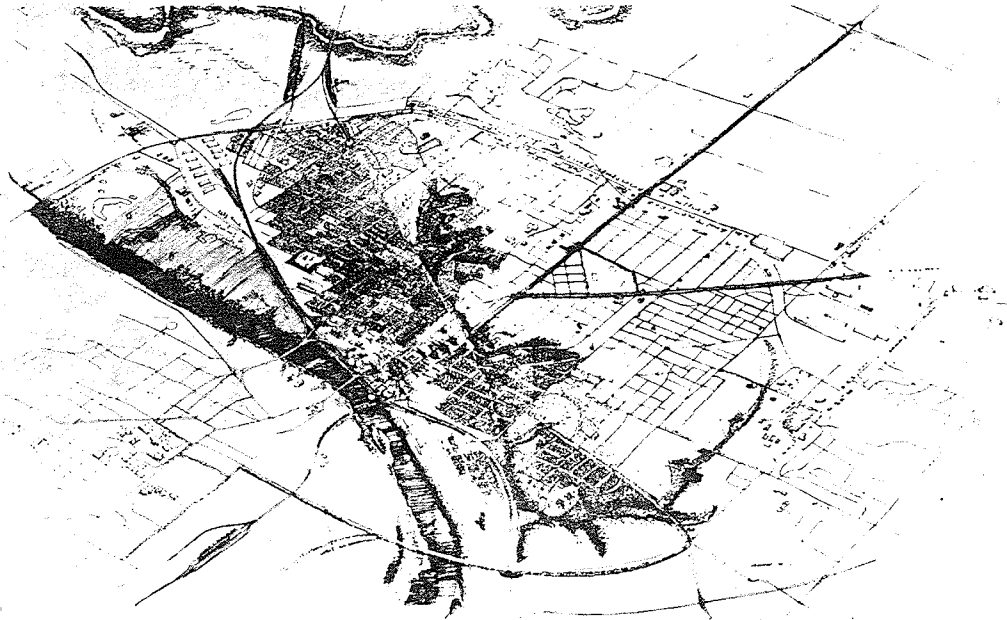


LAFAYETTE R/UDAT

THE AMERICAN INSTITUTE OF ARCHITECTS

REGIONAL-URBAN DESIGN ASSISTANCE TEAM



R/UDAT PROGRAM

The Urban Planning and Design Committee of the American Institute of Architects has been sending urban design assistance teams to various American cities since 1967.

The "Lafayette Team" is the 22nd such team to be invited into a specific area to deal with environmental and urban problems which range in scale from a region to a small town, and in type from model cities to public policy and implementation methods.

The teams respond to the problems as defined by the Local AIA Chapters and their sponsors from the community leadership.

Each regional-urban design assistance team is specially selected to include professionals experienced in dealing with the particular problems of the area under study. Members are not compensated for their service and agree not to accept commissions for work resulting from their recommendations.

The team acquaints itself with the community and its

people ... presents its analysis from a fresh perspective ... offers its recommendations ... Perhaps a new approach for planning or action is the result.

OBJECTIVES

The objectives of the R/UDAT program are to: Improve the physical environment throughout the nation; illustrate the importance of design in urban planning; dramatize problems of urban design; stimulate public action; and give national assistance to local AIA Chapters which have generated local support in their efforts to improve their own communities. The aim is not to offer a complete nor final plan, but with a fresh look by experienced outsiders, to give impetus and perhaps new directions for community action and to make clear and comprehensive recommendations which are professionally responsible as well as politically and economically feasible and publicly understandable.

THE VISIT

The request for a R/UDAT team was approved in April when Ronald A. Straka, NAIA, Chairman, made a reconnaissance visit to Lafayette to observe the community and discuss the details of the team's visit. A team was then organized and sent extensive background material in advance of a September 6th-9th visit. The team met with City and County, Local Planners, Civic Leaders and Organizations, Railroad Representatives, and interested Citizen's Groups. They then surveyed the city by rail, bus, air and on foot.

With this information, the team proceeded to engage in an intensive four-day work session, including analysis of existing source materials, which culminated in a press conference and a public presentation on September 9th.

The task for the R/UDAT team was to assess the impact of railroad relocation upon the total urban development fabric of the Greater Lafayette Area.

THE LAFAYETTE TEAM



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Teacher, Design Critic, Lecturer, Member NAIA Urban Design and Planning Committee, Research Associate Center for New Town and Urban Growth, University of Colorado. Primarily interested in urban design projects relating to the growth and redevelopment of small communities.

Author, Juror, Design Critic, Member NAIA Urban Design and Planning Committee, winner of many national and regional design awards. His work has been published in many national and international periodicals. He is particularly interested in the redevelopment of downtown urban areas and the preservation of their historic values.

Vice-President Economics Research Assoc., a nationwide economics consulting firm, concerned with the feasibility, and the market, and impact studies for both the public and private sectors. Has been involved in the areas of private real estate, urban economics, and downtown redevelopment.

Teacher, involved in many urban downtown redevelopment projects, and has served as principal planner for transit planning and urban design studies in Texas, Maryland, and Washington, D.C. He has received many awards for housing and urban design projects.

Urban Designer, Engineer, Author, Lecturer, Teacher, former Dean Washington University School of Architecture, author of many articles and books on transportation, cities, and urban design and winner of many design awards. He has served as a special transportation consultant to public agencies.

Teacher, Author, Lecturer involved in bridging the gap between planning and implementation. He has served as a special consultant on urban issues in both the public and private sectors which relate to developing new legal devices to improve the transit and redevelopment efforts in many major cities.

SUMMARY of R-UDAT PROPOSALS

THE CITY OF LAFAYETTE AND ITS PROBLEMS

Lafayette is a good city!!!
Lafayette has great potential!!!
Lafayette's problems are solvable!!!

Located on the Wabash River, it is blessed with many natural and man made amenities. It has evidence of a fine historic past, a sound economic base, and a feeling of community pride among its citizens. With a potentially active bus transportation system and neighborhoods immediately adjacent to the downtown core area.

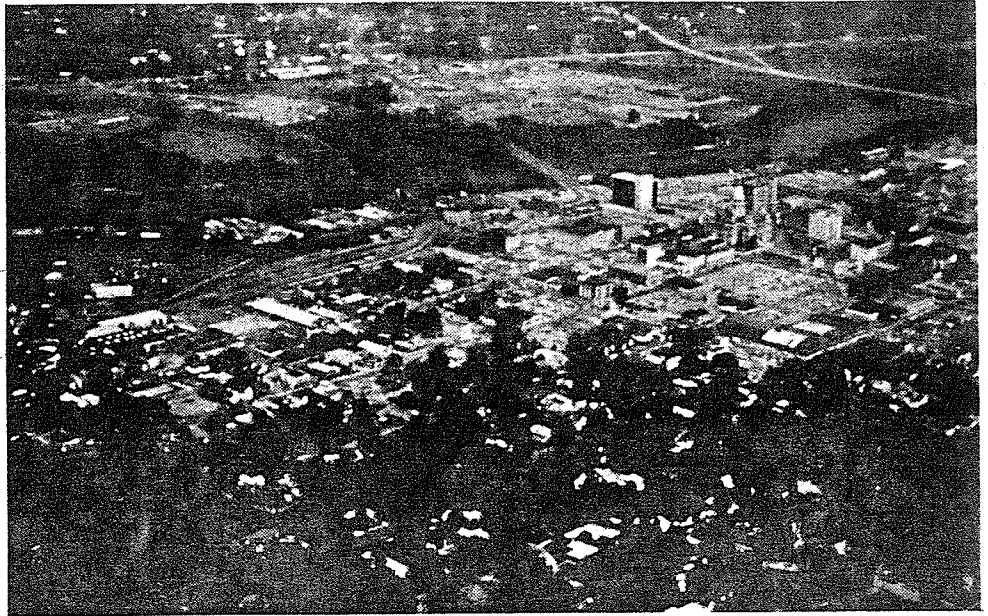
Lafayette is in much better shape than most other American cities of similar size. But Lafayette like some other cities shows some common problems and myths regarding growth, development, planning, transportation, railroads, the downtown, personal interests and the quality of life.

These myths can be dispelled by educating and making the citizens aware of both sides of the issues, discussing their difference and carry on a dialogue in a positive constructive manner so that the problem can be resolved in a manner which represents the wishes of the total community.

The issues involve everybody, not just the people in Lafayette, but the people in West Lafayette, the people at Purdue University and the people in Tippecanoe County. The Greater Lafayette area is one community and its problems effect everyone in the community in some manner.

The R/UDAT team was invited to Lafayette to look at the problems of railroad relocation and their impact on the community. After talking to people representing all segments of the community it becomes very apparent that there were other problems beside railroad relocation. Railroad relocation, like the other issues, cannot be discussed in a vacuum or as an issue or problem by itself. Nor is it an issue that just concerns those directly affected by relocation or inconvenience.

The R/UDAT team reviewed the previous studies on



railroad relocation and after viewing the many alternative proposals the team agrees and endorses the "Riverfront Route" on the basis that it be further studied and that refinements are carried out with the same sensitivity and thought for the community as the present study. The R/UDAT team wishes to commend the Lilly Endowment Team for a fine and responsive piece of work, which has a high degree of sensitivity, on a very difficult problem.

With this recommendation the team would like to take a sharper focus and respond to the wishes of the people,

namely, the areas of the impact of railroad relocation, the downtown Lafayette neighborhoods, transportation, comprehensive planning and other related urban problems.

In this intensive 4-day visit only general recommendations and alternatives are suggested. Hopefully, within this framework, the specific and actual implementation can represent the wishes of the total community.

The challenge is up to the people of Lafayette to determine what their future will be and how they wish to be recorded in time!!

RECOMMENDATIONS:

We began with an evaluation of the various alternatives for Railroad Relocation and support the community's preferred solution. We then focused on Downtown revitalization, because of the urgency of this problem and the possibilities we perceived for realizing the aspirations of the community.

While explicit recommendations regarding transportation could not be developed in the time available, we devoted considerable attention to transportation planning because, more than any other aspect of the physical environment it touches every part of every life in Lafayette. In addition, transportation is a major visible public investment which affects the implementation of land use decisions. There is little room for debate about the proposition that transportation and other public investments such as sewer and water have facilities guided, in fact dictated, the location and magnitude of private investment and therefore the very "form" and future development fabric of Lafayette.

In developing our recommendations we have tried to make explicit the interconnections between the various community systems. Each of our recommendations are facets of a comprehensive planning process by which this community can achieve its broad goals as well as those related more specifically to railroad relocation.

1 RAILROAD RELOCATION:

Implement the Riverfront Railroad Relocation plan with special attention to its impact on the neighborhoods, the downtown, and the Wabash Riverfront.

Follow the guidelines of the Uniform Relocation Assistance Act and the Highway Act of 1973, paying special attention to the problems of individual relocation, of community impact and the opportunities for community redevelopment.

Pursue financial assistance for Railroad Relocation through special Federal legislation in the absence of a specific funding program.

2 DOWNTOWN REDEVELOPMENT:

Develop a detailed downtown plan and program, which focuses upon both private and public investment opportunities and priorities.

Develop an administrative mechanism to best use the community development funding available under the 1974 Federal Housing and Community Development Act of 1974. A logical approach might be to reconstitute the Lafayette Redevelopment Commission as that vehicle.

In planning for the downtown, emphasize enhancement of the admirable neighborhoods close to the central area, capitalize on the natural resource of the Wabash River and on the architectural resource of Lafayette's fine historic buildings, encourage new housing close to the downtown, provide improved arterial connections and high performance bus-way connections throughout the City.

3 TRANSPORTATION IMPROVEMENTS:

Complete the regional transportation planning program now under way, with special attention to Federal programs which could make resources available for the improvement of Lafayette's transportation system.

The Lafayette transportation program should include a highly developed arterial system, insuring that arterial improvements in no way damage the neighborhoods which they serve.

The programs should also provide bus systems including, exclusive bus-ways; with particular attention to possible reuse of the Norfolk and Western Railroad right-of-way.

4 COMPREHENSIVE PLANNING:

Resolve the functional ambiguities between the Council of Governments and Area Plan Commission.

Develop both short and long-term capital budgeting procedures and prepare a public financial resources study, including comprehensive analysis of public fiscal capacity regarding anticipated capital improvement requirements, bond debt service, tax review, anticipated Federal assistance under both the Housing and Community Development Act of 1974, and other related Federal programs.

Incorporate into regional plans the development of public policies which effectively capitalize on the procedures specifically developed for regional transportation planning.

Continuously use public transportation and utility investments to guide regional growth.

Develop a comprehensive public utilities and improvements plan with both long and short-term capital investment allocations.

Pursue a rational annexation policy which is clearly tied to Lafayette's urban growth, capital improvement, and transportation programs.

Recognize that reinvestment in the already urbanized parts of the region may be a means to guide growth and more efficiently use land, energy, time, and money.

5 ADDITIONAL COMMUNITY ACTIONS:

Analyze the distribution of community services including open space, health care facilities, swimming pools, and public transit.

Assist the private sector to provide additional housing resources for the community's low and moderate income residents.

Initiate street tree program to buffer neighborhoods and enhance the community's urban design quality.

Follow an inventory of historic resources, start a program to conserve the heritage of the community.

Recognize in the development of community action programs the Wabash River's potential for recreation, civic beauty, and as a stimuli for private investment.

RAILROAD RELOCATION

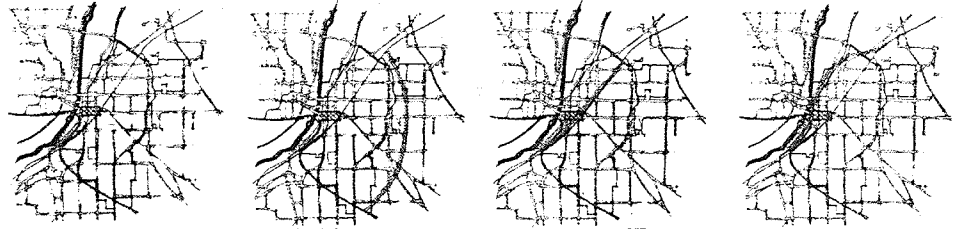
EVALUATION: RAIL RELOCATION PROPOSALS

We recommend the Riverfront Route without reservation. The reasons for this recommendation are summarized in the chart below. Three basic evaluation categories were considered by the team in making our decision.

Cost to users of the transportation systems
 Neighborhood impact
 The creation of community development opportunities
 The weight given to the factors within these categories will be assessed differently by different people;

however, we do not believe that there can be any disagreement with the recommendation. The Riverfront Route is superior to the other three options. As important as the over-all positive impact of this alternative is the fact that, with this proposal few will be adversely affected by this change.

SUMMARY CHART THE PLUSSES AND MINUSES OF ALTERNATIVE ROUTES



ALIGNMENT:

COST

	Existing	Bypass	C/3	Riverfront
Travel cost	—	+	+	+
Capital cost	●	—	—	—
RR operating cost	●	—	+	+

NEIGHBORING IMPACT

Safety	—	+	+	+
Neighborhood disruption (during construction)	●	●	—	●
Permanent neighborhood disruption	—	●	+	+

INVESTMENT OPPORTUNITY

Opportunities for community revitalization	—	●	+	+
Opportunities for downtown reinvestment	—	+	+	+
Riverfront impact and development opportunities	●	●	●	+

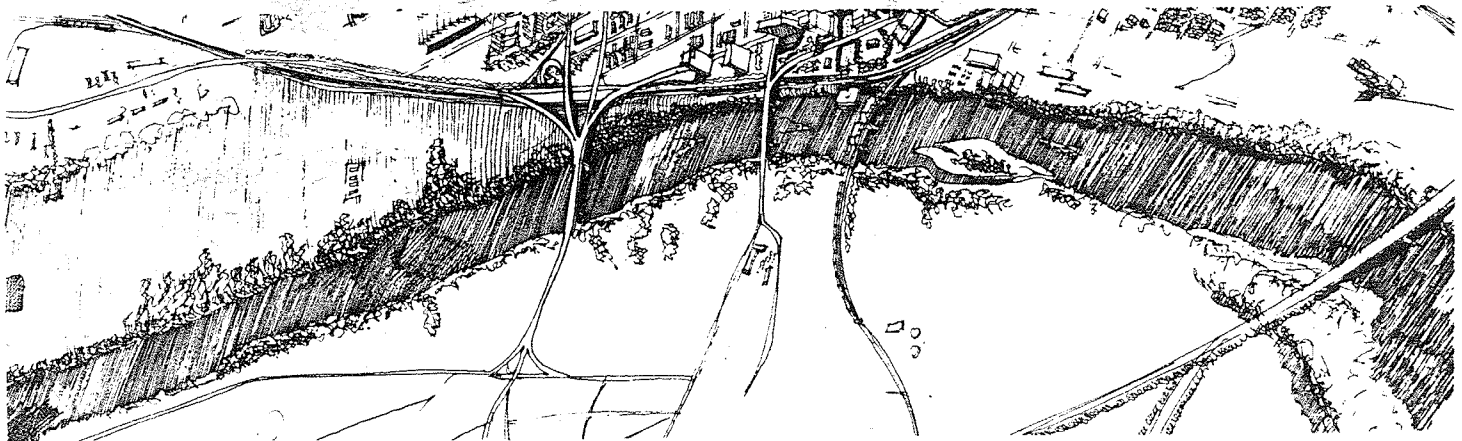
RIVERFRONT

The exemplary analysis of the alternatives, prepared by the Redevelopment Commission staff in preliminary form under the Lilly Grant need not be re-elaborated here. The sketch on this page shows the most difficult

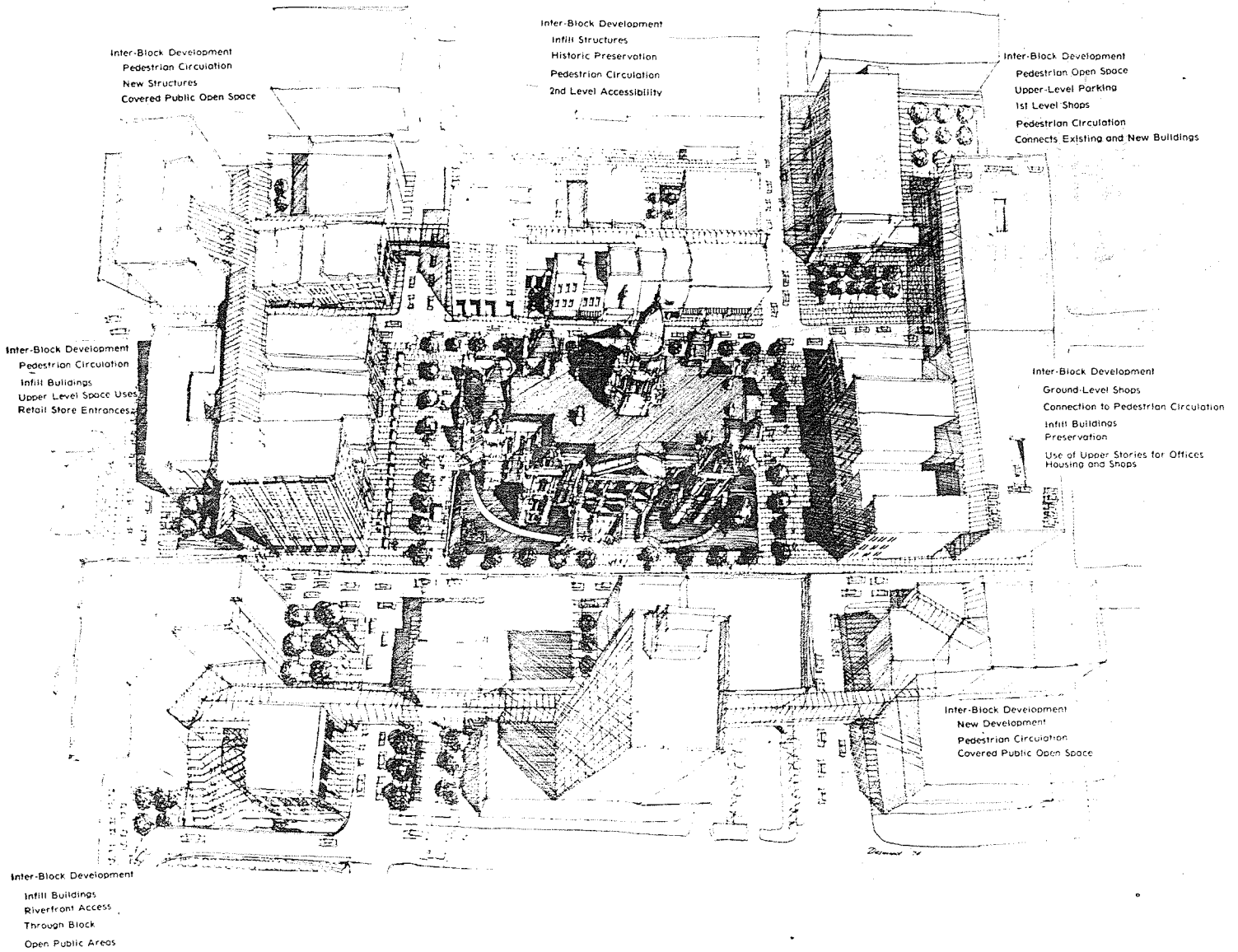
design problem uncovered by our examination of their study — the relationship of railroad, the river and the downtown. If the Team's amendment is followed, relocation need not damage either the river bank or access between river and the city.

Our sketch review indicates that the community re-

turns will outweigh the investment. It remains only to determine whether the various private and public groups that must bear the cost of this project consider it worthy of the investment. At this time, there are indications that this may be the case. The implementation section discusses this issue in detail.



DOWNTOWN NEIGHBORHOOD DESIGN STUDY



The history of Downtown Lafayette is illustrated by the three photographs. The other side of this coin was increasingly extensive suburban sprawl during the same three decades.

We have recommended that the City develop an Urban Design Plan that is part of a comprehensive plan for the entire region. An essential implication of such a plan is a considerable public reinvestment in the central city. There are advantages — for both downtown and the suburbs — of such public reinvestment and the private reinvestment it would seem to create.



DOWNTOWN: 1952



DOWNTOWN: 1962



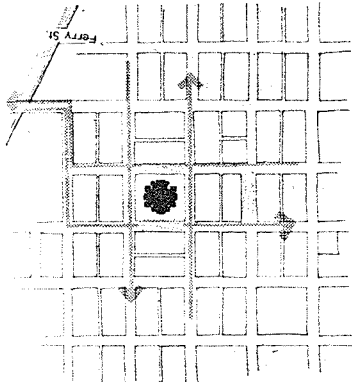
DOWNTOWN: 1972

GESTIONS FOR LAFAYETTE

An Urban Design Plan should include the following:

CIRCULATION

Street circulation that maintains and, if possible, improves access while reducing travel close to shopping frontages.



CIRCULATION DIAGRAM

BUS CIRCULATION

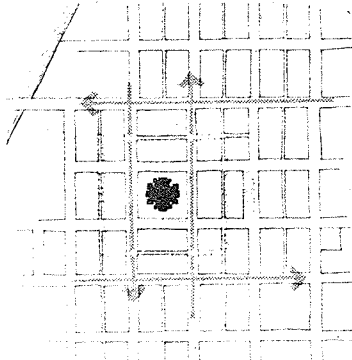
Provision for later expansion of the excellent bus system, as the city grows. Increases parking immediately adjacent to retail stores (see rendered plan).

Uses the fine old buildings in Downtown Lafayette, particularly the magnificent Court House.

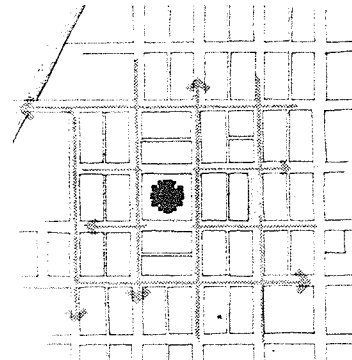
The Court House should have the same care on the inside as the outside; this will be possible only if an office addition is built across the street.

The retail frontages on the Court House Square should be reinforced by parking and new retail and office uses in the other half of these blocks. This is particularly important to the south, west and north. Connect to the river, as recommended by the Riverfront Railroad proposals. Encourage the retention of vistas focusing on the dome of the Court House.

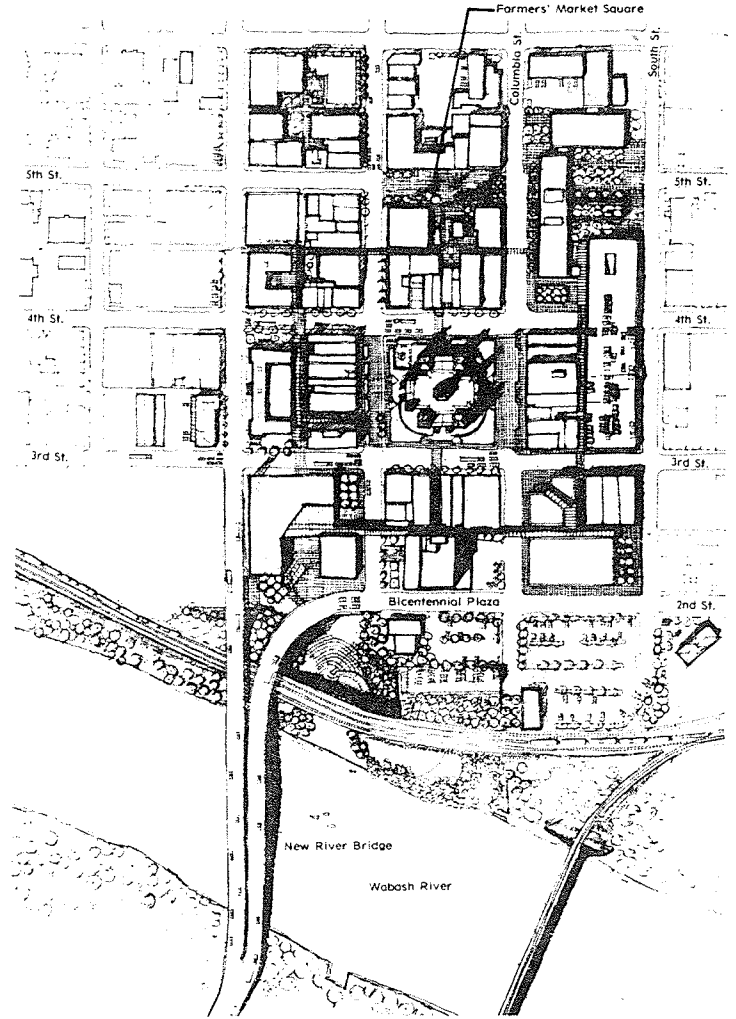
Consider height limitations on downtown development adjacent to Court House Square (see detail bottom right).



BUS CIRCULATION DIAGRAM



SUGGESTED URBAN DESIGN DIAGRAM



The Urban Design Diagram, and its related circulation bus diagrams, suggests one way of implementing these design recommendations. The shops on the Square are supported by parking and other uses immediately behind them, and by internal circulation where design and development opportunities permit.



BACKGROUND DATA

POPULATION

Between 1960 and 1970, Tippecanoe County population grew from 89.9 thousand to 109.4 thousand, and increase of just over 20 thousand. Over half of this growth occurred outside of Lafayette-West Lafayette, largely in unincorporated areas. By 1990 county population is projected to increase to around 149 thousand.

The economy of Tippecanoe County is well-diversified with manufacturing, educational and medical facilities and agriculture providing employment.

During the 1960-70 period, the Tippecanoe County labor force increased by approximately 18,600 workers. Percentage of unemployed persons is well below the national average in the Lafayette area.

There appears to be a higher percentage of jobs that have moved from the center to the edges of the city than in most American cities of this size. However, the downtown is still the major employment center in the urban region.

HOUSING

The physical quality of homes, in even the less well-to-do neighborhoods of Lafayette, is well above the national average. Growth has been at the suburban edges, particularly to the east and south. Despite the shift of resources from the center to the edges of the city, there is a much higher percentage of good homes close to Lafayette's center than in most American cities.

Given the projected growth in population, changes in household size, vacancy rates and estimated replacement of existing inventory housing demand for the county is estimated at approximately 1300 new units annually. Of this total, the greatest share will be required in Lafayette. Moreover, a major sub-component of that demand will be for the elderly, which are largely concentrated in the neighborhoods adjacent to downtown Lafayette.

COMMUNITY FACILITIES

Lafayette has more clearly defined neighborhoods than do most American cities. This is probably because, at least inside the Route 52 Bypass, geographic and transportation barriers separate neighborhoods while reducing and sometimes eliminating through traffic. Public services and public facilities seem to be excellent, although the inner neighborhoods do not share equally in these advantages, at least in the opinions of many of their residents.

RETAIL FACILITIES

Lafayette is the trading center of a large, eight or nine county area. Both comparison shopping and convenience shopping have moved away from the center. Convenience shopping is surprisingly deficient despite fairly large central city population; this indicates lower average purchasing power in these neighborhoods.

Two major retail centers in Lafayette and one in West Lafayette compete with the Central Business District.

Based on projected population alone, the need for retail and related services can be expected to increase by nearly two per cent per year for the foreseeable future. In terms of space there will be a demand for approximately 300 thousand square feet in 1980 increasing to approximately 500 thousand square feet by 1990.

TRANSPORTATION

There seems to be some congestion at the bridges and brief periods of congestion at some interchanges in the morning and evening. But Lafayette's arterial streets appear to operate well below capacity even during the rush hours. Travel times between all parts of Lafayette and West Lafayette are short. For example, about 15 minutes are required to drive from Interstate 65 to the River in the center of the urban area, even during peak traffic periods. This is one of the many characteristics of Lafayette that makes it an attractive city except for the delays and dangers caused by the railroads. Lafayette has nothing that residents of larger cities would call a traffic problem.

PUBLIC TRANSIT CORRIDOR POTENTIAL

If the railroads are moved to the River Route, the Norfolk and Western right-of-way might make an excellent corridor for transit on exclusive rights-of-way and for pedestrians and bicycles. Both retail services and community services exist in this corridor and could be reinforced by higher accessibility and public policies to encourage the location of such facilities at the intersections with the arterial streets. This pattern could be repeated in other directions leading from the city cen-

ter. These corridors could thus become increasingly important as the city grows in size. The essential transportation planning problem is to provide high quality travel alternatives that have the least negative environmental impacts on the areas they serve or traverse.

PRINCIPLES:

LAND USE

Economic, cultural, social and technological changes in American society have caused all urban regions to rearrange themselves. This rearrangement, which continues unabated has seriously disrupted our American cities.

It is also true that our society is changing its priorities. These changes priorities are reflected in the objectives of the citizens of Lafayette.

An attempt to respond to these changing objectives underlies all of the work described here, and is the essential reason for increased need for comprehensive land use planning. Such planning is seen by many Lafayette citizens as a high-priority objective.

Efficient land use depends on rational allocations of density, on creating servicable development corridors and in particular on providing an efficient attractive central city which is the regional focus.

PLANNING

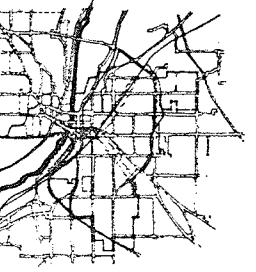
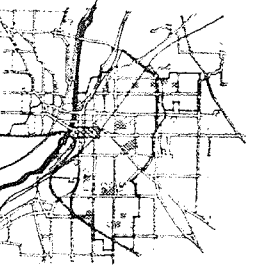
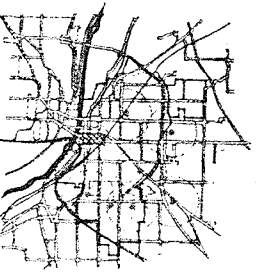
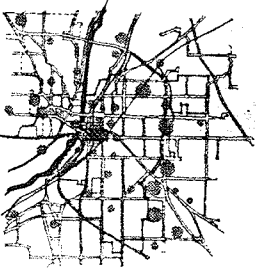
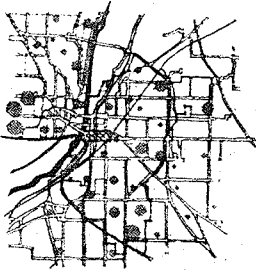
Urban growth and change are the outcome of thousands of individual, generally private, decisions as to where to locate activities, homes and jobs.

These locational decisions are based on assessments regarding the environmental quality of locations, on the quality of their connections to other locations, and the costs of both.

Private decisions to locate activities are in fact continuously influenced by community investments, primarily the large public investments in utilities and transportation.

TRANSPORTATION

While the automobile will be the principal travel mode in the Greater Lafayette Area for many decades into the future, bus transit provides an essential public service to people who do not have access to an automobile. As Lafayette grows in size this service will become even more necessary yet more difficult to provide. Buses, probably on exclusive rights-of-way, are likely to be the only practical kind of public transit in Lafayette for the foreseeable future.



IMPLEMENTATION

INTRODUCTION:

Time of Opportunity and Challenge

Lafayette is in a position to solve its long-term railroad community conflict. The City, with the assistance of Lilly Endowment Inc., is in the process of completing an exhaustive professional analysis of the railroad issue and its impact. This task will be completed this year. The critical fact is that this process is occurring when it appears that support may become available both to implement railroad relocation and to revitalize the heart of the community. The challenge is whether this community will take advantage of the opportunity to implement railroad relocation and also accomplish urban revitalization.

I. RAILROAD RELOCATION

For railroad relocation to become an accomplished fact it will require two conditions: (1) the complete support and commitment of the various interest groups within the community; and (2) a way to finance the substantial costs of relocation.

The first condition would appear to be satisfied. Meetings between the R/UDAT Team members and various groups representing city residents, business and governmental leaders suggests broad support for relocation. While there appears to be little, if any, incentive for the railroad companies to initiate action for railroad relocation unilaterally, they have demonstrated substantial cooperation and have contributed "in-kind" services to Lafayette in the development of the riverfront relocation plan. As it relates to the second condition railroad relocation is clearly a public task in Lafayette. While indications are that the issue of railroad-community conflicts and the pressing need for some sort of assistance to communities has come to the attention of both Congressional and Federal officials, an examination of Federal funding programs reveals that there does not now exist a public-aid program specifically dealing with this issue.

RAILROAD RELOCATION: MYTH OR REALITY

It is important to first highlight the realities of railroad relocation.

Railroad Relocation:

Is not a panacea or cure-all for community problems.

Cannot be substituted for sound, area-wide comprehensive planning.

Must be made part of a comprehensive, area-wide balanced transportation plan.

Cannot be accomplished without the full cooperation, assistance, and participation of railroad companies. It cannot merely be limited to coordination of proposed relocation plants.

Does not necessarily benefit the railroad companies financially nor increase the efficiency of or improve the railroad facilities. Will not usually enjoy railroad financial participation where companies do not achieve benefits equal to or greater than the return on investment (ROI) for competing railroad capital investment projects.

Must be a top priority in the community.

The interest of Congress, as exemplified by the nationwide relocation demonstration projects it has mandated in various Federal legislation, appears to point to an eventual long range solution to the urban railroad problem — quite possible a separate public assistance program for this purpose. Meanwhile, Lafayette must continue toward its objective using all other resources presently available to it. The community must, therefore, consider the possibility of making a local funding commitment. Several other cities have undertaken similar projects and in the absence of a public assistance program have achieved at least a portion (in one instance a substantial portion) of the necessary financial resources. It does appear that given anticipated industrial and commercial growth that detailed analysis of a City's financial base may prove that railroad relocation is capable of local funding. This aspect of the Lafayette program should be analyzed in greater detail.

A possible railroad relocation project implementation and financing program developed from an analyses of these projects may be useful to Lafayette:

Enabling legislation by state to give taxing and contracting power to local railroad relocation authority.

Establish legal authority with life limited to duration of railroad relocation project.

Establish Railroad Technical Advisory Committee (TAC) to coordinate, direct, and monitor project implementation.

...Special legislation as Relocation Demonstration Project.

(Federal-Aid Highway Act of 1973, Sections 148, 203, 209, and 230, as applicable.)

II. DOWNTOWN

...REVITALIZATION

In recent years Downtown Lafayette has undergone significant changes. It is still changing. The obsolescence of much of the downtown space and circulation system coupled with the development of modern peripheral shopping facilities, has caused its decline as the region's dominant comparison shopping area. The railroad problem has contributed to this decline.

If present trends continue, retailing will all but disappear from the downtown scene, leaving specialized offices, uses such as financial institutions and governmental facilities as the only remaining activities there. While the relocation of the railroad lines in Lafayette will not undo the changes that have occurred in the downtown, it represents an important milestone which could signal rejuvenation throughout Lafayette. Railroad relocation not only eliminates a physical barrier but also provides an emotional and psychological uplift which can be used to stimulate further positive action.

Relocation is not a universal panacea. Most of the problems facing Lafayette are facing many other downtowns, without railroad problems. Moreover, Lafayette's downtown decline should not be viewed as strictly related to reduced to marked potential since it is highly unlikely that the downtown would benefit significantly from increased market demand given its current posture.

However, in the opinion of the R/UDAT Team, there are circumstances under which the downtown could recover some of its lost ground. On the basis of the development potential we perceive downtown could be reasonably expected to capture its proper share of the market for office space which will be required within the greater Lafayette area. There may also be demand for a new downtown hotel although it bears individual investigation. Also, given downtown employment and the proximity to Purdue University, there would appear to be unsatisfied demand for additional restaurant space particularly to serve the need for night-time entertainment, and certain specialized entertainment and recreation facilities.

The role of retail is somewhat less clear. Retail character and magnitude will depend upon the community's ability to implement programs which will attract other investment which will in turn stimulate retail's revival.

Not only to implement railroad relocation, but also to strengthen the long term future of the community, we recommend that the community evaluate the applicability and impact of a variety of tools which can be honed to improve the downtown as well as provide broad community benefit. We suggest the concepts noted below in hopes of encouraging debate on how best to effectuate the revitalization of the heart of the community — a goal we feel is critical to the region's future prosperity.

As part of the development of a detailed downtown development plan and program, the community should consider the following mechanisms:

— A downtown plan and program with detailed allocation of public-private investment opportunities and responsibilities.

— A coordinated downtown capital improvement program with allocations tied to private investment.

— Historical preservation related directly to public capital improvement program, down zoning, elimination of obnoxious, non-conforming uses, etc.

— Modernize the community's zoning code perhaps with such features as a densified bonus for inadequate development of service and retail uses in office building, semi-public landscaping.

— Effective rezoning control oriented toward a rational growth policy.

— Flexible housing and commercial code enforcement — tailored to downtown's overall re-investment potential.

— Develop housing rehabilitation loan fund by a public-private partnership to stimulate new investment.

— Encourage revitalization of downtown through creative local real estate tax policy such as selected tax abatement program for both new development and re-investment activity.

— Public assistance for land assembly to stimulate private investment.

III CITY-WIDE OPPORTUNITIES

Railroad Relocation and Downtown Revitalization have been highlighted as the most critical activities molding Lafayette's future. They are key pieces in the overall community mosaic. And part of the glue cementing that community mosaic together is a new opportunity now available to the City of Lafayette to help it carry out its community development program in its own way.

That opportunity came into being just three weeks ago, with the passage and signing into Law of the Housing and Community Development Act of 1974.

Because of the existence of the new law, there is a new ball game for the City of Lafayette's community development programs. Each year the City will receive its fair share of Federal funds, by formula for a consolidated program of Community Development Block Grants (CDBG) requiring only annual Congressional appropriations of funds. No longer is it a game of "Grant-smanship," with special purpose agencies, such as renewal agencies, parks and recreation agencies, or water and sewer agencies competing for individual project grants.

The new CDBG replaces the former cumbersome and complicated system of categorical project grants on January 1, 1975. CDBG provides Lafayette a single source of Federal Funds to meet its community development needs with no local share required. Funding is based on an objective formula using

Population

Amount of Overcrowded Housing

Extent of Poverty (which is given double weight)

— CDBG funds will be administered by the City of Lafayette, which determines its own priorities, rather than by special purpose public agencies such as the Redevelopment Commission, which formerly received similar funding.

— Congress has authorized annual funding (\$2.5 billion for the remainder of fiscal year 1975 after January 1, 1975, and \$2.95 billion for each of fiscal years 1976 and 1977) and Lafayette's share is about \$150,000 for the rest of this fiscal year, over \$350,000 for fiscal year 1976 over \$550,000 for each of fiscal years 1977 through 1980.

— For Lafayette to receive its virtually assured funding, it need only submit a simple application for Federal approval.

— The new Federal approach provides almost automatic approval of applications 75 days after submitted.

— The program requires only limited Federal review of the application as it MUST be approved by HUD unless the application is clearly

inconsistent with generally available information regarding Lafayette's description of its community development needs and objectives, or

Inappropriate as to the activities proposed to meet its stated needs and objectives, or

...Ineligible because it doesn't comply with applicable laws or proposes ineligible activities.

— A CDBG permits those types of activities which were eligible under the old program (Open Space, Historic Preservation, Urban Beautification, Public Facility Loans, Water and Sewer, Neighborhood Facilities, Urban Renewal, Model Cities, and Rehabilitation Loans) PLUS it permits other activities, including

Payment of the non-federal share of other federal programs used as part of Lafayette's development program.

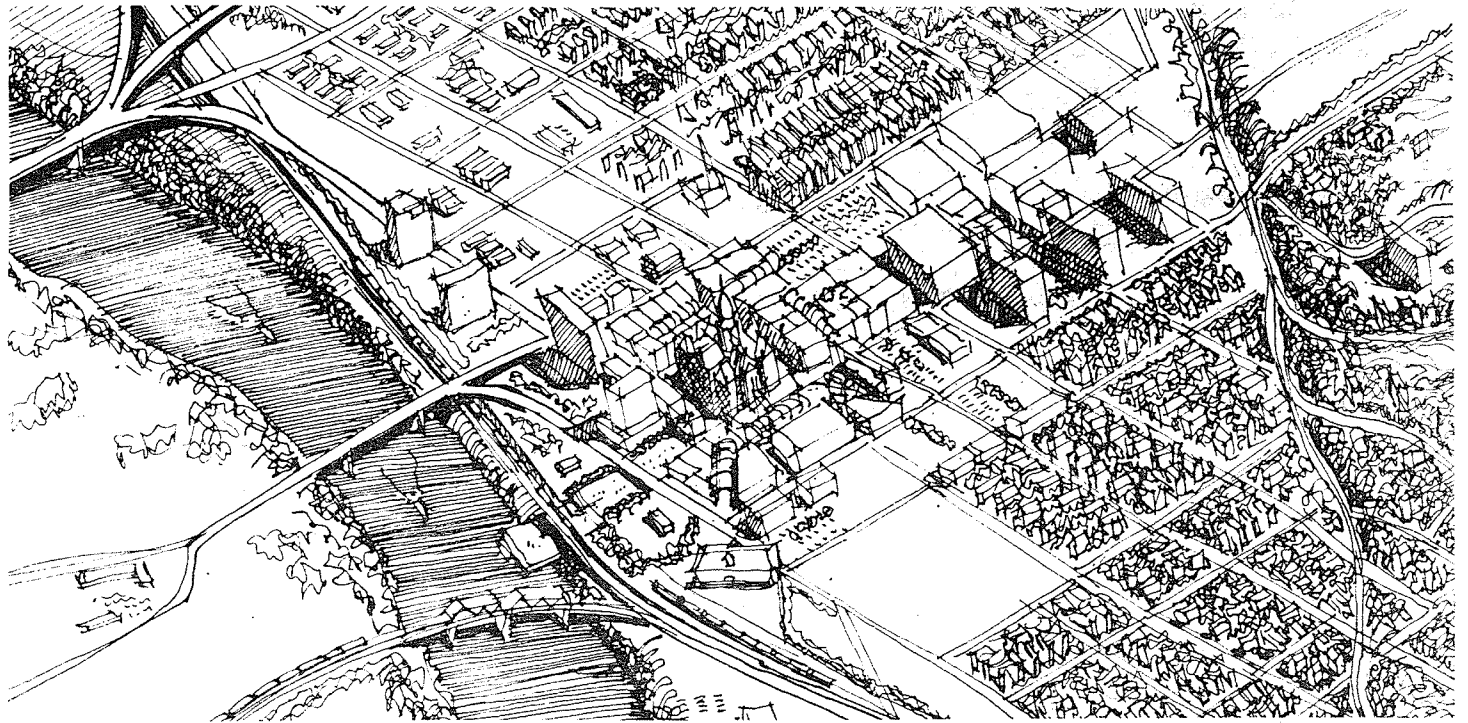
Development of a comprehensive plan and/or a policy-planning-management capacity relative to determining needs and objectives, evaluating programs, and managing planning implementation.

Up to 20 per cent for services in support of community development activities.

Innovative activities that can demonstrate better ways of carrying out development.

At last the City of Lafayette will have a greater degree of control over its future community development activities. To obtain its fair share of Federal funds it will no longer have to reorder its priorities to capture available single-purpose project grants, with matching share requirements, and the design the projects to survive the complicated Federal review process. Instead Lafayette will know, for years in advance, the exact dollar amount of community development assistance for which it is eligible. How, in what proportion among the very broad categories of eligible activities, and in what priority order, are up to Lafayette. Responsibility, accountability, and its own resources are now lodged where they belong — with the locally-elected officials of the City of Lafayette.

LAFAYETTE R/UDAT



ACKNOWLEDGEMENTS:

The Lafayette R/UDAT visit was coordinated by Dean L. Upshaw AIA, member of the Central Southern Chapter of the Indiana Society of Architects and Kent Schuette, AIA, Director of the Lafayette Redevelopment Commission.

Valuable assistance was also provided to the team by various federal, state and county departments and agencies, and by the resource personnel provided by the Department of Housing and Urban Development and the Federal Railroad Administration.

Valuable assistance was also provided by Lilly Endowment Grant TEam and the Lafayette Development Commission staff.

And an important contribution to the R/UDAT study was the active interest and participation of members of the public and private sector especially the civic leaders and the citizens of Lafayette, West Lafayette and Tippecanoe County.

Members of the team were assisted by the students from Ball State University, Purdue University, and the University of Notre Dame, and Professor Anthony J. Costello of Ball State University.

The team would especially like to thank those who helped assemble this report.

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The request for the R/UDAT team visit was accompanied by letters of support from the city councils of

Lafayette and West Lafayette, Indiana, Lafayette Redevelopment Commission, Council of Governments, Lafayette Civic Design Commission, and the Tippecanoe County Area Plan Commission.

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Lafayette Redevelopment Commission
Downtown Business Center
Tippecanoe County Historical Association
Wabash Valley Trust for Historic Preservation

R/UDAT TEAM COMMENTS



RON STRAKA

Lafayette is on the threshold of making some major decisions which will effect the future of the city for the coming decades. With the cooperation, communication and commitment of all the citizens of the community it can realize its potential and goals.

JOHN DESMOND

Lafayette is an unusually fine city with the qualities of a neighborly small town. These qualities of neighborhoods should be identified and reinforced. In this regard historic buildings and their environment should be preserved.

BILL HARALSON

Lafayette is basically a very stable community with a diversified economic foundation. I think its people will be surprised to learn just how much they can accomplish if they really try.

TED OLDHAM

The existing residential communities in Lafayette should be strengthened and connected to a revitalized downtown core by pedestrian-bicycle-public transit corridors. The rail relocation will be an opportunity for doing this.

JOE PASSONNEAU

Lafayette's problems are solvable and they can accomplish their goals.

JERRY PRATTER

With the explosive growth of innovative planning implementation techniques, and the increased potential of public funding Lafayette should be able to realize its future goals if it moves vigorously ahead.