

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

DATE..... September 11, 2019  
PLACE..... **Grand Prairie Room**  
County Building  
20 North 3<sup>rd</sup> Street  
Lafayette, IN 47901

**ATTENDEES NAME**

Lynn Nelson  
Randy Strasser

**ORGANIZATION**

Oakland Neighborhood  
VS Engineering

**STAFF**

Doug Poad  
Ryan O’Gara

**TITLE**

APC Staff  
APC Staff

Doug Poad called the meeting to order at 5:45 pm.

**I. APPROVAL OF MINUTES**

Lynn Nelson moved to approve the minutes from the March 13, 2019 meeting as submitted. Randy Strasser seconded and the minutes were approved by unanimous voice vote.

**II. PROGRAM**

**A. West Lafayette Downtown Plan**

Ryan O’Gara presented the West Downtown Plan draft. He began by showing the map of the plan and discussing the different areas involved. He said they included the area north of the Harrison Street Bridge because it does not belong to a traditional neighborhood and this would be a great opportunity to add it into the plan. The plan begins with a standard chapter discussing the existing conditions of the area. This chapter is followed by vision and goal statements; the city is looking for a thriving, multi-use, high-density expansion. The main strategies are to look at transportation improvements and future land use plans to set ground rules for changes in zoning.

Within the transportation improvements, seven areas have been highlighted for significant improvement. The two pedestrian bridges, Brown Street, and the KB&S Rail Bridge will be rebuilt. A few different roundabout ideas are in the plan, specifically for the streets connecting to River Road. There is a planned street grid system for the urbanization of the Levee. The Chauncey Village and Downtown Lafayette were both laid out with 2-acre blocks cut by alleys. The Levee did not develop in the same fashion. The thought is to extend the grid system into the Levee to include it in the downtown. The main portion of this plan is the Wabash riverfront street grid. The plan attempted to create 2-acre blocks, however, there are existing streets that must be incorporated like River Road, State Street and Tapawingo Drive. In trying to connect the street grid system, Columbia Street will be re-aligned into the Levee and Wood Street will be re-aligned to the south. Wabash Landing and the east side of the pedestrian promenade are permanent fixtures that will remain as they currently are.

Brown Street will not be changing, however, if the Brown Street Bridge is constructed, there will be a straight line of sight into the new downtown. When pedestrian environments are spaced out, people will find themselves walking more frequently and further. This plan is trying to intensely develop this area and create open space offsets. This plan is a conceptual layout; therefore, every aspect is subject to further study. This is the initial attempt to create a street grid system. The alignments may shift as the priorities of the city change. The plan lays out near, mid, and long-term improvements based on how difficult the improvements are to build.

Lynn Nelson asked if the parking lot and drives near Hodson's Bay Company would be removed.

Ryan O'Gara said that is correct. This is the area by JL Records and the Levee Plaza shopping center. The major transportation improvement is based on getting rid of the interchange at the Harrison Bridge to create a more pedestrian and bicycle friendly environment. This portion will provide two at-grade roundabouts to get rid of the ramps and allow more open land for development. With the completion of the State Street project, a portion of South Street has been sectioned off to be developed into a plaza space. With the Morton Center being remodeled into City Hall, a potential temporary open space for events on Chauncey Avenue is being allocated. Another part of the transportation section is the idea of untangling the one-way pairs on Fowler and Wiggins to make Wiggins the primary street. That will free up more land for development by extending the grid; Littleton would be connected to itself north of Wiggins. Since this is in the New Chauncey Neighborhood, if the city wanted to, an amendment could be done to the New Chauncey Neighborhood Plan to allow the neighborhood to be re-developed. The plan wanted to give a viable alternative that would only take out a few houses that do not hold any historical significance. The main theory is that Tapawingo Drive would become a riverside drive. This is the furthest edge of where development activity will occur and would enclose the Wabash Riverfront area so everything east of it is essentially open space. This tremendous increase of open space environment could be converted to park spaces or could just be left as part of the natural environment.

Randy Strasser asked if the Harrison Bridge roundabout is at-grade.

Ryan O'Gara said yes, this is at grade. He said Doug Poad worked specifically on this because Harrison Bridge still has a lot of life left in it. Doug calculated the height of the bridge deck and how much slope could be tolerated to get an at-grade intersection with a roundabout. There is an alternative to this roundabout that only gets rid of a couple of ramps, not all of them. This will stay within existing right-of-way creating an at-grade bridge with the roundabout while using existing off-ramps to get to River Road. This alternative is meant to be a flexible starting point.

The last chapter in the plan is Future Land Use which is organized within three areas. There are land use categories associated with each color on the map. The historic residential category would include the fraternity mansions west of River Road as they each have historic significance. If the fraternities leave, this plan recommends repurposing these mansions. This plan has varying degrees of land use development categories starting with the Downtown Edge, which is a lower-density mix of residential and non-residential uses. The development intensity increases in the next two categories with the highest buildings in those categories almost reaching the FAA ceiling. These categories are assigned to each of the blocks. The plan includes a block by block description within the narrative. This goes on to describe each of the historic buildings left in Chauncey Village and how to preserve or reuse each building. The goal is to preserve historic architecture.

The park spaces that were planned for Chauncey Village are trying to make use of challenging development sites and to offset public open space. As these urban areas intensify, these open spaces are programmed in to allow people a place to gather. This is something that is missing from Downtown Lafayette. Part of this plan is an unbroken chain of public open spaces, especially by the riverfront. WREC has been working on this and staff wanted to make sure that this plan matched. WREC was originally interested in expanding the park to the Harrison Bridge until this plan highlighted reutilizing floodplain along the river. This area could be used as active park spaces, natural habitat, or even a boat launch site.

The plan shows the street grid vision, park spaces, and then the various land use categories. The land uses are centered around the Downtown Core area where the large buildings are located now. Beyond this core area, building height gradually steps down until the riverfront area that corresponds with the building height across the river. Symmetry across the river was desired.

Lynn Nelson asked if there was a forecasted time to start the work on this plan.

Ryan O'Gara said this document is a policy statement. It will go through the APC adoption process. This plan will be heard by the full APC and then by the West Lafayette City Council. If adopted by City Council, this plan will be incorporated with the Thoroughfare Plan that is in the process of being updated. Transportation staff has been involved in the Downtown Plan; both updates are running parallel and working

together. This is in hopes that some of these streets make it into the Thoroughfare Plan, so as development comes, developers will have to dedicate right-of-way and develop that portion of the street. Over the years, this grid will slowly take shape, hopefully on the developer's dime as the city has no interest in doing a mass eminent domain. This plan will be development driven. To the extent public dollars are being used, TIF dollars may be used to assist in the construction of some of these streets. The TIF money received from three high-rise projects paid for the city's portion of the State Street Project. With more projects being developed, more TIF money will be allocated for the public projects in this plan.

Lynn Nelson said it is nice to see more pedestrian-friendly projects in this plan.

Ryan O'Gara said there was a public presentation of the plan at the library with a good turnout. There was debate on traffic speeds in the downtown area. Some people wanted a more pedestrian-friendly downtown, others were concerned about traffic being too slow. On-street parking and stoplights on these blocks will all slow traffic. This is a downtown area; cars do not need to be speeding through. There is a need for arterial facilities to get people in and out of the core area. River Road and one-way pairs are still necessary. There are some great road project ideas that may not be possible yet. As more development happens, these road projects will make more sense as this area becomes more urbanized. At this point in the planning process, it is about dreaming big and then later analyzing the feasibility financially and environmentally. This grid has not been put through the traffic model yet.

Once the public comment period has wrapped up and the plan has been adopted, the next step is to analyze zoning. The land use categories will be translated into updates in zoning. Transportation improvements would develop more as the Thoroughfare Plan is updated. There has already been developer interest in this grid. In the planned development negotiations process, right-of-way can be acquired, and streets can be built by the developer. Starting next year, the first installments of this grid could appear. This creates a roadmap for developers, instead of the area developing piecemeal with individual projects. Public comment has been relatively light. There was a great turnout at the library, but the public hearing portion has not started yet. There have been a few landowners that have reached out already. Public comment is open this month, and the full document is on the webpage.

## **B. FY 2020 Annual Listing of Projects**

Doug Poad said the first Annual Listing of Projects was done in 2006. There was not quite as much information then as there is now. This listing is required by a federal government act. In addition to developing the TIP, there needed to be a report that spells out where federal funds went and if there are any residual funds. This document not only lists projects using federal funds but also projects that use local funds. Any sizeable project discussed or approved at different meetings is listed in this report. For example, the sidewalk replacement project that used local funds was a minor project and not listed in this report. The beginning of the document covers the big picture items of why this listing is done, the current Federal Highway Act and state-initiated projects. The first table in this document lists construction details from each state project.

Lynn Nelson asked why there is a negative number in the preliminary engineering listing.

Doug Poad said when a project is first bid for construction, it will cost a certain amount. That is the amount the state DOT will pay the contractor. As construction goes on, there will be more costs. There are areas where costs can be cut, resulting in the negative number listed. For example, fill from another road project can be reutilized to cut costs.

Lynn Nelson asked if any of the concrete from tearing down Loeb Stadium would be used in other projects.

Doug Poad said he did not know. It may be too late for the county to use it for any on going projects. Section C looks at local projects and their funding. Each project is broken down into three phases: preliminary engineering, right-of-way and construction. North River Road at River Bend Hospital, where the road was elevated, had a total cost of about \$1 million. Bridge inspections are a required program where the county must inspect bridges each year. The CR 450S and CR 430S project received Community Crossing funds. When the state raised the gas tax, a portion of that went to local road improvements. The Cherry Lane extension cost about \$2 million and was supposed to extend to Morehouse Road but unfortunately Klondike

Road used too much funding. The city plans on continuing this expansion in the future with local funds. The resurfacing and widening of Haggerty Lane was another large project that cost about \$2 million. Repaving North 9<sup>th</sup> Street cost roughly \$900,000, but this was a joint project between Tippecanoe County and the Town of Battle Ground. The Concord Road at 430S project completed intersection improvements that were designed specifically for safety, and it cost about \$700,000 to construct. West Lafayette had Community Crossings projects that cost about \$600,000. This portion just gives an idea of state and local projects that occurred in the state fiscal year and how much federal funding was used.

The following section is on transit funds. Most people do not realize how much it costs to run the bus system. Operating assistance is about \$2 million in federal funds. It is expensive to run CityBus, however, they transport roughly 5 million people a year in Lafayette and West Lafayette. The document highlights bicycle and pedestrian facility projects. The rest of the document goes through each individual project to list federal funding costs, total cost, estimated completion date, letting date, and the contractor that was awarded the project. Each project also includes a timeline of the different phases of the project, aerial photos, and photos of the project. This is done for each local and state project.

The end of document is unique. This portion includes information on these projects when they are completed. Some of these have before and after pictures. Each includes the letting date, the estimated completion date, and the actual completion date. There were a lot of projects completed this year. There are a few pictures of the State Street Project that highlight the significant changes. The last portion is a table of projects that is provided by INDOT.

Lynn Nelson said there are more bus shelters than those listed.

Doug Poad said more shelters are being installed. Federal funds from the previous year were transferred over to the bus company for improvements for bus stops and sidewalks. The main goal is to improve these for ADA compliance. This could include a larger pad, better curb connections, and more amenities for the actual bus stop. If there are high volume stops that are not connected to a sidewalk, the funds can be used to create a sidewalk connection. This project will be starting in the next few weeks. There is a small committee that will be meeting to identify specific stops and narrow down what needs to be done. Highway money has never been used for transit purposes, but with the additional funding that needed to be obligated, this was the only project where that funding could be used.

### III. QUESTIONS, COMMENTS, AND SUGGESTIONS

### IV. ADJOURNMENT

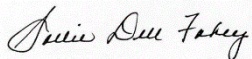
Doug Poad said the next Citizens Participation Committee meeting will be on December 11, 2019.

Doug Poad adjourned the meeting at 6:35pm.

Respectfully submitted,

Chyna Lynch  
Recording Secretary

Reviewed by,



Sallie Dell Fahey  
Executive Director