



Noblesville E-W Corridor Community Advisory Committee - Meeting Minutes

Project: Noblesville E-W Corridor Project No.: INDOT Des. No. TBD
Location: Hybrid Web Conference & In-person at City Hall CHA Proj. No.: 059473
Meeting Date/Time: July 15, 2020 - 9:30 AM - 12:00PM

Invited Members:

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Bob DuBois	Noblesville Chamber of Commerce	bob@noblesvillechamber.com
Andrea Davis	HAND, Inc.	andrea@handincorporated.org
Seth Leeman	Noblesville Baptist Church	pastorleeman@noblesvillebaptist.org
Danielle Burrow	Pleasant View Baptist Church	pleasantviewbcn@gmail.com
Mark Dollase	Indiana Landmarks, Central Region	mdollase@indianalandmarks.org
Sandy Stewart	Noblesville Preservation Alliance	info@noblesvillepreservation.com
Paula Gilliam	Southwest Quad	pg7am@aol.com
Jim Coffey Sr. & Jr.	Doves Court	jimcoffey@att.net
Lorna Oskouie	Noblesville Main Street	lorna@noblesvillemainstreet.org
Mayor Chris Jensen	City of Noblesville	cjensen@noblesville.in.us
Deputy Mayor Matt Light	City of Noblesville	milight@noblesville.in.us
Sarah Reed	City of Noblesville, Community & Economic Development	sreed@noblesville.in.us
Alison Krupski, P.E.	City of Noblesville, Engineering Department	akrupski@noblesville.in.us
Chad Knecht	City of Noblesville, Public Safety	cknecht@noblesville.in.us
Eric Cunningham	City of Noblesville, Police Department	jmann@noblesville.in.us
Wil Hampton	City of Noblesville, Common Council	whampton@noblesville.in.us
Jack Martin	City of Noblesville, Board of Public Works & Safety	Jack@martinandmartin.biz
The following members were invited, yet were unable to attend:		
Rev. Cheryl Russell	First Christian Church	reception@fccnoblesville.org
Jesse Garner	The Mill Church (First Church of the Nazarene)	office@millchurchnoblesville.org
Jenn Johnson	Genesis Church Inc.	jjohnson@genesischurch.me
Desiree Scott	River Run Community Assoc., Inc.	info@duepnerlaw.com
Jason Spartz	Westbrook Mobile Home Village	jasonspartz@gmail.com
John Frank	Wellington Northeast Neighborhood Assoc., Inc.	wnnahoa@gmail.com
Brenda Myers	Hamilton County Tourism, Inc.	bmyers@hamiltoncountytourism.com
Matt Mitchell	City of Noblesville, Fire Department	mmitchell@noblesville.in.us
Brad Davis	Hamilton County Highway Department	bradley.davis@hamiltoncounty.in.gov
Marnie Cooke	Noblesville Schools, Marketing & Communications	marnie_cooke@nobl.k12.in.us

Observers:

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Mike Corbett	Hamilton County Media Group	mcorbett@hamiltoncountybusiness.com
Shannon Trump	City of Noblesville, Police Department	strump@noblesville.in.us
Bill & Debbie Jamison	Southwest Quad	minitonasbill@gmail.com
Michael Murphy	River Run Neighborhood	mjm504@prodigy.net

Project Team:

<u>Name</u>	<u>Organization</u>	<u>Email</u>
Robert Winebrinner	CHA Consulting, Inc.	rwinebrinner@chacompanies.com
Trevor Wieseke	CHA Consulting, Inc.	twieseke@chacompanies.com
Mike Maurovich	American Structurepoint, Inc.	MMAurovich@structurepoint.com
Tanner McKinney	American Structurepoint, Inc.	TMcKinney@structurepoint.com
Briana Hope	American Structurepoint, Inc.	bhope@structurepoint.com
Teri Fair	INDOT, Environmental Policy Office	TFair@indot.IN.gov
Jennifer Beck	INDOT, Greenfield District	JBeck@indot.IN.gov
Linda Weintraut, Ph.D.	Weintraut & Associates, Inc.	linda@weintrautinc.com

- American Structurepoint, Inc. (Structurepoint), acting as the meeting Moderator, started the meeting with introductions through roll call by organization/member.
 - Invited parties not in attendance are listed above.
- Structurepoint explained the purpose of the meeting and the role of the Community Advisory Committee (CAC) in the context of the project development process.
 - The differences between a normal CAC meeting and the meeting under COVID-19 guidelines was explained.
 - In particular, the meeting guidelines were announced, which included recognition of invited CAC members, project team, and observers. The Moderator explained the reasoning with a select group of representatives and how limiting responses would help to keep the meeting on track.
 - The Moderator noted that additional time was made available at the end of the meeting to ensure the opportunity of Observers to provide their feedback.
- Mayor Chris Jensen then opened the meeting with a few remarks. The Mayor expressed excitement for the project and thanked all those attending and/or providing feedback and collaboration on the project. The City is facing heavy traffic downtown, which presents a challenge for residents, downtown businesses, public safety professionals, Riverview Hospital, and Noblesville Schools. The Mayor emphasized the conversation being had about this project and the need to ensure the right shovel is in the ground.
- CHA Consulting, Inc. (CHA) then began presenting the project history, development, and environmental planning.
 - Many alternatives were considered over the years, beginning in the mid-1990's, filtering down to the alternatives presented at the meeting. This included projects completed by the City to address downtown congestion, such as; 186th Street/Field Drive across the White River and connecting to SR 19, the Logan Street bridge downtown, and lane markings and traffic improvements on SR 32 downtown.
 - CHA noted that funding is currently being sought from the state through INDOT and that local funding may also be used. At this time, federal funding is not being sought by the City.

- CHA noted that planning has been a joint effort with Hamilton County (the County), since the County is responsible for all bridges within the City.
- CHA noted that although many options have been considered and particular alternatives have been discussed, the Project Team is seeking additional local input as part of the Environmental Assessment completed by CHA.
- CHA briefly described the Project Development Process, as well as presented a preliminary project schedule.
 - The current project development began in late 2019 and will continue through 2022, at which point construction will begin.
 - Resource Agency coordination took place May 2020
 - This CAC and additional public involvement will continue from this meeting through late 2021.
 - The Environmental Document will then be completed in early 2022, followed by design and right-of-way acquisition in 2022.
 - Construction is anticipated to begin in late 2022 and last for 2 construction seasons, concluding in late 2024.
 - It was noted that this schedule will likely change and could change in either direction, sooner or later.
- CHA continued by reviewing the Purpose and Need for the project.
- CHA then presented the process in which alternatives are considered and “filtered” down to the current alternative corridors, as presented.
 - The corridors, A, B, B1, C, D, E, E1, and E2 were briefly described and shown on a map on the screen.
- At this time, CAC Member, Indiana Landmarks asked to walk through the conceptual alignment of each of the corridors under consideration.
 - CHA gave more detail regarding each of the 8 corridors depicted on the map.
- Indiana Landmarks requested clarification on Alternative A, Conner Street and whether that alternative may include an additional bridge.
 - CHA responded that during this preliminary stage, there are no set design details for the identified alignments. However, a twin bridge to the existing bridge on SR 32/Conner Street could be considered.
- Upon no further questions, CHA continued to describe potential impacts considered across all alternative corridors.
- The various major considerations and or project impacts were listed, followed by more detailed explanations. For each category or group of environmental concerns, a map of those features overlain with the alternative corridors was displayed.
 - These features were noted as considerations in selection of a preferred alternative.
 - CHA noted that all corridors would require at least one bridge over the White River.
 - It was also pointed out that the White River and waterways within the community are associated with wetlands, floodplains, and wooded riparian habitat.
 - CHA noted that habitat along the waterways will require additional consideration of effect on threatened and/or endangered species.
 - Floodplain impacts were presented, including impacts in a transverse (across) and longitudinal (lengthwise) manner.
 - CHA pointed out that all corridors would have impact on the floodplain, though all reasonable efforts would be needed to avoid backwater and associated flooding of the City.
 - It was noted that the C, D, E, E1, and E2 alternatives share an alignment that would present significant challenges to avoiding backwater and flooding.
 - In particular, the E alternatives would require both transverse and longitudinal impacts and extensive Hydraulic Engineering modeling.

- CHA continued to present the Hazardous Materials concerns for the various corridors under consideration.
 - It was noted that these records are publicly available and that additional investigations may still be warranted.
 - Sites in the City generally track with the industrial history and are clustered along south 8th and 10th Street and along Pleasant Street at the old Firestone Facility.
 - The alternatives were discussed in terms of the challenges they pose to design of the southern corridors C and D.
 - Corridors B and B1 are also challenged by the hazardous materials legacy of the Firestone facility, however, it was noted that more extensive investigation has already occurred.
 - Corridors E-E2 pose a challenge, as they traverse an old landfill.
- Indiana Landmarks then posed the question as to whether the mapped icons (representing hazardous materials sites) eliminated an alternative from consideration or that the sites must be addressed by the project team.
 - CHA thanked Indiana Landmarks for the clarifying question and reaffirmed that the features mapped in this and those resources generally presented in the meeting were all noted as being considered when determining the preferred alternative.
 - CHA noted that each feature is considered equally across all alternative corridors.
- CHA continued by noting that the floodplain of the White River has a history of sand and gravel mining.
 - These old and active quarries present a geotechnical challenge to design of the corridor.
 - When considering engineered solutions, feasibility of design, as well as prudence of the cost are considered.
 - CHA reiterated that these considerations do not rule out any corridors but are considered in a holistic view of the impacts.
- Historic Structures and Neighborhoods/Districts were presented by CHA.
 - CHA noted that as a state funded project, only those properties, sites, or districts currently listed on the National Register of Historic Places (NRHP, or National Register) are considered officially.
 - However, CHA pointed out that feedback from the community regarding local significance is still considered in the project development process.
 - Of those alternatives considered, CHA noted that the City has created a modified B alternative, B1, to address the recent knowledge of the listing of the Plum Prairie Historic District, west of 8th Street.
 - Other Historic Districts along Conner Street were pointed out to the Committee, as well as the Riverside Cemetery.
- Indiana Landmarks asked whether the Project Team had any conversations with the Indiana State Historic Preservation Office (SHPO) regarding eligible properties within the considered corridors.
 - Landmarks noted that south 9th and 10th Street may be historic and need to be considered.
 - CHA noted that under the process for a state funded project the Project Team had not officially conferred with the SHPO, however, Weintraut & Associates is contracted to provide historic expertise.
 - Weintraut responded that they have conducted preliminary investigations and identified resources, however the conversations with the SHPO and Consulting Parties has not taken place yet. Weintraut reiterated that the state funded environmental process is different than the traditional federally funded project.

- CHA then continued by noting the desire of the City to look at the effects on “Environmental Justice” populations, which are historically underserved populations within the community. These are most typically identified as low income and/or minority populations.
 - The purpose of calling out these populations is to avoid and/or mitigate any disproportionately high or adverse effects on those populations.
 - This information is gathered from the US Census and/or the American Community Survey, based on which has the most recent data.
- CHA then presented the general category of Constructability in the consideration of the preferred alternative.
 - The southern corridors were noted as presenting the greatest challenge for engineering and constructability, based on the resources noted in the previous slides.
 - The underground resources, be it sand/gravel, landfill (public or private), or hazardous materials must be taken into consideration when designing a safe roadway/bridge.
 - Hydraulic modeling will be extensive for corridors that cross or run lengthwise to the floodplain for a substantial portion.
- CHA noted that cost does not trump all other considerations but is a very real consideration.
- Indiana Landmarks questioned why Alternative C was ruled out along with other southern alternatives.
- CHA noted that no alternative was ruled out by the constraints or engineering challenges, but that they must be considered along with other constraints.
 - For Alternative C in particular, the old casting industrial site is a concern for hazardous materials and for private fill on the property. The materials underlaying the property, as well as potential contaminants within the soils/groundwater are a concern for constructability and construction worker exposure, respectively.
 - In addition to underground concerns, this Alternative will also occupy a significant cross section of the White River floodplain.
 - Structurepoint also noted that Alternative C would encounter Citizens Water public drinking water wells on the west side of the White River.
- Landmarks pointed to the impacts to housing and businesses along Alternatives A and B (and B1).
 - Structurepoint noted that property acquisition and any relocations are being taken into account as well.
 - CHA noted that the preliminary nature of the current corridor consideration doesn’t allow for precise estimates of property impacts either through acquisition or relocation.
- Landmarks noted the social impacts of affecting the Plum Prairie Neighborhood, pointing out the special history of the neighborhood with the African American community. They noted the concern with placing a roadway through the Plum Prairie Neighborhood.
- The Noblesville Preservation Alliance presented a prepared statement, which is appended to these minutes.
 - In summary, the Alliance presented their support for the East-West Corridor, however, they believe the E1 and D alternatives or a combination of both would “best meet the overall community needs and provide the least impact on neighborhoods.”
 - The Alliance emphasized the need to avoid cutting neighborhoods off from one another.
 - Structurepoint responded that the Project Team is balancing all of these considerations, though the further the corridor is moved south, less congestion reduction is achieved.
- Landmarks asked whether there is a preference for the connection of this East-West Corridor with SR 32, west of the White River.

- Structurepoint deferred to the City, though noted the further west a connection is created, the greater a congestion reduction is achieved.
 - The City noted that the River Road connection is the closest connection to SR 32 that will provide the necessary utility.
- Landmarks inquired as to the impacts from an Alternative A corridor.
 - Structurepoint noted that although considered, preliminary considerations already show that the corridor will fail to meet the Purpose and Need. Though not a strong alternative, it is still being considered.
- Landmarks asked to revisit the alternatives map overlaying the aerial and then asked to clarify whether the blue-dashed corridor crossed heavily wooded area.
 - CHA responded that yes, the alignment effectively shared by Alternatives E-E2 would impact a large wooded area along Stony Creek.
- The Noblesville Board of Safety asked how impacts to traffic are measured to determine traffic reduction and corridor specific reduction benefits.
 - The Board noted that the green alternative (Alternative B/B1) is more E-W and appears to have the greatest benefit to the community. They noted that the other alternatives (southern) appear to create a complete bypass of Noblesville.
 - Structurepoint responded that traffic engineering for this project included studies which model traffic through SR 32/Conner Street downtown and again with each of the alternative corridors in place. They input the current traffic counts, current development patterns, trip generators, and then the model produces the change in traffic on SR 32/Conner Street. The model looks at the 'flow' of traffic, similar to "water takes the path of least resistance."
 - The Board representative then asked if the modeling has been conducted and if so, what the modeling shows for this project.
 - Structurepoint replied that the greatest benefit to traffic reduction occurs with the corridors closer to SR 32.
- INDOT, Greenfield District asked when the traffic studies were completed for the project.
 - Structurepoint noted that previous models were reassessed recently to update the data.
 - CHA pointed out that data is updated, when necessary, to ensure equal comparison across corridors.
- INDOT, Greenfield District inquired about the purpose of Alternative A and what the footprint. The district asked if it was closer to a "no-build" alternative. The district asked if design went so far as the cross-section preliminary design.
 - Structurepoint noted that traffic analysis shows the A alternative does not meet the Purpose and Need. The design has not progressed beyond conceptual.
 - Greenfield District reaffirmed that updated traffic is needed by INDOT for their purposes, both during construction and long-term for planning. They also requested advanced notice of construction phasing and the resulting impact to the INDOT asset (SR 32/ Conner Street).
- CHA requested that Structurepoint lay out the preliminary traffic numbers in terms of congestion reduction for each of the corridors considered.
 - Structurepoint noted that reduction for the Alternative B corridors is near 24% and the least congestion reduction occurs for the southern corridors at 8-10% congestion reduction.
- Landmarks asked about the audience for the traffic analysis, given the traffic numbers determined?
 - Landmarks asked whether the project is a linkage between SR 32 and SR 37 for the immediate Noblesville community or more broadly for commuters and the region.

- Structurepoint noted that the East-West Corridor is needed to connect SR 37 to SR 32, though traffic source and destination (traffic generators) is complex, which is difficult to explain in a meeting of this format.
- Landmarks requested the modeling data is shared to help understand the benefactors of the E-W Corridor. They noted that the southern routes may be best to address the congestion, if the traffic carried by the E-W Corridor is commuter traffic to and from home and work. Landmarks speculated that traffic data may support the need for a southern route to bypass downtown.
- Landmarks asked whether the green dotted line, alternative (B1), bisects the neighborhood and has any further impact to the historic district.
 - CHA noted that this preliminary corridor was generated voluntarily by the City to help avoid or minimize impact to the Plum Prairie Neighborhood. The B1 will allow the B corridor to avoid bisecting a neighborhood.
 - Structurepoint noted that the B1 would have less impacts to homes and the historic district. Impacts may be shifted to the commercial facility to the north and that impacts are balanced between the two.
 - Landmarks emphasized that the green alternatives (B and B1) would bisect the neighborhood.
 - CHA clarified that the bisection of a neighborhood is in context of the cross-section and mass of the road. The example given in discussing Environmental Justice impacts was given in context of a large mass or cross-section of an interstate and that this corridor is not envisioned as being of similar type, which will be much less intrusive.
- Mr. Coffey asked why consider alternatives that travel much further from downtown. He noted that his own property is affected by the B and B1 alternatives. He mentioned to go ahead and make the project happen (referring to the B/B1 Alternatives). Mr. Coffey noted that the homes and businesses relocated by a potential B/B1 alternative are worthwhile in context of the proposed E-W Corridor. Mr. Coffey then stated that the green corridor has been discussed for 20 years and that the City should just go ahead and construct it, but to acquire enough right-of-way to make the roadway 4 lanes for future traffic.
 - CHA thanked Mr. Coffey for his input and noted that specific cross-section or number of lanes are to be determined later. CHA also noted that other corridors are considered to get the full consideration of alternatives.
 - Structurepoint noted that the corridors are considered in a wide enough path to incorporate multiple potential cross-section widths.
- Paula Gilliam of the SW Quad Neighborhood recounted her history with the neighborhood, which spans back to 1945. She noted the history of the AME church in the neighborhood and pointed out that the B1 alternative is the least impactful of the alternatives. She suggested that the increased traffic in the neighborhood would be alleviated by the B/B1 alternative(s). She also noted that the loss of the IDI business parking lot would be acceptable to the business and that the B1 alternative is overall good for the community.
 - CHA thanked Ms. Gilliam for her contribution and asked for clarification regarding the development traffic mentioned.
 - Ms. Gilliam noted that the residential additions have increased traffic and that over time the neighbors of the SW Quad do not work locally and must travel away from their neighborhood for work.
 - Ms. Gilliam noted that the original SW Quad residents have seen a lot of change over the years and most understand the project need due to increased traffic.

- Noblesville Preservation Alliance asked about the traffic modeling figures mentioned previously in the meeting and whether comparable studies have been conducted for similar size cities that chose to bypass the community and avoid residential and business relocations with some sort of thoroughfare.
 - The Alliance representative noted that she lives along the A alternative and that relocation of homes and/or business is important to those who may be affected.
 - The Alliance also emphasized the need for a corridor that takes into account the needs of the community, in addition to those traveling through the community.
 - Structurepoint responded that traffic studies are likely available to examine, however they may not be comparable to Noblesville.
 - Structurepoint noted that a far southern corridor may not serve those within the community in the same way as through traffic. They also pointed out that the project purpose may not be fulfilled by a corridor that diverts only through traffic and doesn't serve the needs of the community in and out of downtown.
- The Chamber of Commerce inquired about the entrance/exits available with Alternative B. Expressed concern with the bypass nature of Alternative E, in addition to wetlands and ecological impacts. Expressed concern that a bypass would take away from the Downtown Noblesville experience.
 - Structurepoint noted that access for Alternative B may require reconfiguration. B1 was noted as less of a concern for access control. They also noted that access control is examined further in later stages of planning and design.
 - Structurepoint noted that the corridor is not being proposed as a limited access facility and that access will be preserved, where available.
- The Board of Safety asked for clarification on the types of roadways to be considered for a project in general, including; boulevard, parkway, road, corridor, etc.
 - Structurepoint noted these are different approaches to a roadway and that specifics are not known at this time. Boulevards or parkways are typically divided by some sort of median. They also noted that the design of the type of roadway will be forthcoming, based on engineering considerations (traffic, design standard, etc.).
- CHA noted the upcoming Public Information Meeting, July 29th. The public meeting details in context of COVID-19 were detailed to the CAC.
- CHA asked for anyone to disseminate the information for the project and upcoming meeting.
 - Offered personal email and phone number for signups for those without internet.
- CHA referenced the next steps in the Project Development Process
 - The selection of the Preferred Alternative will be presented in the next round of public involvement.
- After asking for any additional input, CHA adjourned the meeting.

Attached: Presentation Slides

Noblesville Preservation Alliance prepared statement

Welcome to the Noblesville E-W Corridor Community Advisory Committee (CAC) Meeting

- This meeting is being hosted virtually using the Zoom software platform.
- You may notice that upon entering that your microphone and/or camera may be muted.
- To unmute and begin showing video, select the icons in the bottom left of your screen.
- The moderator will begin shortly by making introductions and explaining the guidelines of the meeting.

July 15, 2020

9:30 a.m. - 12:30 p.m.



- Introductions
 - Project Team
 - Committee Members
- Project History
 - Planning to date
- Project Development & Timeline
- Purpose & Need
- Alternative Corridors
 - Project Limits/Constraints
- Environmental Justice
 - Mitigation Measures
- Discussion
- Comments
- Next Steps / Wrap Up

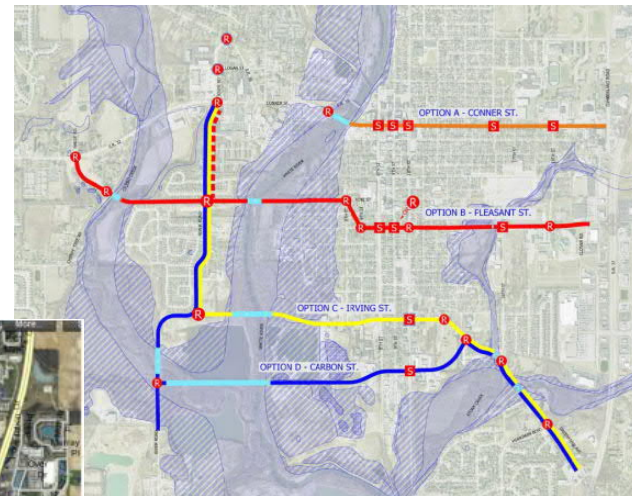
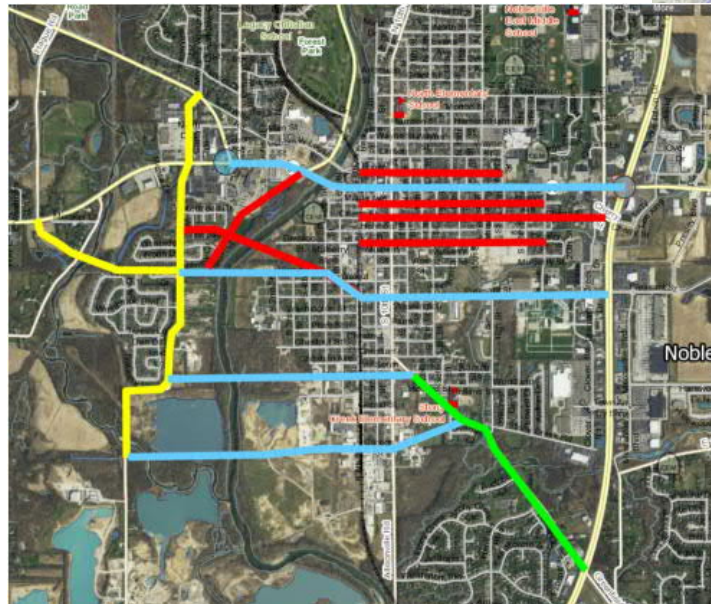
Introductions

- Project Team
- Committee Members
 - Business
 - Community Groups
 - Residents
 - Municipal
- Role of the Community Advisory Committee
- Meeting Guidelines
- Statement from Mayor Jensen



Project History

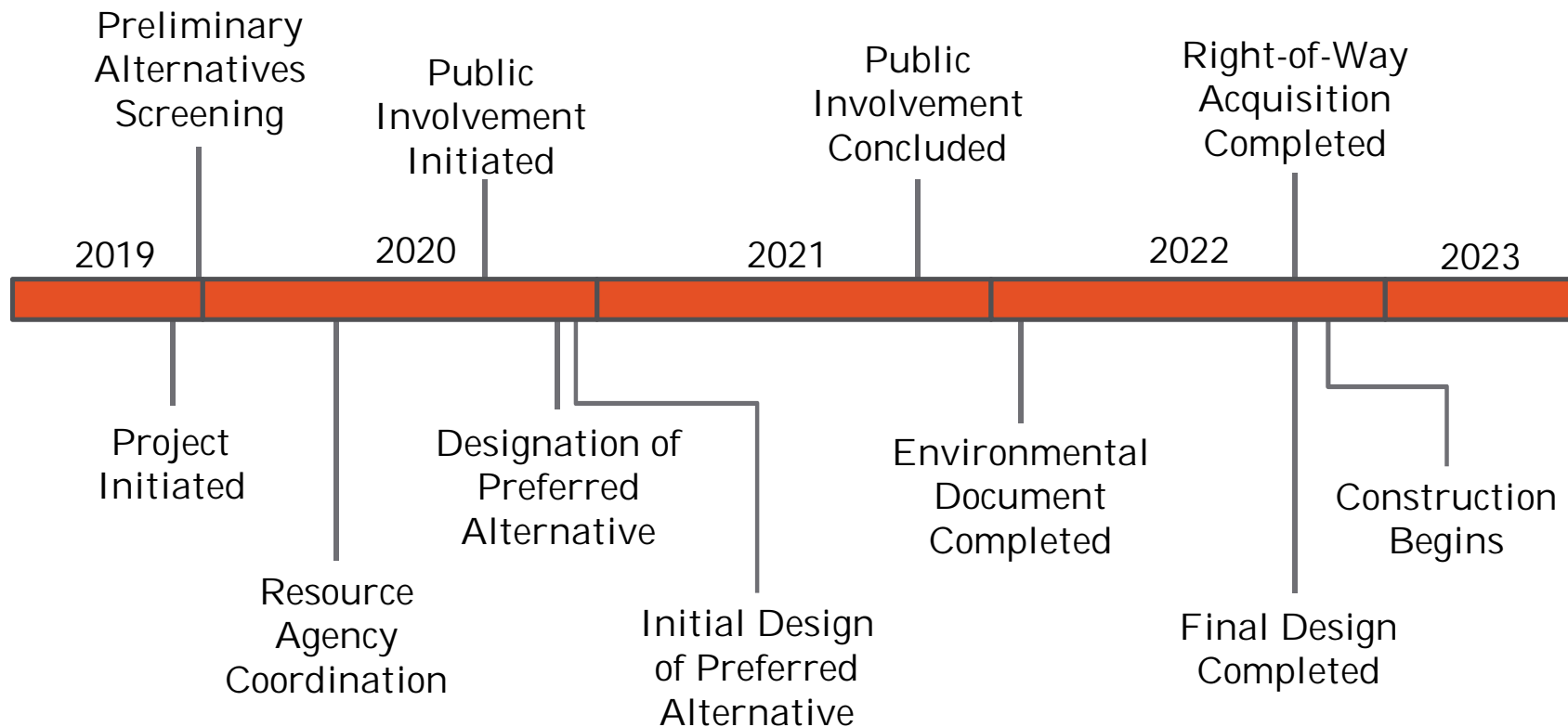
- Prior Studies & Planning
- Funding



Project Development Process

- Preliminary Screening of Alternative Corridors
- Resource Agency Coordination/ Community Input
- Designation of Preferred Alternative
- Design of Preferred Alternative
- Community Input on Preferred Alternative Design
- Completion of Environmental Review
- Completion of Design/Acquisition of Right-of-way
- Construction

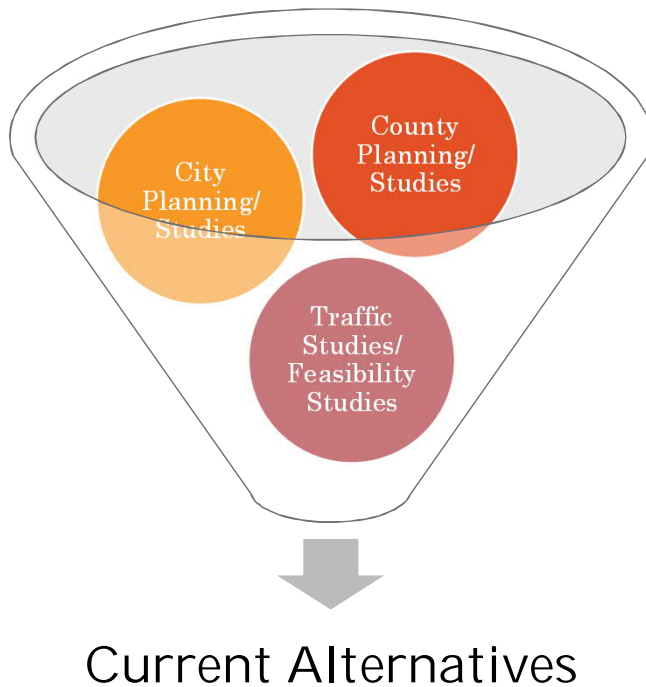
Project Development Timeline



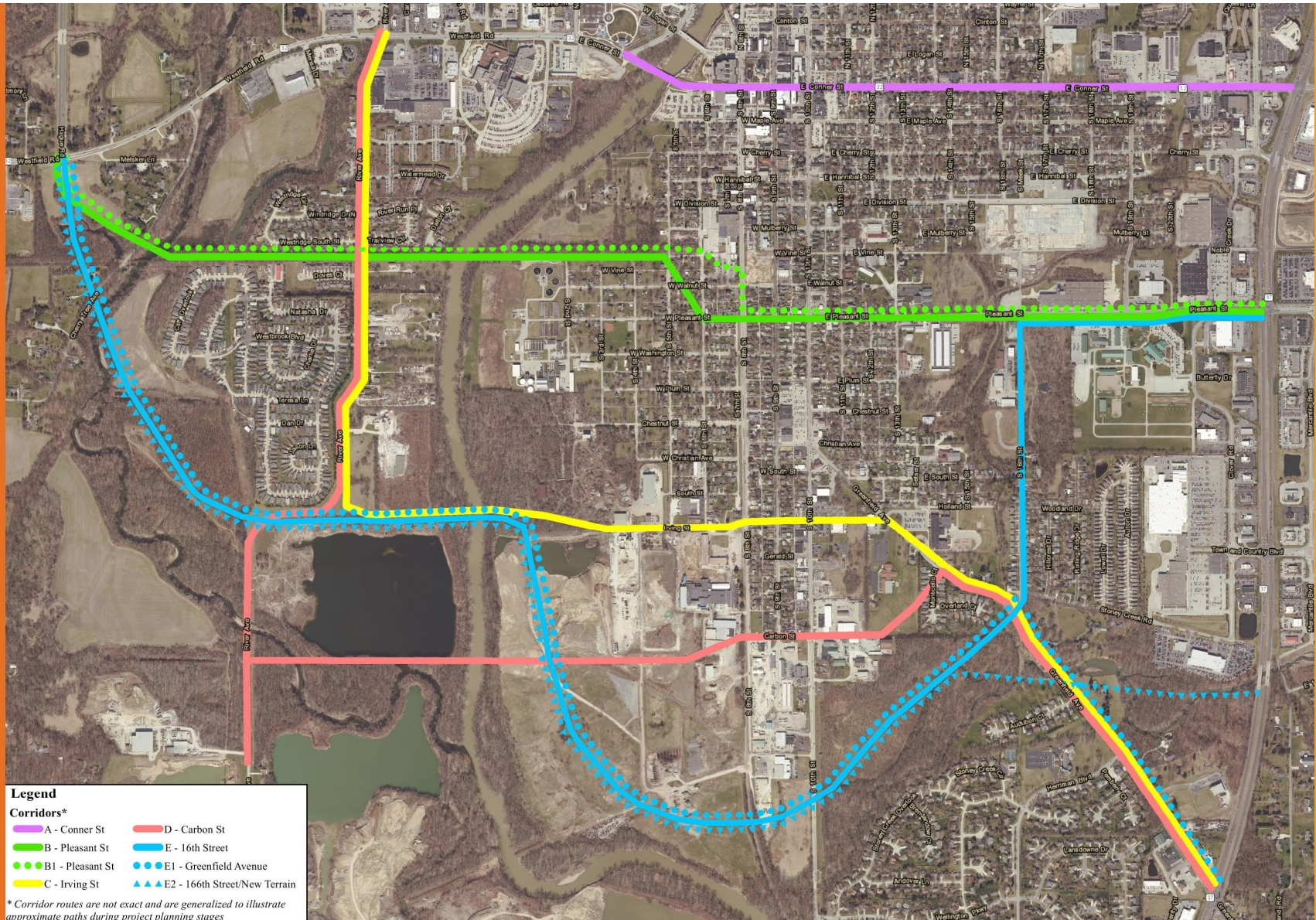
Purpose & Need

- The project is needed due to limited mobility through downtown Noblesville on S.R. 32/S.R. 38/Connor Street, as outlined in the 2009 Noblesville Thoroughfare Plan and evidenced by increasing congestion.
- The purpose of the project is to provide a significant reduction of S.R. 32 downtown Noblesville traffic congestion, defined as 20% or greater, by providing an additional east-west corridor from S.R. 37 across the White River to S.R. 32 to the west.

Corridor Alternatives



- Initial Alternatives
 - No Build
 - A – Conner Street
 - B – Pleasant Street
 - B1 – Pleasant Street
 - C – Irving Street
 - D – Carbon Street
- Alternatives suggested by Southwest Quad Action Team
 - E – 16th Street
 - E1 – Greenfield Avenue
 - E2 – 166th Street/New Terrain

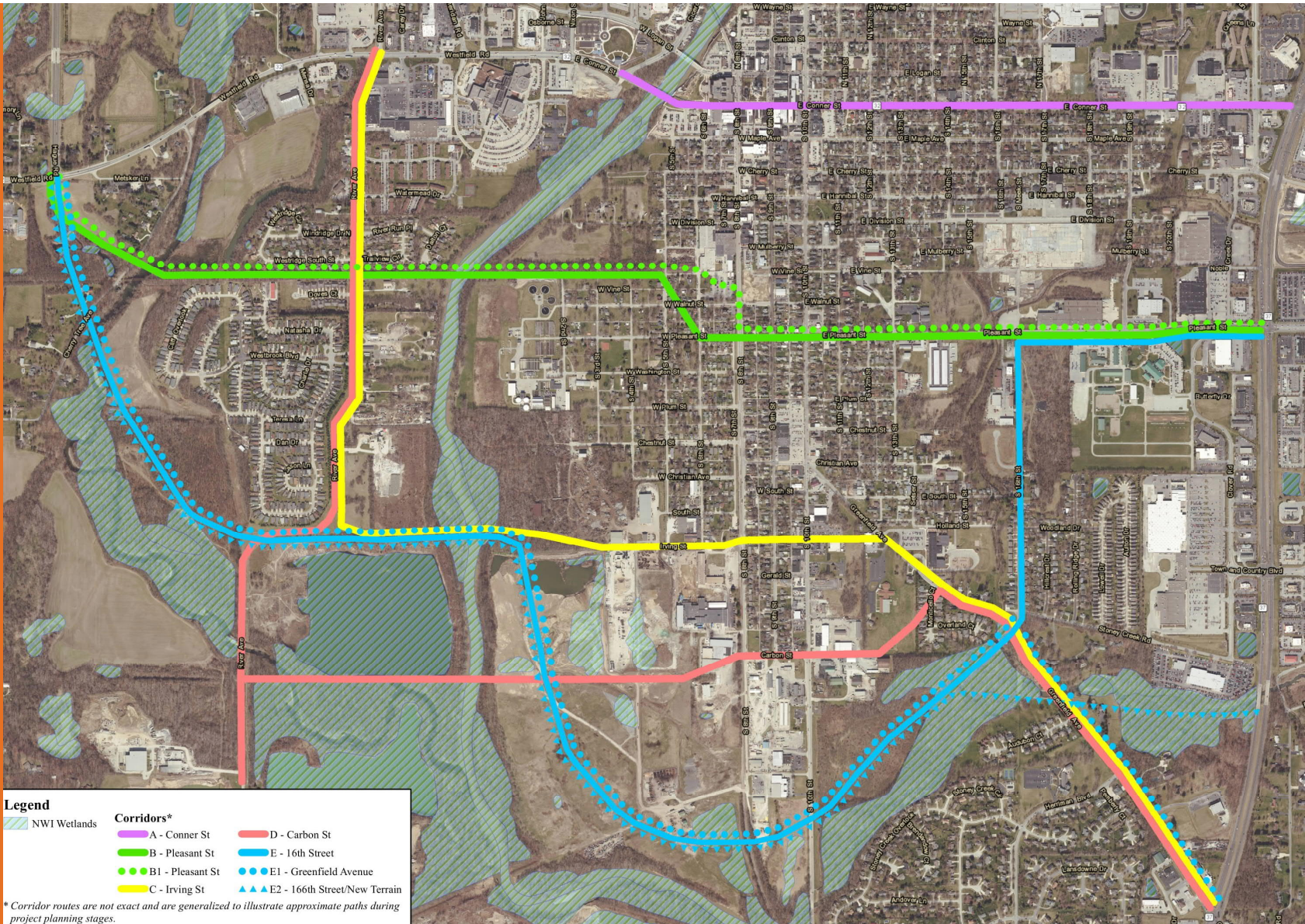


Project Limits/Constraints

- Waterways, floodplains, wetlands
- Forests, Habitat, Threatened & Endangered species
- Industrial Sites/ Hazardous Materials
- Quarries/ Geological Resources
- Historic Structures and Districts
- Property Acquisition
- Environmental Justice
- Constructability/Cost/Benefit

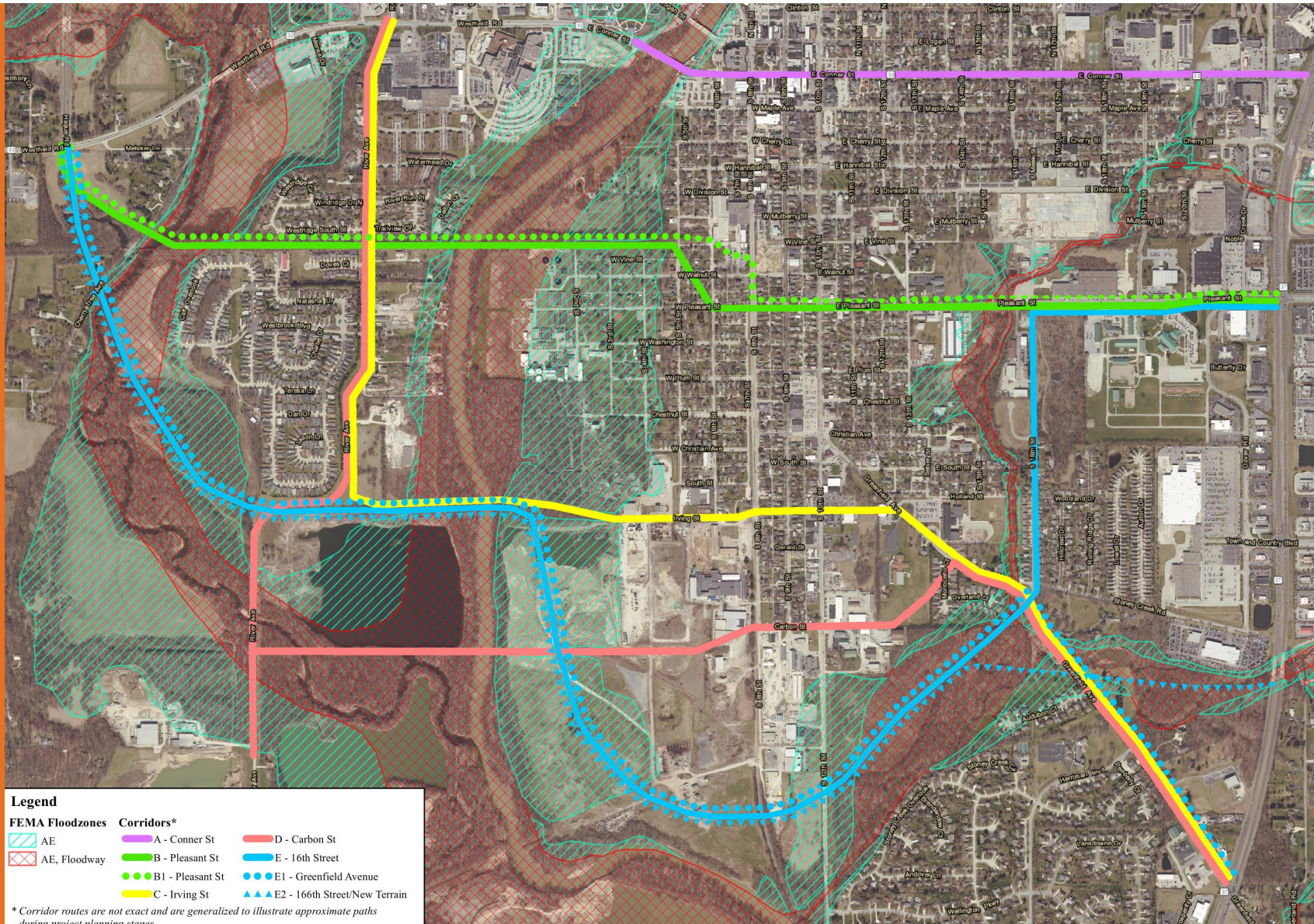
Waters, Wetlands, and Floodplains

- Potential Crossings:
 - White River
 - Stony Creek
 - Cicero Creek
 - Elwood Wilson Drain
 - Unnamed tributaries
- Associated floodplains and/or potential wetlands



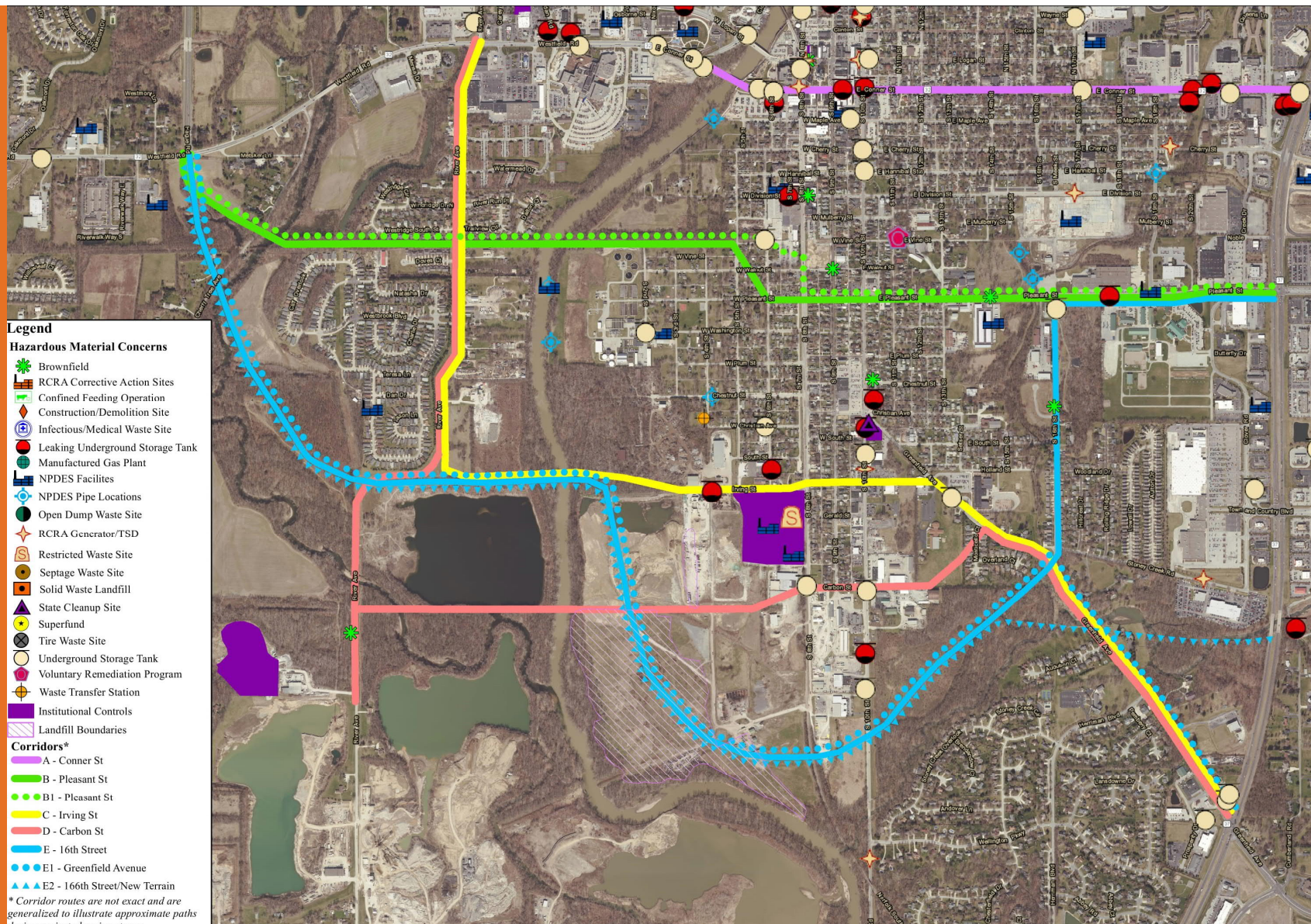
Forests, Habitats, T&E Species

- White River and associated riparian habitat
- Forested floodplain
- Potential threatened and endangered bat habitat



Hazardous Materials Concerns

- Documented Concerns:
 - Industrial Facilities along south 8th Street and 10th Street
 - Old Firestone Tire Facility on Pleasant Street
- Detailed studies to be determined

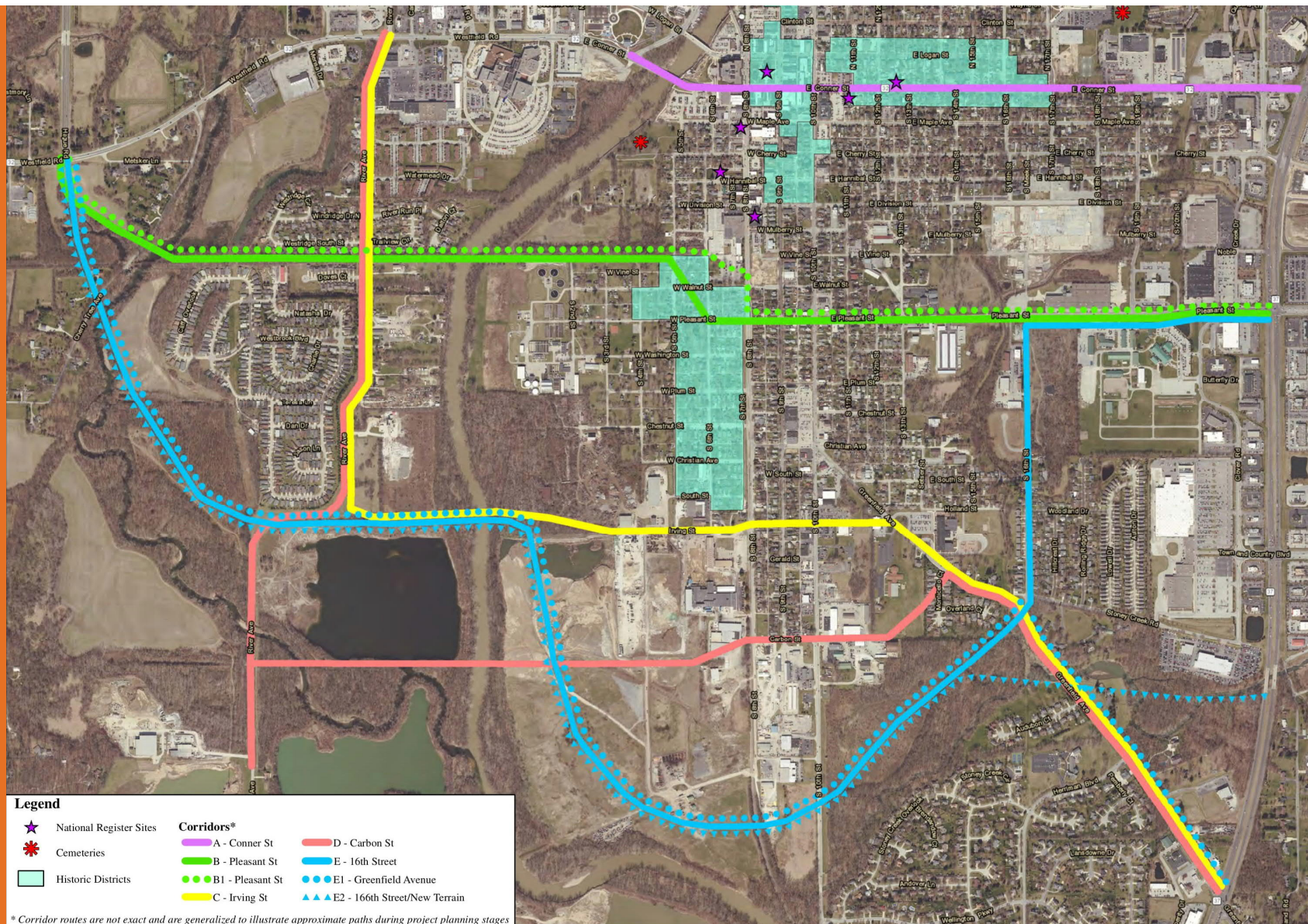


Quarries and Geological Resources

- White River and floodplain is a source of sand and gravel
 - Particularly useful for industry and/or transportation
- Question of feasibility to build roads and bridges over or around quarries
 - If possible to engineer, likely costly
 - If costly, not likely a prudent use of funds

Historic Structures and Neighborhoods

- National Register of Historic Places (NRHP)
 - Listed Structures and/or Districts
- Sites or districts considered for the Alternatives:
 - Conner Street Historic District
 - Noblesville Commercial Historic District
 - Plum Prairie Residential Neighborhood
- Please note that historic consideration for state funded projects is defined as only those sites or districts listed on the NRHP.



Environmental Justice Mitigation Measures

- Historically disadvantaged groups
 - Specifically low income and/or minority populations within the community
- We want to:
 - Avoid or mitigate any disproportionately high, negative effects on these populations
 - Ensure full and fair involvement of these communities
 - Ensure equitable receipt of benefits from the project

Constructability

- Southern Corridor Routes present engineering challenges
 - C, D, E, E1, E2
- Require substantial engineering due to geotechnical concerns
 - History of sand/gravel mining
 - Old landfill
 - Hazardous Materials
- Hydraulic effects will require significant modeling effort
 - These alternatives will substantially reduce the cross-section of the floodplain

Discussion/Comments

Next Steps

- Public Information Meeting
 - July 29th
 - Green Room, Federal Hill Commons
 - 2:30-4:30pm and 5:30-7:30pm
 - <https://signup.com/go/DrbLCzw> to sign up for time slot
- Selection of Preferred Alternative
- CAC Meeting
- Public Information Meeting
- Design of Preferred Alternative
- Public Hearing

East-West Corridor Recommendation NOBLESVILLE PRESERVATION ALLIANCE

While NPA supports an East-West Corridor project and believes it to be a needed enhancement to the quality of life in Noblesville, we believe that the preservation of established neighborhoods must be of paramount importance. Our neighborhoods and historic buildings make Noblesville special. If we destroy them by bulldozing homes or bisecting and isolating neighborhoods, we are destroying the very quality that distinguishes us from other suburban communities. Moving traffic more efficiently is definitely important, but it should not require the sacrifice of our heritage. We believe that our needs can be best served by honoring the past and acknowledging present needs while building together for a shared future.

NPA Board members suggest the following options best meet overall community needs and provide the least negative impact on neighborhoods:

Corridors E1, D or combination of both

Comments: **E1** attempts to avoid destruction of current structures. **D** accomplished the same goal, veering so far south. We recommend a hybrid route following the Carbon Street (D) route until it crosses corridor E1 just south of White River, then proceeds on E1 to Hague Road. By terminating the corridor at Hague Road and Westfield Road, traffic will be directed away from busy existing east-west routes without building barriers in Old Town Noblesville.

Thank you for inviting input from NPA and other community organizations!

Sandy Stewart

President, NPA Board

mikeandsanyare@gmail.com

317-696-4535

NPA Mission: Enriching the present by honoring the past through the preservation of Noblesville's historic architecture and authentic character and charm.