

The
AREA PLAN COMMISSION
of Tippecanoe County

Citizens Participation Meeting

Date.....June 13, 2016

Time.....5:45 PM

Place.....Grand Prairie Room
County Office Building
20 N. 3rd St.
Lafayette, IN

AGENDA

I. APPROVAL OF THE MINUTES FROM THE NOVEMBER 28, 2017 MEETING

A. DRAFT - CITIZEN PARTICIPATION MEETING MINUTES 11/28/17

Documents:

[CPC 11.28.2017-cs.pdf](#)

II. FEEDBACK AND DISCUSSION FROM PREVIOUS MEETING

- **Student Rental Study**
- **231 Corridor Study**

III. PROGRAM

- **Draft 231 Corridor Zoning Map**
- **West Lafayette Downtown Plan**
- **Title VI Plan**

IV. QUESTIONS, COMMENTS AND SUGGESTIONS

V. ADJOURNMENT

- **Next meeting is September 12, 2018**

Planning for Lafayette, West Lafayette, Dayton, Battle Ground, Clarks Hill and Tippecanoe County

**AREA PLAN COMMISSION OF TIPPECANOE COUNTY
CITIZEN PARTICIPATION COMMITTEE
MINUTES**

DATE.....November 28, 2017
PLACE..... **Grand Prairie Room**
County Building
20 North 3rd Street
Lafayette, IN 47901

ATTENDEES NAME

Steve Clevenger
Curt Ashendel
Lynn Nelson

ORGANIZATION

Citizen
West Lafayette Bike & Pedestrian Committee
Oakland Neighborhood

STAFF

Doug Poad
Ryan O'Gara

TITLE

APC Senior Transportation Planner
APC Assistant Director

Doug called the meeting to order and thanked everyone for coming.

1. APPROVAL OF MEETING MINUTES

The minutes from the October 3, 2017 CPC meeting were approved as submitted.

2. FEEDBACK AND DISCUSSION FROM PREVIOUS MEETING***Bike Walk Greater Lafayette Safety Plan***

Doug said after this Committee recommended approval of the plan it was presented to and adopted as part of the *2045 Metropolitan Transportation Plan* by the Policy Board. The Plan will be presented to the Area Plan Commission at its December meeting as the first step for adoption as part of *The Comprehensive Plan for Tippecanoe County*. All six of the MPO's member jurisdictions will need to adopt the Plan.

No comments or questions.

3. PROGRAM**Annual Listing of Projects (ALOP)**

Doug distributed copies of the ALOP and said this document is put together annually. We used the same format from previous years beginning with a summary and information regarding the report. State and local road projects, as well as transit projects, are listed along with project location maps. The next section of the report provides detailed information for each individual project and the projects are shown as either an INDOT or a local jurisdiction project. Aerial photos showing project location are also included. We also include information on projects that have been completed, with a map showing the project locations and before and after photos. The total cost for state projects was almost \$63,000,000 with the Federal portion just a bit over \$36,000,000. We spent \$27,700,000 on local projects with the Federal portion at \$5,600,000. Transit projects totaled \$4,700,000. Most of the INDOT projects are maintenance projects and the next big INDOT project will be Teal Road/US 52. He then

highlighted several projects included in the report. He added that the document shows where our Federal and local transportation money is going.

Curt asked if letting determines whether a project goes in the first section, last section, or both sections of the report.

Doug said a project will show up both sections if the projects was started and completed in the same fiscal year.

Student Rental Study

Ryan referred to the report that was distributed in the packet and said this is the 5th year we have conducted a rental study to gather our own data that can be used to verify developer data on the viability of new student rental projects. We do not want to oversaturate the community with student rentals, but we also do not want to turn away a good project. We have obtained vacancy data from HUD and the US Postal Service on multi-family vacancies and conducted landlord surveys, but we did not do the survey this year. County population has been growing and, for the last two years, Purdue has had record enrollment. Purdue has no new dorm construction planned and that is rippling into the private market because Purdue is now leasing apartments in private, off-campus developments to use as dorms.

Curt asked if Purdue is leasing entire apartment buildings.

Ryan replied that Purdue recently rented an entire phase of the Blackbird Farms development and he thinks Purdue might be continuing in this direction because they are not planning to construct any new dorms. He went on to say, the recently adopted Centennial Neighborhood Plan recommended that staff try to convince Purdue to expand the commuter sticker boundary. We want to discourage commuter apartment landlords from putting student-based apartments in downtown Lafayette. Purdue was receptive, and he then referred to the map in the report that shows the commuter parking boundary.

Steve asked if the new boundary took effect for the fall semester.

Curt said it did and added that he was on the committee that approved the new boundaries.

Steve asked how many commuter permits were issued in the last year.

Ryan thinks around 4800 commuter permits were issued in the previous year, but he does not have the data for fall 2017. He went on to say that 2019 will be a big year for West Lafayette because that is when several of the large planned development projects are scheduled to be completed and opened. The next map contains the census tracts that show residential vacancy density data. Vacancy rates have decreased a bit for Lafayette and remained almost the same in West Lafayette.

Curt asked if the report takes into account that a lot of the students leave in the summer.

Ryan said that fact impacts the data especially for the West Lafayette core area tracts.

Curt asked if staff has quarterly data.

Ryan replied that he has quarterly data and you can actually see the dips. The routine is very regular without much fluctuation.

Curt asked where the Innovation Place apartments will be.

Steve said Innovation Place will be on State Street & McArthur across from the Harrison & Earhart dorms.

Ryan added that the goal of the Innovation District is to impose a grid system of streets to make the area more urban.

Curt asked if the market is staying the same and not changing much.

Ryan said there is an inverse relationship between the core areas in downtown Lafayette and downtown West Lafayette. Downtown West Lafayette has the lowest percentage of vacancies and downtown Lafayette has the highest percentage of vacancies because people are more discriminating on the Lafayette side. As you travel

outward from downtown Lafayette the vacancy rates go down whereas they go up as you travel out of downtown West Lafayette. Lafayette has a much more diverse group of people looking to rent apartments and there is high demand for more new units in the core. The older stock of apartments in downtown is not what people are looking for. Location is everything with the student population in West Lafayette.

Curt thinks the students in West Lafayette will gravitate to the new units if they can afford it.

Lynn said some of the new rentals are incredibly expensive.

Curt added that some of the undergrad students are very affluent and price does not matter to them.

Ryan said we are getting some diversity with the new projects in that some will appeal to the less affluent students. We are trying to keep the high-end units along State Street and in the core areas of The Levee. The density steps down a bit as you fan away from State Street.

US 231 Corridor Study

Ryan said this is West Lafayette's second land use plan and includes all the annexed areas. The plan gives you a general introduction to the area and existing land uses. It is a unique area because most of the land is owned by the Purdue Research Foundation. Existing buildings were catalogued and rated, and future transportation improvements were included. Existing sidewalks, trails and paths are mapped along with a map of the sewer infrastructure and wetland areas.

Lynn asked where the study starts and stops.

Ryan replied that the boundary outlined in the plan was approved by the West Lafayette Council and basically follows the city limits on US 231. The plan covers US 231/US 52 with Horticulture Park, the airport and campus area to the east.

Curt asked if the area was approved at the time of annexation.

Ryan said the entire study area was part of the annexation. The plan includes a vision, as well as goals and objectives for the area. The city wants to create a healthy commercial area at Cumberland and US 231 to go along with the node at US 52 and Sagamore that is starting to fill in. The steering committee has rewritten most of this chapter and he hopes to have the final draft completed soon. The implementation strategies noted in the plan are basically work items that flow from the visions and goals. Individuals or organizations will assume responsibility for specific visions and goals. The future land use plan is intended to set policy and act as a guide for development of the corridor. It is a "land use policy," as opposed to a zoning map, because the proposed uses are not connected to a specific zone. Each category is described in the plan with renderings/photos of suggested building types. Areas were assigned for residential and recreational expansion. He explained that Purdue is moving a lot of its intramural facilities up to Cherry Lane to free up campus space for more buildings. The intent of the Plan is to keep the corridor from becoming "strip-ified" because it is a limited access highway and we do not want to see a lot of frontage roads being constructed. So far, all the commercial rezone requests at the Lindberg intersection have been unsuccessful. State Street will be urban oriented with a collegiate feel.

Curt asked if there is anything on the west side right now.

Ryan said all four corners are undeveloped at this time. Blackbird Farms is in the southeast quadrant, but it does not go all the way to US 231. Beyond that is land owned by PRF, and no one knows what will happen with that land in the future. After four meetings, the steering committee has submitted their last round of comments and we start our public outreach after the first of the year. We will post the draft on the APC website and, when the comment period has closed, we will take the Plan to APC and the West Lafayette Council. Once the Plan is adopted, we will start on a corridor rezone, where needed, to allow the Plan to unfold. We will also try to bring in form-based code to the Innovation area and other areas that might need it. He hopes to begin the adoption process in early spring.

Lynn asked if bike paths are planned along the entire length of the corridor.

Ryan said bike paths are planned and we want to make sure that whatever develops along the corridor provides non-vehicular connections.

Lynn pointed out that it is nice that there are not a lot of driveways along the corridor because the road is limited-access.

Steve thinks the railroad tracks are the biggest obstacle going from the west. There is another railroad track on CR 400.

Ryan hopes to formally tackle a land use plan for The Village and The Levee once this plan is completed and adopted. We already have a conceptual plan for downtown West Lafayette development and we would like to make it official.

Curt is surprised there is no student housing and no high-density land uses planned for the corridor.

Ryan said that was intentional and high-density can only occur in the mixed-use areas.

Steve thinks high rises will be limited because of the proximity to the airport.

Ryan said the court house is the tallest building in town and always will be because the court house actually exceeds the FAA limit. He added that single-family and town house homes are being planned west of Airport Road.

Steve said he is glad to see this plan taking shape.

Curt said PRF is motivated to get Innovation Place going. Anything that generates tax revenue gets PRF off the hook for the State Street project.

Ryan said Purdue growth ripples through everything we do. He knows the tax money from the three new PDs on State Street pays for West Lafayette's portion of the State Street reconstruction.

Steve thinks Purdue is not building more dorms because PRF wants TIF money to pay for State Street.

Curt said PRF usually does not build dorms.

Ryan thinks it might be financially beneficial for Purdue to lease private apartments to be used as dorms.

Curt thinks leasing private apartments to use as dorms frees up money for PRF to do other things.

Ryan does not think Purdue doing that is a negative because landlords still get the rents they want to provide income and keep up their properties. The University can increase enrollment and still fill its housing demand. Right now, there is a stream of developers wanting to build.

Steve can see Purdue leasing the beds at Innovation Place to be used as dorms.

Ryan explained that the first version of the project was exclusively going to be for University housing but this version is optional and can be used either way. He added that he will be shocked if it's not University housing because it is so close to campus.

Steve agreed.

4. CPC 2018: A New Direction

Meeting Format Meeting Dates/Time

Doug said this agenda item relates to something that should have been done a while ago. The CPC meeting usually has three or four people in attendance and we have been trying to come up with ways to improve attendance. Our new Assistant Director, Cat Schoenherr, wants to know if the meeting format is still relevant.

Curt thinks the meeting format accomplishes what it is supposed to accomplish, so he is not sure what he can suggest to improve attendance.

Lynn thinks it is hard to get people to get involved in anything.

Curt thinks people attend the meeting when there is something they are concerned about on the agenda.

Doug said staff suggested holding quarterly meetings.

Curt & Lynn think that would be fine, but the meeting might need to be longer.

Steve pointed out that holding quarterly meeting will only reduce the number of meetings by two.

Curt suggested noting on the agenda page that the meetings adjourn after one hour.

Steve said the agenda items determine how long the meetings last.

Doug said another option is to move the CPC meeting to the second Wednesday night of the month because that is when all other evening meetings meet (Area Plan, Executive Committee, Ordinance Committee, and BZA).

Lynn, Curt, and Steve said they would be okay with moving CPC meetings to the second Wednesday night of the month.

Doug added that staff is considering a call-in or online meeting where comments and questions can be addressed. We would like to bring more people to the planning process.

Curt thinks a call-in option would be great but logistically complicated. He could see where a call-in option would be handy. Online would also be great for him. He thinks the simplest thing is have people email their questions/comments.

Steve said the information must be available online to hold a call-in meeting.

Curt said the agenda and meeting information must be online several days in advance for people to review.

Doug pointed out that the agendas and staff report/links to documents are posted on the APC website one week prior to the meeting.

Lynn thinks the public outreach to the Hispanic neighborhoods was great when discussing the CityBus proposal, but meeting attendance was still poor.

Curt said Joe Micon told him nobody ever votes on transportation issues. Transportation issues are a not a priority for most people. The people who attend the meeting really care about transportation issues but there just are not enough of them in attendance.

Lynn asked when the next meeting will be held.

Doug replied that the 2018 dates have not been determined yet. Cat Schoenherr will forward the meeting information as soon as she sets the 2018 meeting dates.

5. QUESTIONS, COMMENTS AND SUGGESTIONS:

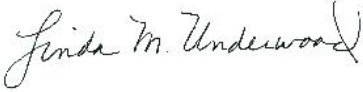
None

6. ADJOURNMENT:

Doug thanked everyone for coming.

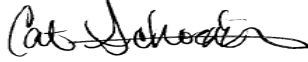
The meeting adjourned at 8:00pm.

Respectfully submitted,



Linda Underwood
Recording Secretary

Reviewed by,



Cat Schoenherr
Assistant Director Transportation