

The
AREA PLAN COMMISSION
of Tippecanoe County

Citizens Participation Meeting

Date.....September 12, 2018
Time.....5:45 PM
Place.....Grand Prairie Room
County Office Building
20 North 3rd Street
Lafayette, Indiana

AGENDA

I. APPROVAL OF THE MINUTES FROM THE JUNE 13, 2018 MEETING

A. DRAFT - CPC MEETING MINUTES 06/13/2018

Documents:

[CPC 06.13.2018.pdf](#)

II. PROGRAM

- Annual Listing of Obligated Projects, FY 2018
- Title VI Plan

III. QUESTIONS, COMMENTS AND SUGGESTIONS

IV. ADJOURNMENT

- Next meeting is December 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.....June 13, 2018
PLACE..... **Grand Prairie Room**
County Building
20 North 3rd Street
Lafayette, IN 47901

ATTENDEES NAME

Curt Ashendel
Lynn Nelson
Jeong Park

ORGANIZATION

West Lafayette Bike & Pedestrian Committee
Oakland Neighborhood
Journal & Courier

STAFF

Cat Schoenherr
Ryan O'Gara

TITLE

APC Staff
APC Staff

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

1. APPROVAL OF MEETING MINUTES

The minutes from the November 28, 2017 CPC meeting were approved as submitted.

2. FEEDBACK AND DISCUSSION FROM PREVIOUS MEETING

Student Rental Policy

231 Corridor Study

Curt said there were questions regarding the corridor study, but he thinks they will be addressed during the next agenda item.

3. PROGRAM

US 231 Corridor Zoning Map

Ryan said the West Lafayette Council has already approved the US 231 Corridor Zoning Map. He displayed the approved future land use map and explained that area and description of land use are shown instead of zones. Not much has changed from the draft presented to this Committee in November. There is a regional node continuing to develop around Meijer and Menards. The Cumberland intersection will be less commercial and more of a neighborhood zone. A multi-family residential node is planned for the Lindberg intersection. He explained that US 231 is limited access but commercial uses get around that by using frontage roads. Most of the land south of Lindberg is owned by the Purdue Trustees or the Purdue Research Foundation (PRF) and they have their own plans for that area. Cherry Lane will eventually intersect with US 231.

Curt pointed out that there was a funding issue with the Cherry Lane project so he is not sure when that project will start. At one time that project was part of the State Street project.

Ryan said the blue area on the map is Airport Road, State Street, and US 231 and that will be PRF's Innovation/Discovery Park area and the area will be intensely developed with a variety of uses. Staff has started discussing zoning for that area with PRF to possibly come up some new districts to provide flexibility for the planned urban and semi-urban development. He went on to say the Aerospace District will be high-technology innovation business park with possibly some light manufacturing. APC staff will be compelled to support a rezone request to the district the plan recommends. He added that the West Lafayette Council will get the final vote on the rezone and the Council can ignore the plan if it wants. The main goal is to prevent the commercial strip phenomenon along the US 231 corridor. A corridor-wide rezone for areas that are inappropriately zoned per the plan is slated to take place in August.

Curt asked if there are plans to zone the Cherry Lane connection even, though Purdue controls, it because it could become a major entry point for people from the northwest to enter campus.

Ryan said that intersection is fated to be residential. US 231 & Sagamore, Cumberland & US 231, and south of State Street are the only areas for potential commercial development.

Lynn said she likes the plan.

Ryan added that all the land around the Cherry Lane intersection is either owned by Purdue or PRF and he feels comfortable they will stick to the residential plan for that intersection because their focus and resources are elsewhere.

West Lafayette Downtown Plan

Ryan said the West Lafayette Council approved a resolution for APC to come up with a West Lafayette Downtown Plan. He then displayed a map showing the West Lafayette downtown boundaries. This plan will be more sophisticated and complex. The approved planned developments over the past few years have set the tone for the area and staff wants to study and provide clear boundaries where the varying degrees of density will and will not go. The APC website has our "dream" vision to give developers a window into staff's thinking. The plan will be centered on State Street and the development density and height will fall away as you get away from State Street so the new development will blend in with the existing patterns of development. We just kicked off the radical but not new process of imposing a grid system of streets and alleys on the level. Everyone likes the idea of connecting downtown Lafayette, downtown West Lafayette, and the Levee and that process started somewhere around 2005. There are plans to extend Tapawingo into a loop road that branches off River Road then back onto River Road. The grid will take shape as developers will have to dedicate right-of-way and build the streets and alleys as the develop their project. The grid system will get built project-by-project unless the West Lafayette government wants to invest its money in the project. The owner of the Hampton Inn wants to come in and add two more hotels on Tapawingo and is thinking of using his proposal as the first installment of the grid system by having Roebuck Drive start cutting into Tapawingo and eventually connecting with the existing Roebuck Drive. The City Engineer agrees that connecting Roebuck Drive to the two segments of Tapawingo is a major of creator of gridding

Curt said there already is a right-of-way there for Wood Street that has not been vacated.

Ways to tie Wood Street into Roebuck so as not to mess-up the roundabout were discussed.

Curt asked what the land is behind the gas station.

Ryan replied that it is undeveloped land and added that there is a sewer lift station just east of the gas station and it will cost a lot to relocate it. Right now, we are dreaming about the possibilities and later we will figure out how to do it. We might be able to find a way to keep the gas station, the gas station may choose to move, or a developer may buy out the gas station during this process. New Chauncey was used as a guide for block sizes because they are about two acres bisected by an alley. Our hopes are to mirror the Levee to downtown Lafayette with a 100' height limit with larger buildings going up the hill. Greater Lafayette functions culturally as one entity and we hope to bridge Lafayette and West Lafayette closer together.

Curt asked why the area north of the Harrison Bridge is included.

Ryan replied the former Williamsburg apartments, now called Launch, was left out of the New Chauncey Neighborhood Plan because they are not in New Chauncey. The West Lafayette Development Director asked for this area to be included because these buildings have a shelf-life. The complex has been refurbished yet again but eventually the apartment buildings will not be able to support that. The property has river frontage and a good part of it is out of the Flood Plain and can be developed as a riverfront project.

Curt asked about the smaller blocks on the southwest boundary on either side of Chauncey that are not on campus and are not included in the downtown plan.

Ryan replied that originally we wanted to include everything up to Grant Street but we pulled back just north of Wood Street. The properties that were left out are all owned by the Purdue Trustees. We do not believe those properties will be redeveloped any time soon. Once the Downtown Plan is adopted staff would like to come back with another neighborhood planning effort just for this area, which is currently being called South Chauncey. Staff is seriously looking at eliminating the ramped intersection by doing a roundabout off the intersection at Wiggins and River Road by pulling River Road's grade up while lowering Fowler's grade down at the point where they meet. That plan will make use of the existing right-of-way. We hope to get rid of all the existing ramps and reclaim land to be sold and redeveloped.

Lynn said she went to the Bicycle Lafayette and she heard the area Ryan was referring to is a really bad area for cyclists.

Ryan concurred and said no one adheres to the 35mph speed limit on the bridge. He said it is fortunate we have a lot of right-of-way to work with.

Curt said that will allow the steep down ramp to be removed because it interferes with the Salisbury/Littleton scheme.

Ryan agreed and said Littleton might be able to be reconnected to itself.

Curt is afraid the retaining wall will give way. He thinks it will be good to get rid of the ramps but he is not sure what will slow the through traffic.

Ryan heard there are plans to redeck the Harrison Bridge.

Cat suggested installing the hand activated signals to trigger the flashing light to alert drivers that there are cyclists or pedestrians.

Lynn said roundabouts are scary for cyclists.

Jeong said he is speaking as a citizen and not as a reporter. He travels the bridge several times on the weekends and it is unbelievable how fast the vehicles travel on it.

Ryan added that this project will work in concert with WREC (Wabash River Enhancement Corporation) and reflect the paths, bridges, and transportation improvements in the WREC plan. Staff is planning to do a survey of all the existing infrastructure and development before targeting areas for redevelopment and laying out a land use strategy. This will be a large public process with probably a citizen steering committee to guide the process. He is also not sure how far down we can dig on the Levee and how high we can build because that was a challenge we had to face when the Hampton Inn was built.

Curt said there is also an issue in the South Chauncey area because of the interceptor. The area is also primarily gravel and not able to support taller buildings.

Title VI Plan

Cat said the FHA and FTA have a long-standing policy to ensure that any federally funded activities meet the nondiscrimination requirement set forth in Title VI of the 1964 Civil Rights Act. INDOT is requiring MPOs to create our own Title VI Plan outlining strategies for non-discrimination in the planning process with regard to race, class, national origin, age, sex, income, and disability because our MPO does planning work in two counties with multiple jurisdictions. The Plan identifies the Title VI coordinator, outlines the Title VI requirements including public participation strategies, an environmental justice review of how mobility needs of minority populations are identified and considered, a complaint process, and also how our Federal funds are distributed throughout the community.

The Plan also contains a Limited English Proficiency Language Assistance Plan which identifies where non-English speaking populations are located and a plan for language assistance and outreach. We hope to have a final draft of the Plan completed and ready to be reviewed in the next couple of months. She hopes to distribute the draft Plan to this Committee by email.

Curt asked if the plan is a new requirement.

Cat replied that there has always been a requirement to have an ADA Plan to receive Federal funding and this requirement is like an addition to the ADA Plan. The Title VI Plan is not a requirement yet but INDOT feels it may become a requirement to receive Federal funds.

4. QUESTIONS, COMMENTS AND SUGGESTIONS:

Lynn asked about the date for the next meeting.

Cat replied that the next meeting will be September 12th.

Curt thinks there is a meeting scheduled for December 12th.

Cat hopes to look at dates for next year by the next meeting.

Lynn wants to know if there is anything scheduled for the next meeting that Bicycle Lafayette should hear about. The Harrison Bridge is the #1 priority for Bicycle Lafayette.

Ryan thinks a draft of the grid system and the roundabout replacement might be ready for the September meeting.

Curt said Doug is working on Bike/Ped Plan revisions.

Lynn asked if the Plan revisions will separate bike and ped provisions.

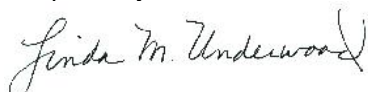
Cat replied that there will only be one plan but it will look at bike and pedestrian strategies separately, just under the umbrella of one plan. She agreed that eventually there should be two separate plans because their needs and issues are different.

5. ADJOURNMENT:

Cat thanked everyone for coming.

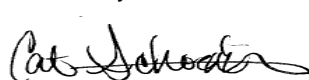
The meeting adjourned at 6:35pm.

Respectfully submitted,



Linda Underwood
Recording Secretary

Reviewed by,



Cat Schoenherr
Assistant Director/Transportation