



# US 231 Corridor Plan

An Amendment to the  
Comprehensive Plan  
April - 2018  
THE AREA PLAN COMMISSION OF  
TIPPECANOE COUNTY



CITY OF  
WEST LAFAYETTE  
INDIANA





# US 231 CORRIDOR PLAN

## Area Plan Commission of Tippecanoe County

www.tippecanoe.in.gov  
20 North 3<sup>rd</sup> Street  
Lafayette, Indiana  
(765) 423.9242

Tom Murtaugh, President  
Sallie Dell Fahey, Executive Director

Adoption:

Jurisdiction

Date

Resolution

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APC

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2018-06

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



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# Chapter 1: Introduction

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# Introduction

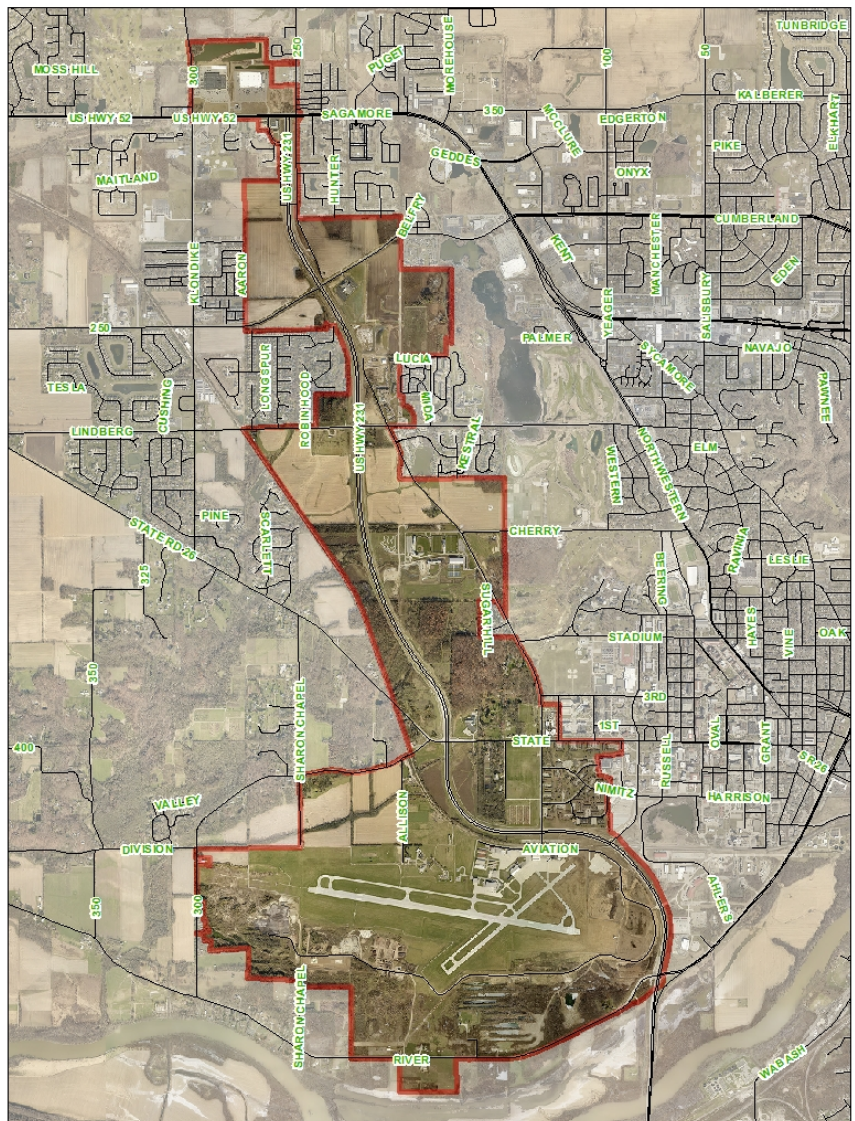
## Purpose

With the completion of the “new” US 231 by the Indiana Department of Transportation in 2013 and annexation of the land surrounding it by the City of West Lafayette in 2014, new opportunities for development and urban expansion have arisen. Seeing these opportunities, the city council adopted on May 2, 2016, Resolution 10-16 requesting the Area Plan Commission of Tippecanoe County to study the US 231 Corridor and create a corridor land use plan as an amendment to the Comprehensive Plan for Tippecanoe County.

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

## Location and Study Area Boundary

As depicted on the map to the right, the US 231 Corridor study area (as approved by the West Lafayette City Council) stretches from the River Road intersection in the south to the Sagamore Parkway intersection in the north and contains approximately 28,074 acres or nearly 44 square miles.



## History

West Lafayette was originally settled in the early 1820's in the area now known as Chauncey Village. With the founding of Purdue University in 1869, land near the corridor began to develop beyond the established agricultural pattern. The first major development in the corridor began with the establishment of the Purdue University Airport in 1930 on land donated by David Ross.

Located in the southernmost portion of the corridor, the airport was expanded in the 1960's and today still remains the second busiest in the state, in terms of number of flights per year, behind Indianapolis International Airport.



Purdue's continued expansion in the corridor also introduced an element of conservation. In 1967 the 24-acre Purdue Horticulture Park opened to the public and still contains large areas of natural woodlands along with a variety of plant species first introduced in the 1940's by C.W. Beese, a Purdue professor of engineering and plant enthusiast.

More recently, with the relocation of the Purdue Grand Prix in 2009 and expansion of university athletic facilities off Cherry Lane, the growing commercial development on the north end of the corridor, and the emerging Purdue Research Park Aerospace District near the airport, it is clear the US 231 corridor is only just beginning to realize its potential.



## Process of Public Engagement

This planning process employed specific public outreach efforts to gather information from pertinent stakeholders to provide an avenue to share their concerns and hopes for the future. The following group of stakeholders were formed into a steering committee that ultimately guided the plan's development for delivery to the public as part of a month-long public comment period:

### Project Steering Committee

In early 2017 a Steering Committee was formed from stakeholders. The body consisted of:

- City of West Lafayette –
  - John Dennis, Mayor
  - Norris Wang, City Council
  - Nick DeBoer, City Council
  - Erik Carlson, Director of Development
- Purdue Research Foundation – Jeff Kanable
- Developer of Single-Family Homes – Derrin Sorenson
- Developer of Multi-Family Apartments – Keith Long
- Developer of Commercial Properties – Alan White



## Chapter 2: Profiles

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# Profiles

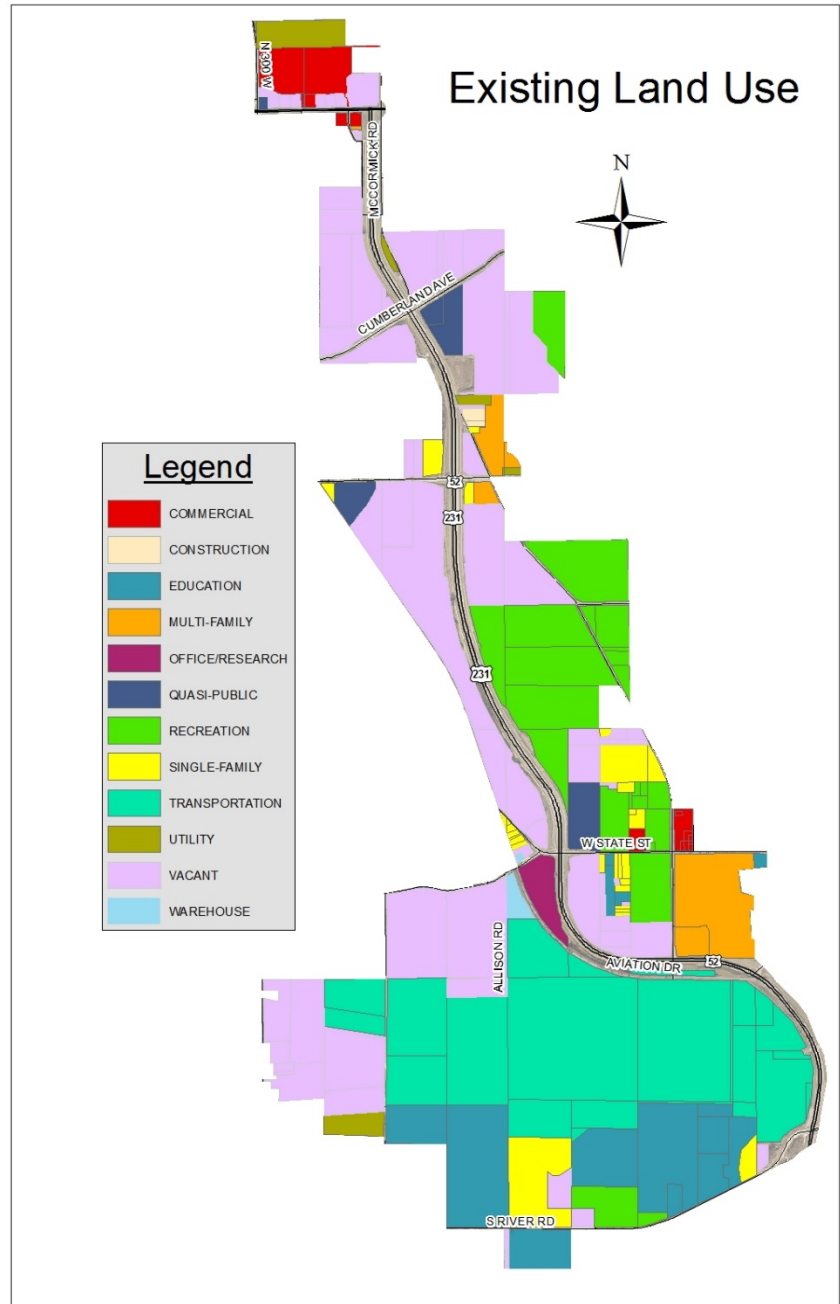
## Land Use

### Existing Land Use

In early 2017 APC staff surveyed the corridor to create a land use inventory. With unimproved land or land in agricultural production dominating approximately 47% of the study area, the land use development pattern can best be described as “emerging” north of the Purdue Airport vicinity.

At the State Street and US 231 intersection, emerging high-technology industries connected with Purdue and its airport (typified by the new Rolls Royce facility at the southwest corner of the intersection) can be found. East of this and to the north respectively, the Horticulture Park and Purdue athletic facilities can be found. Moving farther north to the Lindberg Road intersection, the emerging development pattern is solidly residential with a mix of residential densities already in place.

At the Cumberland Road intersection and north to the Sagamore Parkway intersection, the combination of an established commercial zoning pattern and already commercially developed sites has solidified these two intersections as important regional commercial nodes.



### Building Conditions

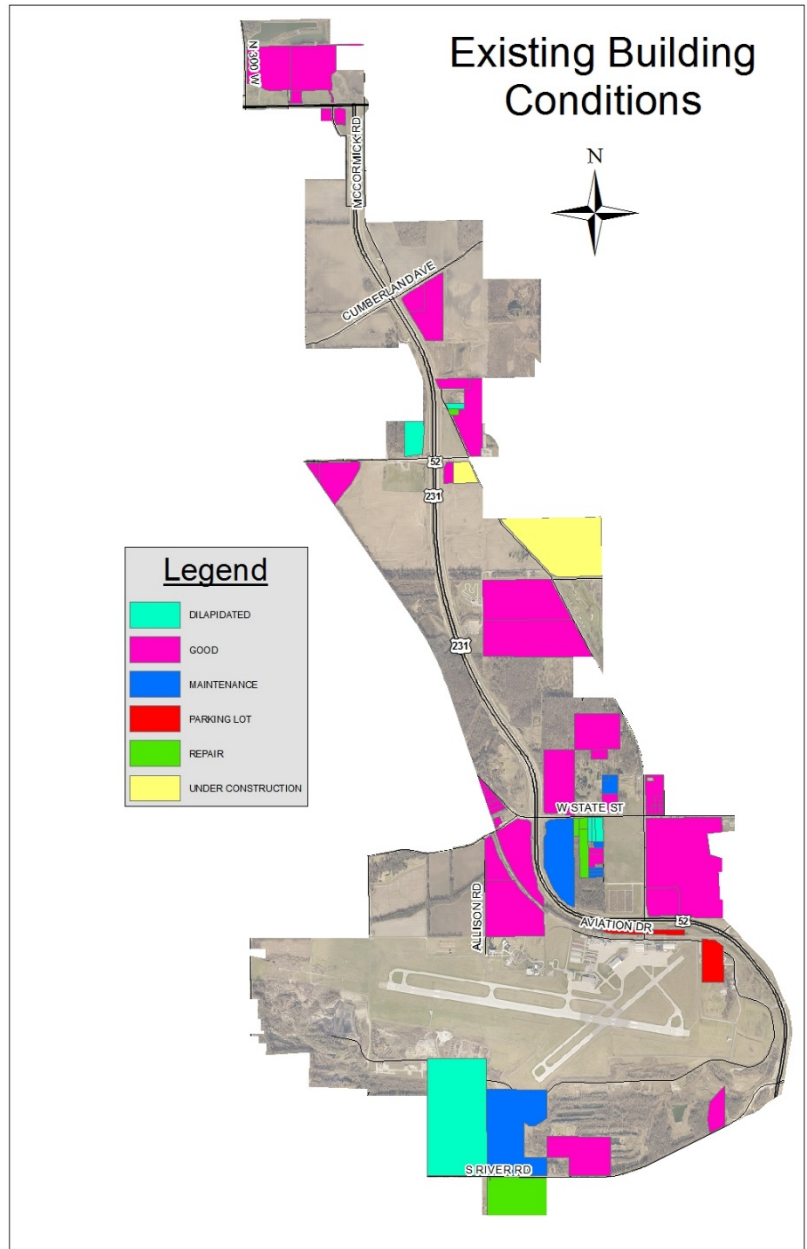
In early 2017, using a standard scoring system previously employed in past survey efforts, APC staff surveyed and noted the physical condition of all existing structures in the corridor. The grading categories, from the *Comprehensive Plan of Tippecanoe County*, are:

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

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

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

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





Given that so much of the study area is undeveloped, it is no surprise the results of the survey showed approximately 85% of the 442 lots as having “No Structure”. The remainder of the lots or tracts with buildings on them (excluding Purdue Airport buildings which were not surveyed) fell into the remaining categories accordingly: approximately 9% received the “A” rating, approximately 2% received the “B” rating, approximately 1% received the “C” rating, and approximately 0.5% received the “D” rating.

## Future Transportation Improvements

In anticipation of future growth the US 231 Corridor's transportation infrastructure has several improvements planned. The following improvements are contained within the 2045 Metropolitan Transportation Plan and the 2018-2021 Transportation Improvement Program:

### Purdue Airport

Improvements include an environmental assessment, the rehabilitation of runways and taxiways and expanded facilities for rescue/fire vehicles.

### New Sidewalks & Trails

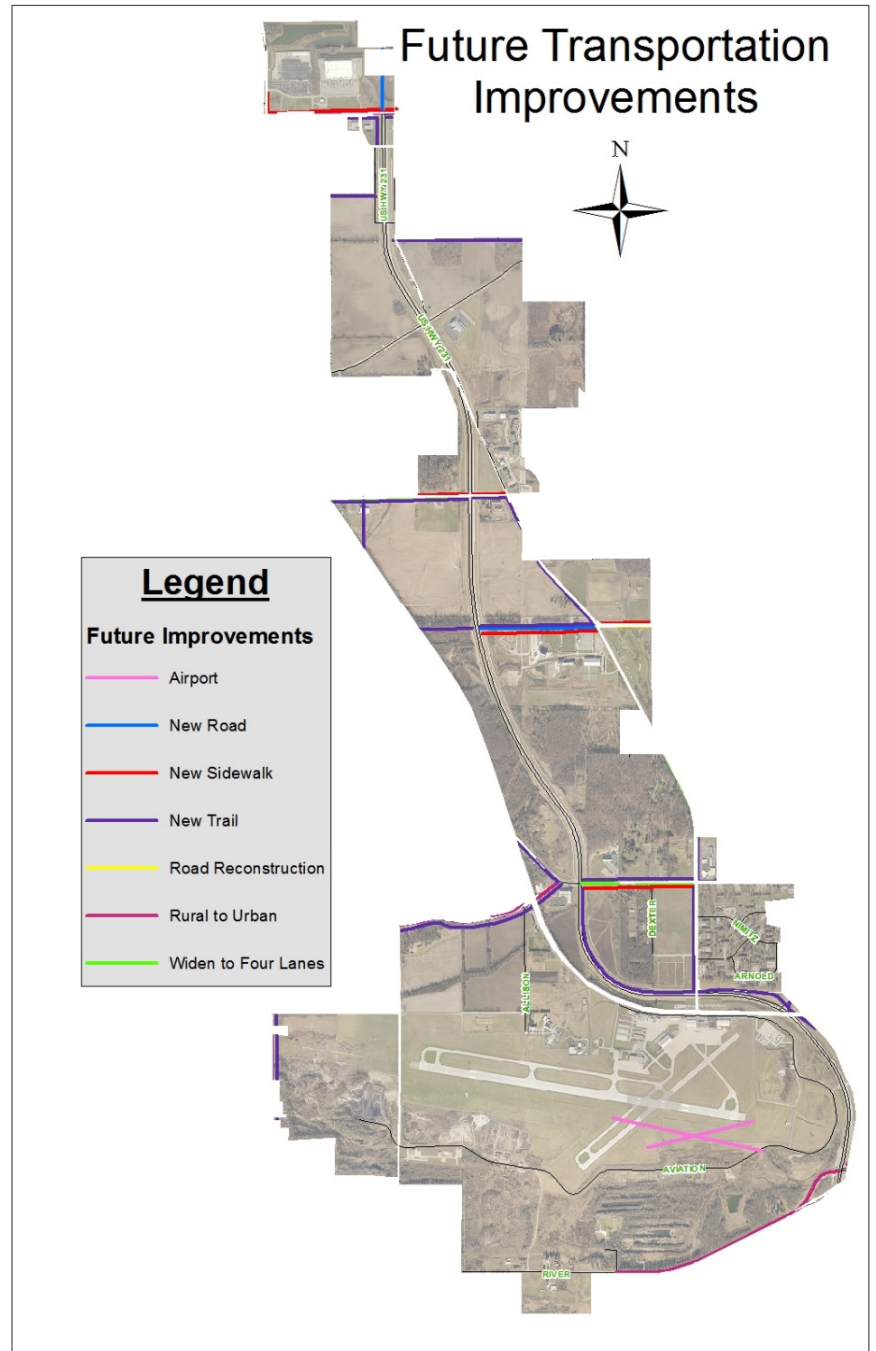
A host of new 5' sidewalks and 10' trails are proposed throughout the corridor as shown on the map.

### New Roads

Two new roads are proposed including an extension of Cherry Lane to intersect with US 231 and an extension of US 231 north of the Sagamore Parkway intersection.

### Road Improvements

Improvements to existing roadways include the widening of State Street and the reconstruction of Cherry Lane in anticipation of its extension to US 231.



## Parks, Paths and Trails

The US 231 Corridor already has a strong foundation of parks, paths and trails upon which to build as the corridor develops. The following sites and facilities make up portions of West Lafayette's open space network along the corridor:

### Purdue Horticulture Park

This large and well established park along State Street near US 231 contains an extensive internal trail system through a variety of forested and landscaped environments.

### US 231 Trail

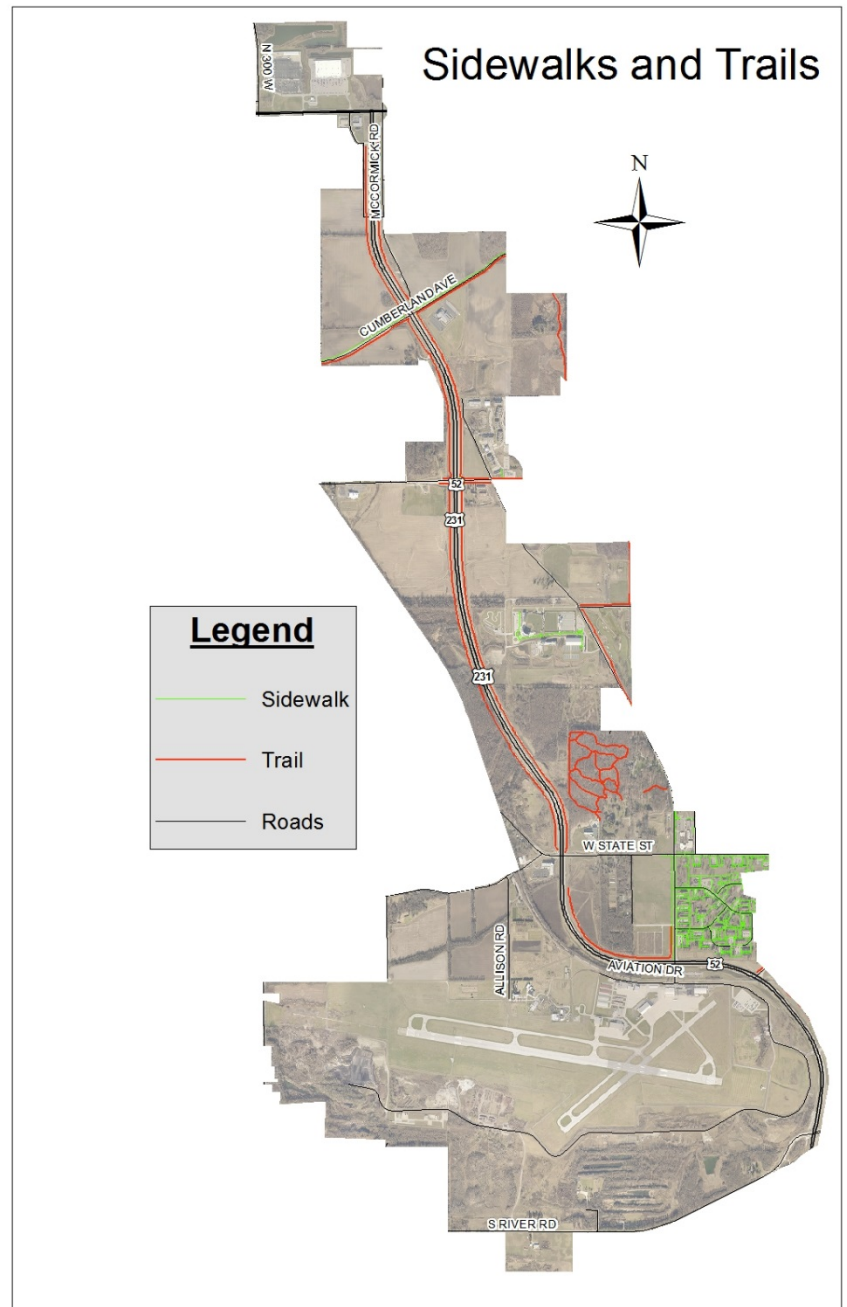
With the construction of US 231 came its trail system which runs nearly the full length of the corridor on both sides of the roadway. This important bike and pedestrian facility will be the spine from which all future facilities should connect.

### Cumberland Avenue Trail

When Cumberland Avenue was extended to intersect with US 231, the sidewalk and trail system was incorporated along the roadway.

### Cason Family Park

A new park containing the relocated historic Morris School building is under development along Cumberland Avenue east of the US 231 intersection.



## Sewer Infrastructure

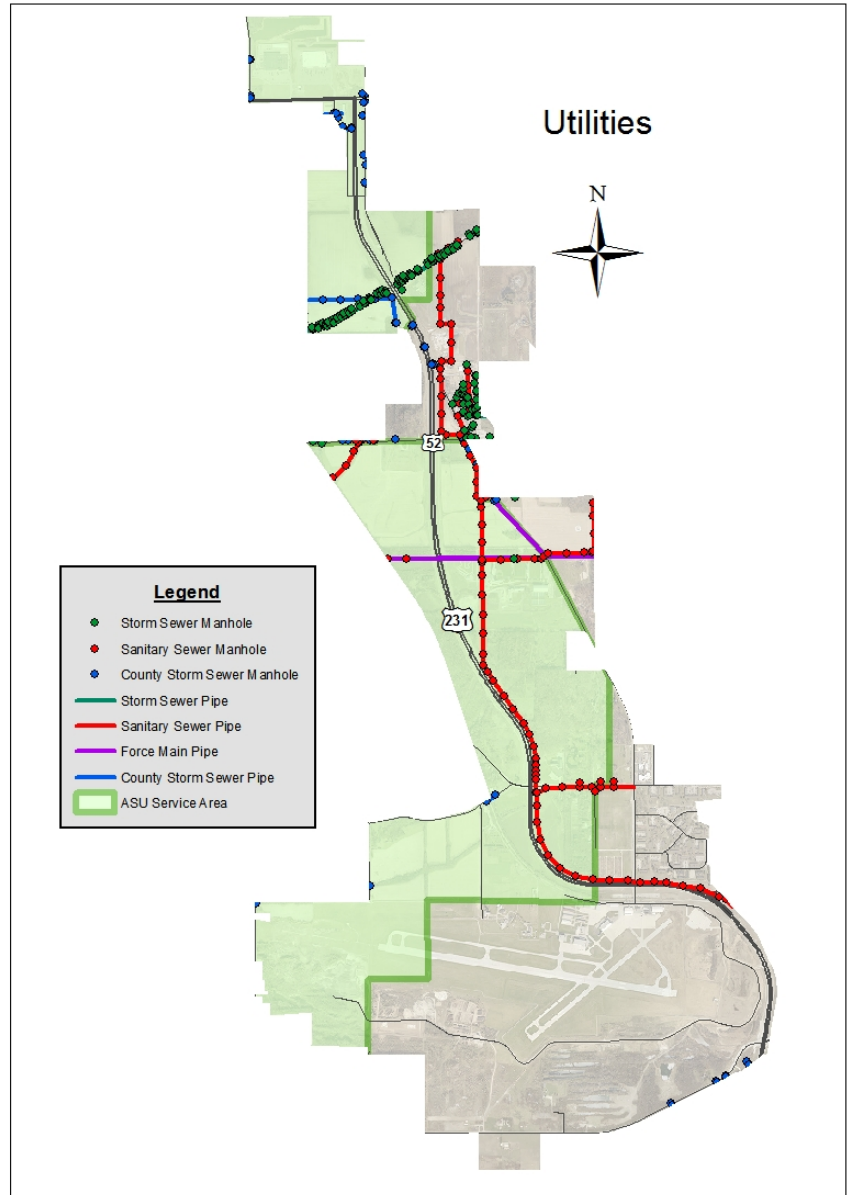
Adequate public infrastructure is needed for development. The existing sewer infrastructure in the US 231 Corridor is a critical piece of the development puzzle. Maintenance by both the city, county and property owners is the key to ensuring its ability to expand and serve this high-growth area.

### Sanitary and Storm Sewer

Wastewater in the corridor is collected through a network of sanitary sewer and stormwater sewer pipes that convey the waste to either the City of West Lafayette's wastewater treatment plant or American Suburban's treatment facility, depending on which side of the service area boundary you are.

The US 231 Corridor is served primarily by a long sanitary sewer main stretching from just east of the US 231 and Cumberland Avenue intersection, roughly parallel with US 231, to nearly the southern limit of the corridor near Purdue University airport.

County storm sewer facilities were constructed with the Cumberland Avenue extension and are largely limited to that road's corridor.



## Wetlands and Drainage (Regulated Drains)

While there is no Flood Plain zoning found within the corridor boundary, the following map (with areas shown in red) displays wetland areas identified by the US Fish and Wildlife Service's National Wetlands Inventory map. The map also displays small waterways that will be associated with drainage when sites are developed.





## Chapter 3: Vision & Goals

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# US 231 Corridor Vision

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*“A vibrant, mixed-use corridor, where attaining the highest quality of place is achieved through preserving the natural environment, promoting a unique and attractive aesthetic appearance, and encouraging a diverse mix of commercial, residential, recreational and university-driven innovative uses which provide for the long-term vitality of the city and the region.”*

## Corridor Goals and Objectives

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The Steering Committee members, selected for the US 231 Corridor Plan and representing the principle stakeholders in the corridor, endorse the following goals and objectives which, when realized, will achieve the Vision of the US 231 Corridor. The following goals and objectives are based on public input and the guidance of the Steering Committee.

To accomplish the Vision of the US 231 Corridor, the following goals and objectives are established to promote and support:

1. Diverse Residential Development
2. Regional Commercial Node Development
3. Environmental Preservation and Quality of Place
4. University Research and Innovation Development
5. Quality Infrastructure for Corridor Development

### 1) GOAL 1: DIVERSE RESIDENTIAL DEVELOPMENT

- a) Objective: Provide for the future residential needs of a growing and increasingly diverse population based on a future land use plan and support its adoption as an amendment to the Comprehensive Plan.
- b) Objective: Ensure that there is proper code enforcement and property maintenance.
- c) Objective: Allocate city and community resources that benefit the residents and businesses in the corridor.
- d) Objective: Demonstrate compliance with all applicable policies from the adopted *Comprehensive Plan's Housing Element*.

### 2) GOAL 2: REGIONAL COMMERCIAL NODE DEVELOPMENT

- a) Objective: Provide for local and regional commercial/business needs based on a corridor future land use plan employing a nodal development philosophy and support its adoption as an amendment to the Comprehensive Plan.
- b) Objective: Ensure commercial development is appropriate in scale and character with existing and emerging neighborhoods both within the corridor and immediately adjacent to it.
- c) Objective: Ensure that portions of the commercial node located at the intersection of US 231 and Cumberland Avenue develops as a pedestrian-friendly commercial center, with optional medium-density residential uses being permitted on the periphery of the commercial node.
- d) Objective: Ensure the commercial node located at and near the intersection of US 231 and Sagamore Parkway develops as a suburban, auto-oriented, regional commercial center.

### 3) GOAL 3: ENVIRONMENTAL PRESERVATION AND QUALITY OF LIFE

- a) Objective: Protect existing park natural open spaces and support their expansions based on a future land use plan and support its adoption as an amendment to the Comprehensive Plan.
- b) Objective: Promote neighborhood identity and a sense of place.
- c) Objective: Ensure there is adequate passive and recreational open space opportunities throughout the corridor that serve both a local and regional need.
- d) Objective: Encourage public art at important locations and intersections throughout the corridor, particularly near Purdue University.

### 4) GOAL 4: UNIVERSITY RESEARCH AND INNOVATION DEVELOPMENT

- a) Objective: Support the expansion of Purdue University's research and development uses (including supportive residential and commercial uses) based on a future land use plan and support its adoption as an amendment to the Comprehensive Plan.

- b) Objective: Ensure university-related development is appropriate in scale and character with existing and emerging developments both within the corridor and immediately adjacent to it.
- c) Objective: Ensure development in near campus areas is in general conformity with the Purdue Research Foundation's Discovery Park Master Plan.

**5) GOAL 5: QUALITY INFRASTRUCTURE FOR CORRIDOR DEVELOPMENT**

- a) Objective: Ensure all transportation projects in the US 231 corridor are compliant with the Complete Streets policies of the 2040 Metropolitan Transportation Plan.
- b) Objective: Ensure the US 231 corridor is adequately served by transit and support the expansion of transit.
- c) Objective: Ensure the US 231 corridor is adequately served by trails and sidewalks and support the expansion of trails, sidewalks and all related pedestrian/bicycle infrastructure.
- d) Objective: Ensure that adequate safety lighting designed to serve pedestrians/bicyclists is present throughout the US 231 corridor.
- e) Objective: Ensure the US 231 corridor is adequately served by public utilities.
- f) Objective: Ensure the US 231 corridor is adequately and efficiently served by appropriately placed stormwater management facilities.



# Chapter 4: Implementation

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# Implementation Tables

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

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

**Mid-Term Opportunities** 2 - 5 years.

**Long-Term Opportunities** 6 - 15 years.

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

- City = City of West Lafayette staff
- APC = Area Plan Commission of Tippecanoe County staff
- PRF = Purdue Research Foundation
- PU = Purdue University
- BUS = Greater Lafayette Public Transportation Corporation
- ART = City of West Lafayette Public Art Advisory Group
- BSO = Business Owners

## GOAL 1: DIVERSE RESIDENTIAL DEVELOPMENT

**OBJECTIVE A: Provide for the future residential needs of a growing and increasingly diverse population based on a future land use plan and support its adoption as an amendment to the Comprehensive Plan.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Develop a future land use plan that promotes a diverse range of residential options in the corridor and ensure that it is adopted as an amendment to the <i>Comprehensive Plan</i> .	Short	High	APC, City
2	Make changes in the corridor's existing zoning districts to ensure the policies of the future land use plan are realized	Short	Mid	APC, City
3	Periodically review and update the future land use plan to ensure it continues to meet the residential needs of the city.	Long	Low	APC, City, PRF

**OBJECTIVE B: Ensure that there is proper code enforcement and property maintenance.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Improve property maintenance through preventive measures such as education and communication.	Short	Medium	City
2	Periodically review property maintenance, zoning and building codes to ensure the highest standards are maintained.	Mid	High	City, APC
3	Support and expand the efforts of the City's rental inspection program with an emphasis on curbing over-occupancy and increasing property maintenance. Consider providing incentives to landlords who maintain their property above and beyond the minimum code requirements.	Short	Medium	City
4	Improve animal control operations and ensure there is a no-kill policy for adoptable animals.	Long	Low	City
5	Progressively increase fines for repeat violations.	Short	High	City



**OBJECTIVE C: Allocate city and community resources that benefit the residents and businesses in the corridor.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Ensure that Tax Increment Financing dollars are directed toward projects with a clear benefit to the residents and businesses of the corridor	Long	High	City

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

Strategy	Strategy Description	Term	Priority	Responsibility
1	Review each rezone and special exception request in the corridor in light of the policies of the Housing Element	Long	High	APC, City
2	Discourage any development that does not conform with the policies of the Housing Element	Long	High	APC, City

## GOAL 2: REGIONAL COMMERCIAL NODE DEVELOPMENT

**OBJECTIVE A: Provide for local and regional commercial/business needs based on a corridor future land use plan employing a nodal development philosophy and support its adoption as an amendment to the Comprehensive Plan.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Develop a future land use plan that promotes a diverse range of commercial development options in the corridor and ensure that it is adopted as an amendment to the <i>Comprehensive Plan</i> .	Short	High	APC
2	Make changes in the corridor's existing zoning districts to ensure the policies of the future land use plan are realized.	Short	High	APC, City
3	Periodically review and update the future land use plan to ensure it continues to meet the commercial and business needs of the city.	Long	Medium	APC, City

**OBJECTIVE B: Ensure commercial development is appropriate in scale and character with existing and emerging neighborhoods both within the corridor and immediately adjacent to it.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Support the future land use plan's policy for commercial development along the corridor and discourage commercial rezone petitions that would deviate from it.	Long	High	City, APC, BSO
2	Discourage commercial strip development and support commercial development that is designed with pedestrians and transit users in mind.	Long	Medium	APC, City, BSO
3	Investigate the creation of an Architectural Review Board.	Mid	Medium	APC, City

**OBJECTIVE C: Ensure that portions of the commercial node located at the intersection of US 231 and Cumberland Avenue develops as a pedestrian-friendly commercial center, with optional medium-density residential uses being permitted on the periphery of the commercial node.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Encourage pedestrian oriented commercial development with an emphasis on pedestrian connectivity within a site and where a site connects to the public sidewalk/trail system.	Mid	High	City, APC
2	Discourage auto-centric development that de-emphasizes a pedestrian orientation.	Long	Medium	APC, City, BSO
3	Investigate the implementation of a form-based overlay or other zoning tools to further promote the pedestrian-oriented development of this commercial node.	Short	High	APC, City

**OBJECTIVE D: Ensure the commercial node located at and near the intersection of US 231 and Sagamore Parkway develops as a suburban, auto-oriented, regional commercial center.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Encourage regionally-focused, auto-oriented commercial development with an emphasis on pedestrian and vehicle safety.	Long	High	City, APC, BSO
2	Ensure the commercially developed sites in this node have sufficient connectivity with the larger sidewalk/trail network.	Long	Medium	APC, City, BSO

## GOAL 3: ENVIRONMENTAL PRESERVATION & QUALITY OF LIFE

**OBJECTIVE A: Protect existing park natural open spaces and support their expansions based on a future land use plan and support its adoption as an amendment to the Comprehensive Plan.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Create a corridor-wide parks and open spaces plan based on the future land use plan and periodically update it to meet the community's needs.	Long	Medium	City, PRF, PU
2	Provide development incentives to both commercial and residential developers who provide active and passive open spaces in their developments.	Long	Medium	APC, City

**OBJECTIVE B: Promote neighborhood identity and a sense of place.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Improve a system of wayfinding signage directing the public to parks, trails and other amenities in the corridor.	Mid	Medium	City, PRF, PU
2	Discourage the placement of billboards along the US 231 corridor.	Short	High	City
3	Promote the inclusion of public art at important intersections and community spaces.	Mid	Medium	City, ART

**OBJECTIVE C: Ensure there is adequate passive and recreational open space opportunities throughout the corridor that serve both a local and regional need.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Investigate the use of impact fees to assist in the funding of future public passive and active recreational open spaces.	Short	Medium	APC, City
2	Update zoning and subdivision ordinances to require the inclusion of public active and recreational open spaces.	Mid	Medium	APC, City
3	Investigate allowing cluster subdivisions in the subdivision ordinance.	Short	Low	APC

**OBJECTIVE D: Encourage public art at important locations and intersections throughout the corridor, particularly near Purdue University.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Create a public art plan for the corridor.	Mid	Low	City, ART, PRF, PU
2	Create literature for a public art walking/driving tour along the corridor.	Long	Low	ART

## GOAL 4: UNIVERSITY RESEARCH AND INNOVATION DEVELOPMENT

**OBJECTIVE A: Support the expansion of Purdue University’s research and development uses (including supportive residential and commercial uses) based on a future land use plan and support its adoption as an amendment to the Comprehensive Plan.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Adopt and periodically update a future land use plan for the corridor that provides for all university-related development.	Long	Medium	APC, City
2	Update all zoning and subdivision ordinances to better accommodate the needs of university-oriented development.	Mid	Medium	APC, City

**OBJECTIVE B: Ensure university-related development is appropriate in scale and character with existing and emerging developments both within the corridor and immediately adjacent to it.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Investigate the creation of a university overlay district to better realize the mixed-use potential of the areas along and adjacent to State Street.	Long	Medium	APC, City, PRF

**OBJECTIVE C: Ensure development in near campus areas is in general conformity with the Purdue Research Foundation’s Discovery Park Master Plan.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	As the Discovery Park district develops, periodically review the land use plan against the policies of the land use plan and PRF Master Plan to ensure the goals of both continue to be realized.	Long	Medium	APC, City, PRF
2	Discourage development that does not hold to the policies of the land use plan and PRF Master Plan.	Long	High	APC, City, PRF

## GOAL 5: QUALITY INFRASTRUCTURE FOR CORRIDOR DEVELOPMENT

**OBJECTIVE A: Ensure all transportation projects in the US 231 corridor are compliant with the Complete Streets policies of the 2040 Metropolitan Transportation Plan.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Review all transportation projects to ensure compliance with the complete streets policies of the 2040 Metropolitan Transportation Plan	Long	Medium	APC, City
2	Periodically review the policies of the 2040 Metropolitan Transportation Plan to ensure they continue to meet the transportation needs of the community.	Long	Medium	APC, City

**OBJECTIVE B: Ensure the US 231 corridor is adequately served by transit and support the expansion of transit.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	As the corridor develops, support the efforts of CityBus to plan and implement the expansion of transit services throughout the corridor.	Mid	High	APC, City, BUS
2	Promote the use of transit as it becomes available throughout the corridor with HOA's, business associations and the university.	Long	Medium	City, BUS, PRF, PU

**OBJECTIVE C: Ensure the US 231 corridor is adequately served by trails and sidewalks and support the expansion of trails, sidewalks and all related pedestrian/bicycle infrastructure.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Support the expansion and maintenance of public sidewalks, trails and bicycle infrastructure throughout the corridor.	Long	Medium	APC, City
2	Ensure proper funding for new and existing pedestrian and bicycle infrastructure is in place for the entire corridor.	Mid	Medium	APC, City
3	Ensure proper connectivity with pedestrian and bicycle infrastructure within the corridor to those points along the corridor's fringes.	Long	Medium	APC, City

**OBJECTIVE D: Ensure that adequate safety lighting designed to serve pedestrians/bicyclists is present throughout the US 231 corridor.**

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

**OBJECTIVE E: Ensure the US 231 corridor is adequately served by public utilities.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Ensure all properties are adequately served by public utilities.	Long	Medium	City, PU, PRF
2	Develop a long-term plan for infrastructure improvements to ensure the future land use plan's development areas can develop appropriately.	Long	Medium	City

**OBJECTIVE F: Ensure the US 231 corridor is adequately and efficiently served by appropriately placed stormwater management facilities.**

Strategy	Strategy Description	Term	Priority	Responsibility
1	Ensure proper stormwater management facilities and best practices are in place throughout the corridor to adequately manage stormwater in an environmentally friendly way.	Long	Medium	City
2	Investigate the creation of regional stormwater management facilities to create more efficiency and reduced impacts to the environment.	Mid	Medium	City



## Chapter 5: Future Land Uses



# The Future Land Use Plan

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The Future Land Use Plan, consisting of land use classifications and the Future Land Use Map is intended to set policy and act as a guide for development of the corridor. The Plan does not affect the existing uses of property, but influences future development proposals, requests to rezone property and requests for variances and special exceptions from the ABZA.

## Low Density Residential

This classification allows for single-family detached homes. Certain lower impact uses such as churches and parks may be encouraged within this category. Development standards should be consistent with the R1, R1A and R1B zones unless Planned Development zoning is utilized.

## Medium Density Residential

This classification allows for a variety of single, two-family and multi-family residential buildings. Development standards should be consistent with R2 and R3W zones, unless Planned Development zoning is utilized.

## Regional Commercial

This classification allows for a variety of commercial retail and service uses that serve both a neighborhood and regional need. Unless Planned Development zoning is utilized, development standards shall be consistent with GB and NB zones.

## Aerospace District

This classification allows for a mix of university-oriented aerospace research, development and manufacturing uses. Unless Planned Development zoning is utilized, development standards shall be consistent with OR, I1, and I2 zones.

## Innovation Mixed-Use

This classification allows for a diverse mix of university-oriented uses that may contain residential, commercial, office and light industrial and manufacturing uses. Multiple uses within a single building or on a single development site are encouraged. Development standards shall be urban in character and should initially utilize Planned Development zoning until such time changes are made to the more conventional zoning districts, including the utilization of form-based overlays.

## Recreational

The category contains a variety of active, passive, public and private open spaces including university athletic/recreational use properties. As a matter of policy, this category may be extended onto any property in the corridor.

## Airport

This classification encapsulates all the primary and accessory uses contained with the Purdue Airport property.

## State of Indiana

This classification identifies properties currently owned by the State of Indiana and managed by the Indiana Department of Transportation. Low density residential uses are appropriate for these properties should the state release them to private interests.

# Low Density Residential

## LAND USE DESCRIPTION

- Single-family detached homes of varying lot sizes.
- Certain lower impact community oriented uses such as churches, parks, or schools may be encouraged within this category.
- Unless a Planned Development, residential density and development standards consistent with the R1, R1A, and R1B zones.



# Medium Density Residential

## LAND USE DESCRIPTION

- A denser mix of single, two-family and multi-family residential structures utilizing, unless a Planned Development, design standards consistent with the R2, and R3W zones.
- Designed to serve primarily as a transition between lower density residential environments and commercial areas.
- Certain lower impact community oriented uses such as churches, parks, or schools may be encouraged within this category.



# Regional Commercial

## LAND USE DESCRIPTION

- An exclusively non-residential area containing a host of commercial, retail and service uses serving both surrounding neighborhoods and the larger metropolitan area.
- Larger developments should incorporate community gathering spaces to serve the needs of businesses and customers.
- Unless a Planned Development, standards shall be consistent with GB and NB zones.



# Aerospace District

## LAND USE DESCRIPTION

- Areas devoted to aerospace research, development and manufacturing connected with Purdue University.
- Light-industrial uses may be supported by this category.
- Unless a Planned Development, standards shall be consistent with the OR, I1 and I2 zones.



# Innovation Mixed-Use

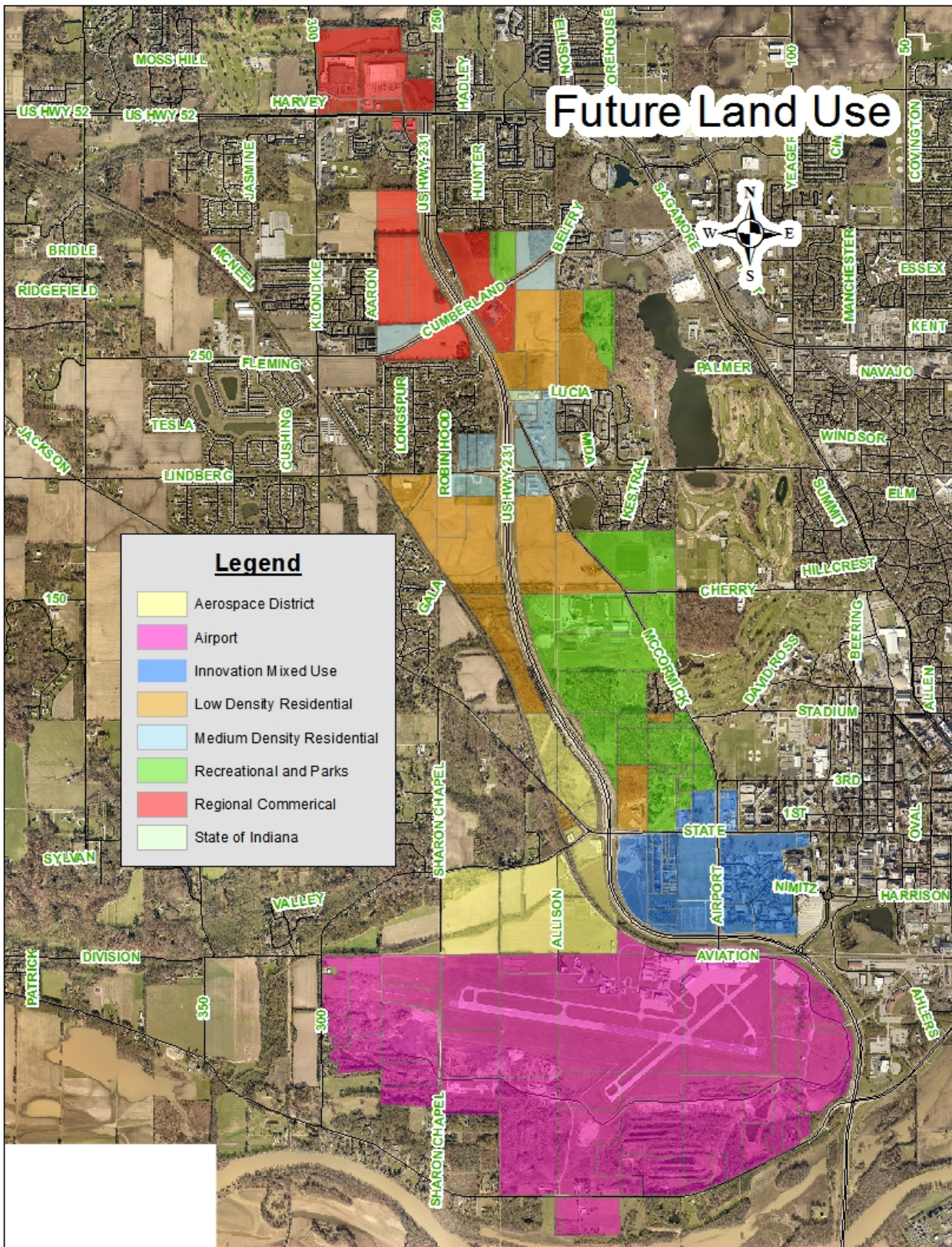
## LAND USE DESCRIPTION

- An urban, university-oriented area of moderate density designed to provide a mix of residential, commercial, office, and university-related research and manufacturing uses.
- Commercial examples include professional/personal services, shop front retail with restaurants, cafes and gift shops.
- For mixed-use buildings, integration of uses occurs typically within structures with commercial uses on the ground floor level and residential and/or non-residential uses on upper levels.
- Building heights shall generally not exceed six stories. Initially constructed utilizing Planned Development zoning until such time other zoning tools, such as form-based overlays, become available.

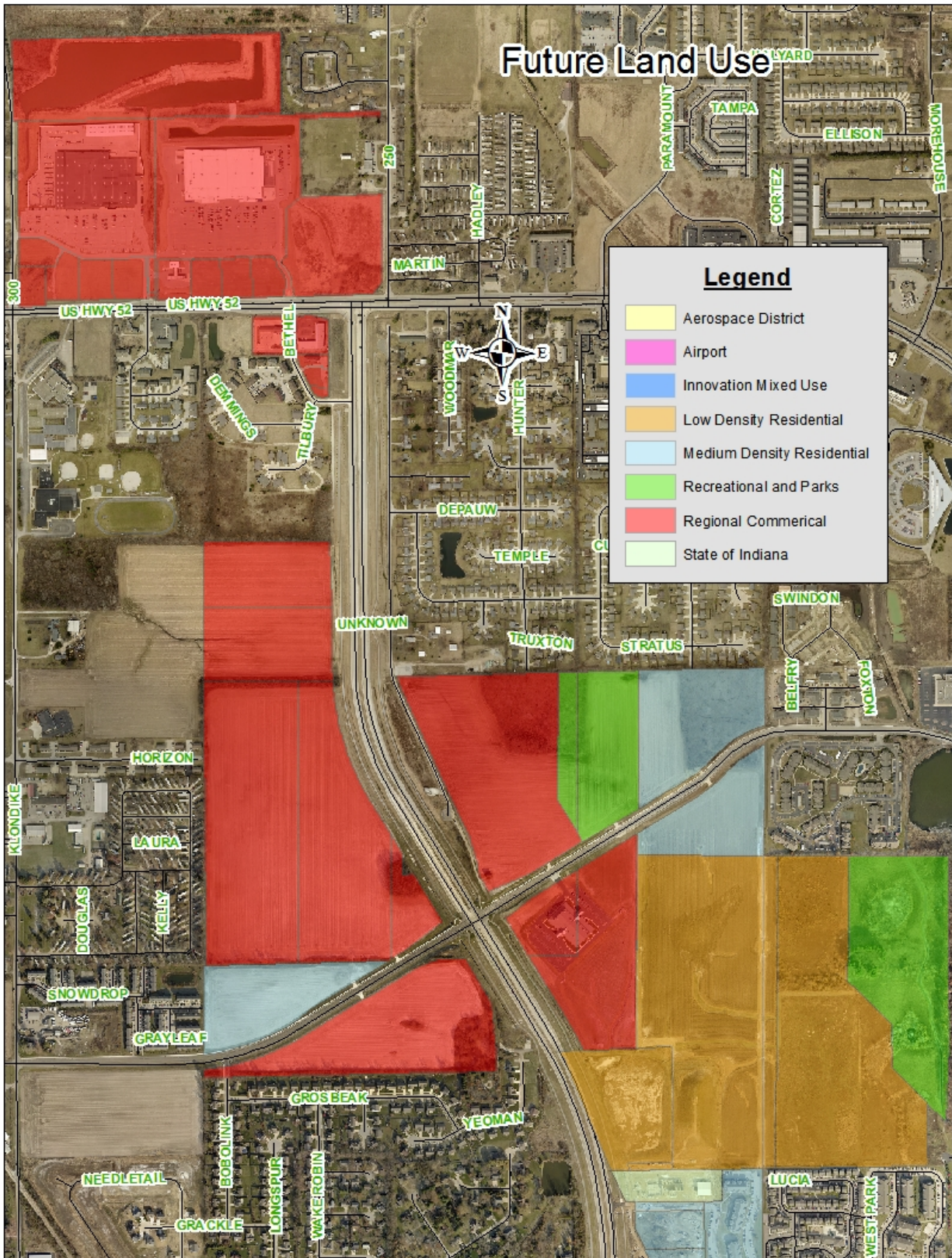




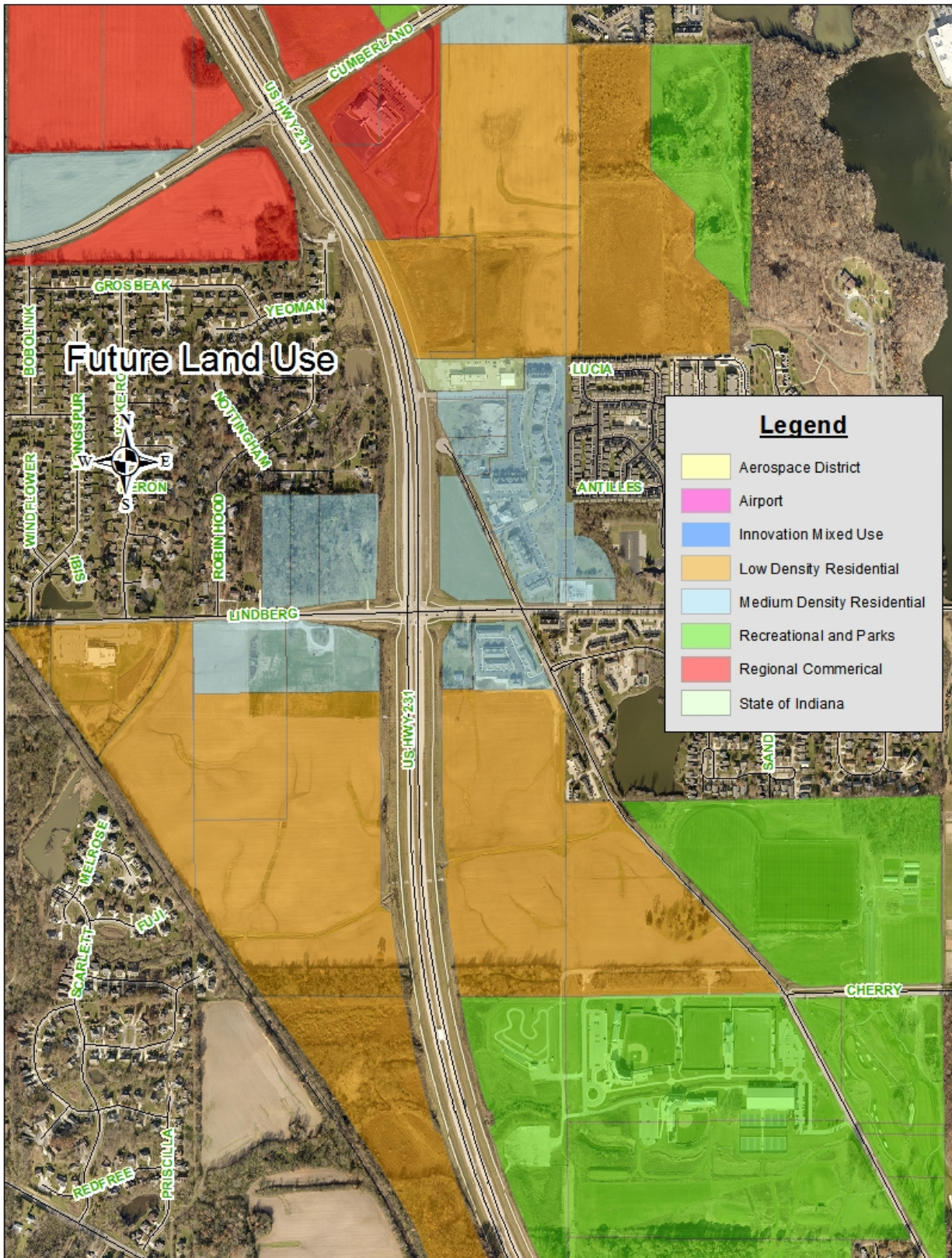
# Future Land Use Map – Overall



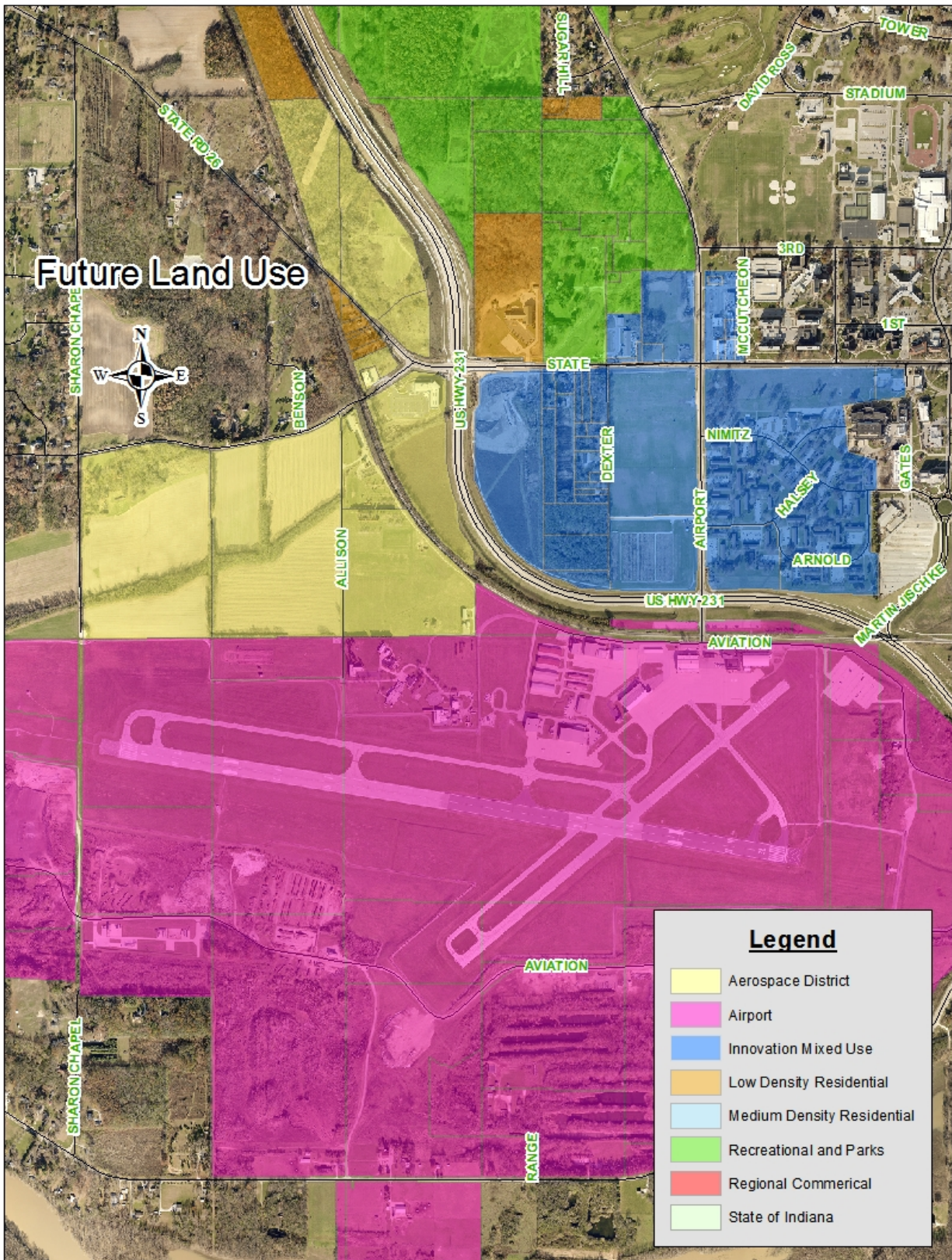
# Future Land Use Map – North Sector



# Future Land Use Map – Central Sector



# Future Land Use Map – South Sector



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