neighborhood plan provides a broad framework for future initiatives, and it serves as a starting point for more detailed planning and public engagement as individual projects are pursued. A plan will continually evolve to meet the changing needs and context of the community.

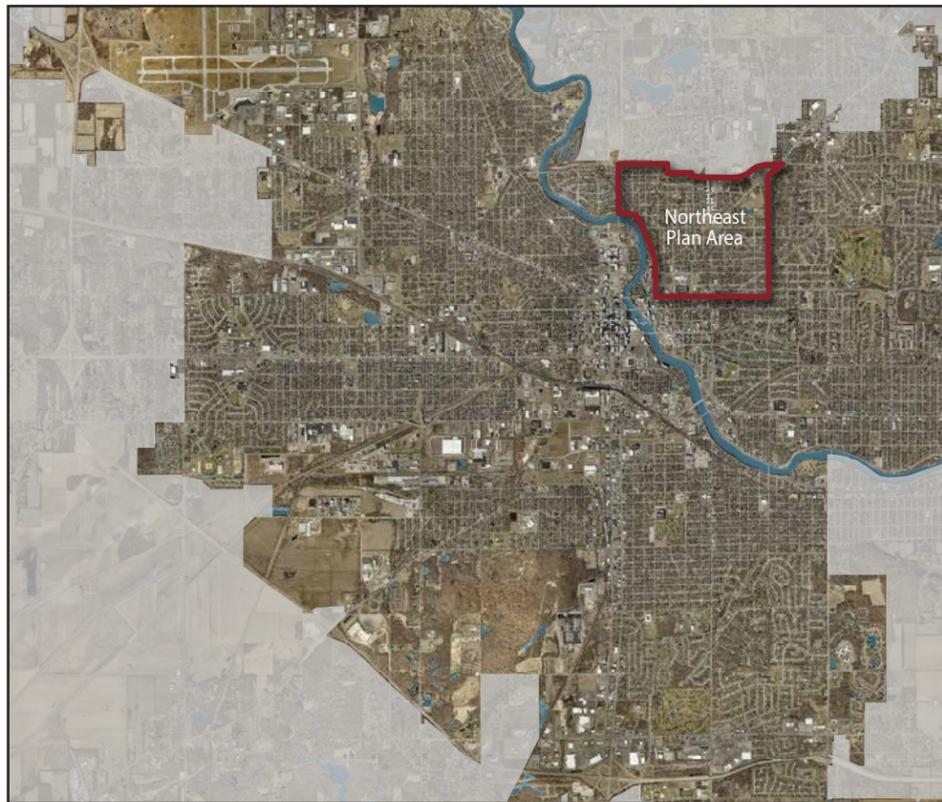
The maps, diagrams, photographs, and other graphics presented within a neighborhood plan are illustrations of its key features. These images are not intended to represent the exact results expected from the implementation of the plan, but they provide a general representation of the desired building types, land use, infrastructure, and other elements that the plan establishes.

The specific scope, final form, and timing of neighborhood plan initiatives will depend on market demand, the interest of private organizations and individuals, available resources, and direction from further public engagement.

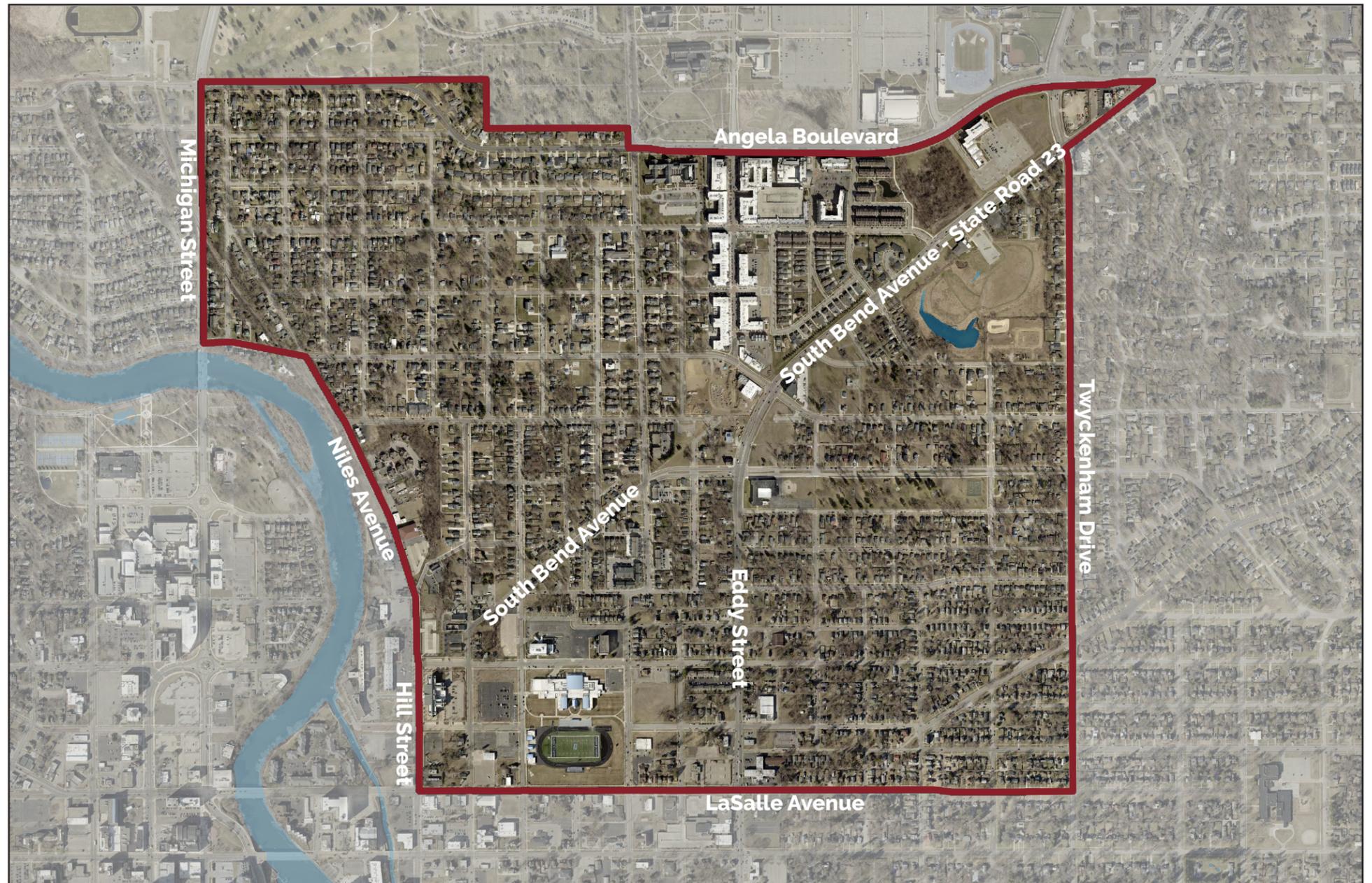
Neighborhood Background

Planning Area

The Northeast Neighborhood is in the northeast quadrant of South Bend and is roughly bounded by Angela Boulevard on the north, Twyckenham Drive on the east, LaSalle Avenue on the south, and Niles Avenue and Michigan Street on the west.

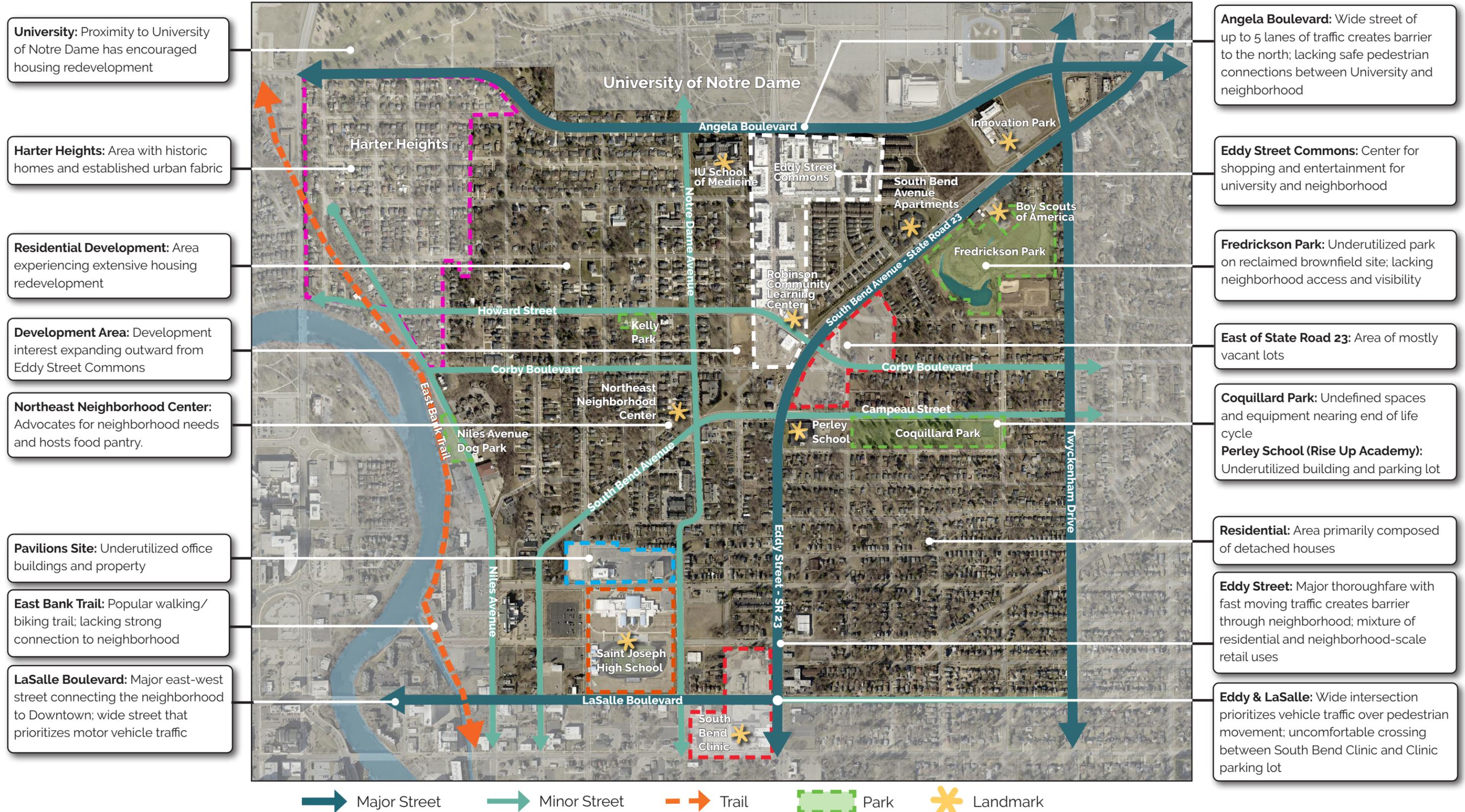


Northeast Neighborhood Context Map.



Northeast Neighborhood Boundary Map.

Existing Conditions



Neighborhood Character

Located south of the University of Notre Dame, the Northeast Neighborhood features a full range of housing choices, important community institutions, and commercial uses. The neighborhood contains a mixture of historic housing styles and new construction. Below is a sampling of the neighborhood's character.



Top Row (left to right): Eddy Street Commons, Northeast Neighborhood Center, Perley School (Rise Up Academy), Peashway Street.

Middle Row (left to right): Miner Street, Darby Row, Burns Avenue, Hill Street.

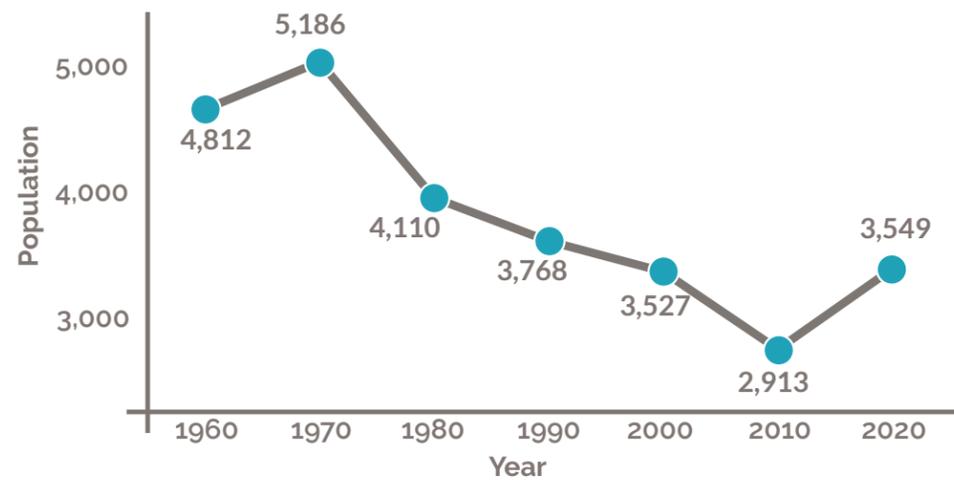
Bottom Row (left to right): Campeau Street, Coquillard Park, Robinson Community Learning Center, Miner Street.

DRAFT 7 July 2022

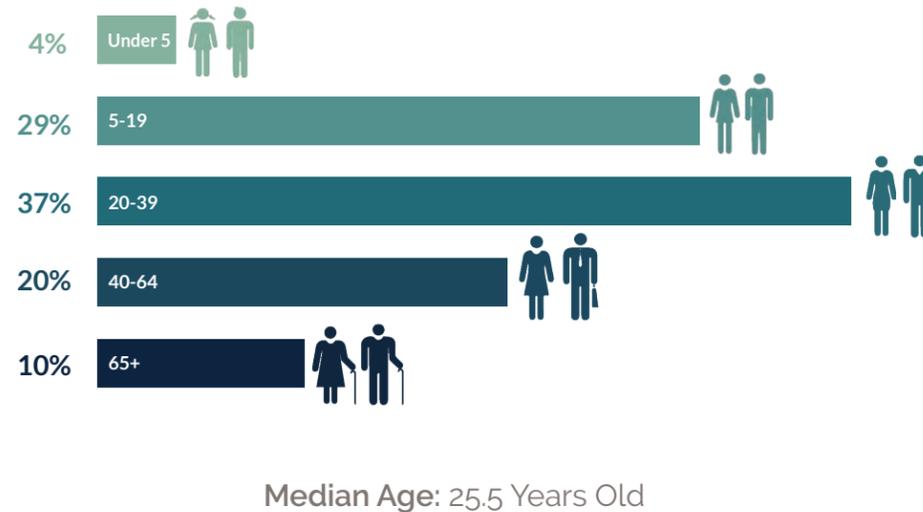
Neighborhood Data

All figures are from the 2020 Census and are based on Census Tract 10, which approximates the Northeast Neighborhood, unless otherwise noted.

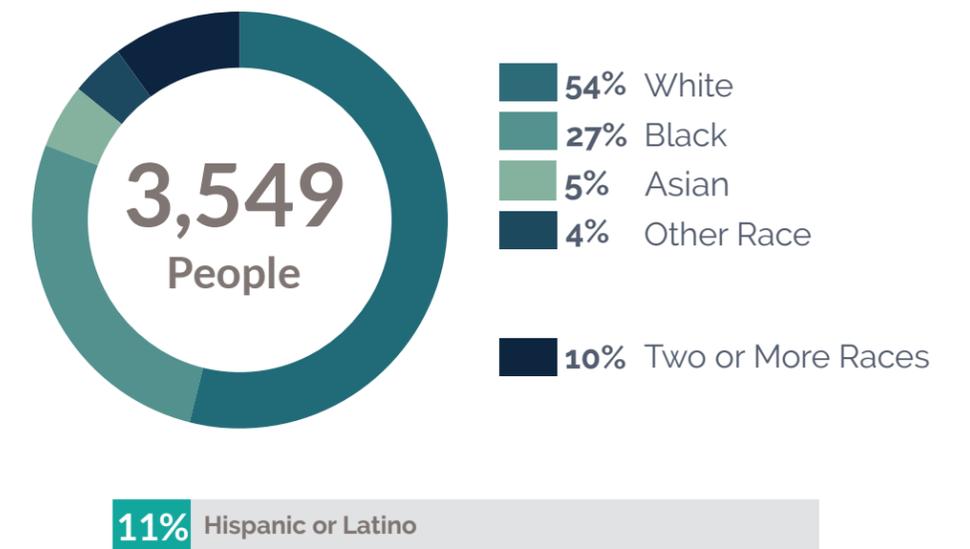
Population



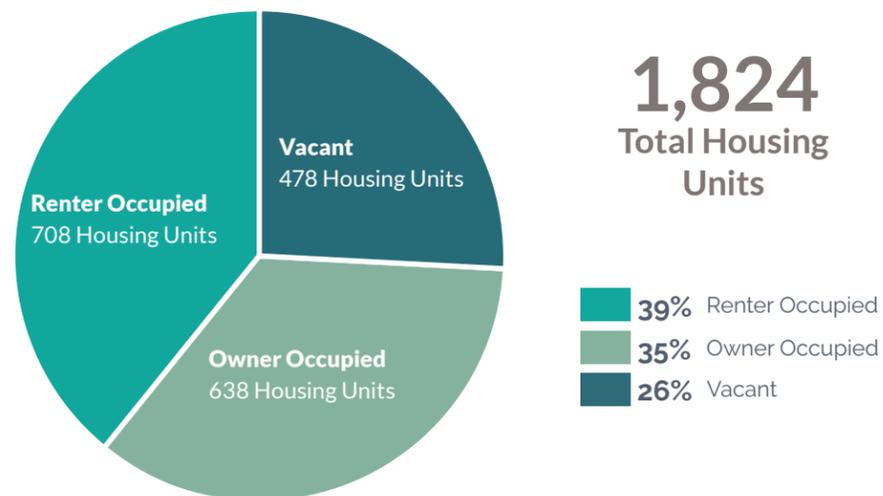
Age



Race and Hispanic Origin



Housing



Source: 2020 ACS 5-Year Estimates.

Household Income

Percentage of households within each household income range



Average Household Income: \$46,529

Source: 2020 ACS 5-Year Estimates.

Household Size

Number of Households: 1,346



Average Household Size: 2.66 people

Source: 2020 ACS 5-Year Estimates.

Planning Process & Engagement

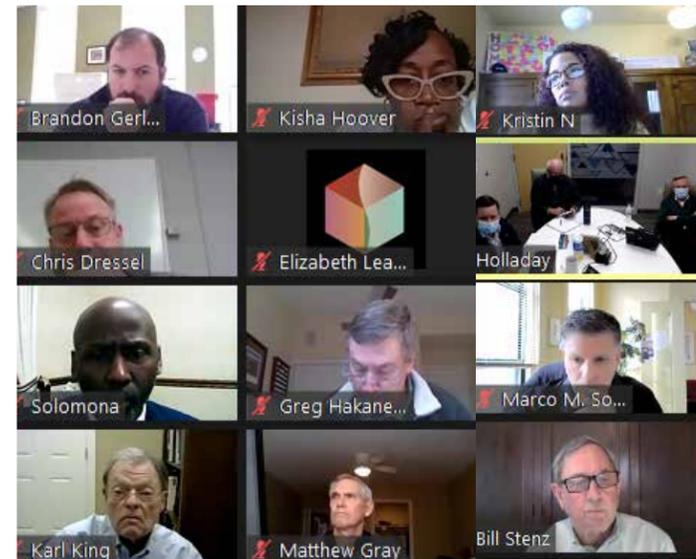
Overview

The City of South Bend developed this plan through a process that engaged residents, businesses, institutions, government agencies, and other neighborhood stakeholders. The planning process included online surveys, key stakeholder interviews, and in-person/virtual workshops that gathered critical information about the Northeast Neighborhood's existing conditions, needs, and opportunities. This engagement provided the basis for this plan. During the planning process, the City provided updates to the neighborhood organizations, Plan Commission, and Common Council.



Outreach Methods

The City used a series of outreach methods throughout the planning process to encourage participation. These methods included mailings to over 10,000 residents and property owners, e-mail lists, press releases, water bill announcements, posters, yard signs, door hangers, presentations to neighborhood associations, and attendance at other community events.



Stakeholder Meetings

The City's Planning staff conducted about 20 virtual meetings with neighborhood stakeholders. Stakeholders included neighborhood associations, community and nonprofit organizations, faith-based institutions, businesses, developers, City departments, and City Council representatives. These conversations began to outline general themes and potential focus areas for the neighborhood plan.



Together South Bend

The City created an online engagement platform called Together South Bend that allowed residents to participate in the planning process from anywhere and at any time by using interactive mapping tools and surveys. Together South Bend mirrored the methods of collecting feedback traditionally seen at public meetings. The platform included an overview of the process and planning exercises about infrastructure, housing, open space, and quality of life topics, all available in both English and Spanish.

August

June 2022

July



Visioning Workshop

Two identical visioning workshops, each held in person and virtually, focused on understanding the neighborhood and its vision for the future. Participants were asked big-picture questions and completed exercises on topics such as housing, infrastructure, land use and building form, neighborhood amenities, and neighborhood specific issues.

Priorities Workshop

At the neighborhood priorities workshop, participants confirmed that the data gathered from the online engagement platform and the visioning workshops were complete and represented their ideas. The community was then asked to prioritize potential neighborhood initiatives. This helped prepare the framework and priorities outlined in this plan.

Open House

After a draft neighborhood plan document was created, the City held an open house to present it to neighborhood stakeholders and ask for feedback.

Adoption

Following public hearings, the Plan Commission and Common Council adopted the Near West Side Neighborhood Plan as an amendment to the Comprehensive Plan. This Plan now serves as the City's official policy for the area.

What We Heard

Following are the main ideas expressed during the public engagement process for the Northeast Neighborhood. The items in **bold** were identified as priority projects at the public workshops.

Streets & Transportation

Calm traffic along the following streets:

- Angela Boulevard
- Corby Boulevard
- **Eddy Street (south of Campeau Street), especially to provide a better environment for people on foot or bicycles**
- Howard Street; improve its intersection with State Road 23
- **Notre Dame Avenue; improve its intersection with South Bend Avenue**
- **South Bend Avenue; improve its intersection with Hill Street**

Improve the transportation connection between Notre Dame/Eddy Street Commons area and Downtown South Bend

Repair curbs and sidewalks

Plant street trees where possible

Improve alley conditions

Create consistent lighting of streets and parks

Make street crossings safer and more comfortable, particularly along State Road 23, LaSalle Avenue, and Angela Boulevard

Add more protected bike lanes and shared use trails

Improve East Bank Trail crossing of North Shore Drive

Housing

Diversify housing types, especially by adding missing middle housing

Preserve and expand affordable housing options

Provide opportunities for people to stay in their homes / neighborhood as they age

Promote and expand home repair program

Identify homes needing repair through code enforcement

Built Form & Zoning

Increase housing density in targeted areas to support additional amenities

Develop area immediately north of South Bend Clinic to provide restaurants and other commercial services to the neighborhood and Clinic clients and staff

Other Amenities

Create better recreational spaces, like Kelly Park

Improve access and amenities at Coquillard Park

Improve access to Fredrickson Park

Seek additional restaurants and coffee shops

Support having a conventional public school in the neighborhood, but if Perley School building is not used, determine its future

Address small pockets of crime and violence in the neighborhood



Neighborhood Priorities Exercise

Streetscape & Traffic Calming

Reduce speed limit	●●●
Reduce lane width	●●●
Reduce street width	●●●
Reduce curb height	●●●
Reduce crosswalk width	●●●
Reduce street lighting	●●●
Reduce street trees	●●●
Reduce street furniture	●●●
Reduce street art	●●●
Reduce street lighting	●●●
Reduce street trees	●●●
Reduce street furniture	●●●
Reduce street art	●●●

Additional Infrastructure

Reduce speed limit	●●●
Reduce lane width	●●●
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Neighborhood Priorities Exercise

Streetscape & Traffic Calming

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Amenities

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Reduce street art	●●●●●

Discussing neighborhood amenities during a Neighborhood Workshop.

Some of the input provided at the Priorities Workshop.

Neighborhood Planning Principles

The characteristics described below serve as the guiding principles for the development of the Northeast Neighborhood Plan. These principles were formed through the neighborhood planning process.

① Urban

The neighborhood is walkable, has a network of well-connected streets and blocks, and a variety of public spaces. It contains a range of housing types that draws people from all economic levels. Amenities such as stores, schools, healthcare, entertainment, parks, cultural institutions, and places of worship are within a convenient distance.

② Attractive

The neighborhood's physical environment is thoughtfully managed to make it desirable, competitive, and vibrant. The neighborhood features well maintained buildings and properties, safe streets for all users, quality public spaces, and a memorable, unique identity.

③ Healthy

The neighborhood encourages an active lifestyle for residents and visitors, regardless of age or ability, through engaging open spaces and comfortable transportation options. Access to nutritious, fresh, and affordable food. The neighborhood is free of pollution that would notably impact its residents.

④ Equitable

The neighborhood's housing accommodates the unique needs, desires, and income levels of all households. Historic disinvestment is addressed through zoning reform and increased private and public investment promoting recovery.

⑤ Sustainable

The neighborhood fully uses its existing infrastructure, preserves and reuses structures of historical and/or architectural significance, implements sensible environmental policies, and is committed to reducing its carbon footprint. The neighborhood is resilient, including by being prepared for the effects of climate change.



Eddy Street at Howard Street looking north.



Campeau Street.

Scale of Development

This plan refers to low-, medium-, and high-density development. Below are illustrations of the scale of each for the Northeast Neighborhood. Each scale of development incorporates and builds upon the scale below helping to create diversity of housing options.

Low-Density



Medium-Density

Medium-density areas would include buildings of this scale, as well as buildings from the low-density category.



High-Density

High-density areas would include buildings of this scale, as well as buildings from the medium-density category.



Neighborhood Plan

The following is a list of Northeast Neighborhood project ideas which may be pursued by the City, nonprofit organizations, and the private sector over the next 20 years. More information on the concepts listed below may be found on the following pages.

- ① **LaSalle Avenue-Niles Avenue Area**
Fill vacant and underutilized lots with medium- to high-density residential and mixed-use development.
- ② **Niles Avenue Area**
Fill vacant and underutilized lots with medium- to high-density residential development providing views to downtown and the St. Joseph River.
- ③ **Pavilions Site**
If office buildings are no longer used, convert or redevelop site into medium-density residential development; reestablish St. Peter Street to Cedar Street.
- ④ **Notre Dame Avenue - South Bend Avenue Area**
Fill vacant and underutilized lots with medium-density residential development.
- ⑤ **LaSalle Avenue - Eddy Street Area**
Redevelop underutilized lots at the northwest corner into mixed-use development and a parking garage serving South Bend Clinic visitors and staff; add medium-density residential development along adjacent streets.
- ⑥ **Eddy Street Central**
Fill vacant and underutilized lots with medium-density residential development that blends well into adjoining blocks.
- ⑦ **Perley School**
Work with South Bend Community School Corporation on potential educational and community uses and development opportunities, including facing Coquillard Park.
- ⑧ **Coquillard Park Area**
Enhance amenities at the park following a more detailed park master plan process; connect Arthur Street along west edge of park; fill vacant and underutilized lots fronting park with medium-density residential development.
- ⑨ **Five Corners**
Fill vacant lots with high-density development, including apartments and destination commercial uses.
- ⑩ **Howard Street & Corby Boulevard Area**
Fill vacant lots with medium- to high-density residential and mixed-use development.
- ⑪ **State Road 23 - Howard Street Area**
Promote neighborhood identity and add placemaking element at northwest corner to complete four corners of intersection.
- ⑫ **South Bend Avenue - Frances Street Area**
Fill vacant and underutilized lots southwest of Eddy Street Commons with medium- to high-density residential and mixed-use development.
- ⑬ **Frances Street - Napoleon Street Area**
Construct medium-density residential buildings that transition from Eddy Street Commons and the Indiana University School of Medicine to single-unit dwellings to the west.
- ⑭ **Fredrickson Park**
Enhance amenities at the park following a more detailed park master plan process; improve connections and visibility to park along South Bend Avenue and Howard Street.
- ⑮ **South Bend Avenue - Garland Street Area**
Redevelop underutilized lots for medium-density residential or mixed-use development transitioning to neighborhood-scale residential development along Fredrickson Park and Twyckenham Drive.
- ⑯ **Innovation Park**
Continue expansion as demand warrants with buildings that address the perimeter streets.
- ⑰ **Edison Road-South Bend Avenue - Twyckenham Drive Area**
Fill vacant and underutilized lots with high-density commercial or mixed-use development.

Infrastructure

-  **Traffic Calming & Streetscape Improvements**
Angela Boulevard
South Bend Avenue
Corby Boulevard
Campeau Street
Eddy Street
Howard Street
LaSalle Avenue
Notre Dame Avenue
-  **Arthur Street**
Add street segment at west edge of Coquillard Park
-  **Intersection Improvements**
Angela Boulevard - Notre Dame Avenue
Angela Boulevard - Eddy Street
Angela Boulevard - Twyckenham Drive
South Bend Avenue - Edison Road
South Bend Avenue - Twyckenham Drive
Leeper Avenue - Niles Avenue - Napoleon Street
East Bank Trail - North Shore Drive - Niles Avenue
Hill Street - South Bend Avenue
Notre Dame Avenue - South Bend Avenue
Notre Dame Avenue - Sorin Street
State Road 23 - Howard Street/Corby Boulevard
Eddy Street - Campeau Street
Twyckenham Drive - Rockne Drive
Rockne Drive - Sunnyside Avenue -
McKinley Avenue - Madison Street
Notre Dame Avenue - LaSalle Avenue
Eddy Street - LaSalle Avenue
LaSalle Avenue - Hill Street
-  **Improved Pedestrian Crossing**
South Bend Avenue near Napoleon Street
-  **Existing Trails**
Enhance connections between East Bank Trail and neighborhood
Shared-use trails along Angela Boulevard and SR 23
-  **Proposed Trail Connections**
Create direct trail connection between Notre Dame and Downtown
Howard Street side path
Extend current multi-use trail system



LaSalle Avenue-Niles Avenue concept.

- (A)** Mixed-use; active ground floor
- (B)** Parking internal to block
- (C)** Widened alley for vehicular access



LaSalle Avenue, looking west at Niles Avenue.

LaSalle Avenue - Niles Avenue Area | Sites 1, 2

A walkable area of restaurants, unique shops, townhouses, and apartments that connects the Northeast Neighborhood to the East Bank can be fashioned around the LaSalle Avenue - Niles Avenue intersection. Urban-styled development of generally 2-5 stories could take the place of vacant and underutilized lots. Streetscape improvements can be made to LaSalle Avenue to support this environment; traffic would be calmed, sidewalks widened to support comfortable walking and outdoor dining, and bike routes separated from vehicle traffic added. Farther north on Niles Avenue, underutilized lots could be used for medium- to high-density residential development providing views of downtown and the St. Joseph River.



Pavilions Site concept.

Pavilions Site | Site 3

If the Pavilion buildings are no longer used as offices, the properties, including the parking lots, can be converted or redeveloped into residential uses. Apartment buildings and townhouses of 2-4 stories could line the streets, with parking internal to the block. St. Peter Street can be extended south to Cedar Street to provide better neighborhood connectivity.

- (A)** Parking lot reuse
- (B)** St. Peter Street extension
- (C)** Parking internal to block

Notre Dame Avenue - South Bend Avenue | Site 4

Apartment buildings and townhouses could fill vacant and underutilized lots (see map on page 15).



LaSalle Avenue - Eddy Street concept.

LaSalle Avenue - Eddy Street Area | Site 5

In coordination with the South Bend Clinic, a small mixed-use center can be established at the northwest corner of LaSalle Avenue and Eddy Street. Businesses could serve the neighborhood and Clinic visitors and staff. A parking garage interior to the block can allow for additional parking and provide space for other uses. A mix of residential building types of 2-4 stories would blend back into the neighborhood. LaSalle Avenue and Eddy Street may be narrowed to support safe pedestrian crossings.

- (A)** Active ground floor uses with office or residential above
- (B)** Parking structure
- (C)** Medium- to high-density residential or South Bend Clinic related office
- (D)** Intersection improvement to promote pedestrian safety

Eddy Street Central | Site 6

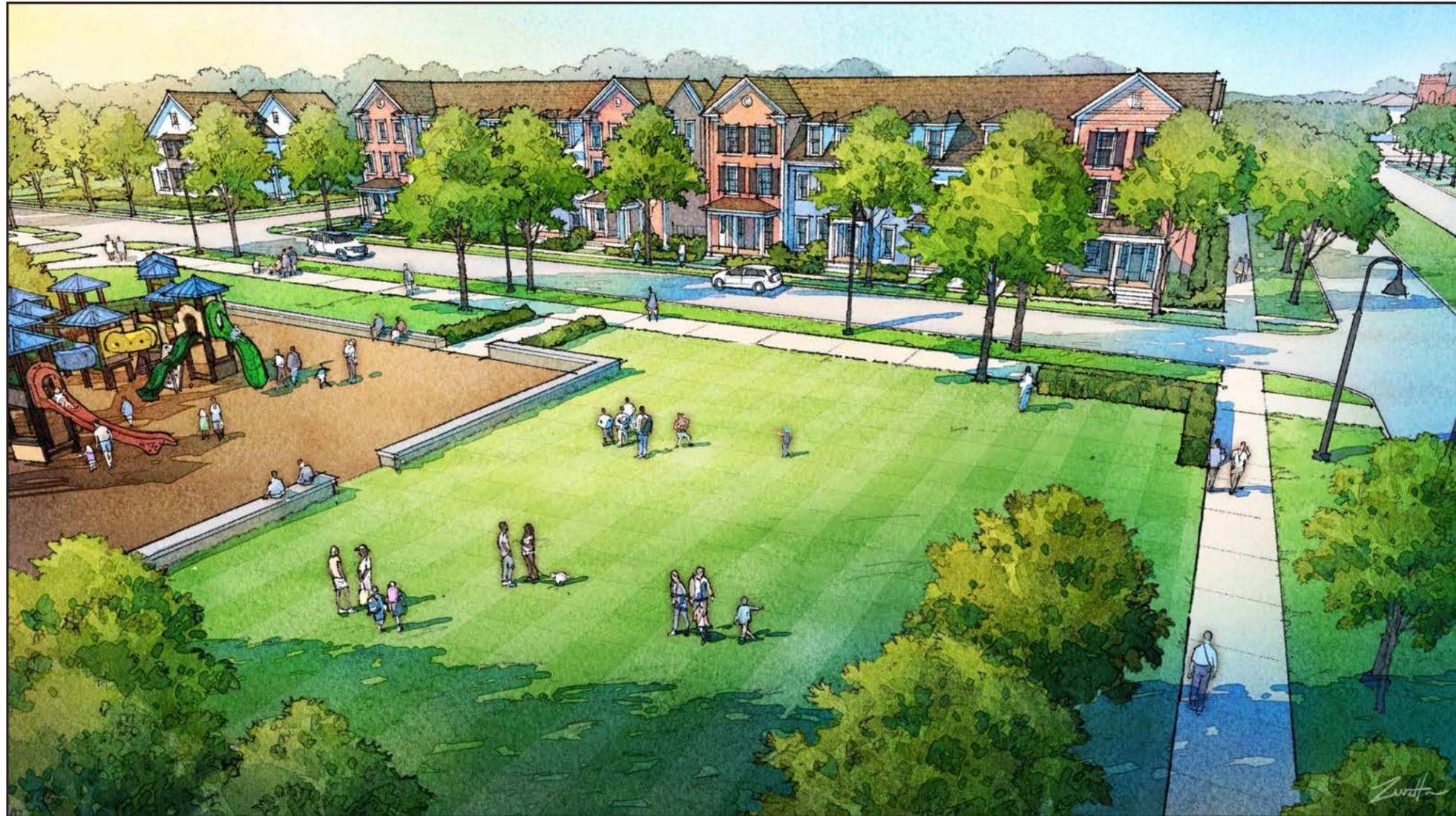
Eddy Street Central, the portion of the street roughly between Campeau Street and LaSalle Avenue, can be lined with a mix of neighborhood-scale residential development, typically small apartment buildings and townhouses of 2-3 stories. A limited number of neighborhood-serving

businesses may be found on street corners. The City and INDOT could reconstruct the street to enhance the pedestrian experience. Sidewalks and bike lanes could be separated from the street by a row of large trees, and crossing between both sides of Eddy Street would be comfortable and safe.



Eddy Street Central concept.

Eddy Street Central.



Coquillard Park with residential development along new Arthur Street connection.



Coquillard Park and Perley School concept, including Arthur Street connection.

- (A) Full use of Perley School building
- (B) Arthur Street connected between Campeau Street and Chalfant Street; townhomes on the west side of Arthur Street
- (C) Master plan needed for Coquillard Park
- (D) Medium-density development fronting Coquillard Park

Perley School | Site 7

Through partnerships, the South Bend Community School Corporation can ensure the Perley School building remains a center of the Northeast Neighborhood. The school may feature a mix of educational, community, and residential uses. A reconfiguration of the property would allow the eastern end of the site to be developed for neighborhood-scale residential units overlooking an enhanced Coquillard Park.

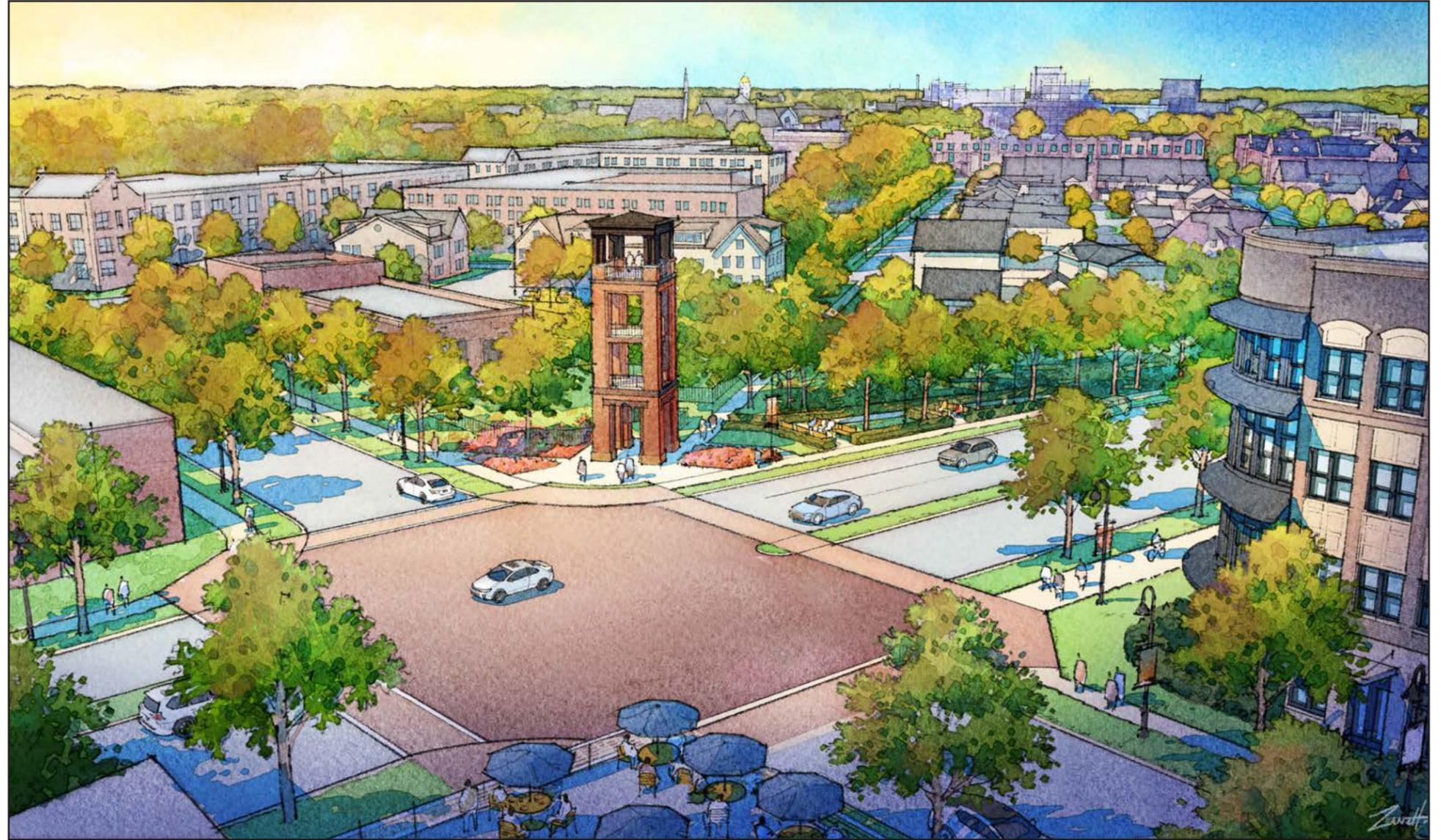
Coquillard Park | Site 8

Coquillard Park can be a cherished, safe green space serving the Northeast Neighborhood. The park can support a combination of active and passive uses that creates more intimate spaces within it, though the specific amenities would be determined through a public master planning process led by the South Bend Department of Venues, Parks, and Arts. An extension of Arthur Street between Campeau and Chalfant Streets can provide better connectivity, visibility, and definition to the park's west edge. With their desirable proximity to Coquillard Park, properties overlooking it can host a mix of single-unit dwellings and neighborhood-scale residential buildings of up to four units.



Five Corners concept.

- (A) High-density residential development
- (B) Opportunity for high-profile destination retail or restaurant
- (C) Neighborhood placemaking element
- (D) Mixture of densities tapering down from State Road 23 to the east



Corner of State Road 23 and Howard Street/Corby Boulevard looking northwest.

Five Corners | Sites 9, 10, 11

The former Five Corners can be transformed from an area of speeding cars and underutilized properties into a landmark corner that extends the energy of Eddy Street Commons. The busy State Road 23 intersection with Howard Street/Corby Boulevard can be improved to ease pedestrian access. A placemaking element

can be constructed at the intersection's northwest corner to help define the area. On the east side of the intersection, mixed-use development of 3-4 stories can taper to apartments, townhouses, and other neighborhood-scale residential buildings of 2-3 stories.

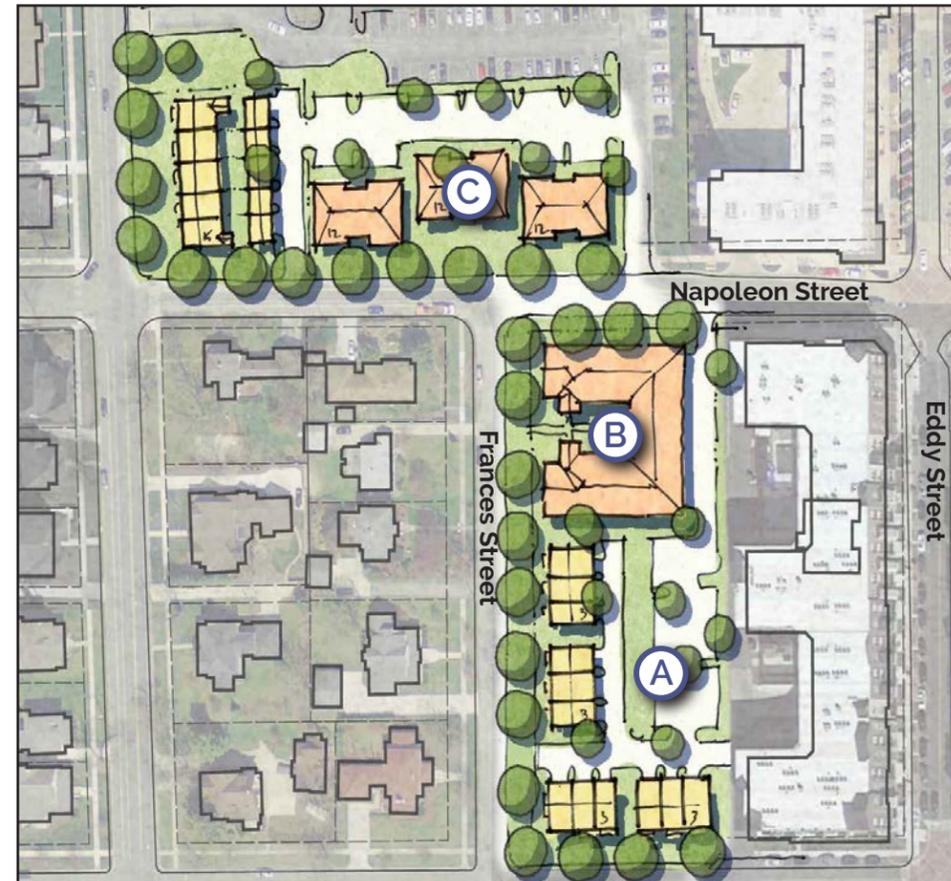


South Bend Avenue - Frances Street concept.

South Bend Avenue - Frances Street Area | Site 12

The South Bend Avenue-Frances Street area can feature medium- to high-density mixed-use and residential development. Larger apartment and condominium buildings of 3-4 stories that may include ground-floor commercial uses could be found closer to Eddy Street and Campeau Street. Smaller apartment buildings, townhouses, and other neighborhood-scale residential buildings of 2-3 stories could provide a transition to the existing single-unit dwellings to the west.

- (A)** Streetscape improvements
- (B)** High-density residential development
- (C)** Medium-density residential development to transition from Eddy Street Commons to housing to the west



Housing on Frances Street concept.

Frances Street - Napoleon Street Area | Site 13

In the area of Frances and Napoleon Streets, neighborhood-scale residential buildings, such as small apartment buildings and townhouses, of 2-3 stories can fill vacant lots. These buildings would provide a sensitive transition from the scale of Eddy Street Commons and the Indiana University School of Medicine to single-unit dwellings to the south and west.

- (A)** Parking behind buildings with vehicular access from alley
- (B)** Medium-density residential development providing transition in building scale
- (C)** Potential site for medium-density residential development



Fredrickson Park, Innovation Park, and Edison Road - South Bend Avenue - Twyckenham Drive area concept.

Fredrickson Park Area | Sites 14, 15

The edges of Fredrickson Park along South Bend Avenue and Howard Street can be improved to offer better access and visibility to it. A public master planning process led by the South Bend Department of Venues, Parks, and Arts can be completed to determine if the park's amenities should be altered. Residential buildings can be added outside the northeast and southeast corners of Fredrickson Park; these buildings could have a park view and could provide passive monitoring of the park. In this area, underutilized lots along South Bend Avenue can be used for apartment buildings of 3-4 stories. These buildings may include limited commercial components. Away from South Bend Avenue, properties bordering Fredrickson Park can feature a mix of 2- to 3-story housing types, including townhouses and multi-unit residential buildings of up to 4 units.

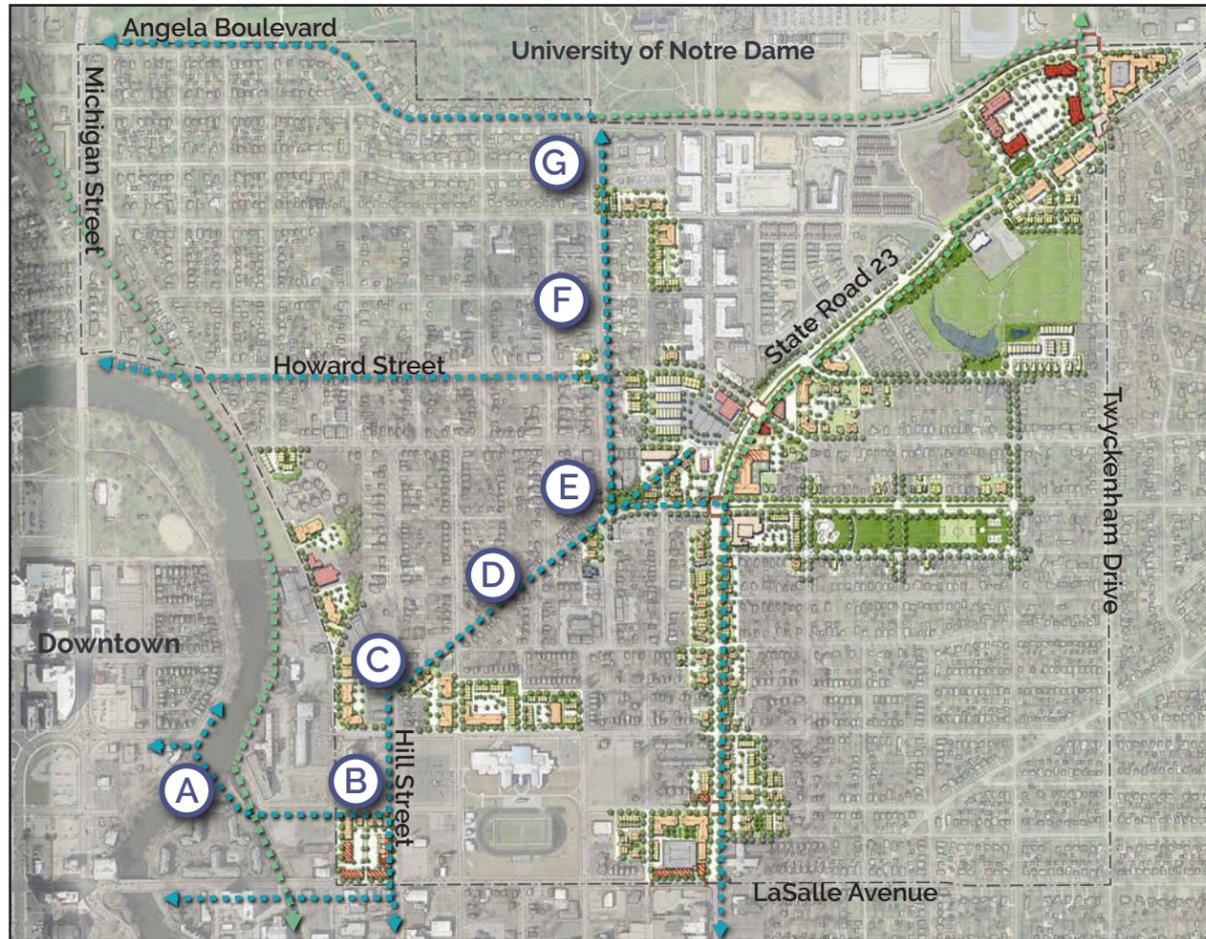
- (A)** Howard Street edge improved, including a pedestrian access point to park
- (B)** Park expansion to South Bend Avenue for greater visibility
- (C)** Boys Scouts STEM park integrated into Fredrickson Park
- (D)** Medium-density residences fronting park with higher density development fronting South Bend Avenue
- (E)** Jacob & Garland Streets connected by narrow street along park edge

Innovation Park | Site 16

Innovation Park can continue to expand over time. Buildings address the perimeter streets and create a screened central parking area.

Edison Road - South Bend Avenue - Twyckenham Drive | Site 17

Mixed-use buildings can fill underutilized spaces in the triangle bounded by Edison Road, South Bend Avenue, and Twyckenham Drive. The building at South Bend Avenue and Edison Road features an architectural element at the corner.



Downtown Connection and East Bank Trail expansion concept map



Shared-use path along South Bend Avenue, looking southwest from Notre Dame Avenue.

Existing Trails

Proposed Connections

- A** New pedestrian bridge to connect to west side of river
- B** Hill Street shared-use path
- C** Intersection alignment improvements at Hill Street and South Bend Avenue
- D** South Bend Avenue shared-use path
- E** Intersection narrowing at Notre Dame Avenue and South Bend Avenue
- F** Notre Dame Avenue protected bike lanes
- G** Intersection improvement alignment at Notre Dame Avenue and Angela Boulevard

Notre Dame to Downtown Connection

A direct, high-quality connection between downtown South Bend and the University of Notre Dame can be added for people on foot and bicycle. Running along Notre Dame Avenue, South Bend Avenue, and Hill Street to LaSalle and Colfax Avenues, this connection could feature decorative lighting, trees, and street crossings giving preference to active transportation users.

Streets & Transportation

Streetscape Improvements & Traffic Calming

Throughout the planning process, participants frequently noted the need to address the condition of streets, alleys, sidewalks, and lighting within the Northeast Neighborhood. As these types of infrastructure improvements are important to every neighborhood in South Bend, they should be addressed on a citywide scale according to condition, funding, and current priorities.

Yet, this plan does identify places to receive improvements beyond general maintenance. The project list that follows was developed based on input gathered at neighborhood workshops, from 311 calls to the City of South Bend, and planning and engineering considerations.

Changes to streets in the Northeast Neighborhood should be completed in accordance with South Bend's Complete Street policy. The use of streets by people on foot and bicycle is prioritized over high-speed vehicle travel. Street improvements should support the use of the Transpo bus system, including by improving the comfort of bus stops.

Streetscape Improvements

Streetscape improvements are large-scale projects that may:

- have significant traffic and aesthetic impacts;
- include changes to street pavement width, the full replacement of driveway approaches, curbs, and sidewalks;
- upgrade street trees and lighting; and
- include traffic calming elements.

Priority Areas

Angela Boulevard
 Campeau Street
 Eddy Street
 LaSalle Avenue
 Notre Dame Avenue
 South Bend Avenue

Traffic Calming

Traffic calming involves small-scale interventions to alter the physical design of a street to improve safety for motorists and people on foot or bicycles.

Priority Areas

Corby Boulevard
 Hill Street
 Howard Street

Intersection Improvements

Intersection improvements are projects that improve safety, often by reducing excessive pavement widths and enhancing pedestrian crossings.

Priority Areas

Angela Boulevard - Notre Dame Avenue
 Angela Boulevard - Eddy Street
 Angela Boulevard - Twyckenham Drive
 South Bend Avenue - Edison Road
 South Bend Avenue - Twyckenham Drive
 Leeper Avenue - Niles Avenue - Napoleon Street
 East Bank Trail - North Shore Drive - Niles Avenue
 Hill Street - South Bend Avenue
 Notre Dame Avenue - South Bend Avenue
 Notre Dame Avenue - Sorin Street
 State Road 23 - Howard Street/Corby Boulevard
 Eddy Street - Campeau Street
 Twyckenham Drive - Rockne Drive
 Rockne Drive - Sunnyside Avenue -
 McKinley Avenue - Madison Street
 Eddy Street - LaSalle Avenue
 LaSalle Avenue - Notre Dame Avenue
 LaSalle Avenue - Hill Street

During the planning process, participants were asked a series of questions about streets, bicycle infrastructure, and other infrastructure topics.



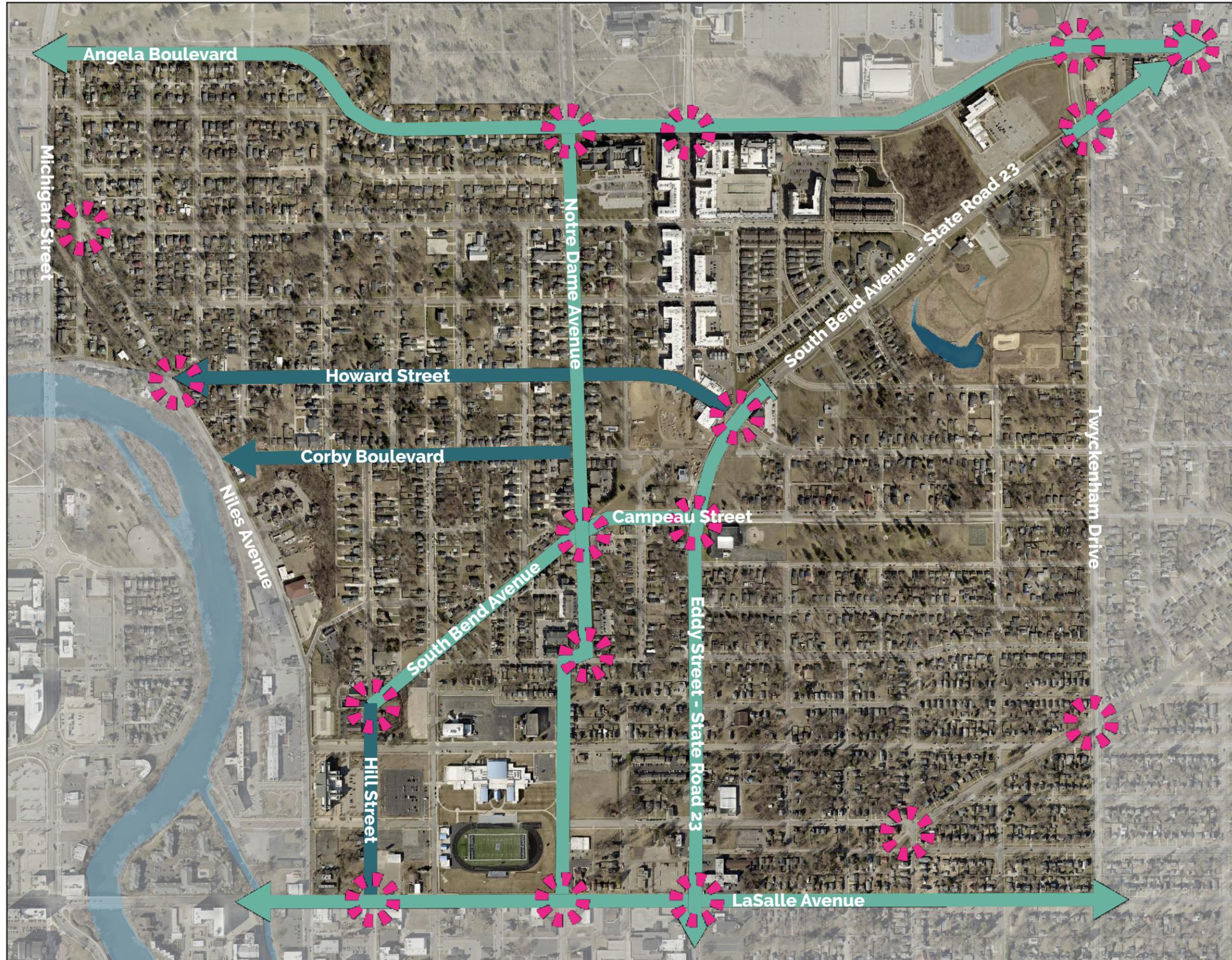
of respondents stated they walk in the neighborhood.



stated improved sidewalks would encourage them to walk more.



stated they would like Eddy Street south of Campeau Street to become pedestrian and bicycle oriented.



Map showing infrastructure improvements.

Current Street Conditions



South Bend Avenue and Corby Boulevard.



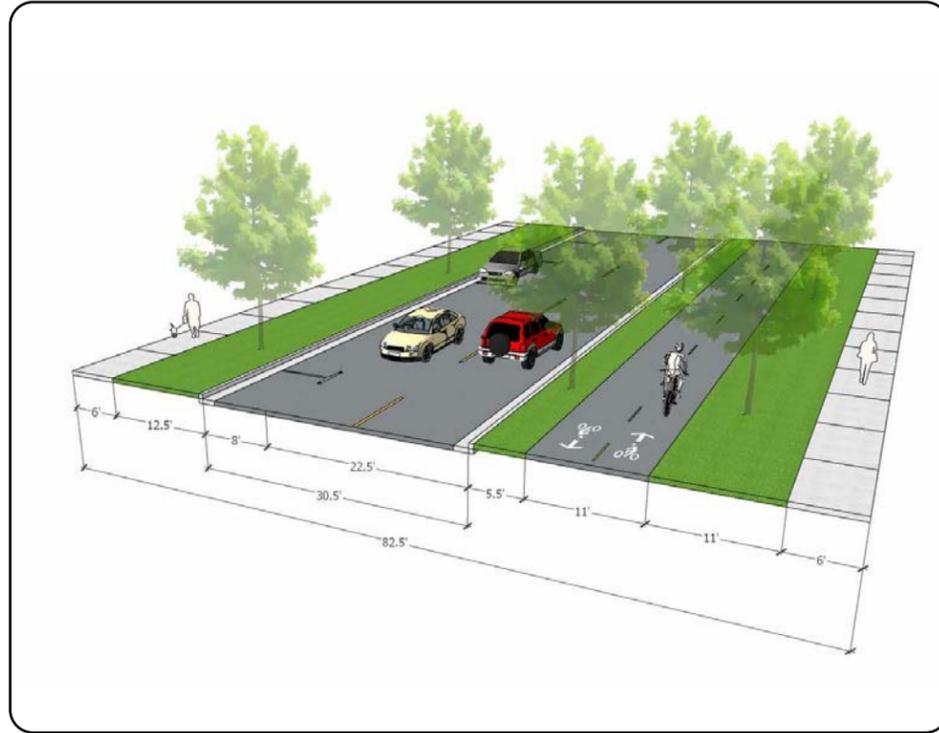
Notre Dame Avenue.

Streets Legend

-  Streetscape Improvements
-  Traffic Calming
-  Intersection Improvements

Streetscape Sections

The following are conceptual street plans and cross sections. Final street configurations will be determined as projects are pursued.



**Notre Dame Avenue
(Sorin Street - Angela Boulevard)**

Key Design Features:

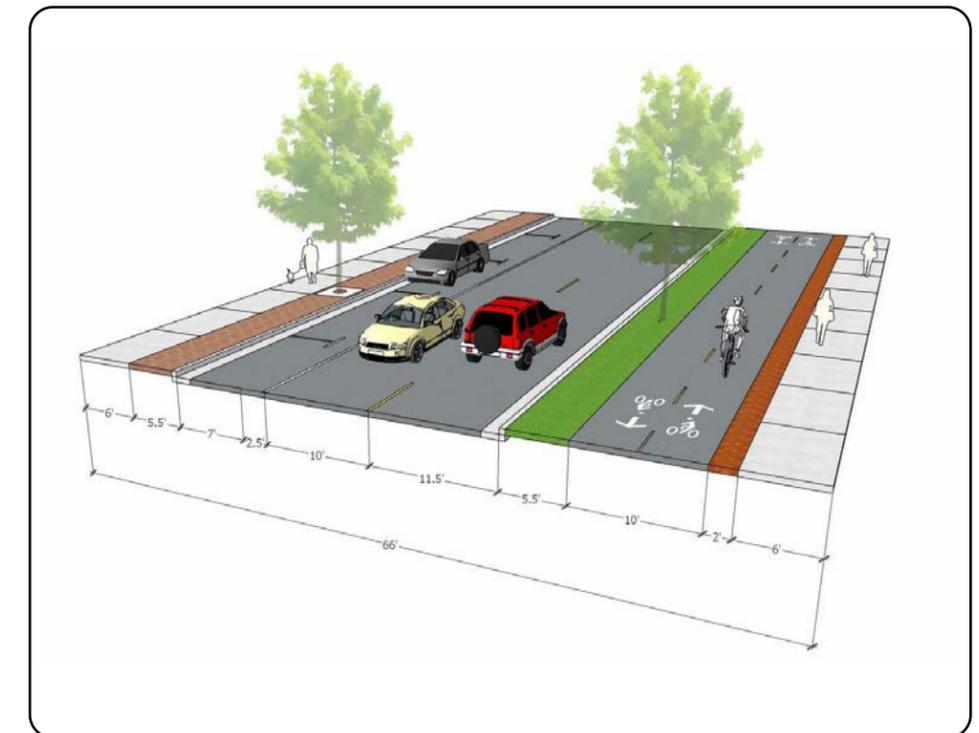
- Narrow street pavement width
- Upgrade on-street bicycle lanes to 2-way protected bicycle lanes on east side
- Parking can be on both sides south of South Bend Avenue
- Plant street trees where appropriate



Notre Dame Avenue - Sorin Street Intersection

Key Design Features:

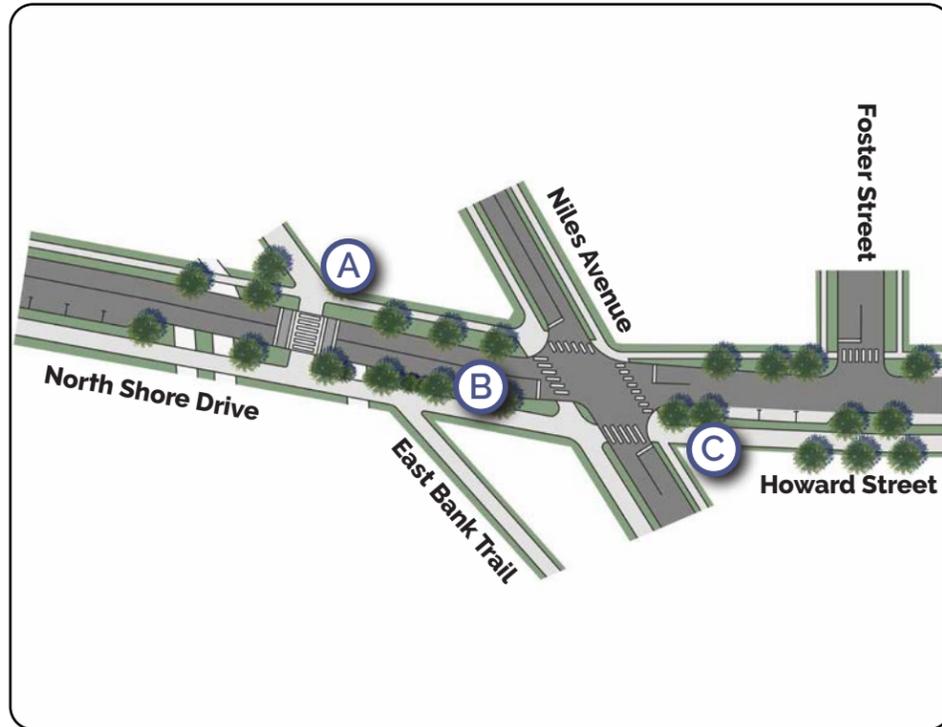
- Realign two intersection legs
- Calm traffic moving through intersection
- Improve crosswalks for pedestrians and for protected bicycle lanes; add raised crosswalk at east leg
- Plant street trees where appropriate



**Notre Dame Avenue
(Sorin Street - LaSalle Avenue)**

Key Design Features:

- Narrow street pavement width
- Upgrade on-street bicycle lanes to 2 way protected bicycle lanes on east side
- Allow for parking on east or west side of street depending on user demand
- Plant street trees where appropriate



North Shore Boulevard/Howard Street/Niles Avenue/East Bank Trail crossing

Key Design Features:

- Implement raised crossing of East Bank Trail at North Shore Drive (A)
- Narrow street pavement width on North Shore Boulevard (B)
- Create shared use path on the south side of Howard Street and North Shore Drive (C)
- Plant street trees where appropriate



Howard Street

Key Design Features:

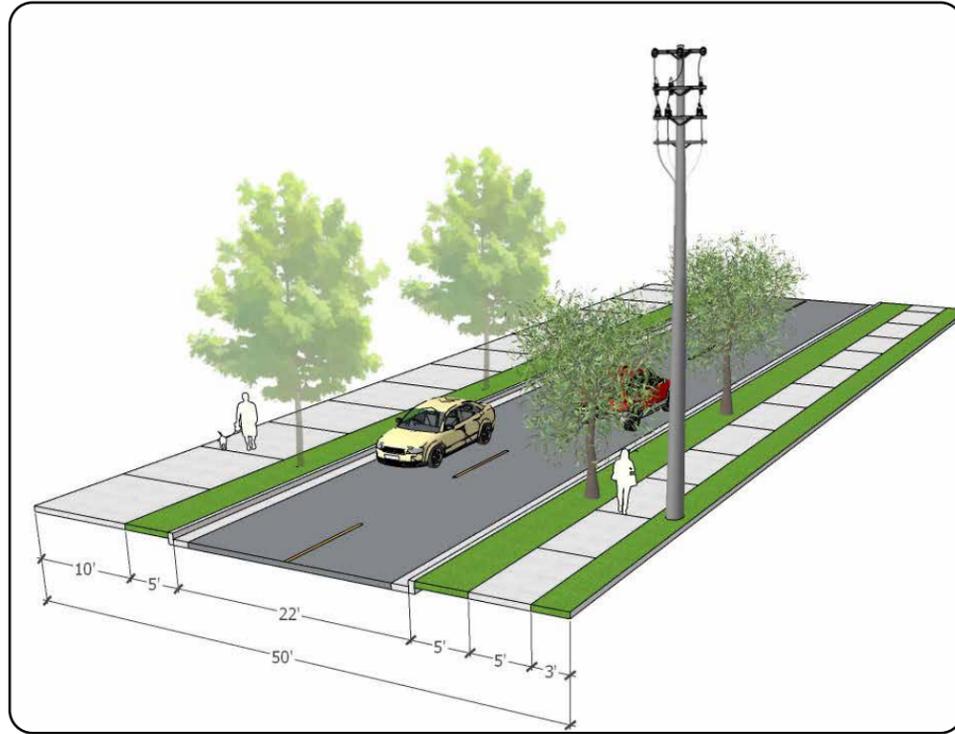
- Narrow street pavement width
- Include a shared use path on south side of street
- Plant street trees where appropriate
- Define on-street parking



Eddy Street (Chalfant Street - LaSalle Avenue)

Key Design Features:

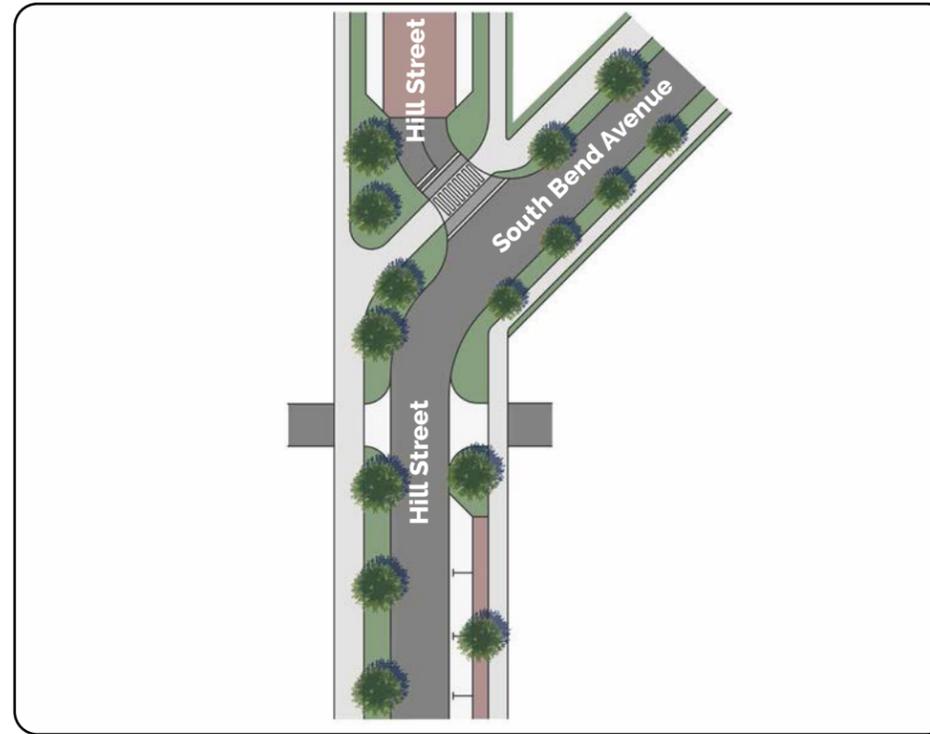
- Narrow street pavement width, reducing the number of vehicle lanes from 4 lanes to 3 lanes (one in each direction with a center turn lane)
- Include protected bicycle lanes or a shared use path along east side of street
- Plant street trees in new tree lawns to increase comfort of people on foot or bicycles



South Bend Avenue (Hill Street - Notre Dame Avenue)

Key Design Features:

- Narrow street pavement width
- Create a shared-use path on the north side of the street
- Plant street trees where appropriate



South Bend Avenue - Hill Street Intersection

Key Design Features:

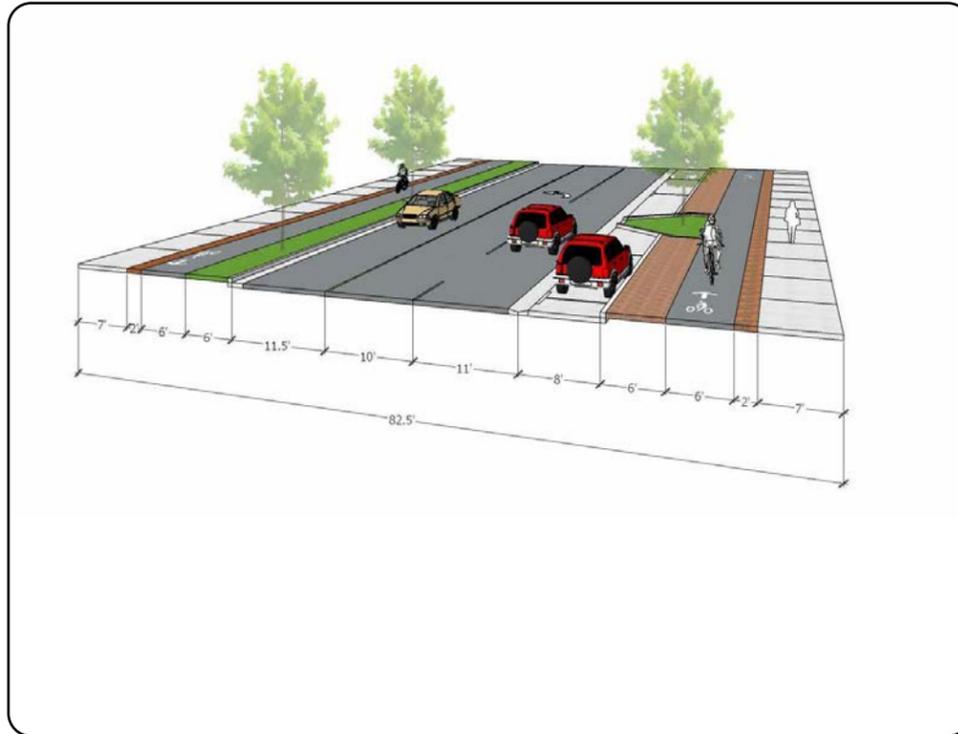
- Realign the intersection to give priority to movement along the south and northeast legs of the street
- Plant street trees where appropriate
- Create a safer crossing of Hill Street



Hill Street (South Bend Avenue - LaSalle Avenue)

Key Design Features:

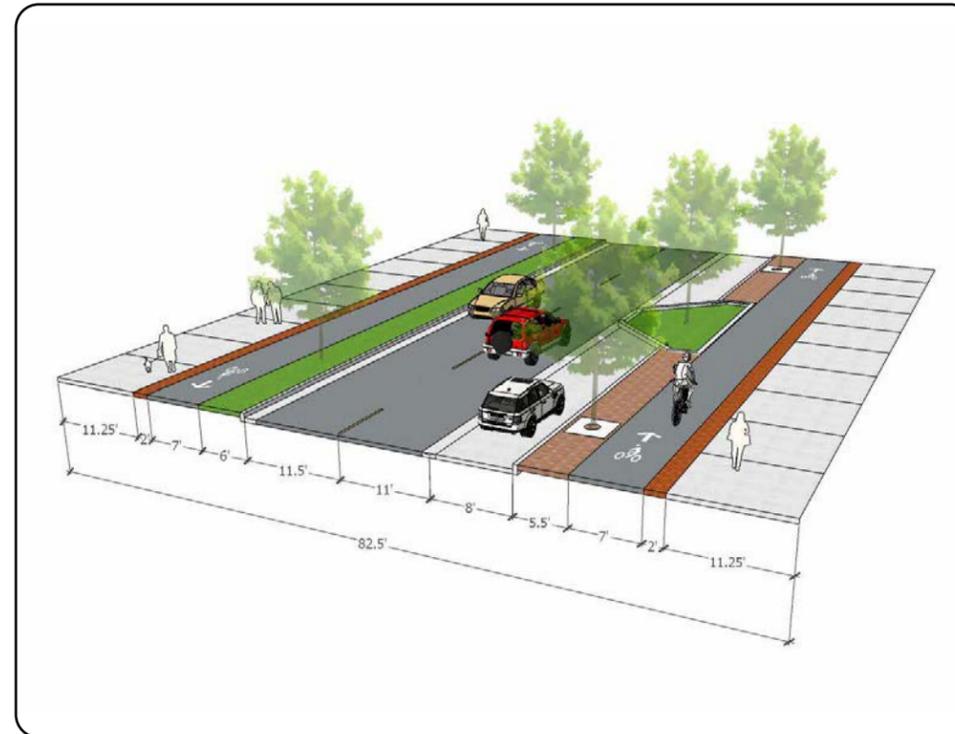
- Narrow the street pavement width
- Allow for parking on one or both sides, based on user demand
- Create a shared-use path on the west side of the street



LaSalle Avenue

Key Design Features:

- Narrow the street pavement width with parking on one or both sides of the street, based on user demand
- Widen sidewalks to better accommodate outdoor dining and pedestrian movement along the street
- Install protected bicycle lanes, either one-way on both sides or two-way on one side



Colfax Avenue

Key Design Features:

- Narrow the street pavement width
- Widen sidewalks to better accommodate outdoor dining and pedestrian movement
- Install protected bicycle lanes

Bicycle Infrastructure

Following is a list of bicycle-related projects, including shared bicycle-pedestrian paths, proposed for the Northeast Neighborhood.

Walk Score & Bike Score

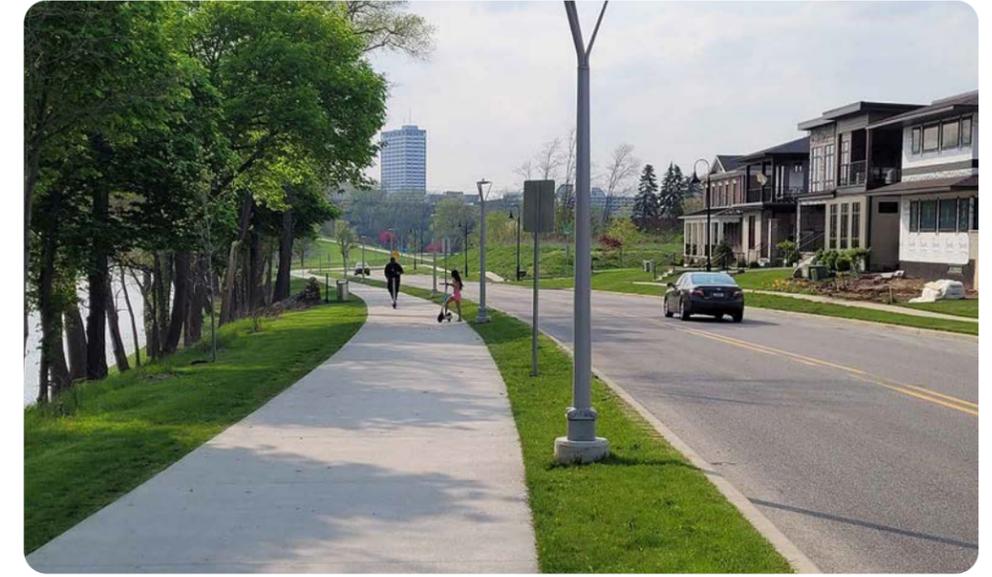


Source: Walkscore.com; Score at South Bend Avenue and Turnock Street as of 2022.



Protected Bike Lanes

Route	Extent
LaSalle Avenue	St. Joseph River to Eddy Street
Notre Dame Avenue	Angela Boulevard to LaSalle Avenue
Twyckenham Drive	Angela Boulevard to LaSalle Avenue



Shared Use Path

Route	Extent
Angela Boulevard	Michigan Street to Notre Dame Avenue
Campeau Street	Notre Dame Avenue to Twyckenham Drive
Hill Street	South Bend Avenue to LaSalle Avenue
Jacob Street	Howard Street to Campeau Street
Madison Street	St. Joseph River to Hill Street
North Shore Drive / Howard Street	Michigan Street to Eddy Street
South Bend Avenue	Hill Street to Corby Boulevard
Eddy Street	Campeau Street to LaSalle Avenue

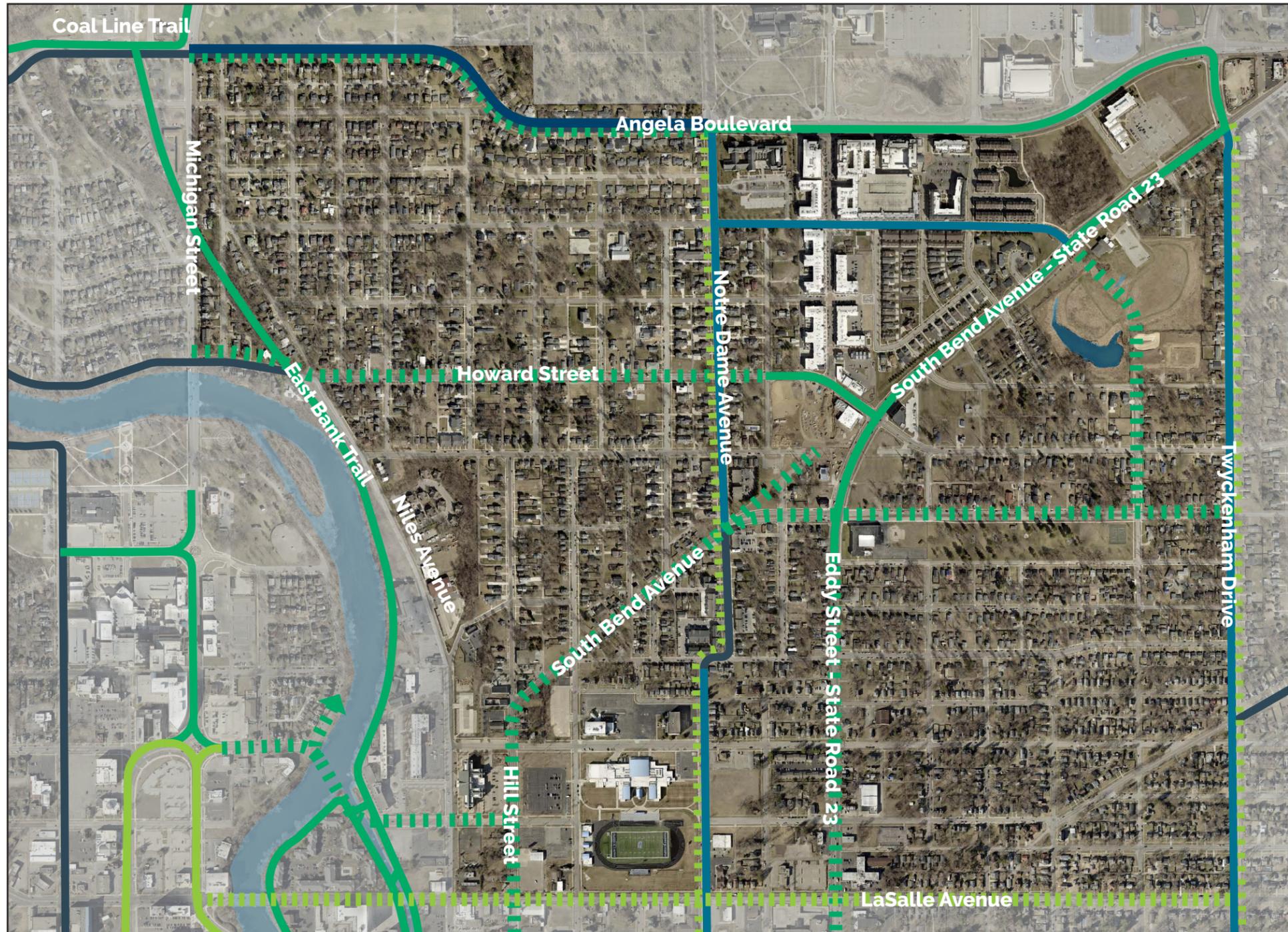
During the planning process, participants were asked a series of questions about bicycle infrastructure.



of respondents stated they bike in the neighborhood.



stated designated bicycle infrastructure would encourage them to bike more.



Map showing bicycle infrastructure improvements.

Streets Legend					
Existing		Shared Use Path (Trail)	Proposed		Shared Use Path (Trail)
		Protected Bike Lane			Protected Bike Lane
		Bike Lane			Bike Lane
		Shared On-Street			Shared On-Street



Shared Use Path
Off-street facility shared by people on foot and bicycles



Protected Bike Lane
Facility separated from motor vehicle traffic by a curb, planter, or other physical barriers for the exclusive use of people on bicycles



Bike Lane
Designated lane for bicyclists within the street normally marked with a painted line and cyclist symbol.

Housing

A range of housing strategies will help ensure the Northeast Neighborhood is a successful, diverse, mixed-income area.

Market Extremes

In parts of the Northeast Neighborhood, especially near the University of Notre Dame, affordable houses have been replaced with high-priced units. In some cases, this process has included the consolidation of residential lots for a single-family house, leading to fewer housing units. Other houses are used as second homes for out-of-town owners or exclusively for short-term rentals through platforms such as Airbnb or Vrbo. Together, these factors constrain the supply of housing in those areas and increase prices well beyond what most households would be able to afford.

Conversely, in other parts of the Northeast Neighborhood, most often in its southern and eastern portions, the cost of constructing or rehabilitating housing is greater than the appraised value of the property once it is completed. This financial gap is a barrier to the supply of quality, attainable housing.

Several tactics can be employed to encourage an adequate supply of housing at various price points.

- Multi-unit housing can usually be built and offered at a lower cost per unit than detached houses.
- A nonprofit community land trust, which would own the land and steward it for the community's benefit, could be established to ensure long-term housing affordability.
- The short-term rental of houses not having a permanent occupant could be restricted.
- In stronger market areas, lot consolidations should be discouraged.
- In weaker market areas, pre-approved building plans for residential structures and grants to construct sewer laterals are among the potential ways to make new construction of attainable housing units possible.
- Additionally, housing providers, both for-profit and nonprofit, can use tax credits, government grants, and other financing tools to rehabilitate or build new housing units for lower-income households. Some of these affordable units could be dedicated specifically for senior housing.

Missing Middle

A mix of housing types and price points can mean that housing is available for people of all household types and income levels. One way to support this mix is through "missing middle" housing. Missing middle housing is a range of house-scale buildings with multiple units — compatible in scale and form with detached single-family houses — located in a walkable neighborhood. This housing is called "missing" because zoning regulations had made it difficult or impossible to build over the last half-century and "middle" because it sits in the middle of a spectrum between detached single-family houses and mid-rise to high-rise apartment buildings, in terms of form, scale, number of units, and often, affordability.

Often seen in South Bend in the form of duplexes, townhouses, and small apartment buildings, missing middle housing was part of the historic development of the city. Many of these types can still offer opportunities for ownership and for the amenities that can be found in detached houses or in large apartment buildings. The South Bend Zoning Ordinance has been reformed to promote missing middle housing, but changes to the zoning map for the neighborhood can further encourage these units.

Repair and Quality

Housing repair assistance can allow neighborhood residents to stay in their homes as they age. Code Enforcement can ensure that houses and their yards are kept in acceptable condition; in particular, the City's Rental Safety Verification Program Code can assure a level of quality for rental housing units.

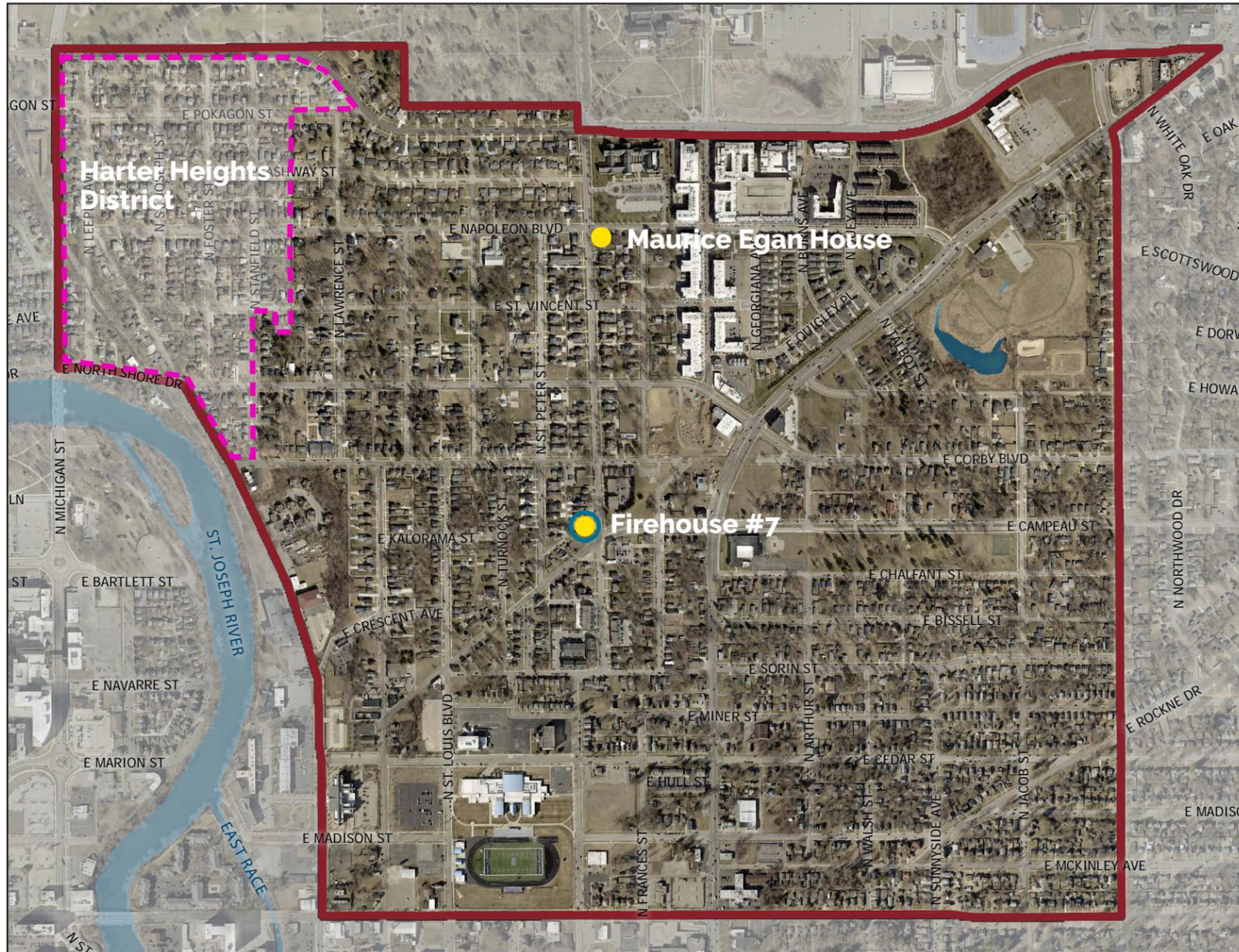
Examples of Missing Middle Housing Types



Top Row (left to right): Stacked Three-Flat, Bungalow, Townhouse.

Bottom Row (left to right): Bungalow Cottage Courts, Duplexes, Townhouse and Duplexes.

Preserve Historic Character



Map showing potential national register district and historic structures in the Northeast Neighborhood.

- Neighborhood boundary
- Potential Harter Heights National Register Historic District
- National Register Historic Structure
- Locally Designated Historic Structure



Historic homes in Harter Heights.

The Harter Heights portion of the Northeast Neighborhood contains many architecturally significant houses. The following designations could be used to preserve this area.

National Register District: National Register Historic Districts are established to preserve buildings, structures, and sites of historical, architectural, engineering, and cultural significance. A national register district designation provides the ability to use rehabilitation tax credits, protects the area from federally funded projects that may negatively impact its historic fabric, and guides infill development to be sensitive to the area.

Conservation District: A conservation district is a special category of historic designation. Instead of reviewing all changes to buildings, conservation district plans identify more limited, specific types of work to be reviewed. Common types include demolition, new construction, and major renovations. Guidelines may also be more flexible and allow certain changes or materials that would not be allowed within stricter historic districts.

Sustainability

South Bend is committed to becoming carbon neutral by 2050, and each neighborhood has a role to play in reducing the community's emissions. The projects put forward in the Northeast Neighborhood Plan support the City's sustainability goals related to green infrastructure, built environment, and clean transportation.



Green Infrastructure

Green infrastructure plays a central role in improving air, soil, and water quality, by reducing energy use in buildings, supporting the capturing and use of carbon, and improving stormwater filtration.

- Increase the number of trees planted to improve the energy efficiency of buildings by lowering the energy needed to heat or cool a building.
- Plant street trees to help extend the useful life of street pavement due to increased shading of pavement.
- Reduce paved surfaces in the neighborhood to help lower stormwater run off, improve water quality, and reduce vulnerability to the urban heat island effect.
- Seek to have water be absorbed where it falls instead of transferred off site for processing.

Built Environment

Reducing energy use in South Bend will significantly cut greenhouse gas emissions.

- Rehabilitate existing structures to reduce carbon emissions and construction waste.
- Reuse materials or select lower-carbon building materials when constructing new housing.
- Encourage urban residential infill and the use of existing public utilities and infrastructure to reduce the need to extend services into rural areas.
- Promote the use of solar panels for energy generation.

Transportation

Transportation represents one of the largest sources of emissions in our community, so making biking, walking, transit, and other forms of shared mobility more accessible to residents is critical.

- Allow an appropriate mixing of land uses to reduce the amount of travel required.
- Add new bike lanes and improve walkability to allow more people to safely bike and walk, reducing vehicle-related emissions.
- Construct shared-use paths, which put less stress on the existing street infrastructure, ultimately reducing the frequency of street repair.
- Promote public transportation, which compared to driving alone, reduces emissions and improves air quality.

Built Form & Zoning

Overview

The built form of the Northeast Neighborhood is guided by the South Bend Zoning Ordinance, including its zoning map. The Ordinance is a local law that governs the physical development of property, both the form and scale of buildings, and the specific use of land.

The future zoning map within this section proposes how each lot within the Northeast Neighborhood should be zoned following adoption of this plan. Over time, property within the neighborhood should be allowed to proceed gradually to the next increment of development.

Combined with the regulations found within the South Bend Zoning Ordinance, the aim of the future zoning map is to maintain and enhance the Northeast Neighborhood's pedestrian-oriented, urban environment. Vehicle access should be from alleys when present. Drive-throughs are discouraged, and if they are present, they should be designed not to be visible from the street.

This plan seeks to allow a greater quantity and diversity in housing units; doing so will permit people to find housing that meets their price range and lifestyle needs within the neighborhood. New housing should be carefully designed and located to support and positively influence neighborhood character. With increasing development pressure, the consolidation of residential lots for developments with four or fewer units is discouraged. Large lot development would lead to a suburban character and a decreased number of buildable lots in the neighborhood. Consolidation of residential lots for a development with four or fewer units is discouraged. Ancillary dwelling units, such as garage apartments or backyard cottages are encouraged for the Northeast Neighborhood.

The South Bend zoning map divides the city into the twelve zoning districts. Eight of these districts, plus a design overlay, are proposed for the Northeast Neighborhood as follows: U1, U2, U3, UF, NC, DT, OS, U, and the NNZO design overlay.

S1 Suburban Neighborhood 1



Intent

The S1 Suburban Neighborhood 1 District primarily supports single-unit residential development on larger lots with deep setbacks.

Where It Is Appropriate

Due to its suburban nature, the S1 District is not appropriate anywhere in the Northeast Neighborhood.

S2 Suburban Neighborhood 2



The S2 District supports a full range of housing types placed on large lots with deep setbacks.

Due to its suburban nature, the S2 District is not appropriate anywhere in the Northeast Neighborhood.

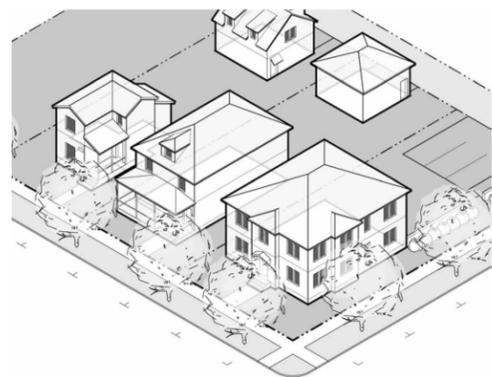
U1 Urban Neighborhood 1



The U1 Urban Neighborhood 1 District supports mostly single-unit detached dwellings, but well designed duplexes would also be appropriate. The U1 District features modest building setbacks and inviting frontages, such as porches and stoops.

The U1 District is appropriate for most of the northwest (Harter Heights) and southeast quadrants of the Northeast Neighborhood.

U2 Urban Neighborhood 2



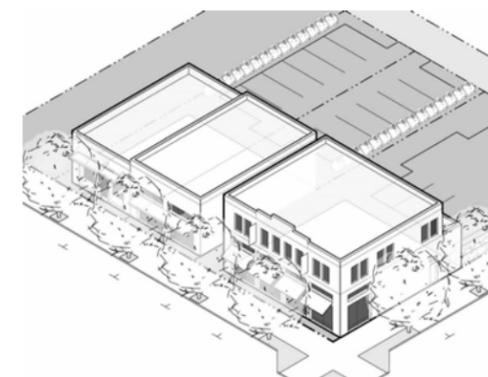
U3 Urban Neighborhood 3



UF Urban Neighborhood Flex



NC Neighborhood Center



DT Downtown



The U2 Urban Neighborhood 2 District provides for primarily detached houses and duplexes, but it allows for neighborhood-scale buildings of up to four units. Buildings have modest setbacks and inviting frontages, such as porches and stoops.

The U3 Urban Neighborhood 3 District supports a full range of housing types, from single-unit dwellings to large multi-unit buildings, placed at small setbacks. Buildings in the U3 District may be built up to four stories in height.

The UF Urban Flex District supports a full range of housing types, together with limited small-scale commercial uses. Buildings typically have small setbacks and are two to four stories.

The NC Neighborhood Center District supports higher intensity, mixed-use urban centers, often near the intersection of major streets. Buildings usually have small or no setbacks and can be up to four stories. In addition to having higher concentrations of housing units, these areas typically serve as the commercial centers for their neighborhood.

The DT Downtown District supports the development of South Bend's core into a high-intensity, mixed use urban area.

The U2 District is appropriate for portions of the southwest quadrant of the Northeast Neighborhood, for properties overlooking Coquillard Park, and as a transition between higher and lower density residential areas. Because of walkability and desirability of the neighborhood, the plan would support rezoning properties within the U1 District to the U2 District for sensitively designed buildings of up to four units built at a scale compatible with surrounding residential properties.

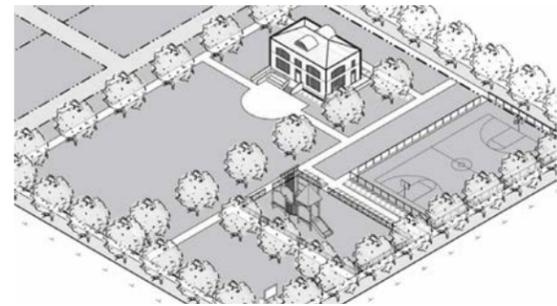
Areas east of Eddy Street Commons, most of Eddy Street between Campeau Street and LaSalle Avenue, Notre Dame Avenue between Corby Boulevard and Sorin Street, and areas on the fringe of downtown are well suited for the U3 District. U3 properties on Eddy Street between Campeau Street and Madison Street and along Notre Dame Avenue between Corby Boulevard and Sorin Street should be limited to three stories. The plan would support rezoning U2 properties to U3 if limited to 6 units and 2.5 stories.

The UF District is appropriate for scattered locations along major transportation routes and as a transition between more intense zoning districts and lower intensity districts in the Northeast Neighborhood.

Eddy Street Commons, some properties bordering the DT District, and areas near the LaSalle Avenue-Eddy Street and South Bend Avenue-Edison Road intersections are well suited for the NC District. NC zoning is appropriate at key nodes along major thoroughfares but is not appropriate throughout the neighborhood.

The DT Downtown District is suitable for a limited number of properties at the extreme southwest corner of the Northeast Neighborhood.

OS Open Space



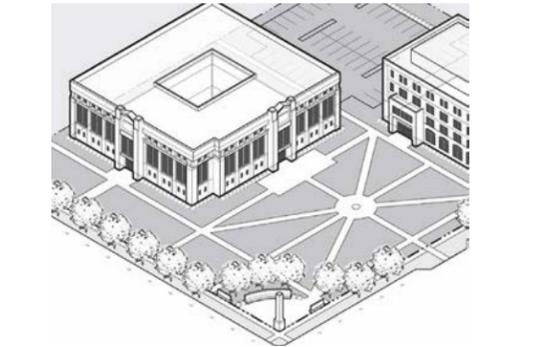
Intent

The OS Open Space District supports the development of public parks and other open spaces.

Where It Is Appropriate

The OS District is appropriate for Kelly Park, Coquillard Park, and Fredrickson Park.

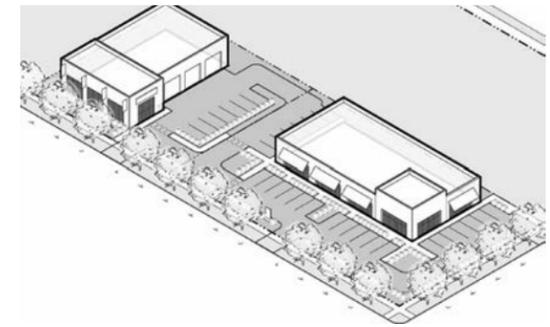
U University



The U University District supports the development of university campuses.

The U District would encompass properties owned by the University of Notre Dame or Indiana University that are used for educational or research purposes, including Innovation Park and the Harper Cancer Research Institute.

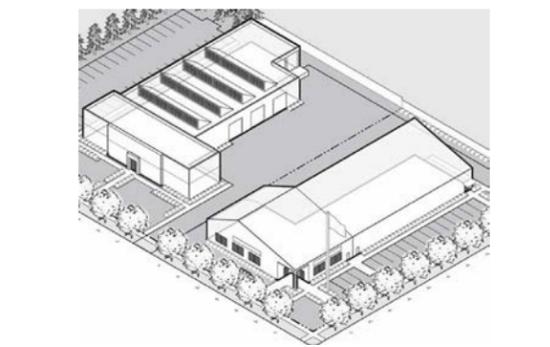
C Commercial



The C Commercial District supports medium- to high-intensity commercial uses that are auto-oriented and found in suburban locations.

Because of its suburban, automobile-oriented nature, the C District would be inappropriate anywhere in the Northeast Neighborhood.

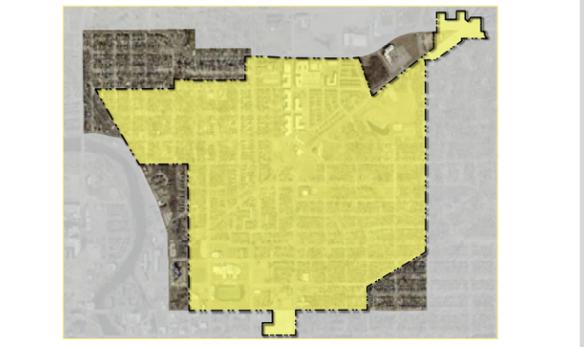
I Industrial



The I Industrial District supports medium- to high-intensity industrial uses, typically grouped along highways and major streets and separated from residential uses.

Given the Northeast Neighborhood's development pattern and the effect of industrial zoning on surrounding properties, the I District would be inappropriate anywhere in the Northeast Neighborhood.

NNZO

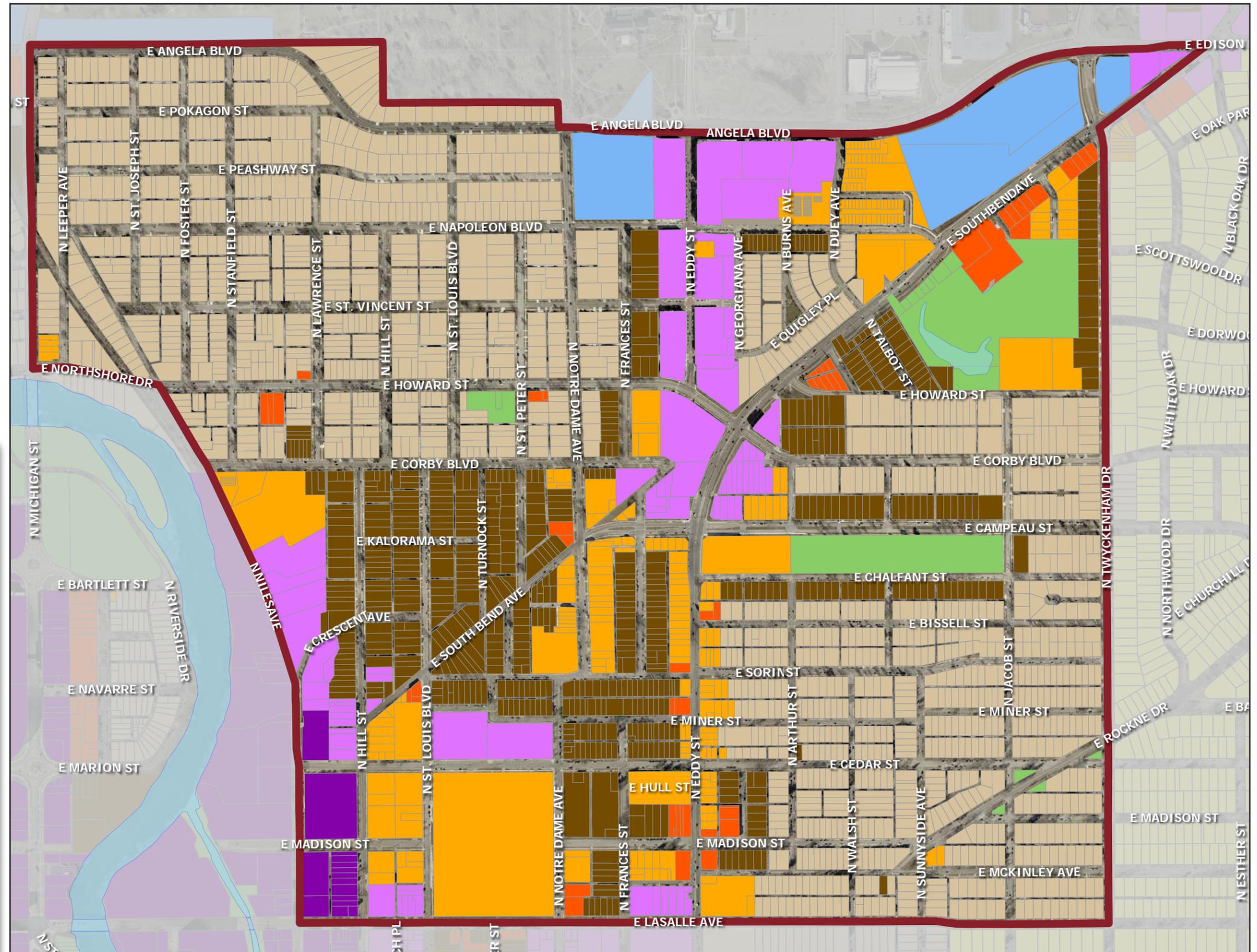


The NNZO Overlay district provides additional standards to promote a higher quality of design for new construction.

The NNZO is in place for most of the Northeast Neighborhood. The NNZO should be updated as development trends and best practices change. The NNZO could be expanded to the full extent of the planning area and could include projects beyond new construction in order to support high quality development.

Zoning Districts

- U1: Urban Neighborhood 1
- U2: Urban Neighborhood 2
- U3: Urban Neighborhood 3
- UF: Urban Flex
- NC: Neighborhood Center
- DT: Downtown
- OS: Open Space
- U: University



Future Zoning Map for Northeast Neighborhood.

Building Types

The table on the following pages illustrates the character of different building types and shows in which zoning districts they are permitted. Building types do not apply to the OS, U, C, or I zoning districts.

	Carriage House	Detached House	Cottage Court	Duplex
	S1 S2 U1 U2 U3 UF NC	S1 S2 U1 U2 U3 UF	S2 U2 U3 UF	S1 S2 U1 U2 U3 UF
Zoning Districts				
S1 Suburban Neighborhood 1				
S2 Suburban Neighborhood 2				
U1 Urban Neighborhood 1				
U2 Urban Neighborhood 2				
U3 Urban Neighborhood 3				
UF Urban Neighborhood Flex				
NC Neighborhood Center				
DT Downtown				
				
				

Cottage court photos (top to bottom):
michaelwatkinsarchitect.com
kerneyhomes.com
cottagecourt.com

Townhouse

Apartment House

Stacked Flats

Shop

Mid-Rise / Tower

S2 U2 U3 UF NC DT

S2 U2 U3 UF NC DT

S2 U3 UF NC DT

UF NC DT

DT



Implementation

This plan outlines potential projects and activities to occur in the neighborhood over the next 20 years. Major projects, especially those to be undertaken in the next 10 years, are highlighted in the implementation matrix below.

Strategy 1: Create a safe and attractive neighborhood through infrastructure improvements.						
Action	Lead Responsibility		Potential Partners	Timeline		
	City	Partner		1-5 Years	5-10 Years	10+ Years
1.1 LaSalle Avenue: Complete streetscape improvements including protected bike lanes.	●			●		
1.2 South Bend Avenue: Complete streetscape improvements including a shared-use path.	●			●		
1.3 Campeau Street: Complete streetscape improvements including a shared-use path.	●			●		
1.4 Notre Dame Avenue: Complete streetscape improvements including protected bike lanes.	●		University of Notre Dame	●		
1.5 Hill Street: Complete streetscape improvements, including a shared-use path and enhanced pedestrian crossings at South Bend and LaSalle Avenues.	●			●		
1.6 Notre Dame Avenue - South Bend Avenue Intersection: Complete intersection improvements to enhance pedestrian safety.	●			●		
1.7 Notre Dame to Downtown Connector: Create a high-quality pedestrian and bicycle route connecting the University of Notre Dame campus to downtown South Bend.	●			●	●	
1.8 Eddy Street: Explore streetscape improvements, including a shared-use path.	●	●	INDOT	●	●	●
1.9 Angela Boulevard: Explore streetscape improvements, including an extension of the shared-use path and enhanced pedestrian crossings at Notre Dame Avenue and at Eddy Street.	●		University of Notre Dame		●	
1.10 East Bank Trail - North Shore Drive - Niles Avenue: Complete intersection improvements.	●				●	
1.11 Howard Street: Explore traffic calming measures and the extension of a shared-use path.	●					●
1.12 Corby Street: Install traffic calming measures.	●					●

DRAFT 7 July 2022

Strategy 1: Create a safe and attractive neighborhood through infrastructure improvements (continued).

Action	Lead Responsibility		Potential Partners	Timeline		
	City	Partner		1-5 Years	5-10 Years	10+ Years
1.13 Intersection Improvements: Complete improvements to priority intersections.	●			●	●	●
1.14 Street Trees: Plant street trees where possible.	●		Residents, Property Owners, Northeast Neighborhood Council	●	●	●
1.15 Infrastructure Maintenance: Complete regular maintenance on streets and sidewalks throughout the neighborhood.	●		Property Owners	●	●	●
1.16 Promote Infrastructure Program: Promote existing curb & sidewalk replacement program to assist with the cost of repair.	●			●	●	●
1.17 Connect Paths: Connect proposed shared-use paths to the East Bank Trail and explore the creation of a pedestrian bridge across the St. Joseph River at Madison Street to downtown.	●			●		

Strategy 2: Improve park spaces and access.

Action	Lead Responsibility		Potential Partners	Timeline		
	City	Partner		1-5 Years	5-10 Years	10+ Years
2.1 Arthur Street: Create a street connection on west edge of Coquillard Park between Campeau Street and Chalfant Street.	●		South Bend School Corporation	●		
2.2 Coquillard Park: Complete park improvements following a park master planning process.	●		Neighborhood Residents	●	●	
2.3 Fredrickson Park: Complete park improvements and improved pedestrian access following a park master planning process.	●		Neighborhood Residents		●	

Strategy 3: Develop and preserve housing in the neighborhood.

Action	Lead Responsibility		Potential Partners	Timeline		
	City	Partner		1-5 Years	5-10 Years	10+ Years
3.1 Zoning: Update the zoning map, including potential expansion of the Northeast Neighborhood Zoning Overlay.	●			●		
3.2 Tools: Explore mechanisms that can assist with the financial gap that impacts housing development.	●			●	●	
3.3 Housing Affordability: Implement strategies to promote and maintain housing affordability in neighborhood including those proposed by the NNRO.	●	●	Northeast Neighborhood Revitalization Organization, Northeast Neighborhood Council	●	●	●
3.4 Home Repair: Ensure housing is well maintained by offering owner-occupied housing repair assistance and using code enforcement tools as necessary.	●	●	Northeast Neighborhood Revitalization Organization, Property Owners	●	●	●
3.5 Develop Housing: Support the production of a range of housing types including new construction and rehabilitation of market rate and affordable rental housing.		●	Local Nonprofit Housing Providers, City of South Bend	●	●	●
3.6 Short-Term Rentals: Explore potential zoning and registration requirements to regulate short-term rentals not located in owner-occupied dwellings.	●			●	●	

Strategy 4: Develop sense of community through neighborhood engagement.

Action	Lead Responsibility		Potential Partners	Timeline		
	City	Partner		1-5 Years	5-10 Years	10+ Years
4.1 Building Capacity: Build neighborhood capacity through engagement of neighborhood residents.		●	Northeast Neighborhood Council	●	●	●
4.2 Neighborhood Events: Hold neighborhood events that celebrate the neighborhood.		●	Northeast Neighborhood Council	●	●	●
4.3 Communication: Develop and maintain communication with neighbors including residents of rental housing.		●	Northeast Neighborhood Council	●	●	●
4.4 NNRO 2.0: Fully implement NNRO 2.0 plan.		●	Northeast Neighborhood Revitalization Organization	●	●	

Strategy 5: Increase feeling of neighborhood safety.

	Action	Lead Responsibility		Potential Partners	Timeline		
		City	Partner		1-5 Years	5-10 Years	10+ Years
5.1	Problem Properties: Utilize the Chronic Problem Properties regulations to reduce the negative impact of problem properties on the neighborhood.	●		Northeast Neighborhood Council	●	●	●
5.2	Crime Stats Meeting: Attend Police monthly crime information meetings and report back to neighborhood.		●	Northeast Neighborhood Council	●	●	●
5.3	Street Lighting: Improve level of street lighting and trim trees that block street lights.	●	●	Property Owners	●	●	

Property Information

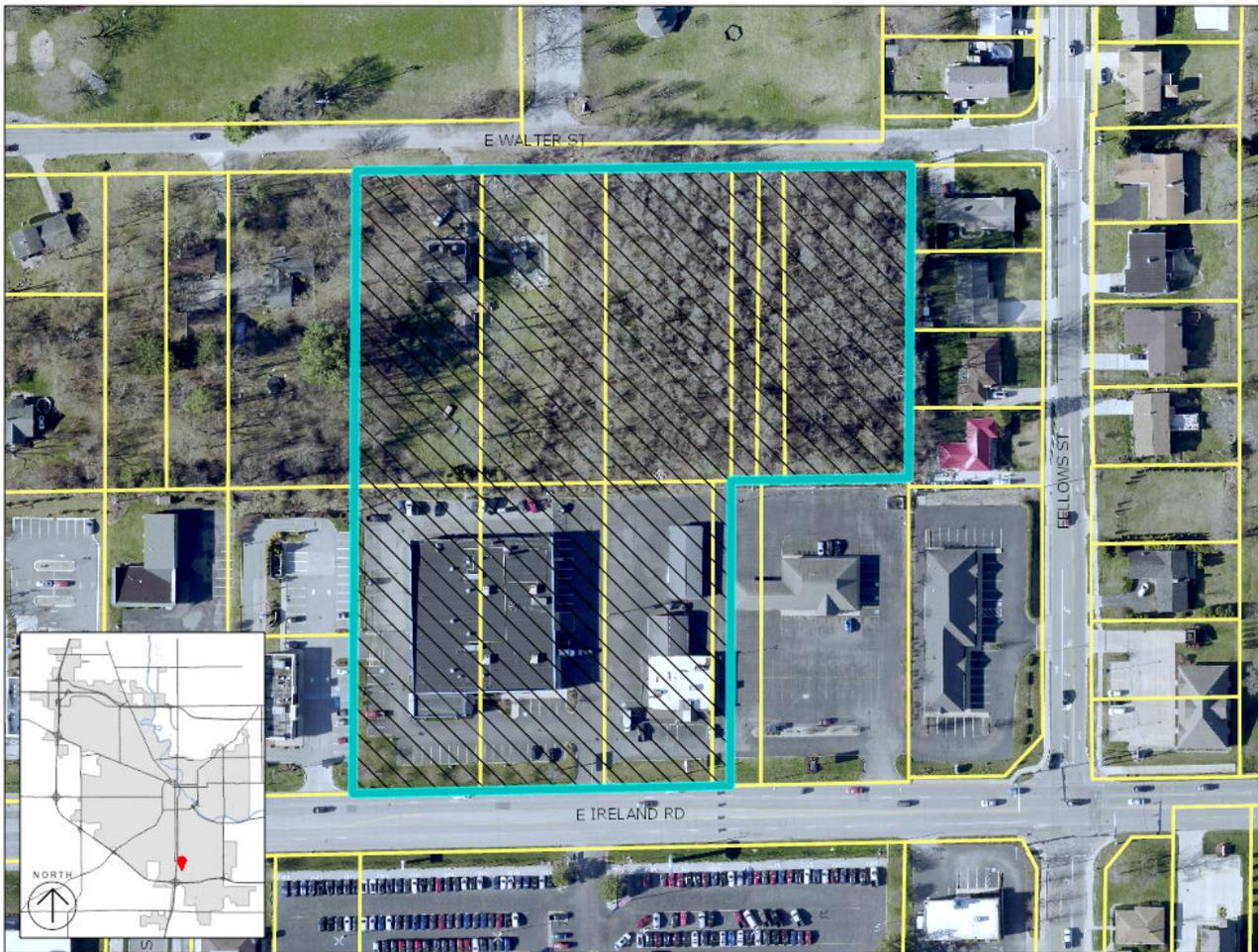
Subdivision Name: **GATES IRELAND ROAD EAST MINOR SUBDIVISION**

Location: Between E. Ireland Road and E. Walter Street approximately 900' East of S. Michigan Street

Requested Action

The total area of the subdivision is 6.68 acres and will consist of 2 building lots.

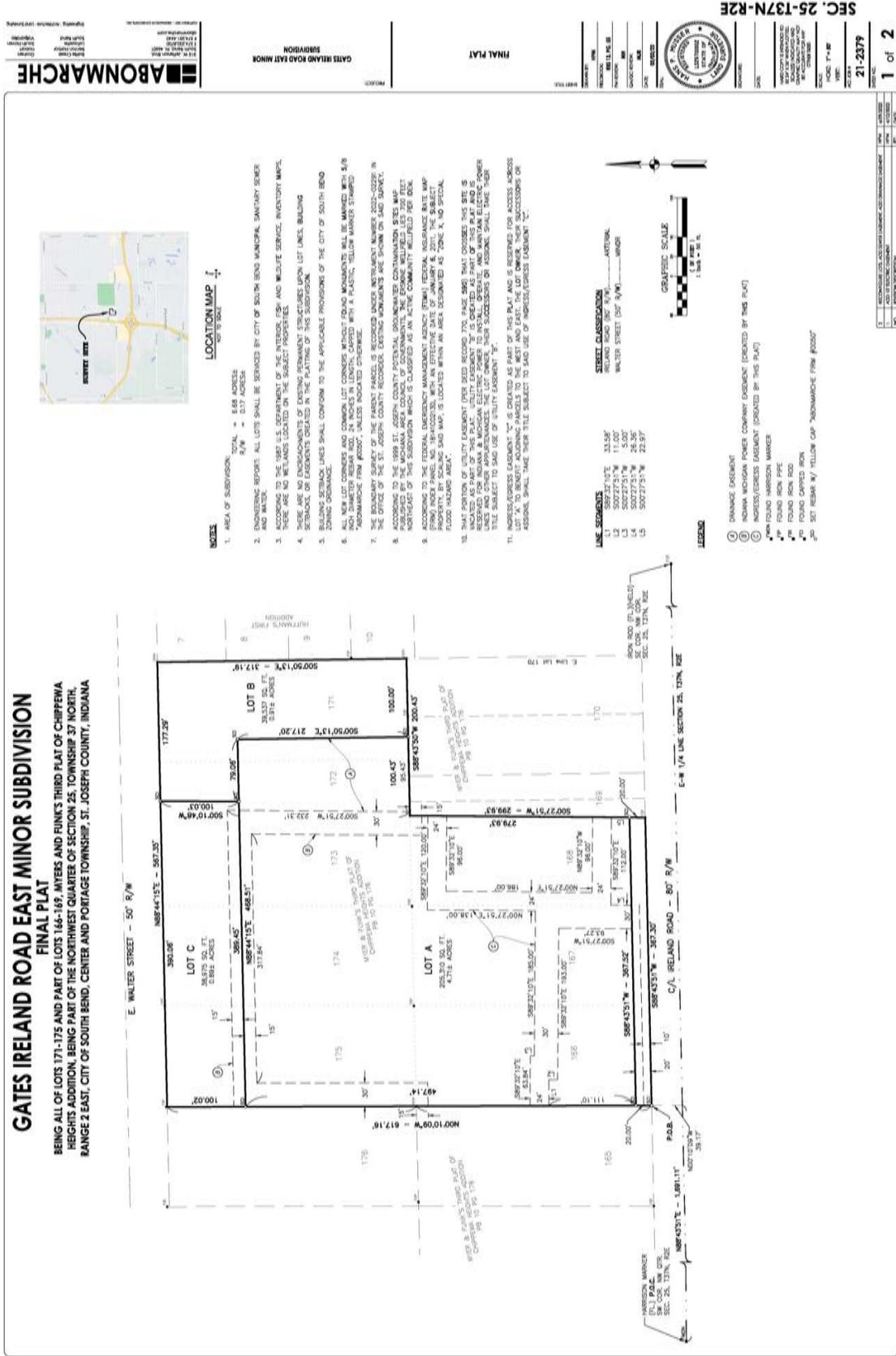
Location Map



Recommendation

Staff Recommendation: The Staff has reviewed this subdivision and finds it complies with the requirements for Primary Approval as specified by the South Bend Subdivision Control Ordinance. The Staff therefore recommends that this subdivision be granted Primary Approval.

Proposed Plat



GATES IRELAND ROAD EAST MINOR SUBDIVISION
FINAL PLAT
 BEING ALL OF LOTS 171-175 AND PART OF LOTS 164-169, MYERS AND RINKS THIRD PLAT OF CHIPPERWA HEIGHTS ADDITION, BEING PART OF THE NORTHWEST QUARTER OF SECTION 25, TOWNSHIP 37 NORTH, RANGE 2 EAST, CITY OF SOUTH BEND, CENTER AND PORTAGE TOWNSHIP, ST. JOSEPH COUNTY, INDIANA

INDEX
 1. AREA OF SUBDIVISION, TOTAL = 6.68 ACRES, R/W = 0.17 ADDRESS
 2. ENGINEERING REPORTS: ALL LOTS SHALL BE SERVICED BY CITY OF SOUTH BEND MUNICIPAL SANITARY SEWER AND WATER.
 3. ACCORDING TO THE 1989 ST. JOSEPH COUNTY POTENTIAL DRAINAGE CONTAMINATION RISK MAP, THERE ARE NO ENDSOURCES OF EXCESS RAINFALL STRESS UPON LOT LINES, BUILDING SETBACKS, OR EASEMENTS CREATED IN THE PLATING OF THIS SUBDIVISION.
 4. BUILDING SETBACK LINES SHALL CONFORM TO THE APPLICABLE PROVISIONS OF THE CITY OF SOUTH BEND ZONING ORDINANCE.
 5. ALL NEW LOT CORNERS AND CORNER POINTS WITHOUT FOUND MONUMENTS WILL BE MARKED WITH 5/8\"/>

LEGEND
 ① DRAINAGE EASEMENT
 ② INDIANA MICHIGAN POWER COMPANY EASEMENT (DELETED BY THIS PLAT)
 ③ INDIANAPOLIS/INDIANA POWER COMPANY EASEMENT (DELETED BY THIS PLAT)
 * FOUND HARRISON MARKER
 ** FOUND BORN DATE
 *** FOUND CAPTIVE BORN
 **** SET BEHIND BY YELLOW CAP *NONWARRANT FROM #00207

LINE SCHEDULE
 L1 500'27'10"E 33.58'
 L2 500'27'10"E 11.00'
 L3 500'27'10"E 25.30'
 L4 500'27'10"E 25.30'
 L5 500'27'10"E 22.97'

STREET CLASSIFICATION
 IRELAND ROAD (80' R/W) - ARTERIAL
 WALTER STREET (50' R/W) - MINOR

GRADED SCALE
 1" = 40' HORIZ.
 1" = 4' VERT.

FINAL PLAT
 PREPARED BY: [Firm Name]
 DATE: [Date]

ABONMARCHE
 21-2379
 1 of 2

SOUTH BEND PLAN COMMISSION

Project Details

- Environmental Data:** A check of the Agency's maps indicates that no environmental hazard areas or wetlands are present.
- Drainage:** A site drainage plan will be required at the time of development.
- Rights-Of-Way:** The rights-of-way are correct as shown.
- Utilities:** The site will be served by Municipal Water and Municipal Sewer.
- Agency Comments:** Additional right-of-way will need to be dedicated along Ireland Road to encompass municipal sewer and public sidewalk. Sidewalk will be required along Ireland Road and Walter Street.

Recommendation

Staff Recommendation: The Staff has reviewed this subdivision and finds it complies with the requirements for Primary Approval as specified by the South Bend Subdivision Control Ordinance. The Staff therefore recommends that this subdivision be granted Primary Approval.

Property Information

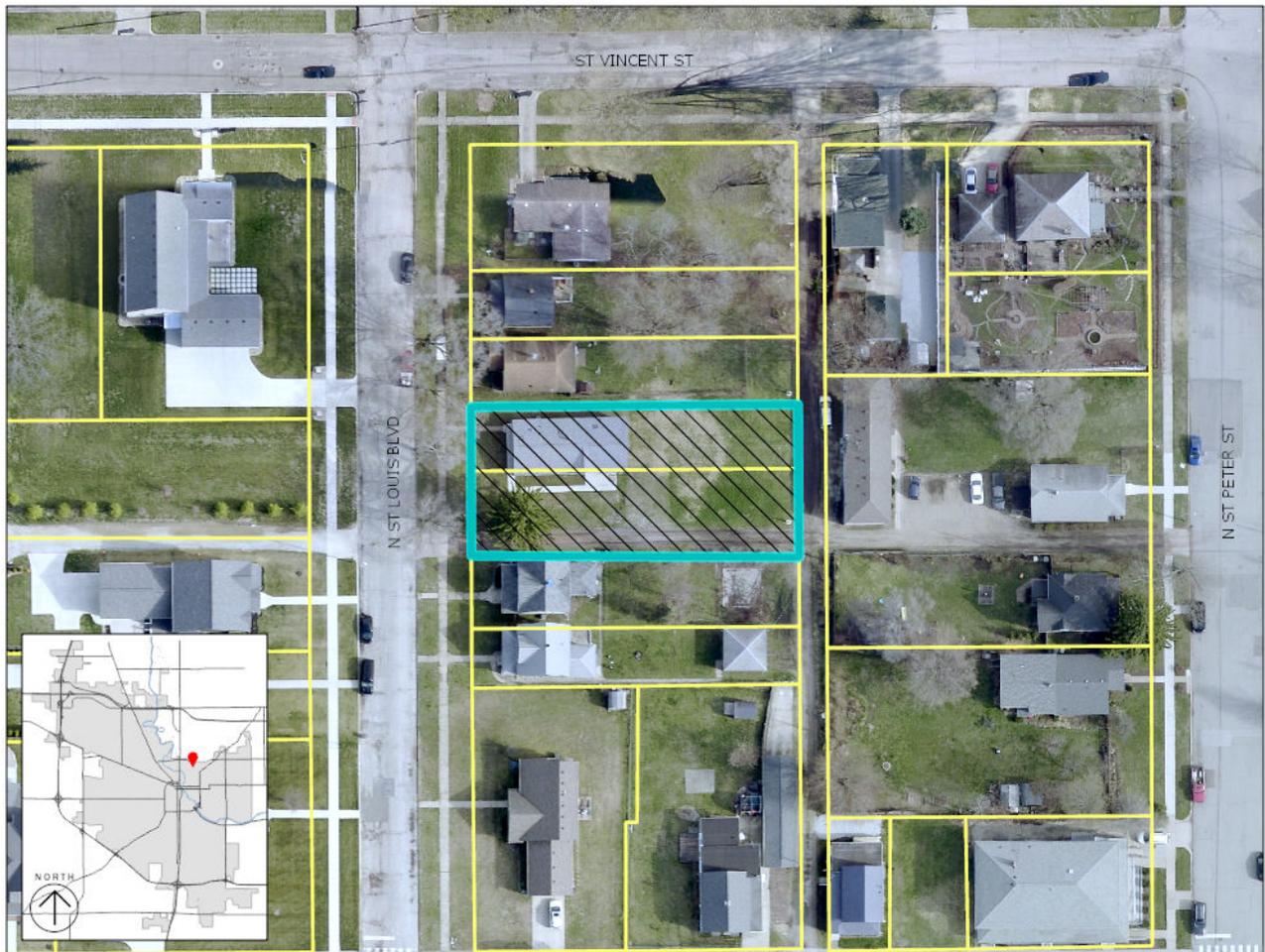
Subdivision Name: **KERRIGAN'S ST. LOUIS BOULEVARD MINOR SUBDIVISION**

Location: East Side Of St. Louis Approximately 160 Ft South Of St. Vincent St.

Requested Action

The total area of the subdivision is 0.43 acres and will consist of 2 building lots.

Location Map



Recommendation

Staff Recommendation: The Staff has reviewed this subdivision and finds it complies with the requirements for Primary Approval as specified by the South Bend Subdivision Control Ordinance. The Staff therefore recommends that this subdivision be granted Primary Approval.

Proposed Plat

KERRIGAN'S ST. LOUIS BOULEVARD MINOR SUBDIVISION

PART OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 37 NORTH, RANGE 2 EAST, CITY OF SOUTH BEND, PORTAGE TOWNSHIP, ST. JOSEPH COUNTY, INDIANA.

CERTIFICATE OF APPROVAL
PURSUANT TO INDIANA CODE SECTION 36-2-1-1, THE UNDERGROUND SERVICE LINE HAS BEEN LOCATED AND THE PROPOSED PLAT HAS BEEN APPROVED BY THE SOUTH BEND PLAN COMMISSION ON JULY 18, 2022.

LEGAL DESCRIPTION
PART OF THE NORTHEAST QUARTER OF SECTION 11, TOWNSHIP 37 NORTH, RANGE 2 EAST, CITY OF SOUTH BEND, PORTAGE TOWNSHIP, ST. JOSEPH COUNTY, INDIANA.

DEED OF DEVOLUTION
THE UNDERSIGNED, WESTPORT MARYO, LLC, OWNER OF THE REAL ESTATE SHOWN HEREON, DO HEREBY CERTIFY THAT THE REAL ESTATE SHOWN HEREON IS THE SAME AS THAT SHOWN ON THE DEED OF DEVOLUTION...

WESTPORT MARYO, LLC
RYAN KERRIGAN, MANAGER
10000 SOUTH WINDYBROOK DRIVE
MILLVILLE, INDIANA 46542

STATE OF INDIANA
COUNTY OF MADISON
WESTPORT MARYO, LLC, BY RYAN KERRIGAN, MANAGER AND GENERAL AGENT, DO HEREBY CERTIFY THAT THE REAL ESTATE SHOWN HEREON IS THE SAME AS THAT SHOWN ON THE DEED OF DEVOLUTION...

NOTICE
ALL EMBLEMENTS THAT ARE INDICATED ON DOCUMENTATION PROVIDED BY THE APPLICANT SHALL BE PLACED AT ALL LOT CORNERS AND AT ALL INTERSECTIONS OF ALL LINES...

NOTARY PUBLIC PRINT NAME HERE:
EXPIRATION DATE:
COUNTY, INDIANA

NOTARY IS A RESIDENT OF:
COMMISSION NO.:

UNLESS OTHERWISE SPECIFIED, THE APPLICANT HEREBY CERTIFIES THAT I AM A PROFESSIONAL SURVEYOR LICENSED IN COMPLIANCE WITH THE LAWS OF THE STATE OF INDIANA...

LEGEND
1. 59' CAPSULE REBAR SET FLOOR CAP PILES

ST. LOUIS BOULEVARD 82.5' SW

14' ALLEY

EDWIN CORNING SECOND ADDITION PLAT BOOK 1, PAGE 10

EDWIN CORNING SECOND ADDITION PLAT BOOK 1, PAGE 10

EDWIN CORNING SECOND ADDITION PLAT BOOK 1, PAGE 10

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EDWIN CORNING SECOND ADDITION PLAT BOOK 1, PAGE 10

EDWIN CORNING SECOND ADDITION PLAT BOOK 1, PAGE 10



2024 SOUTH BEND, INDIANA
PLAT BOOK 1, PAGE 10

SCALE: 1" = 20'

DATE: 7/18/22

1 OF 1

Project Details

- Environmental Data:** A check of the Agency's maps indicates that no environmental hazard areas or wetlands are present.
- Drainage:** A drainage plan is not required for single-family residential development.
- Rights-Of-Way:** The rights-of-way are correct as shown.
- Utilities:** The site will be served by Municipal Water and Municipal Sewer.
- Agency Comments:** Access will need to be from the alley. Curbs and sidewalks may need to be replaced.

Recommendation

Staff Recommendation: The Staff has reviewed this subdivision and finds it complies with the requirements for Primary Approval as specified by the South Bend Subdivision Control Ordinance. The Staff therefore recommends that this subdivision be granted Primary Approval.