

CITY OF WESTFIELD, IN
Advisory Planning Commission Meeting Agenda_12_05_2022

Monday, December 05, 2022 at 07:00 PM

BOARD OR COMMISSION: Advisory Plan Commission (APC)

MEETING DATE: Monday, December 05, 2022 at 07:00 PM

MEETING PLACE: Westfield City Hall, 130 Penn Street, Westfield, IN 46074

THE FOLLOWING AGENDA IS SUBJECT TO CHANGE AT THE DISCRETION OF THE WESTFIELD-WASHINGTON TOWNSHIP ADVISORY PLAN COMMISSION

Public input can be submitted in 1 of 2 ways:

- Email to planners@westfield.in.gov
- Show up at Westfield City Hall for an opportunity to participate in this public hearing. Staff will be present to help direct traffic inside the room.

OPENING OF MEETING

Documents: [Online viewable @ https://www.youtube.com/user/CityofWestfieldIN](https://www.youtube.com/user/CityofWestfieldIN)

Note the Presence of a Quorum

Approval of Minutes

November 21, 2022 APC Minutes

Documents: [November 21, 2022 APC Minutes](#)

Review APC Rules & Procedures

CONSENT AGENDA

2107-DDP-28

Outback Storage

North side of Tournament Trail, west of Ditch Road

Premier Storage Westfield, LLC by Church Church Hittle + Antrim requests Detailed Development Plan approval of 12 self-storage buildings on 5.04 acres +/- in the Gristmill Crossing Commercial Area of the Springmill Trails PUD District.

(Planner: Pam Howard - phoward@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Site Plan](#) | [Exhibit 4: Elevations](#) | [Exhibit 5: Landscape Plan](#)

2210-DDP-31

10:10 Westfield (Medical Office)

17407 Carey Road

Kimley-Horn and Associates requests Detailed Development Plan review for a 10,035 SF Medical Office building on 1.31 acres +/- in Area C of the Oak Manor Planned Unit Development District.

(Planner: Ryan Collingwood - rcollingwood@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Site Plan](#) | [Exhibit 4: Building Elevations](#) | [Exhibit 5: Building Renderings](#) | [Exhibit 6: Floor Plan](#) | [Exhibit 7: Landscape Plan](#)

ITEMS OF BUSINESS

Plan Commission Order 22-03

Order of the Westfield-Washington Township Advisory Plan Commission determining that the Amending Declaratory Resolution to remove certain parcels from the Eastside Economic Development Area approved and adopted by the Westfield Redevelopment Commission conforms to the Comprehensive Plan for the City of Westfield.

(Planner: Pam Howard - phoward@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: APC Order 22-03](#) | [Exhibit 3: RDC Resolution 15-2022](#) | [Exhibit 4: Eastside EDA 2007 Expansion](#) | [Exhibit 5: Eastside EDA Southern Area](#)

Plan Commission Order 22-04

Order of the Westfield-Washington Township Advisory Plan Commission determining that the Amending Declaratory Resolution to remove certain parcels from the Grand Junction Economic Development Area approved and adopted by the Westfield Redevelopment Commission conforms to the Comprehensive Plan for the City of Westfield.

(Planner: Pam Howard - phoward@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: APC Order 22-04](#) | [Exhibit 3: RDC Resolution 16-2022](#) | [Exhibit 4: Grand Junction EDA North Map](#) | [Exhibit 5: Grand Junction EDA South Map](#) | [Exhibit 6: Parcels to Be Removed from The Resolution](#)

PUBLIC HEARING ITEMS

2212-CPA-01 [PUBLIC HEARING]

The City of Westfield requests an amendment to the Westfield-Washington Township Comprehensive Plan to update the Park and Recreational Impact Fee Zone Improvement Plan.

(Planner: Pam Howard - phoward@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Park Zone Improvement Plan](#) | [Exhibit 3: Park Impact Fee Ordinance](#) | [Exhibit 4: Park Master Plan 2022](#) | [Exhibit 5: Parks Master Plan Appendix](#)

2212-ZOA-04 [PUBLIC HEARING]

Park Impact Fee; The City of Westfield requests a public hearing on the Park and Recreational Impact Fee Ordinance.

(Planner: Pam Howard - phoward@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Park Zone Improvement Plan](#) | [Exhibit 3: Park Impact Fee Ordinance](#) | [Exhibit 4: Park Master Plan 2022](#) | [Exhibit 5: Parks Master Plan Appendix](#) | [12/5 Public Comment with Exhibits](#)

2212-ZOA-05 [PUBLIC HEARING]

The City of Westfield requests a public hearing on the Road Impact Fee Ordinance.
(Planner: Pam Howard - phoward@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Road Impact Fee Renewal Ordinance](#) | [Exhibit 3: Road Impact Fee Zone Improvement Plan 2017](#)

ITEMS CONTINUED TO A FUTURE MEETING

2212-PUD-20 [CONTINUED]

Wheeler Landing PUD Amendment

Southwest corner of 186th Street and Kinsey

Leo Brown Development, LLC by Clark Quinn Moses Scott & Grahn, LLP requests an amendment to the Wheeler Landing PUD to add 2.34 acres +/- to Area III of the PUD.

(Planner: Caleb Ernest - cernest@westfield.in.gov)

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Proposed Ord. 22-52](#) | [Exhibit 4: Narrative Statement](#) | [Exhibit 5: Neighborhood Meeting Summary](#) | [Exhibit 6: Public Comment](#)

2108-PUD-21 [CONTINUED]

Grand Millennium Center PUD Amendment I

North of David Brown Drive, East and West of Westfield Blvd

31/32 Investors by Edgerock Development, LLC requests an Amendment to the Permitted Uses and General Regulations of the Grand Millennium Center PUD District.

(Presenting Planner: Pam Howard - phoward@westfield.in.gov)

2111-PUD-27 [CONTINUED]

TowneRun PUD

Northwest corner of Towne Road & West 146th Street

LOR Corporation by Church Church Hittle + Antrim requests a change in zoning for 26.94 acres +/- from AG-SF1: Agriculture / Single-family Rural District to the TowneRun Planned Unit Development (PUD) District.

(Planner: Kevin Todd - ktodd@westfield.in.gov)

2207-PUD-13 [CONTINUED]

Woods Robinson Briggs PUD Amendment II

Generally at 904 East 191st Street

PUD to add 4.54 acres +/- of additional real estate, modify the General Regulations of the proposed District 1 water feature, and modify the proposed Park/Trail Head District standards.

(Planner: Weston Rogers - wrogers@westfield.in.gov)

2209-ZOA-03 [CONTINUED]

Unified Development Ordinance Amendment (Floodplain)

The City of Westfield requests approval of an ordinance to amend Articles 3.5 & 5.5 of the Westfield-Washington Township Unified Development Ordinance.

(Planner: Pam Howard - phoward@westfield.in.gov)

ITEMS WITHDRAWN

2206-PUD-11-06 [WITHDRAWN]

Towne Road Crossing PUD Amendment I

South of SR 32, west of Little Eagle Creek Avenue

H&H Stables, LLC by Nelson & Frankenberger, LLC requests an amendment to the Towne Road Crossing PUD to permit an Equestrian Facility and a maximum of thirty (30) residential Lots on 69 acres +/- in the Towne Road Crossing PUD District.

(Planner: Daine Crabtree - dcrabtree@westfield.in.gov)

REPORTS/COMMENTS

Plan Commission Members

Downtown Update

City Council Liaison

Board of Zoning Appeals Liaison

Plat Committee Liaison

Community Development Department

ADJOURNMENT



Petition Number: 2210-DDP-31

Project Name: 10:10 Westfield (Carey Road MOB)

Subject Property: 17407 Carey Road (the "Property")

Petitioner: Kimley-Horn and Associates

Request: Petitioner requests **Detailed Development Plan** review for a new 10,035 SF medical office building on 1.3 acres +/- in the Oak Manor Planned Unit Development (PUD) District

Current Zoning: Oak Manor PUD ([Ord. 03-37](#))

Current Land Use: Undeveloped

Approximate Acreage: 1.3 acres +/-

Exhibits:

- 1) Staff Report
- 2) Location Map
- 3) Site Plan
- 4) Building Elevations
- 5) Building Renderings
- 6) Floor Plan
- 7) Landscape Plan

Staff Reviewer: Ryan Collingwood, Associate Planner

REVIEW COMMENTS

- 1) Please provide copies or copy this Department on any correspondence you receive from Technical Advisory Committee members and your correspondence to them.
- 2) Additional comments may be forthcoming following review by the Technical Advisory Committee and after the revised primary plat and overall development plan have been submitted and reviewed.
- 3) The comments contained herein identify those items that are determined by this Department to be outstanding that need addressed prior to approval of the Primary Plat and Overall Development Plan. **Please note some of the standards noted herein are reviewed by the Public Works Department.** The Public Works Department may identify outstanding items accordingly that need addressed prior to approval.
- 4) ***The Unified Development Ordinance, as amended (Ord. 17-10), no longer requires a public hearing for Development Plan review approval. Once plans have been determined to be in***



compliance with the applicable ordinances, the petition will be placed on the next scheduled Plan Commission meeting agenda.

DEVELOPMENT PLAN (Article 10.7(H) of the UDO):

The plans comply.

- 5) Area map insert showing the general location of the site referenced to Streets, section lines and alternative transportation plan system, as well as the Zoning District and use of adjacent property.
- 6) Address and legal description of the property.
- 7) Boundary lines of the property including all dimensions.
- 8) Location, name, centerline and width of all Streets, Private Streets, Alleys, access easements and alternative transportation plan system improvements that are existing or proposed to be located within or adjacent to the property.
- 9) Location, centerline and width (at the Lot Line) measurements of any proposed or existing Driveways within two hundred (200) feet of the property, and any connection to an Alley must be indicated.
- 10) Location and dimensions of primary vehicular ways in and around the proposed development, including depictions of all travel lanes, turning movements, vehicle storage areas and tapers.
- 11) All proposed Street and Driveway improvements, both on and offsite, including measurement of curb radius and/or taper.
- 12) Location and dimensions of existing and proposed sidewalks, pathways, trails or other alternate transportation plan improvements.
- 13) Layout, number, dimension and area (in square feet and acres) of all Lots and Outlots with Building Setback Lines.
- 14) Location and dimensions of all existing structures and paved areas.
- 15) Location and dimensions of all proposed structures and paved areas (indicated by cross-hatching).
- 16) Location of all Floodplain areas within the boundaries of the property.
- 17) Names of legal ditches and streams on or adjacent to the site.
- 18) Location and feasibility statement of all existing and proposed utility facilities and easements, including, but not limited to: sanitary sewer, water, storm water management, electric, gas, telephone and cable.



- 19) Identify buildings proposed for demolition.
- 20) Areas of the property reserved for Development Amenities, Open Space and other similar uses.
- 21) Use of each Lot and/or building by labeling, including approximate density or size of proposed uses and buildings (e.g., number of parking spaces, Dwelling Units, Gross Floor Area, Living Area).

DEVELOPMENT PLAN REVIEW (Article 10.7(E) of the UDO):

The plans comply.

- 22) Compliance with all applicable development and design standards of the Zoning District in which the real estate is located.
- 23) Compliance with all applicable provisions of any Overlay District in which the real estate is located.
- 24) Management of traffic will be in a manner that creates conditions favorable to health, safety, convenience, and the harmonious development of the community such that:
 - a) The design and location of proposed street and highway access points shall minimize safety hazards and congestion.
 - b) The capacity of adjacent streets and highways is sufficient to safely and efficiently accept traffic that will be generated by the new development.
 - c) The entrances, streets and internal traffic circulation facilities in the proposed development are compatible with existing and planned streets and adjacent development.
- 25) The applicable utilities have sufficient capacity to provide potable water, sanitary sewer facilities, electricity, telephone, natural gas, and cable service at a satisfactory level of service to meet the needs of the proposed development.

DISTRICT STANDARDS: Oak Manor PUD (Ord. 03-37 – Article III: Commercial Area):

The plans comply.

- 26) Development and Architectural Standards (Section 3.3)
 - a) Building Height: 60 feet
 - b) Building Setback Requirements
 - i) Side Yard: No minimum
 - ii) Rear Yard: 20 feet

- iii) External Streets: 30 feet from Carey Road Right of Way; 40 feet from SR 32 Right of Way
- c) Parking Standards
 - i) Min: 1 space for every 300 gross square feet.
 - ii) Max: 1 space for every 200 square feet.
- d) Architectural Standards
 - i) Design
 - ii) Materials and Colors
 - A. Predominant exterior building material shall be high quality, including but not limited to: glass, brick, Quik-Brik, EIFS, limestone, other native stone and tinted/textured concrete masonry units.
 - B. Exterior building materials shall not include smooth-faced concrete block, tilt-up concrete panels or prefabricated steel panels, except decorative accent metal panels are permissible.
 - C. Façade colors shall be low reflectance, subtle, neutral, or earth tone colors
 - D. Building trim, awnings, canopies, and accent areas may feature brighter colors, including primary colors.
 - iii) Screening
 - iv) Façade Changes
 - v) Repeating Patterns: Facades must include a repeating pattern that includes no less than two (2) of the following elements: color change, texture change, material change, change in plane of no less than twelve (12) inches such as an offset, cornice, awning, canopy, column, reveal, or projecting rib
 - vi) Entryways
 - vii) Anchor User Loading Dock/Other Loading Docks
 - viii) Walkways, Sidewalk Plaza & Screen Wall
- 27) Landscaping (Section 3.4): Exhibit 23, 'Area C Landscape Plan' of the PUD is the controlling Landscape Plan for the Property.
- 28) Signage (Section 3.5)
- 29) Trash Removal & Deliveries/Accessory Structures (Section 3.7)
 - a) Dumpsters and trash compactors shall be enclosed by a masonry enclosure and gated.

Underlying Zoning District Standards ("GB-PD in force at the time of filing of the Oak Manor PUD")



The plans comply.

30) GB-PD in force at the time of filing of the Oak Manor PUD

- | | |
|--|-------------------------------|
| • <u>Minimum Lot Area:</u> | No Minimum |
| • <u>Minimum Lot Frontage:</u> | No Minimum |
| • <u>Minimum Building Setback Lines:</u> | See District Standards herein |
| • <u>Minimum Lot Width at Building Line:</u> | No Minimum |
| • <u>Maximum Building Height:</u> | See District Standards herein |
| • <u>Minimum Size of Structures:</u> | None |

STATE HIGHWAY 32 OVERLAY DISTRICT (Article 5.3 of UDO)

Section 1.2 of the Oak Manor PUD (Ord. 03-37) states, "The development standards created by this Oak Manor PUD supercede (sic) the standards of the Zoning Ordinance."

"Zoning Ordinance" is defined by the Oak Manor PUD as, "the Zoning Ordinance of the Town of Westfield and Washington Township, Hamilton County, Indiana enacted by the Town of Westfield....as amended".

As such, the State Road 32 Overlay does not apply to the Property.

DEVELOPMENT STANDARDS (Chapter 6 of UDO)

The plans comply.

31) Architectural Standards (Article 6.3) **Superseded by Section 3.3(G) of PUD**

32) Height Standards (Article 6.6) **Superseded by Section 3.3(A) of PUD**

33) Landscaping Standards (Article 6.8): **Superseded by Section 3.4 of PUD**

34) Lighting Standards (Article 6.9): **Superseded by Section 3.6 of PUD**

35) Lot Standards (Article 6.10)

36) Outside Storage and Display (Article 6.12): **Superseded by Section 3.3(E) of PUD**

37) Parking and Loading Standards (Article 6.14): **Superseded by Section 3.3(C) of PUD**

38) Setback Standards (Article 6.16): **Superseded by Section 3.3(B) of PUD**

39) Vision Clearance Standards (Article 6.19)

40) Yard Standards (Article 6.21)



DESIGN STANDARDS (Chapter 8 of UDO)

The plans comply.

- 41) Block Standards (Article 8.1)
- 42) Easement Standards (Article 8.3)
- 43) Monument and Marker Standards (Article 8.5)
- 44) Open Space and Amenity Standards (Article 8.6)
- 45) Pedestrian Network Standards (Article 8.7)
- 46) Storm Water Standards (Article 8.8)
- 47) Street and Right-of-Way Standards (Article 8.9)
- 48) Street Light Standards (Article 8.10)
- 49) Street Sign Standards (Article 8.11)
- 50) Surety Standards (Article 8.12)
- 51) Utility Standards (Article 8.13)

DEPARTMENT COMMENTS

Action: Approve Detailed Development Plan 2210-DDP-31 with the following condition:

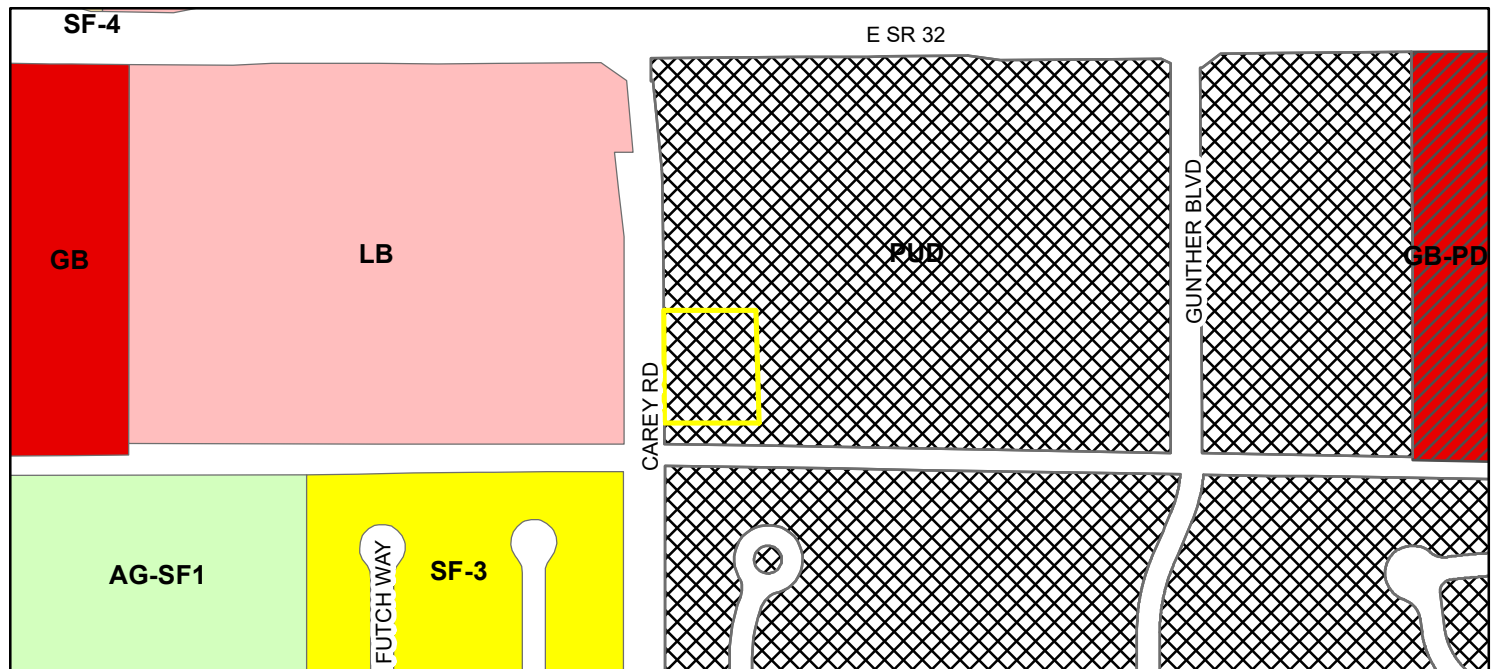
- **That all necessary approvals be obtained from the Westfield Public Works Department and the Hamilton County Surveyor's Office prior to any work beginning on the Property.**

If any Plan Commission member has questions prior to the meeting, then please contact Ryan Collingwood at (317) 741-8857 or rcollingwood@westfield.in.gov.

Aerial Location Map



Zoning Map



SITE Zoning

AG-SF1 (Agriculture - Single Family - 1)

GB (General Business)

GB-PD (General Business - Planned Development)

LB (Local Business)

PUD (Planned Unit Development)

SF-3 (Single Family - 3)

SF-4 (Single Family - 4)

[illegible]

- ① 6" CONCRETE CURB (REFER TO SHEET C-352)
- ② TYPE II CONCRETE CURB & GUTTER (REFER TO SHEET C-352)
- ③ CONCRETE SIDEWALK (REFER TO SHEET C-352)
- ④ ACCESSIBLE PAVEMENT MARKINGS (REFER TO SHEET C-352)
- ⑤ ACCESSIBLE PARKING SIGN (REFER TO SHEET C-150)
- ⑥ ADA/ACCESSIBLE RAMP (REFER TO SHEET C-150)
- ⑦ 4" WIDE PAINTED WHITE SOLID LINE, THERMOPLASTIC IF WITHIN PUBLIC ROW (REFER TO SHEET C-150)
- ⑧ CONNECT TO AND MATCH EXISTING CURB AND GUTTER
- ⑨ CONNECT TO EXISTING PAVEMENT/SIDEWALK
- ⑩ 24" WIDE STOP BAR, WHITE, THERMOPLASTIC IF WITHIN PUBLIC ROW (REFER TO SHEET C-352)
- ⑪ STOP SIGN (REFER TO SHEET C-150)
- ⑫ PRECAST CONCRETE WHEEL STOP (REFER TO SHEET C-352)
- ⑬ COMBINED CURB AND WALK (REFER TO SHEET C-352)
- ⑭ DUMPSTER ENCLOSURE (REFER TO ARCH. PLANS)
- ⑮ TRANSFORMER PAD (REFER TO ARCH. DETAILS)
- ⑯ BOLLARD
- ⑰ BIKE RACK (REFER TO SHEET C-150)
- ⑱ CONCRETE SIDEWALK FLUSH WITH PAVEMENT
- ⑲ RELOCATED COLUMN
- ⑳ RELOCATE "D" FENCE
- ㉑ MANHOLE (REFER TO SHEETS C-350 AND C-351)
- ㉒ PROPOSED FDC
- ㉓ ASPHALT WITHIN PRIVATE DRIVE TO MATCH EXISTING
- ㉔ TRAFFIC FLOW ARROWS (REFER TO SHEET C-352)
- ㉕ WORK TO BE PERFORMED DURING OFF PEAK HOURS.

 STANDARD DUTY ASPHALT PAVEMENT
SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION

 HEAVY DUTY ASPHALT PAVEMENT
SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION

 CONCRETE SIDEWALK
SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION

 HEAVY DUTY ASPHALT PAVEMENT
TO MATCH EXISTING

 HEAVY DUTY CONCRETE PAVEMENT
SEE CONSTRUCTION DETAILS FOR PAVEMENT SECTION

 SOD

 STANDARD CONCRETE CURB

 STANDARD CONCRETE CURB AND GUTTER

STANDARD PARKING SPACE DIMENSIONS	9' X 20'
STANDARD PARKING SPACE DIMENSION AGAINST CURB	9' X 18'
TOTAL PARKING SPACES REQUIRED 1 SPACE/200SF	= 51 SPACES
ACCESSIBLE PARKING SPACES REQUIRED	= 4 SPACES
ACCESSIBLE PARKING SPACES PROVIDED	= 4 SPACES
STANDARD PARKING SPACES PROVIDED	= 52 SPACES
TOTAL PARKING SPACES PROVIDED	= 56 SPACES
TOTAL BICYCLE PARKING SPACES PROVIDED	= 4 SPACES

MAXIMUM BUILDING HEIGHT 60'		
<u>SETBACKS</u>	<u>EXISTING</u>	<u>PROPOSED</u>
FRONT	30'	67'
REAR	20'	27'
SIDE	0'	89'
SIGN	10' FROM ROW	NOT APPLICABLE

SITE BENCHMARKS:
(LOCATIONS SHOWN ON SURVEY)
HORIZONTAL DATUM: NAD83/2011 (INDIANA EAST)
VERTICAL DATUM: NAVD88

BRASS PLUG FOUND, "NORTHWEST" CORNER, SECTION 5, TOWNSHIP 18 NORTH, RANGE 4 EAST

BRASS PLUG FOUND, "NORTHEAST" CORNER, SECTION 5, TOWNSHIP 18 NORTH, RANGE 4 EAST

HARRISON MONUMENT FOUND, WEST QUARTER CORNER, SECTION 5, TOWNSHIP 18 NORTH, RANGE 4 EAST

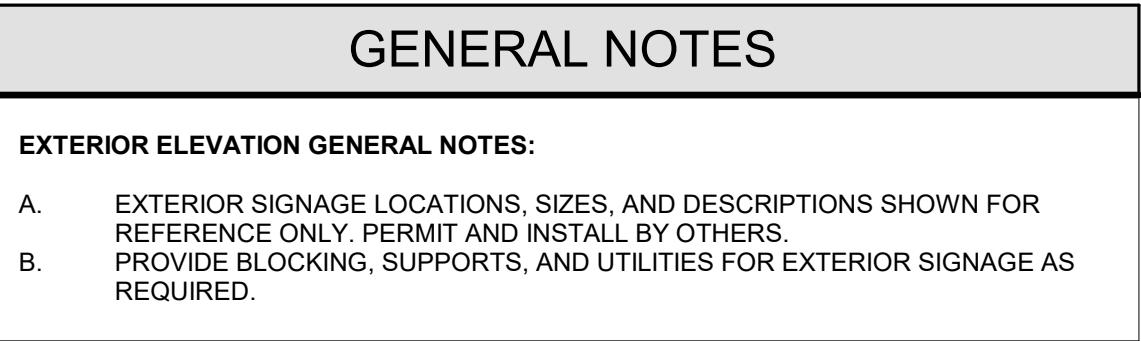
Kimley»»Horn
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
600 EAST 96TH STREET, SUITE 580, INDIANAPOLIS, IN 46240
PHONE: 317-218-9560
WWW.KIMLEY-HORN.COM



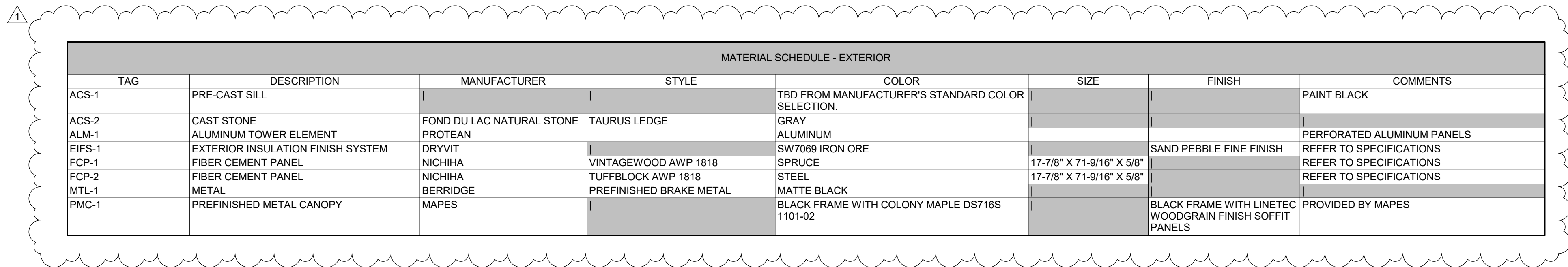
SITE PLAN

VMD WESTFIELD
PREPARED FOR
10:10 WESTFIELD

SHEET NUMBER
C-100

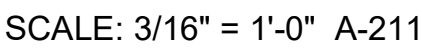


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SCALE: 3/16" = 1'-0" A-211

SCALE: 3/16" = 1'-0" A-211



GENERAL NOTES

EXTERIOR ELEVATION GENERAL NOTES:

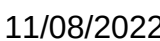
- A. EXTERIOR SIGNAGE LOCATIONS, SIZES, AND DESCRIPTIONS SHOWN FOR REFERENCE ONLY. PERMIT AND INSTALL BY OTHERS.
- B. PROVIDE BLOCKING, SUPPORTS, AND UTILITIES FOR EXTERIOR SIGNAGE AS REQUIRED.

REVISION HISTORY

NUMBER	DESCRIPTION	DATE
1	Revision 1	11/8/22



VillageMD
125 South Clark St, Suite 900
Chicago, IL 60603



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PROJECT NUMBER:

2216501 VGH

PROJECT LOCATION:

17407 CAREY ROAD
WESTFIELD, IN, 46074

ISSUE DATE

11.08.2022

SHEET TITLE:

EXTERIOR ELEVATIONS

SHEET NUMBER:

A-211

REVISION HISTORY		
NUMBER	DESCRIPTION	DATE
1	Revision 1	11/8/22



Village Medical

VillageMD
125 South Clark St, Suite 900
Chicago, IL 60603



11/08/2022

PROJECT NUMBER:
2216501 VGH

PROJECT LOCATION:

VILLAGE MEDICAL
17407 CAREY ROAD
WESTFIELD, IN, 46074

ISSUE DATE:

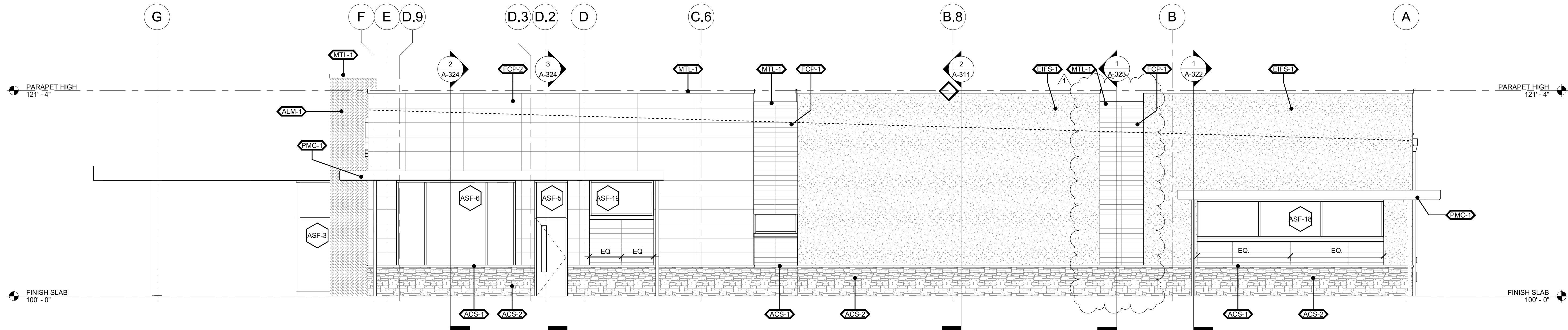
11.08.2022

SHEET TITLE:

EXTERIOR
ELEVATIONS

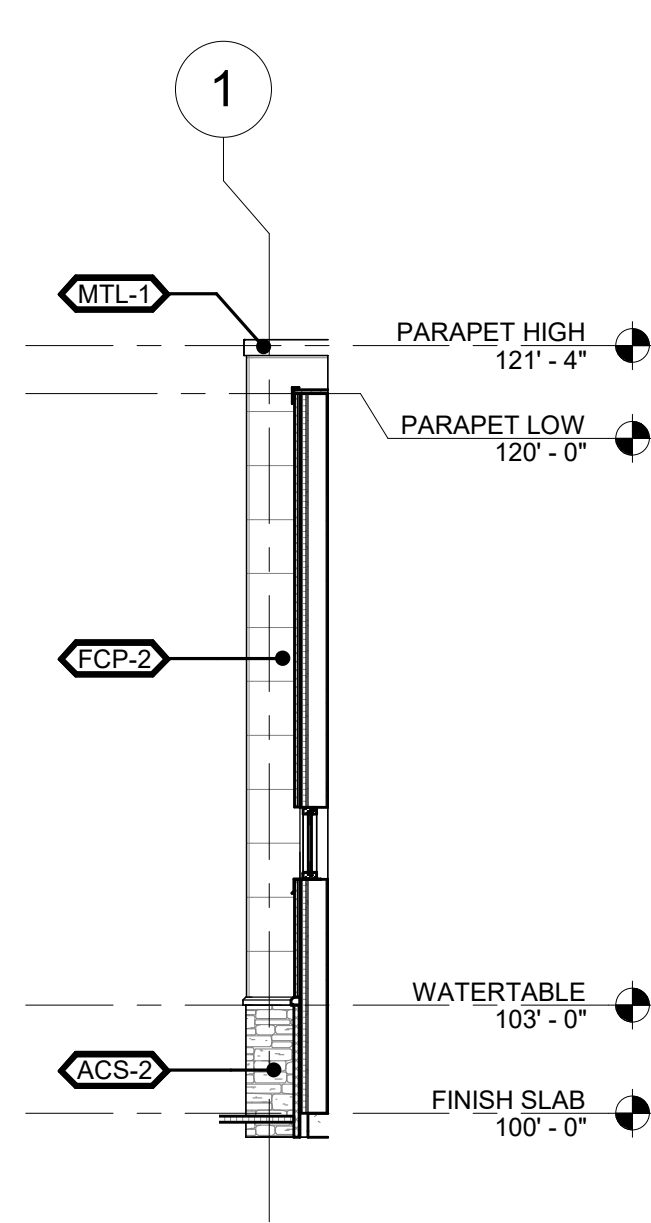
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A-212



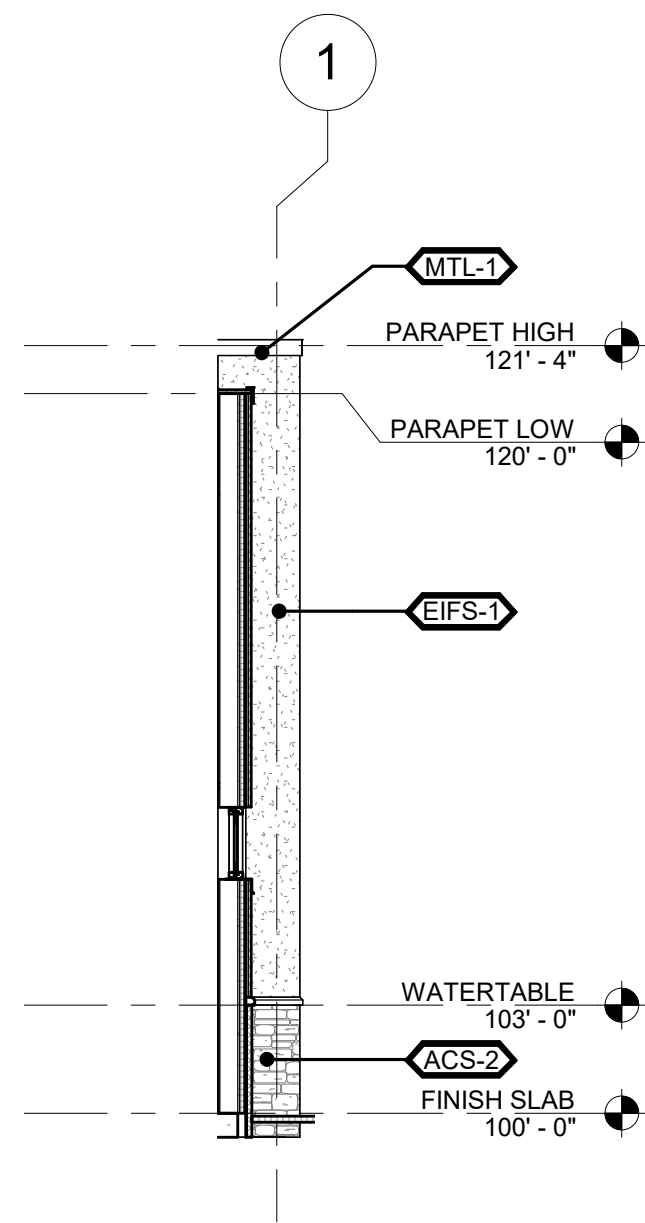
1 ELEVATION RIGHT

SCALE: 3/16" = 1'-0" A-212



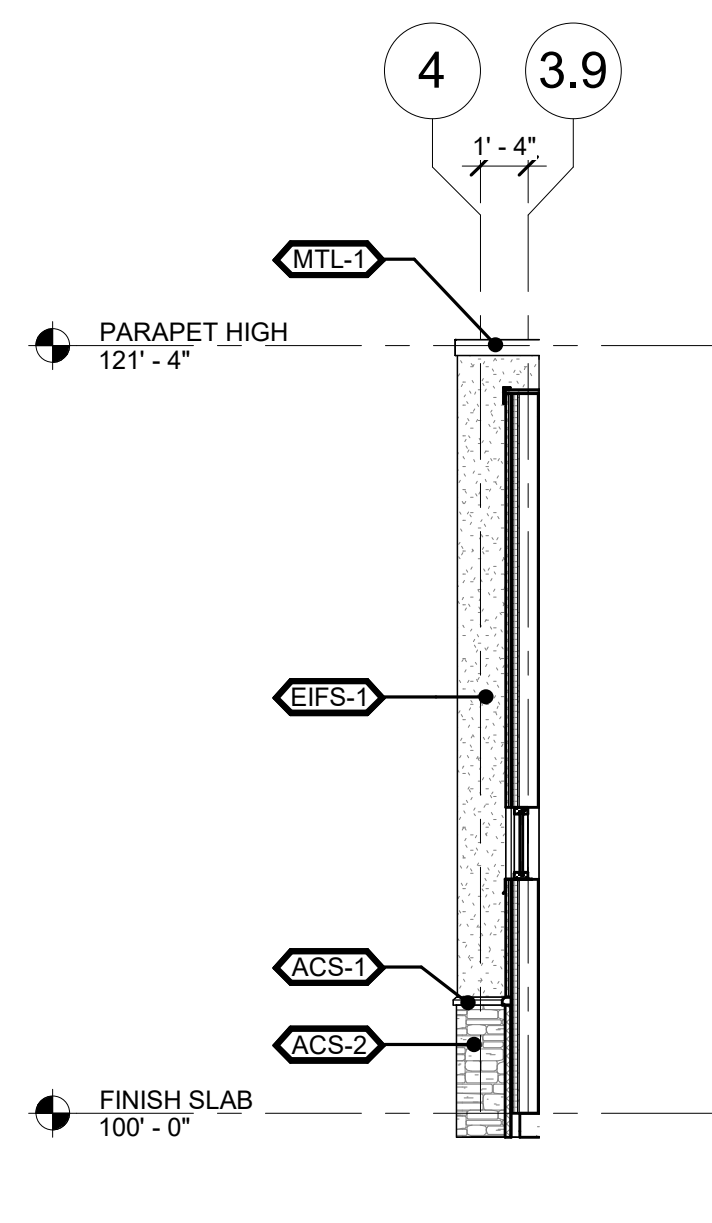
2 PARTIAL ELEVATION - C.1

SCALE: 3/16" = 1'-0" A-212



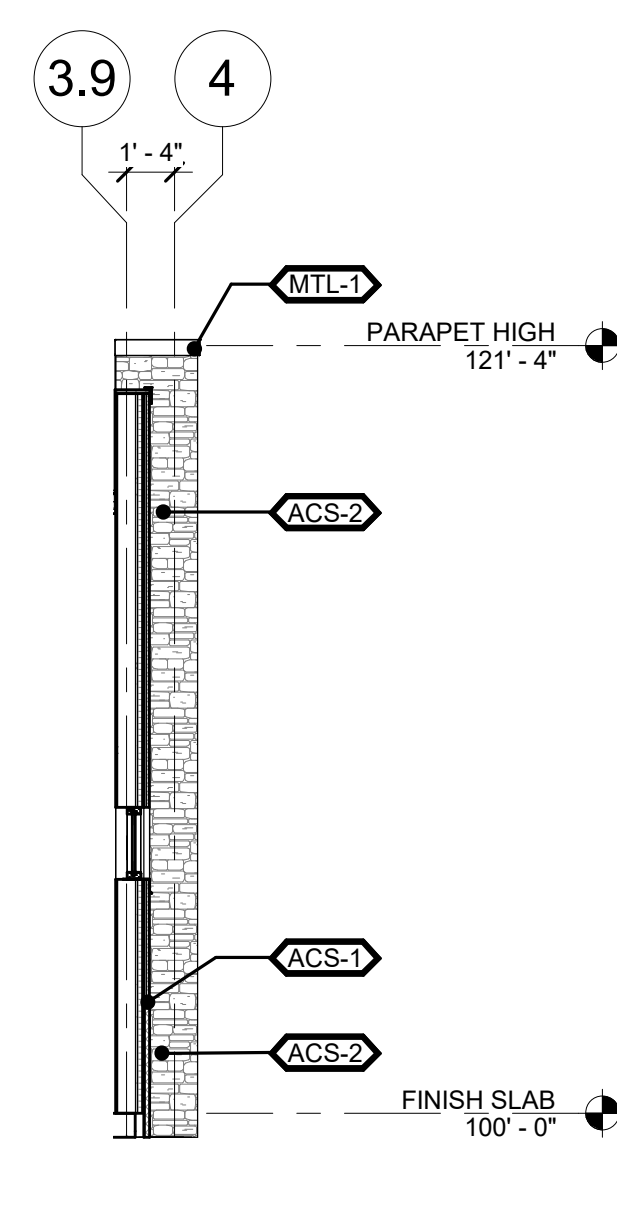
3 PARTIAL ELEVATION - C.2

SCALE: 3/16" = 1'-0" A-212



4 PARTIAL ELEVATION - D.1

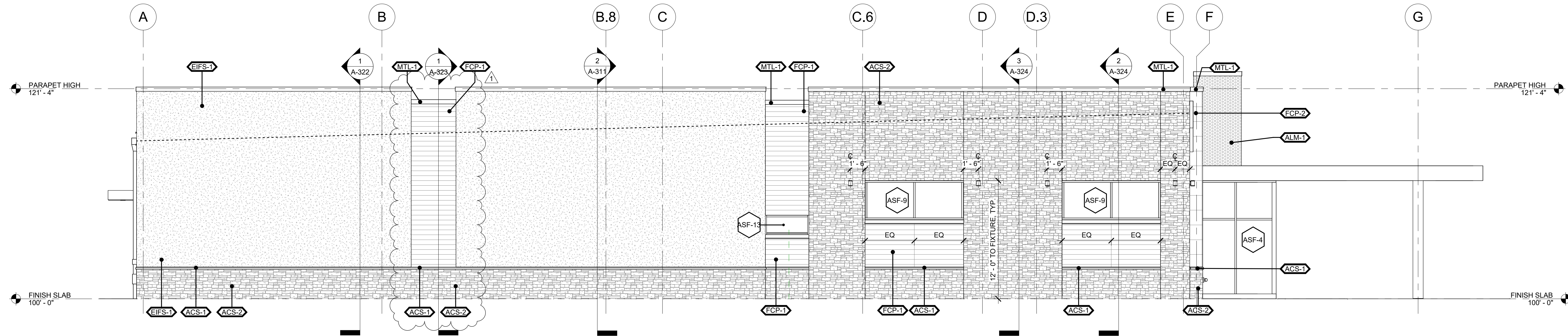
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5 PARTIAL ELEVATION - D.2

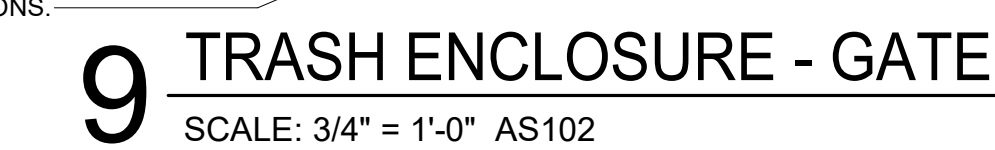
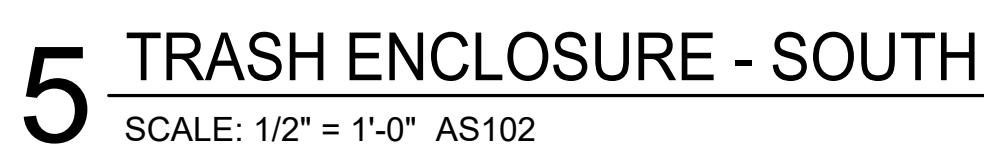
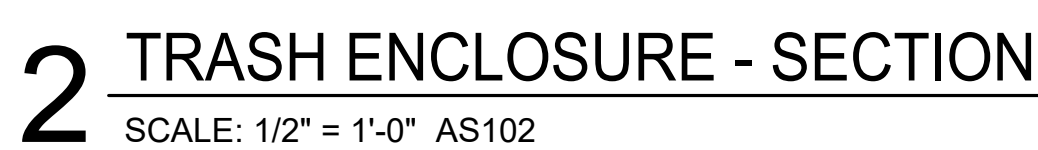
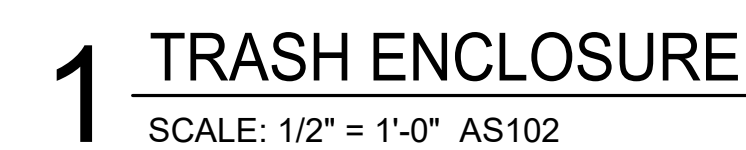
SCALE: 3/16" = 1'-0" A-212

GENERAL NOTES	
EXTERIOR ELEVATION GENERAL NOTES:	
A.	EXTERIOR SIGNAGE LOCATIONS, SIZES, AND DESCRIPTIONS SHOWN FOR REFERENCE ONLY. PERMIT AND INSTALL BY OTHERS.
B.	PROVIDE BLOCKING, SUPPORTS, AND UTILITIES FOR EXTERIOR SIGNAGE AS REQUIRED.
C.	SEE SHEET A-211 FOR EXTERIOR MATERIAL SCHEDULE.



6 ELEVATION LEFT

SCALE: 3/16" = 1'-0" A-212





11/08/2022



11/08/2022



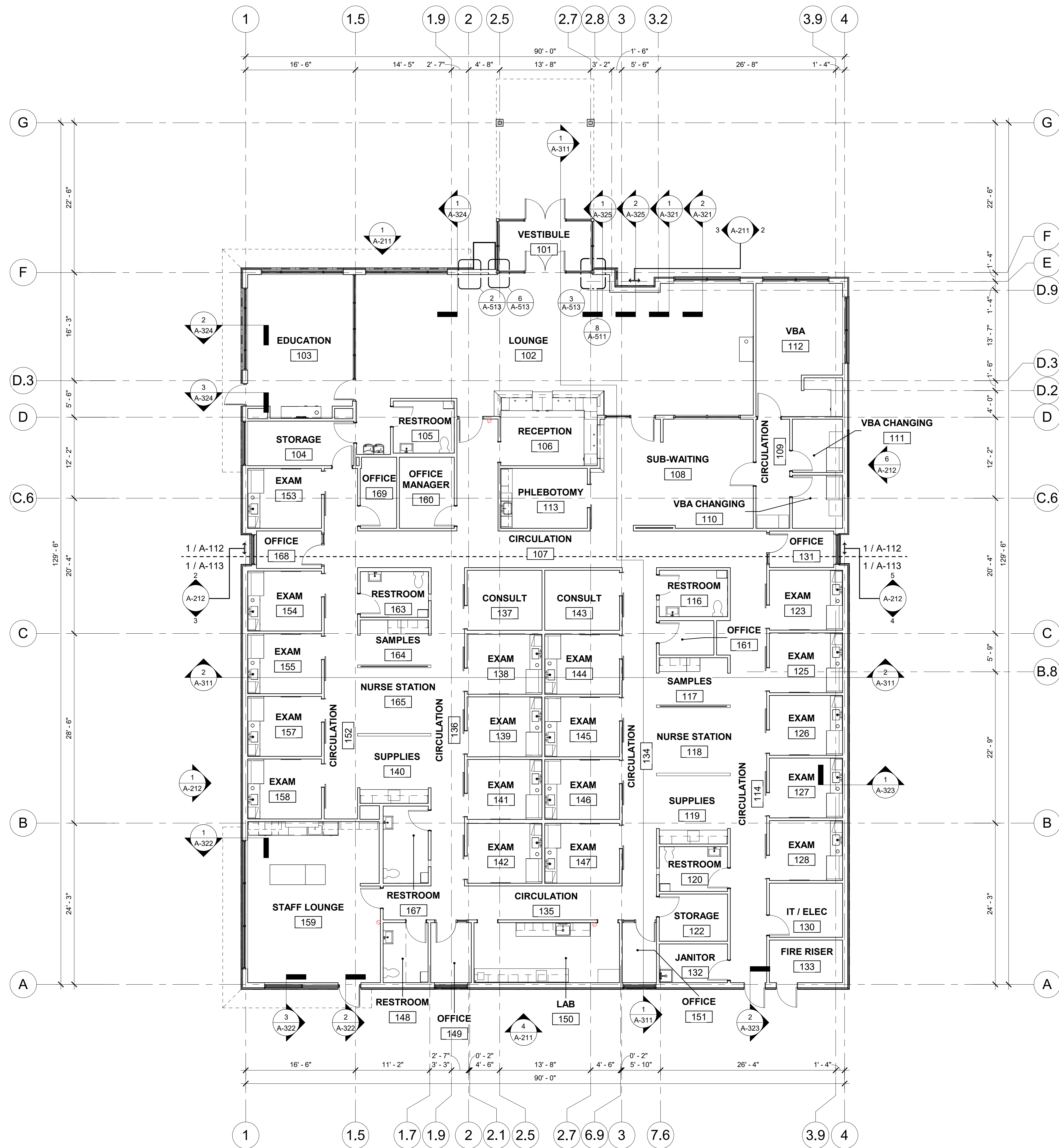
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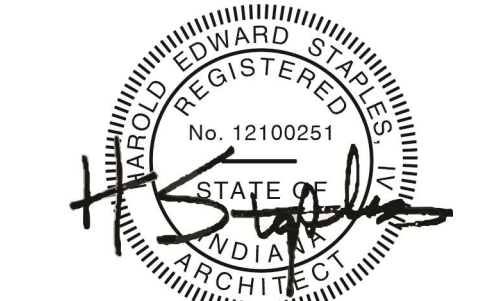
- GENERAL NOTES**
- FLOOR PLAN GENERAL NOTES:**
- A. ALL DIMENSIONS ARE TO FACE OF SHEATHING OR GRID LINE UNLESS NOTED OTHERWISE.
 - B. ALL INTERIOR PARTITIONS SHALL BE TYPE 'SCL' UNLESS NOTED OTHERWISE.
 - C. ALL INTERIOR PARTITIONS IN EXCESS OF 30'-0" IN LENGTH SHALL HAVE FULL HEIGHT CONTROL JOINTS INSTALLED WITH 30'-0" MAXIMUM SPACING UNLESS NOTED OTHERWISE. WHEN POSSIBLE, ALIGN CONTROL JOINTS WITH DOOR OR WINDOW JAMBS.
 - D. REFERENCE SHEET G-003 FOR PARTITION TYPES.
 - E. HINGE SIDE OF ALL INTERIOR DOORS SHALL BE INSTALLED 3" FROM FACE OF DOOR JAMB TO ADJACENT SURFACE UNLESS NOTED OTHERWISE.
 - F. PROVIDE AND INSTALL BLOCKING IN PARTITIONS WITH WALL MOUNTED FIXTURES, EQUIPMENT, MILLWORK AND ACCESSORIES AS REQUIRED.
 - G. PROVIDE AND INSTALL WINDOW SHADES AT EXTERIOR WINDOWS. SEE FINISH PLAN ON SHEET A-141 FOR WINDOW SHADE LOCATIONS.

SGA Design Group, p.c.
Harold Edward Staples IV, Architect
1437 South Boulder, Suite 550
Tulsa, Oklahoma 74119.3609
p: 918.587.8609
f: 918.587.8601
www.sgadesigngroup.com

REVISION HISTORY		
NUMBER	DESCRIPTION	DATE



VillageMD
125 South Clark St, Suite 900
Chicago, IL 60603



10/11/2022

PROJECT NUMBER:
2216501

PROJECT LOCATION:

VILLAGE MEDICAL
17407 CAREY ROAD
WESTFIELD, IN, 46074

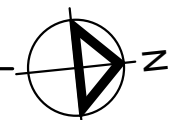
ISSUE DATE:
10.11.2022

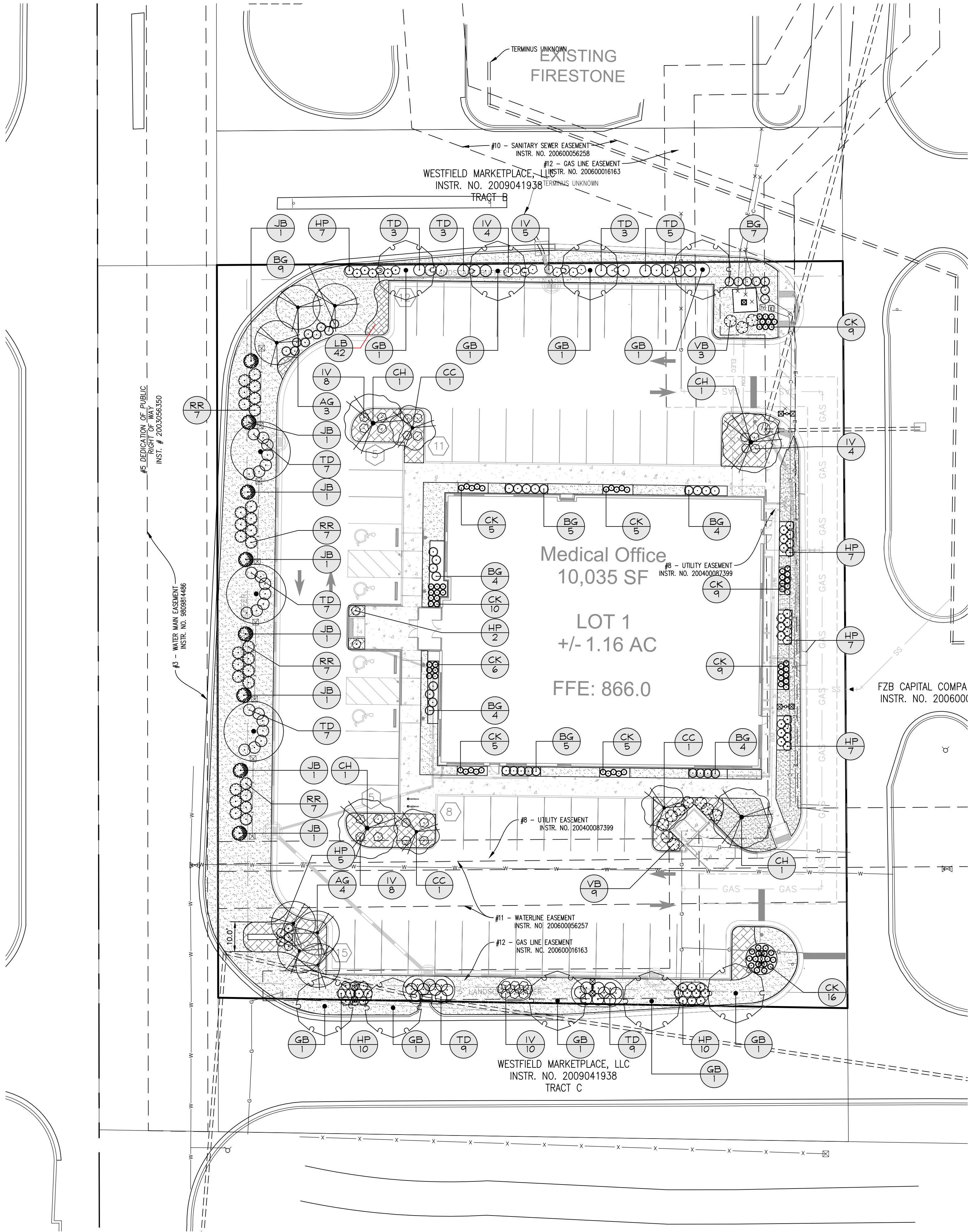
SHEET TITLE:
OVERALL FLOOR PLAN

SHEET NUMBER:

A-111

1 OVERALL FLOOR PLAN
SCALE: 1/8" = 1'-0" A-111





PLANT SCHEDULE

TREES	CODE	BOTANICAL NAME	COMMON NAME	CONT.	GAL.	HEIGHT	QTY.
ET	EXISTING TREE	SEE SHT. L1.00 FOR EXISTING TREE INFORMATION.	EXISTING TREE TO BE RELOCATED	EXISTING	---	---	3
ORNAMENTAL TREES	CODE	BOTANICAL NAME	COMMON NAME	CONT.	GAL.	HEIGHT	QTY.
AG	AMELANGHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	B # B	2"	CAL MIN	8'-10' HT	7
CC	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	B # B	2"	CAL MIN	8'-10' HT	3
DECIDUOUS TREES	CODE	BOTANICAL NAME	COMMON NAME	CONT.	GAL.	HEIGHT	QTY.
CH	CARPINUS CAROLINIANA	AMERICAN HORNBEAM	B # B	2"	CAL MIN	8' HT MIN	4
GB	GINKGO BILOBA 'PRINCETON SENTRY'	PRINCETON SENTRY GINKGO	B # B	2"	CAL MIN	8' HT MIN	9
EVERGREEN TREES	CODE	BOTANICAL NAME	COMMON NAME	CONT.	GAL.	HEIGHT	QTY.
JB	JUNIPERUS CHINENSIS 'BLUE POINT'	BLUE POINT JUNIPER	B # B	---		6' HT MIN	8
SHRUBS	CODE	BOTANICAL NAME	COMMON NAME	CONT.	O.C.	SIZE	QTY.
BG	BUXUS X 'GREEN VELVET'	GREEN VELVET BOXWOOD	B # B	24"	O.C.	18" HT MIN	42
HP	HYDRANGEA PANICULATA 'BOBO'	PANICLE HYDRANGEA	3 GAL	24"	O.C.	18" HT MIN	55
IV	ITEA VIRGINICA 'LITTLE HENRY' TM	LITTLE HENRY VIRGINIA SHEETSPIRE	3 GAL	24"	O.C.	24"x24"	39
RR	ROSA X 'RADTKO'	DOUBLE KNOCK OUT® RED ROSE	3 GAL	24"	O.C.	18" HT MIN	28
TD	TAXUS X MEDIA 'DENSIFORMIS'	DENSE YEW	3 GAL	36"	O.C.	18" HT X 18" SPR	53
VB	VIBURNUM X 'BURKWOODII'	BURKWOOD VIBURNUM	7 GAL	SEE PLAN		24" HT MIN	12
GRASSES	CODE	BOTANICAL NAME	COMMON NAME	CONT.	O.C.	SIZE	QTY.
CK	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	3 GAL	20"	OC	12" HT	79
GROUND COVERS	CODE	BOTANICAL NAME	COMMON NAME	CONT.	O.C.	SIZE	QTY.
LB	LIRIOPE MUSCARI 'BIG BLUE'	BIG BLUE LILYTURF	4"POT	18"	O.C.	8"HT	709
SOD	CODE	BOTANICAL NAME	COMMON NAME	CONT.	O.C.	SIZE	QTY.
PP	POA PRATENSIS	KENTUCKY BLUEGRASS	SOD				9,553 SF

PLEASE NOTE: IRRIGATION SYSTEM DESIGN & INSTALLATION IS TO BE HANDLED BY CONTRACTOR



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

December 5, 2022

2107-DDP-28

Exhibit 1

Docket Number: 2107-DDP-28

Project Name: Outback Storage

Subject Site Address: North side of Tournament Trail, west of Ditch Road

Petitioner: Premier Storage Westfield, LLC

Representative: Matthew Skelton, Church Church Hittle + Antrim

Request: Detailed Development Plan approval of 12 self-storage buildings on 5.04 acres +/- in the Gristmill Crossing Commercial Area of the Springmill Trails PUD District.

Current Zoning: Springmill Trail PUD ([Ord. 11-19](#), as amended by [Ord. 19-16](#))

Current Land Use: Undeveloped

Approximate Acreage: 5.04 acres +/-

Property History: Springmill Trails PUD ([Ord. 11-19](#), adopted 9/12/11)
Springmill Trails Overall Development Plan and Primary Plat (1803-ODP-03 & 1803-SPP-03, approved 5/21/2018)
Gristmill Crossing Secondary Plat (1812-SFP-49, recorded 6/19/19)
Springmill Trails PUD Amend. Gristmill Crossing Commercial ([Ord. 19-16](#), adopted 7/8/19)
Gristmill Crossing Replat of Blocks 3, 4, & 8, & Lot 7 (2103-SFP-21, recorded 6/17/22)

Exhibits:

1. Staff Report
2. Location Map
3. Site Plan
4. Landscape Plan
5. Elevations

Staff Reviewer: Pam Howard, Assistant Director

PROCEDURAL

Approval of a Detailed Development Plan must be granted if the submitted plans demonstrate compliance with the terms of the underlying zoning district, subdivision control ordinance and/or applicable PUD District Ordinance, any variances associated with the site, and any commitments associated with the site.

PROJECT OVERVIEW

Location: The subject Property is 5.04 acres +/- in size and is located on the north side of Tournament Trail, west of Ditch Road (see **Exhibit 2**). The Property is currently zoned the Springmill Trails PUD District.

Property History: The Property was zoned the Springmill Trails PUD with its initial adoption on September 12, 2011, and is subject to the Gristmill Crossing Commercial Area Amendment to the PUD that was adopted on July 8, 2019. The property was included on a Primary Plat and Overall Development Plan that were approved on May 21, 2018. The first secondary plat for the Property was recorded on June 6, 2019, and a replat creating the subject lot was recorded on June 17, 2022.

Review: The petition was reviewed in advance of the June 18, 2021 Technical Advisory Committee. This item is listed on the Consent Agenda for the Plan Commission's December 5, 2022, meeting.

DEVELOPMENT PLAN (Article 10.7 of the UDO)

The plans comply.

- 1) Title, scale, north arrow and date.
- 2) Proposed name of the development.
- 3) Area map insert showing the general location of the site referenced to Streets, section lines and alternative transportation plan system, as well as the Zoning District and use of adjacent property.
- 4) Address and legal description of the property.
- 5) Boundary lines of the property including all dimensions.
- 6) Location, name, centerline and width of all Streets, Private Streets, Alleys, access easements and alternative transportation plan system improvements that are existing or proposed to be located within or adjacent to the property.
- 7) Location, centerline and width (at the Lot Line) measurements of any proposed or existing Driveways within two hundred (200) feet of the property, and any connection to an Alley must be indicated.
- 8) Location and dimensions of primary vehicular ways in and around the proposed development, including depictions of all travel lanes, turning movements, vehicle storage areas and tapers.
- 9) All proposed Street and Driveway improvements, both on and offsite, including measurement of curb radius and/or taper.
- 10) Location and dimensions of existing and proposed sidewalks, pathways, trails or other alternate transportation plan improvements.
- 11) Layout, number, dimension and area (in square feet and acres) of all Lots and Outlots with Building Setback Lines.
- 12) Location and dimensions of all existing structures and paved areas.

- 13) Location and dimensions of all proposed structures and paved areas (indicated by cross-hatching).
 - 14) Location of all Floodplain areas within the boundaries of the property.
 - 15) Names of legal ditches and streams on or adjacent to the site.
 - 16) Location and feasibility statement of all existing and proposed utility facilities and easements, including, but not limited to: sanitary sewer, water, storm water management, electric, gas, telephone and cable.
 - 17) Identify buildings proposed for demolition.
 - 18) Areas of the property reserved for Development Amenities, Open Space and other similar uses.
 - 19) Use of each Lot and/or building by labeling, including approximate density or size of proposed uses and buildings (e.g., number of parking spaces, Dwelling Units, Gross Floor Area, Living Area).
-

DEVELOPMENT PLAN REVIEW (Article 10.7(E) of the UDO):

The plans comply.

- 20) Development Plans shall comply with and be reviewed by the Plan Commission upon finding that the Development Plan is in compliance with the following requirements:
 - a) Compliance with all applicable development and design standards of the Zoning District in which the real estate is located.
 - b) Compliance with all applicable provisions of any Overlay District in which the real estate is located.
 - c) Management of traffic will be in a manner that creates conditions favorable to health, safety, convenience, and the harmonious development of the community such that:
 - i) The design and location of proposed street and highway access points shall minimize safety hazards and congestion.
 - ii) The capacity of adjacent streets and highways is sufficient to safely and efficiently accept traffic that will be generated by the new development.
 - iii) The entrances, streets and internal traffic circulation facilities in the proposed development are compatible with existing and planned streets and adjacent development.
 - d) The applicable utilities have sufficient capacity to provide potable water, sanitary sewer facilities, electricity, telephone, natural gas, and cable service at a satisfactory level of service to meet the needs of the proposed development.
-

DISTRICT STANDARDS

The plans comply with Article 4.24 (EI District) and Springmill Trails PUD District (Ord. 11-19, Article 3) and Springmill Trails PUD District (Ord. 19-16, Section 7).

- 21) Minimum Lot Area: None (Ord. 11-19)
- 22) Minimum Tract Frontage on Road: Direct or indirect access to a public right-of-way is required. (Ord. 11-19)
- 23) Minimum Setback Lines (applied to perimeter of the Commercial District): (Ord. 11-19)
- a) Front Yard: Twenty (20) feet
 - b) Side Yard: Twenty (20) feet
 - c) Rear Yard: Twenty (20) feet
- 24) Minimum Side or Rear Yard Building Setback Line
- (internal to the Commercial District): No minimum. (Ord. 19-16)
- 25) Minimum Building Separation: Ten (10) feet. (Ord. 19-16)
- 26) Minimum Lot Width: No Minimum
- 27) Maximum Building Height: Not to exceed sixty (60) feet (Ord. 11-19)
- 28) Minimum Building Size: No Minimum

DEVELOPMENT STANDARDS (Chapter 6 of UDO, as modified by Ord. 11-19 & 19-16)

The plans comply, as applicable to a Detailed Development Plan.

- 29) General Requirements: (Ord. 11-19)
- a) Parking may be permitted in all required Building Setback Areas
 - b) A suitable planting buffer shall be provided on any business yard that abuts a residential area in accordance with the Landscaping Standards of this Ordinance.

- c) Outdoor storage or display of vehicles and materials is permitted only in a permanent outside storage or sales display area identified on a Development Plan for the purpose.
- d) Pedestrian connections shall be provided between buildings and parking areas via pavement striping and sidewalks.
- e) Sidewalk connections of five (5) feet in width shall be made between buildings and sidewalk/paths within the right-of-way.
- f) Chain-link fencing with vinyl slats is prohibited.

30) Special Requirements: (Ord. 11-19)

- a) Outside storage is permitted subject to the provision of a solid opaque screen (fence/wall or vegetation) surrounding the outdoor storage area.

31) Accessory use and Building Standards (Article 6.1):

a) Screening of Receptacles and Loading Areas:

- i) Garbage containers, trash receptacles, pallet storage areas, trash compactors, recycling areas, loading areas and other similar facilities shall be completely and permanently screened from view of Rights-of-way and where possible, adjoining properties.
- ii) Enclosures shall not be located in an Established Front Yard or in any required Side or Rear Yard.
- iii) Screening methods shall include a solid enclosure on all sides not less than six (6) feet in height above grade or two (2) feet above the receptacle, whichever is greater. The solid enclosure shall be a Masonry Material that matches or complements the Principal Building.
- iv) Enclosures shall be constructed of a Masonry Material that matches or complements the Principal Building.
- v) Enclosures shall be equipped with opaque gates that shall not be oriented towards residential properties or the Right-of-way, where possible.
- vi) Enclosures shall have separate pedestrian access openings that are configured to conceal the dumpster from view for daily access to dumpsters for waste disposal. Pedestrian access openings shall be substantially similar to those illustrated in FIGURE 6.1(3): DUMPSTER MAN-DOORS.

vii) Enclosures, which include swinging, moveable doors, shall be kept closed at all times when said doors are not in active use.

viii) Landscaping shall be provided around enclosures in accordance with *Article 6.8 Landscaping Standards*.

32) Architectural Standards (Article 6.3)

- a) Ord. 19-16: Section 7.4. Character Exhibit. The “Commercial District Character Exhibit”, attached hereto as Exhibit D, is hereby incorporated as a compilation of images designed to capture the intended quality of structures to be constructed within the Commercial District. Although the Commercial District Character Exhibit does not represent the final design, it does hereby establish a benchmark for the quality and appearance of Buildings permitted, and it provides examples of architecture and design elements that comply with this Ordinance and contribute to the intent and vision for the Commercial District.
- b) Ord. 19-16: Permitted Building Materials. Permitted Building Façade materials shall include: Masonry Materials, simulated cut stone, finished (textured and painted) concrete, finished (textured and painted) pre-cast concrete panels, tile (ceramic or porcelain), architectural block (textured), and, Fiber Cement Siding. Architectural Insulated Panels and pre-finished metal composite panels shall be permitted only if used for a maximum of fifty (50) percent of the Building Façade. E.I.F.S. shall be permitted only if used for a maximum of fifty (50) percent of the Building Façade and a minimum of eight (8) feet above grade.
- c) Ord. 19-16: Prohibited Building Materials. Prohibited Building Façade materials shall include: wood, plywood, unfinished concrete, unfinished concrete panels, plastics, reflective glass, and vinyl siding.
- d) Ord. 19-16: Building Material Variation: The exterior building material selection for all Building Facades shall be supplemented with: (i) the use of multiple colors, multiple textures (e.g., rough, smooth, striated, etc.); or (ii) the addition of architectural elements (e.g., quoins, pilasters, soldier courses, lintels, friezes, cornices, dentils, architraves, etc.)
- e) Ord. 19-16: Gutters and Downspouts: shall be visually integrated with the architectural style of the structure. The color of gutters and downspouts shall be selected to complement or to be consistent with the building materials.
- f) Ord. 19-16: Utility Meter Screening: All roof or ground mounted mechanical equipment and wall-mounted utility meters shall be screened from view from adjoining Rights-of-way and are encouraged to be clustered. Screening materials shall be architecturally compatible with the Principal Building(s) and may be achieved by using landscape plantings, opaque wood, Masonry Materials, or a combination of the aforementioned.

33) Building Standards (Article 6.4)

34) Fence Standards (Article 6.5)

35) Height Standards (Article 6.6)

36) Home Business Standards (Article 6.7)

37) Landscaping Standards (Article 6.8)

- a) Ord. 11-19: Low Impact Design (LID) Considerations. Perennial ornamental grasses with a mature height of no more than six (6) feet, may be substituted for shrubs where necessary to address LID applications. The minimum container size for planting shall be five gallons.
- b) Ord. 11-19: On-Site and Street Frontage Landscaping Requirements.
 - i) Office Uses and Commercial Uses:
 - c) Ord. 11-19: Parking Area Landscaping.
 - i) Parking Lot Islands:
 - 1. Interior landscaped areas shall be dispersed so as to define aisles and limit unbroken rows of parking spaces to a maximum of two hundred (200) feet in length.
 - 2. Trees and shrubs required to be planted in parking lot landscape islands shall be counted toward meeting total on-site landscaping requirements.
 - ii) Perimeter Parking Lot Landscaping:
 - 1. Perimeter parking lot landscaping requirements, buffer yard requirements, and road frontage standards are not intended to be cumulative. Buffer yard planting standard which shall supersede the perimeter parking area requirements shall supersede the road frontage standards where overlapping.
 - d) Ord. 11-19: Plant Materials and Substitutions.
 - i) A minimum of three (3) different species of shrubs shall be required per development site. Burning Bushes shall be limited to a maximum of fifty (50) percent of the total required shrub plantings.
 - ii) One (1) evergreen tree shall equal three (3) evergreen shrubs.
 - e) Ord. 19-16: Foundation Plantings: Building foundation plantings shall only be required along a Building Façade oriented towards State Highway 32, Ditch Road, or, Tournament Trail.

- f) Ord. 19-16: External Street Frontage Landscaping Requirements: Shall not apply to State Highway 32; rather, the Trail Corridor Requirements of the 32 Overlay shall apply along State Highway 32. External Street Frontage Landscaping shall only be required along Ditch Road as follows: A landscaping area with a minimum depth of ten (10) feet shall be required abutting Ditch Road. The landscaping area shall include a minimum of three (3) shade or evergreen trees, two (2) ornamental trees and twenty-five (25) shrubs per on hundred (100) lineal feet. This requirement may be credited toward required Parking Area Landscaping requirements.
- g) Ord. 19-16: Buffer Yard Requirements (Section 8.3 of the Springmill Trails PUD Ordinance): Shall not apply to the Real Estate; however, a minimum buffer yard consistent with “Buffer A” of Article 6.8(N)(4) of the UDO shall apply along the Real Estate’s north property line. The width and plantings of any common area or open space (e.g., “Block 2”, as labeled on the Illustrative Layout) shall be credited towards this buffer yard requirement.
- h) Ord. 11-19: Parking Area Landscaping.
 - i) Parking Lot Islands:
 - 1. Interior landscaped areas shall be dispersed so as to define aisles and limit unbroken rows of parking spaces to a maximum of two hundred (200) feet in length.
 - 2. Trees and shrubs required to be planted in parking lot landscape islands shall be counted toward meeting total on-site landscaping requirements.
 - ii) Perimeter Parking Lot Landscaping:
 - 1. Perimeter parking lot landscaping requirements, buffer yard requirements, and road frontage standards are not intended to be cumulative. Buffer yard planting standard which shall supersede the perimeter parking area requirements shall supersede the road frontage standards where overlapping.
 - iii) Ord. 19-16: Parking Area Landscaping (Section 8.4 of the Springmill Trails PUD Ordinance and Article 6.8(O) of the UDO). Shall apply, except as otherwise modified below.
 - 1. Perimeter Parking Area Landscaping. Shall apply, except as modified below.
 - (a) If adjacent Lots have vehicular cross-access and/or shared parking, then the shared Lot Line shall not require Perimeter Parking Area Landscaping; rather, the combined Parking Area shall be designed as a single Parking Area and landscaped in accordance with the Interior Parking Area Landscaping (Article 6.8(O)(1)) requirements.

38) Lighting Standards (Article 6.9)

- a) Light meter readings shall not exceed: (i) one-half (0.5) foot-candles at a single-family or multi-family residential Lot Line; or (ii) one (1.0) foot-candle at all other Lot Lines. [It should be understood that, with all of these measurements, light will still be visible at or beyond Lot Lines.]

39) Lot Standards (Article 6.10)

40) Outside Storage and Display (Article 6.12)

41) Outdoor Café and Eating Areas (Article 6.13)

42) Parking and Loading Standards (Article 6.14)

a) Ord. 11-19: Loading Berths:

- i) Other business uses shall provide one (1) loading berth for businesses with five thousand (5,000) square feet to ten thousand (10,000) square feet. Two (2) loading berths shall be provided for businesses with ten thousand one (10,001) square feet to one hundred thousand (100,000) square feet. For business uses over one hundred thousand (100,000) square feet, one (1) additional berth for each additional fifty thousand (50,000) square feet.

b) Ord. 11-19: Off-street parking:

i) Required Spaces:

1. Other Uses: Parking Space requirements for other Uses shall be determined by the Director based upon data supplied by the Applicant in response to traffic and parking data requested to be furnished with the application for an Improvement Location Permit.

c) Ord. 11-19: Bicycle Parking:

- i) Bicycle parking must be provided within two hundred (200) feet from the main entrance to the building served.
- ii) Non-Residential Uses: Facilities designed to accommodate five (5) bicycle parking spaces per one hundred (100) required vehicular parking spaces shall be provided for all non-residential uses.
- iii) The required bicycle parking facilities noted in the section shall be designed to accommodate a minimum of four (4) bicycles.

43) Performance Standards (Article 6.15)

44) Setback Standards (Article 6.16)

45) Sign Standards (Article 6.17)

Comment: Signage will be reviewed under a separate Sign Permit application.

46) Vision Clearance Standards (Article 6.19)

- a) No Sign, fence, wall, landscaping, Public Utility Installation or other Improvement which obstructs sight lines between three (3) and nine (9) feet above a Street shall be permitted on a Corner Lot, unless otherwise approved in writing by the Public Works Department, within the triangular area formed by the Right-of-way line and a line connecting points:
 - i) Forty (40) feet from intersections of Collectors or Local Streets.
 - ii) Ten (10) feet from intersections of Driveways or Alleys.

47) Yard Standards (Article 6.21)

DESIGN STANDARDS (Chapter 8 of UDO)

The plans comply.

48) Easement Standards (Article 8.3)

49) Monument and Marker Standards (Article 8.5)

50) Open Space and Amenity Standards (Article 8.6)

51) Pedestrian Network Standards (Article 8.7)

- a) Internal Pedestrian Network Standards:
 - i) The minimum sidewalk width shall be as indicated in the Thoroughfare Plan or five (5) feet (six (6) feet if immediately abutting the curb), whichever is greater.
 - ii) Sidewalks shall be required on both sides on internal Streets and internal Private Streets in all developments.

- iii) When a proposed development lies between or adjacent to existing developments which have been provided with sidewalks, connecting sidewalks or pathways (which are extensions of the existing sidewalks) shall be constructed.
- iv) Connector sidewalks shall be provided from the sidewalk or path adjacent to the Street to the front entrance of all nonresidential structures. Where the sidewalk intersects driving lanes or parking aisles within the Parking Area, then crosswalks and ramps shall be installed in accordance with ADA requirements and such areas shall be delineated (e.g., pavers, stamped, bricked), as determined by the Plan Commission or Director, to reinforce pedestrian safety.

b) Perimeter/External Pedestrian Network Standards:

- i) Where a proposed Development Plan or Subdivision abuts an existing Right-of-way, then pedestrian paths, jogging paths, and bicycle paths shall be provided along the perimeter Street(s) or Private Street(s) in accordance with the Thoroughfare Plan. The type of pedestrian facility required shall be as set forth in the Thoroughfare Plan. The County or Public Works Department, as applicable, may waive the requirement for a path along perimeter streets for a Minor Subdivision.

52) Storm Water Standards (Article 8.8)

53) Street and Right-of-Way Standards (Article 8.9)

54) Surety Standards (Article 8.12)

55) Utility Standards (Article 8.13)

DEPARTMENT COMMENTS

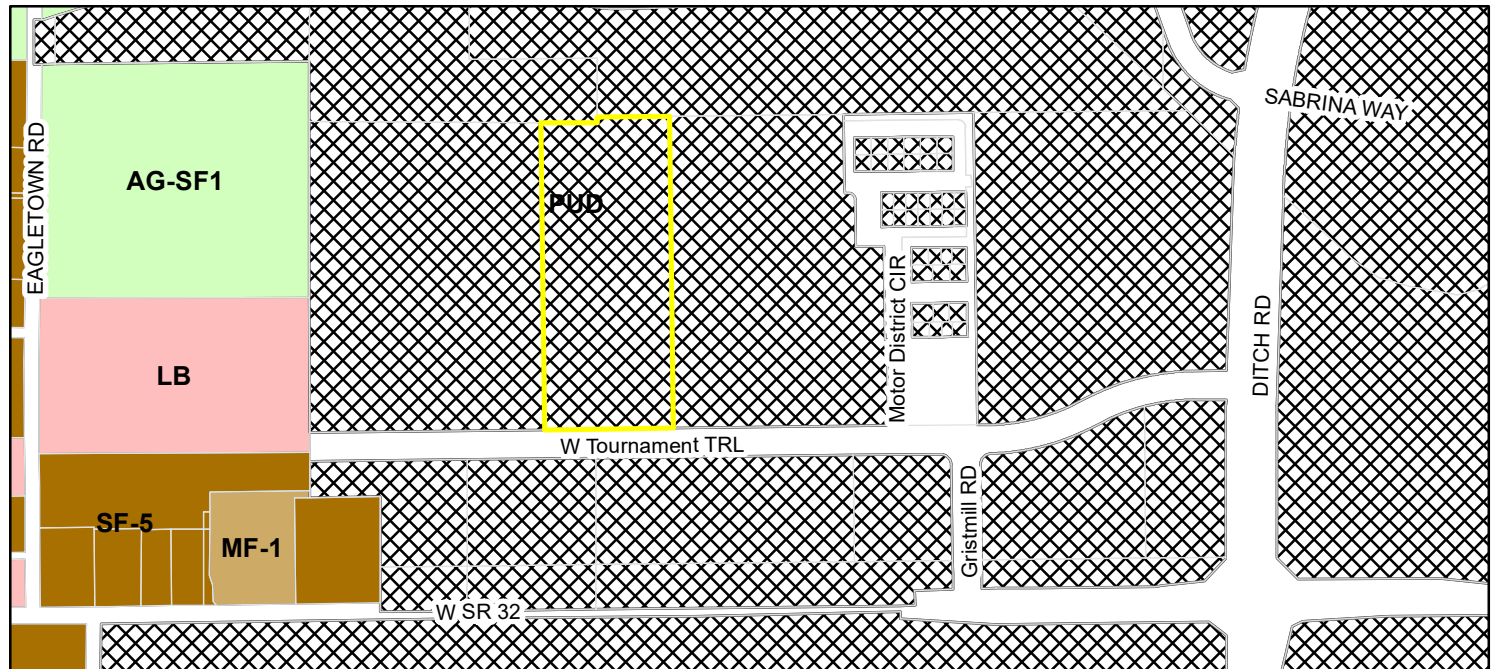
1. **Action: Approve the Detailed Development Plan with the condition that all necessary approvals be obtained from the Westfield Public Works Department and Hamilton County Surveyor's Office prior to the issuance of an Improvement Location Permit.**
2. If any Plan Commission member has questions prior to the meeting, then please contact Pam Howard (317) 531-3751 or phoward@westfield.in.gov.

Aerial Location Map

 Site

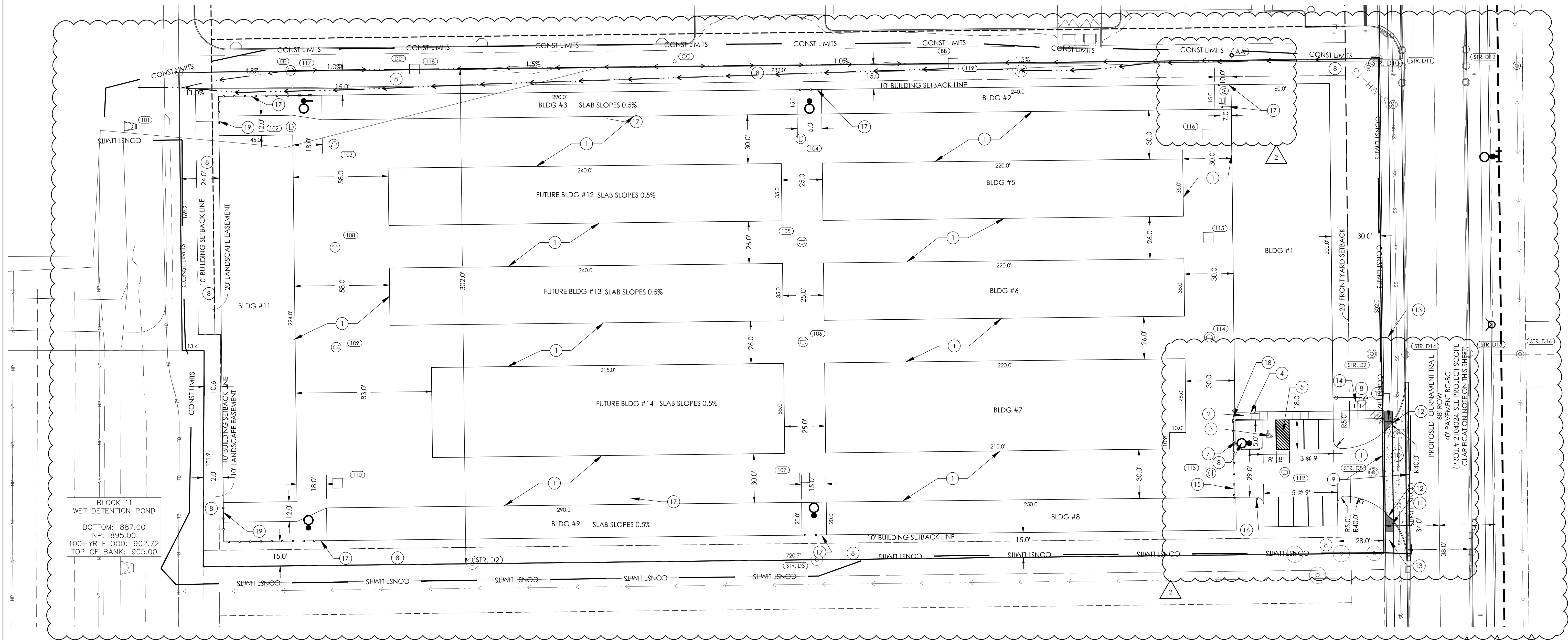


Zoning Map



Zoning

	AG-SF1 (Agriculture - Single Family - 1)		MF-1 (Multiple Family - 1)
	LB (Local Business)		PUD (Planned Unit Development)
			SF-5 (Single Family - 5)



SITE LAYOUT PLAN

SCALE: 1"=30'

PROJECT SCOPE CLARIFICATION NOTE:

ALL WORK WITHIN THE RIGHT OF WAY OF TOURNAMENT TRAIL IS PART OF THE GRISTMILL CROSSING PHASE II, W. TOURNAMENT TRAIL ROAD & WATER MAIN EXTENSION PROJECT (WESTFIELD PROJECT #2104024) EXCEPT:

1. THE PROPOSED CLASS III DRIVE AND SIDEWALK TRANSITIONS
2. THE PROPOSED SANITARY LATERAL CONNECTION SHOWN ON SHEET C04
3. THE PROPOSED WATER MAIN CONNECTIONS SHOWN ON SHEET C04

SITE LAYOUT PLAN NOTES

1. NORMAL DUTY ASPHALT PAVEMENT, SEE DETAIL C06.3/2
2. PROPOSED CONCRETE WALK, SEE DETAIL C06.3/5
3. PROPOSED ACCESSIBLE PARKING SPACE WITH SYMBOL, SEE DETAIL C06.3/4
4. PROPOSED ACCESSIBLE PARKING SPACE SIGN MARKING, WALL MOUNTED, SEE DETAIL C06.3/1
5. PROPOSED PAINTED ACCESS AISLE, 4" WIDE PAINTED BLUE LINES 2' ON CENTER
6. PROPOSED 4" PAINTED WHITE PAVEMENT STRIPE
7. STANDING CURB, SEE DETAIL C06.03/3
8. LAWN AREA OR PLANT BED

9. CLASS III COMMERCIAL DRIVE, SEE DETAILS R1=40', R2=40', W=29', L=16' COORDINATE CONSTRUCTION WITH OVERALL DEVELOPMENT

10. PCCP FOR APPROACHES: 9 IN., ON DENSE GRADED SUBBASE, 6 IN., ON GEOGRID TYPE 18, ON SUBGRADE TREATMENT TYPE II (6" COARSE AGGREGATE NO. 53)

11. SIDEWALK TRANSITION, SEE DETAILS

12. UNDERDRAINS REQUIRED UNDER CURBS ALONG THE DRIVE RADII INSIDE THE R/W. UNDERDRAINS TO TIE INTO THE EXISTING ROADWAY UNDERDRAIN.

13. 5' CONCRETE SIDEWALK (PART OF PROJECT#2104024, SEE PROJECT SCOPE CLARIFICATION NOTE)

14. 6' X 10' 4" CONCRETE WALK FOR BICYCLE PARKING WITH TWO 20" X 34" U STYLE BIKE RACKS

15. 24' MOTORIZED GATE

16. GATE CONTROL STATION

17. COMMERCIAL GRADE, OPAQUE, VINYL PRIVACY FENCE, 6' HIGH

18. PEDESTRIAN GATE

19. MAINTENANCE GATE (DOUBLE SWING 2-6x6) COMMERCIAL GRADE, OPAQUE, VINYL TO MATCH FENCE

NOTE:

BLDG #4 AND BLDG #10 HAVE BEEN DELETED FROM THE PROJECT

GENERAL SITE LAYOUT NOTES

- A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING, OR VERIFYING THAT ALL PERMITS AND APPROVALS ARE OBTAINED FROM THE RESPECTIVE CITY, COUNTY, AND STATE AGENCIES PRIOR TO STARTING CONSTRUCTION.
- B. ALL QUANTITIES GIVEN ON THESE PRINTS, VERBALLY, OR IN THE SCOPE OF WORK SECTION ARE ESTIMATES AND SHALL BE CONFIRMED BY THE BIDDING CONTRACTORS.
- C. THE ENGINEER AND/OR OWNER DISCLAIM ANY ROLE IN THE CONSTRUCTION MEANS AND METHODS ASSOCIATED WITH THIS PROJECT.
- D. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES IN THE VICINITY OF THE CONSTRUCTION AREA PRIOR TO STARTING CONSTRUCTION.
- E. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY AND COORDINATE CONSTRUCTION WITH ALL RESPECTIVE UTILITIES.
- F. IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN QUALITY CONTROL THROUGHOUT THIS PROJECT.
- G. ALL EDGES OF PAVEMENTS ARE TO BE STRAIGHT (OR OF CONSISTENT RADIUS IN THE CASE OF CURVES) AS SHOWN HEREON; NO UNSPECIFIED TANGENTS OR KINKS WILL BE APPROVED.
- H. UNLESS NOTED OTHERWISE, DIMENSIONS SHOWN HEREON ARE TO THE OUTSIDE FACE OF THE BUILDING, TO THE FACE OF CURBS, OR TO THE CENTERLINE OF PAINT STRIPES.
- I. UNLESS NOTED OTHERWISE, PROPOSED PAVEMENTS SHALL MEET ADJACENT EXISTING PAVEMENTS SMOOTHLY.

NOTES:

THE FLOOR AREAS FOR FUTURE BUILDINGS 12, 13, AND 14 WILL BE USED FOR OUTDOOR VEHICLE STORAGE UNTIL THE BUILDINGS ARE CONSTRUCTED.

NO TRASH DUMPSTERS ARE PLANNED FOR THIS SITE.

MICHAEL S. DEER, P.E.

1070 Sycamore Court
Greenwood, IN 46143
(317) 445-9375
michaelsdeer@gmail.com

Smith Projects
Attn: Jon Smith
238 N. Main Street
Maxwell, Indiana 46154
jonsmith@smithprojects.com
(317) 326-8000

SITE LAYOUT PLAN

Project:
Outback Storage - Westfield
Tournament Trail Drive
Westfield, IN
Washington Township, Hamilton County, Indiana

REVISION DATES

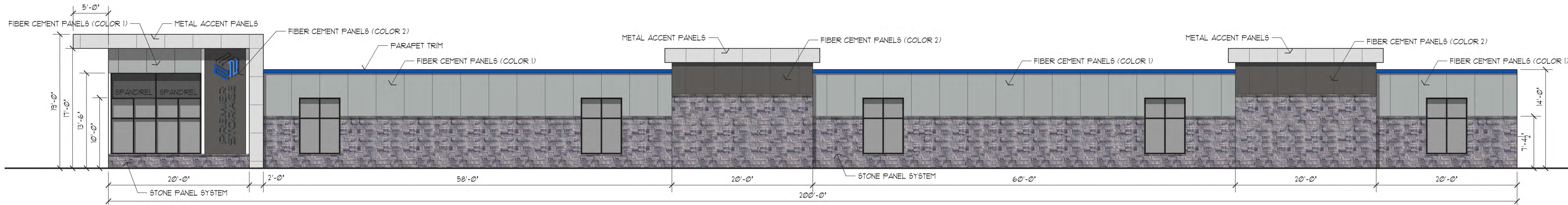
1	8/6/21	CITY REVIEW COMMENTS
2	9/15/21	CITY REVIEW COMMENTS
3	8/8/22	CLIENT REVISIONS
4	10/27/22	CITY REVIEW COMMENTS

DATE: 9/15/21

SCALE:

DRAWING NO: 121-4158

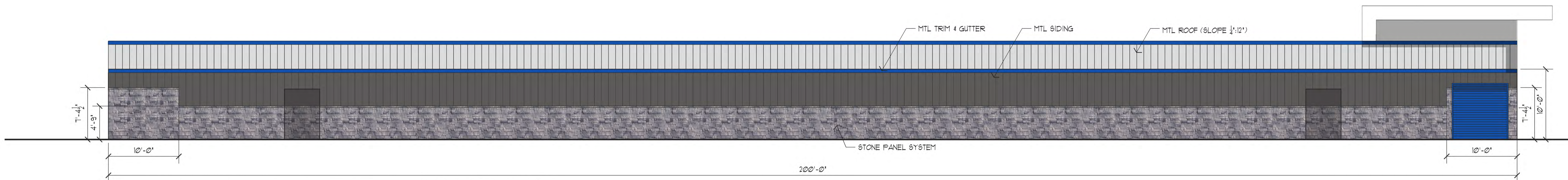
SHEET NO. C02



SOUTH BUILDING ELEVATION - PRIMARY FACADE

SCALE: 1/8" = 1'-0"

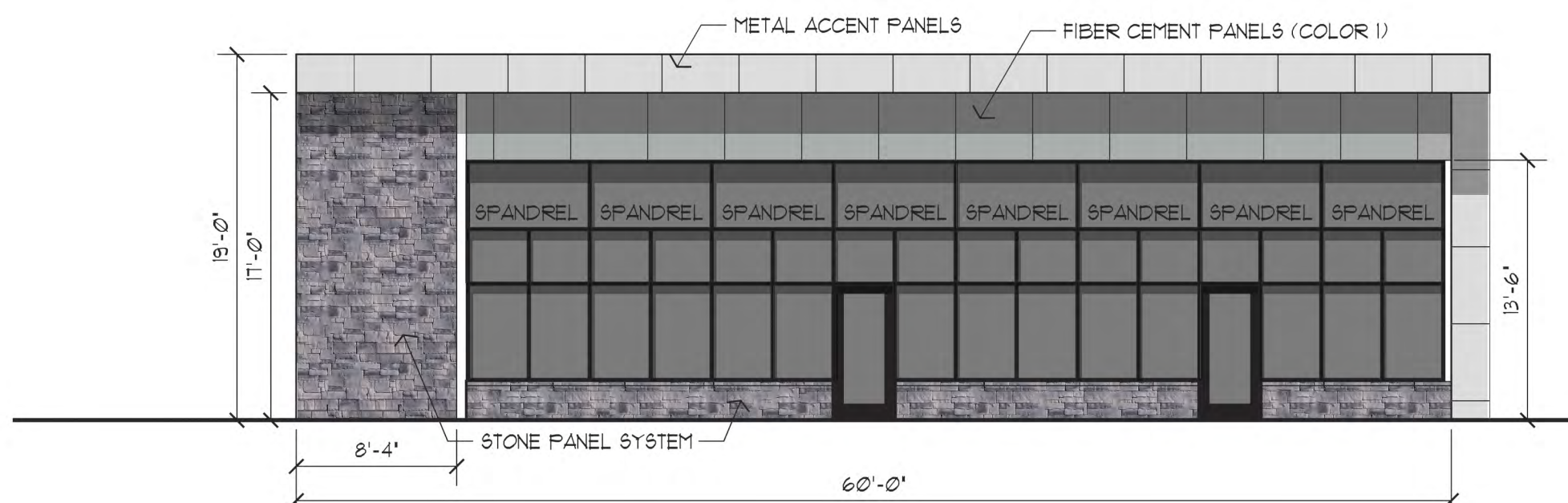
FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 3048SF
DOORS/GLAZING: 386SF
MASONRY: 1320SF (50%)
FIBER CEMENT: 1094SF (40%)
OTHER: 260SF (10%)



NORTH BUILDING ELEVATION

SCALE: 1/8" = 1'-0"

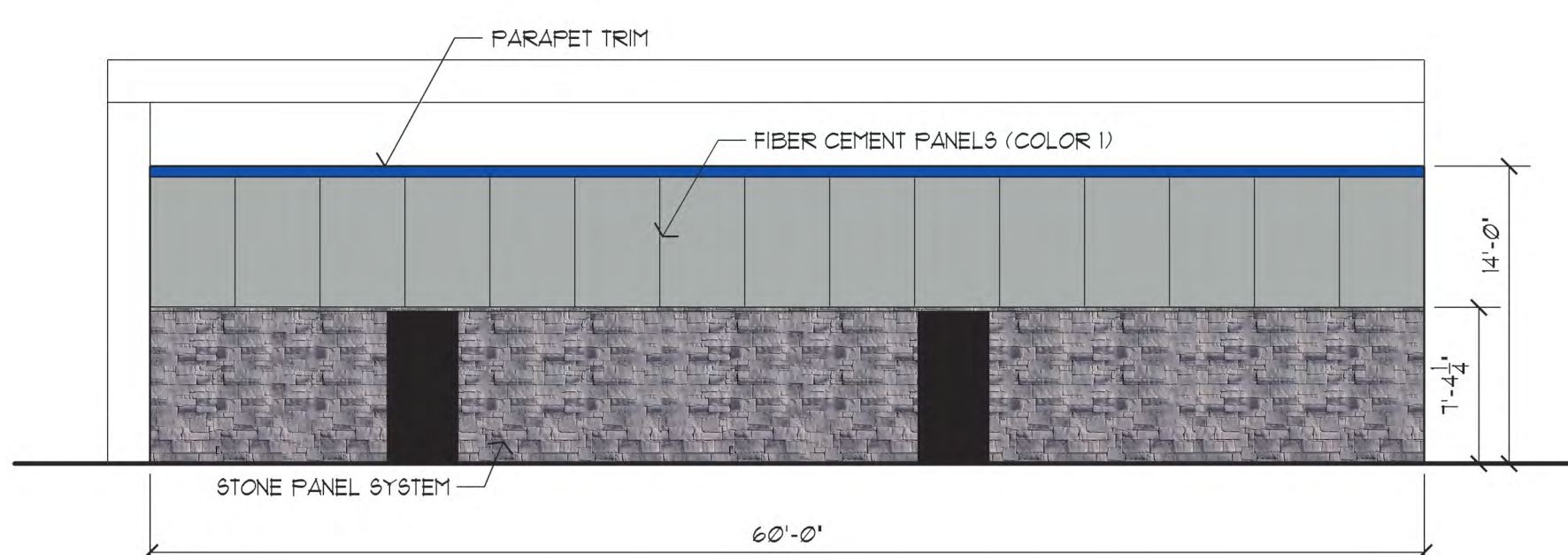
FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 2000SF
DOORS/GLAZING: 64SF
MASONRY: 1002SF (52%)
MTL SIDING: 907SF (47%)
OTHER: 100SF



WEST BUILDING ELEVATION - PRIMARY FACADE

SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 1144SF
DOORS/GLAZING: 601SF
MASONRY: 230SF (42%)
FIBER CEMENT: 179SF (33%)
OTHER: 134SF



EAST BUILDING ELEVATION - PRIMARY FACADE

SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 840SF
DOORS/GLAZING: 48SF
MASONRY: 393SF (50%)
FIBER CEMENT: 370SF (47%)
OTHER: 29SF

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NEW CONSTRUCTION

PREMIER STORAGE - WESTFIELD

W TOURNAMENT TRAIL
WESTFIELD, INDIANA

REVEL + UNDERWOOD

PRELIMINARY DESIGN

OCTOBER 2022

REVISIONS:

REVISION	DATE
1	
2	
3	
4	
5	

PLOT DATE: 2022-10-10

DRAWN BY: TANKER

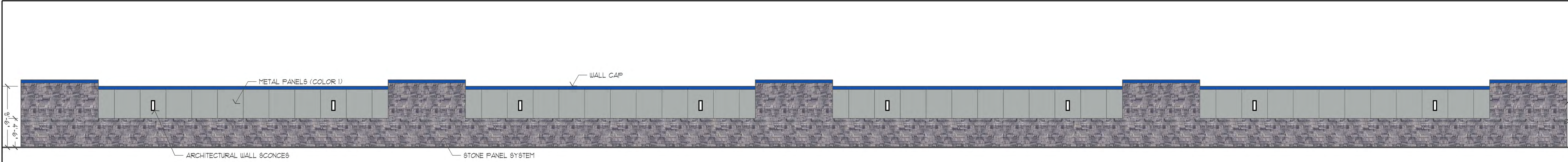
CHECKED BY: -

PROJECT NUMBER: 22-0166

EXTERIOR ELEVATIONS
BUILDING 1

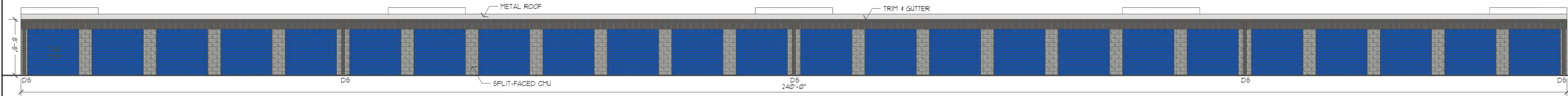
A201

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EAST BUILDING ELEVATION - PRIMARY FACADE
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 2340SF
DOORS/GLAZING: 0SF
MASONRY: 1410SF (60%)
METAL PANEL: 810SF (35%)
OTHER: 120SF (5%)



WEST BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 2080SF
DOORS/GLAZING: 1344SF
MASONRY: 326SF (44%)
MTL PANEL: 260SF (35%)
OTHER: 150SF (20%)



NORTH BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 142SF
MASONRY: 68SF (48%)
METAL SIDING: 68SF (48%)
OTHER: 8SF

SOUTH BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 142SF
MASONRY: 68SF (48%)
METAL SIDING: 68SF (48%)
OTHER: 8SF

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NEW CONSTRUCTION
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WESTFIELD, INDIANA
REVEL + UNDERWOOD

PRELIMINARY DESIGN

OCTOBER 2022

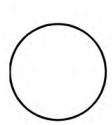
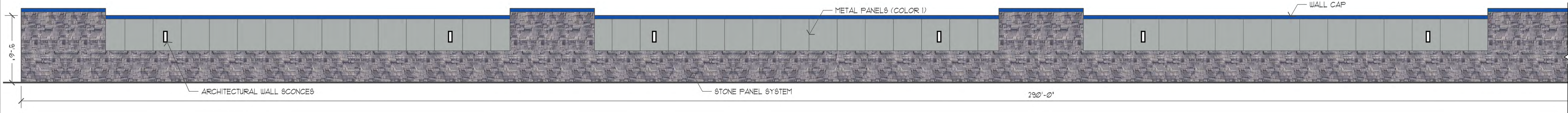
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4	REVISION DATE
5	REVISION DATE

PLOT DATE:	2022-10-10
DRAWN BY:	TANKER
CHECKED BY:	-
PROJECT NUMBER:	22-0166

EXTERIOR ELEVATIONS
BUILDING 2

A202

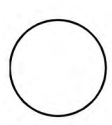
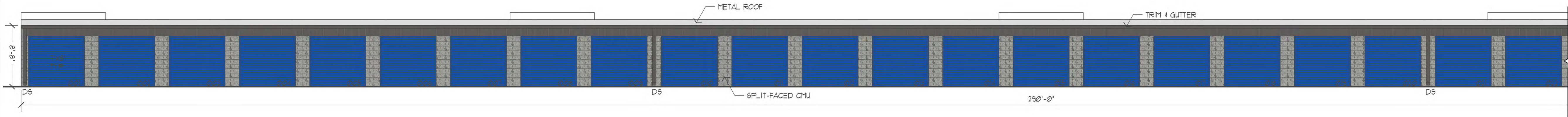
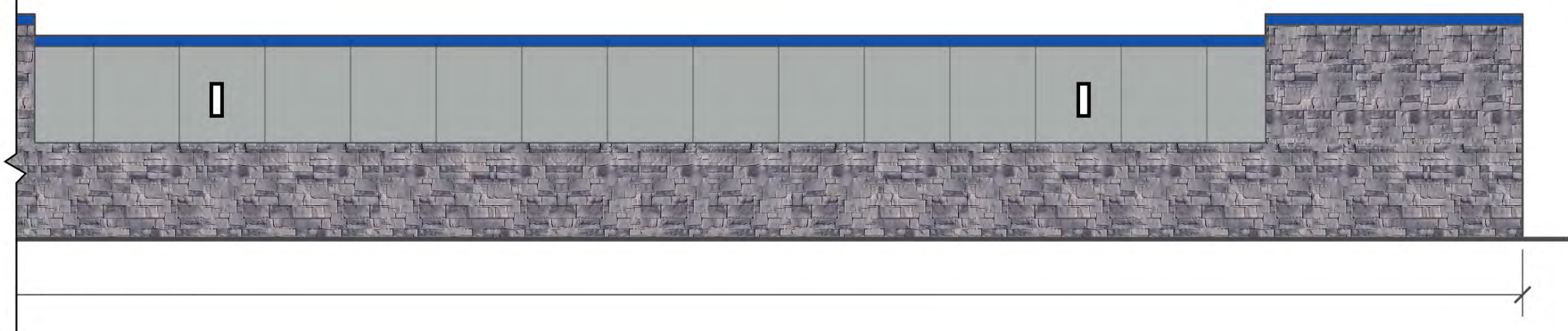
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EAST BUILDING ELEVATION - PRIMARY FACADE

SCALE: 1/8" = 1'-0"

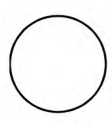
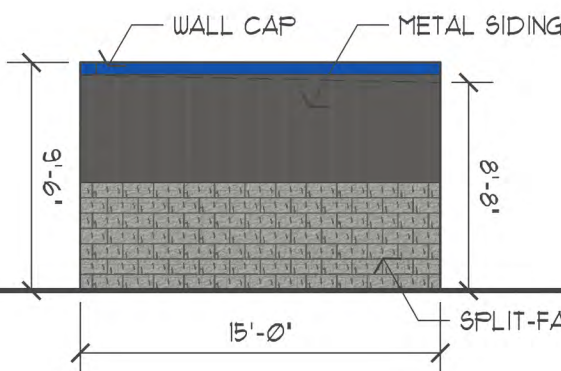
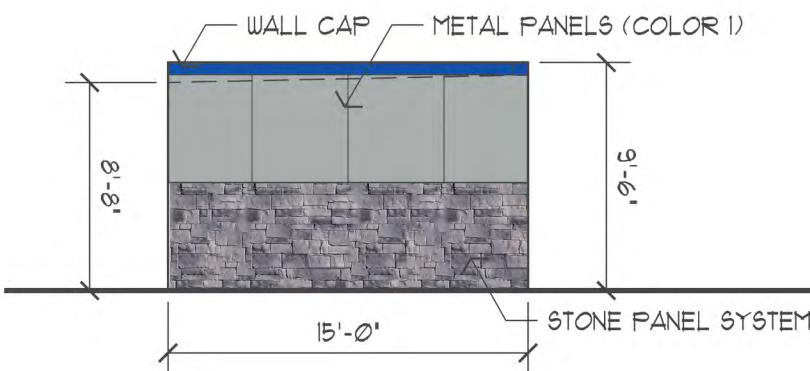
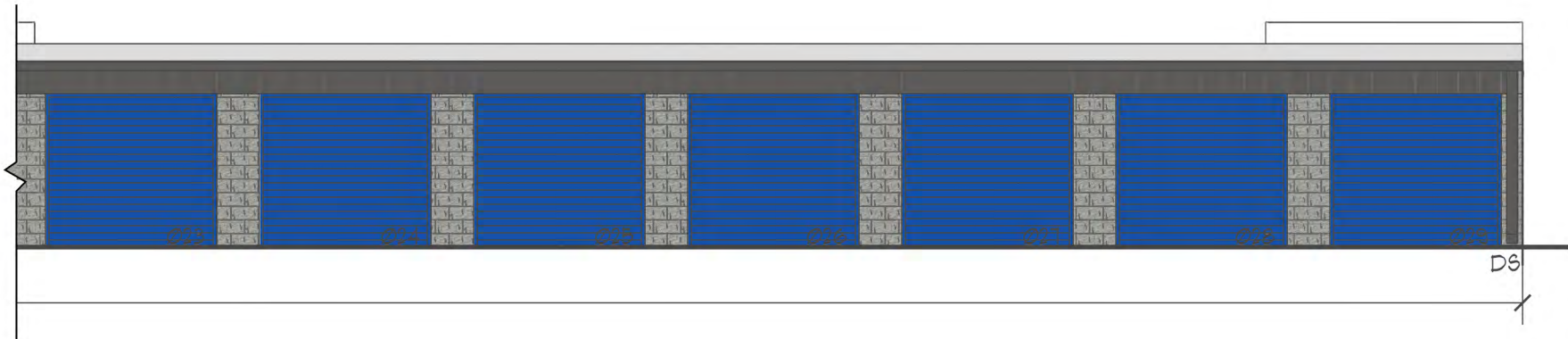
FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 2815SF
MASONRY: 1635SF (58%)
METAL PANELS: 1035SF (37%)
OTHER: 145SF (5%)



WEST BUILDING ELEVATION

SCALE: 1/8" = 1'-0"

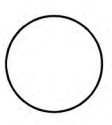
FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 2513SF
DOORS: 1624SF
MASONRY: 402SF (45%)
METAL PANEL: 314SF (35%)
OTHER: 173SF (20%)



NORTH BUILDING ELEVATION - PRIMARY

SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 142SF
MASONRY: 68SF (48%)
METAL PANELS: 68SF (48%)
OTHER: 8SF



SOUTH BUILDING ELEVATION

SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 142SF
MASONRY: 68SF (48%)
METAL SIDING: 68SF (48%)
OTHER: 8SF

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NEW CONSTRUCTION

PREMIER STORAGE - WESTFIELD

W TOURNAMENT TRAIL
WESTFIELD, INDIANA

REVEL + UNDERWOOD

PRELIMINARY DESIGN

OCTOBER 2022

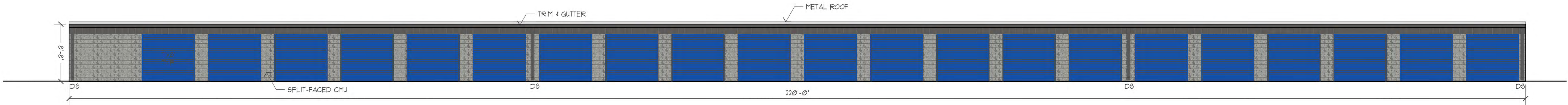
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4	REVISION DATE
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PLOT DATE:	2022-10-11
DRAWN BY:	TANKER
CHECKED BY:	-
PROJECT NUMBER:	22-0166

EXTERIOR ELEVATIONS -
BUILDING 3

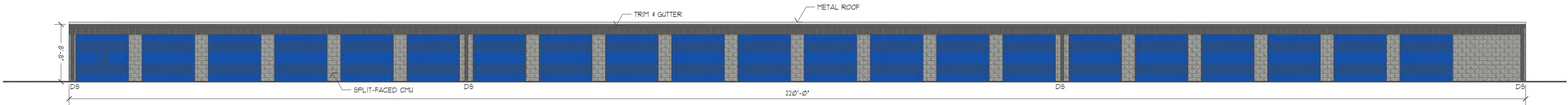
A203

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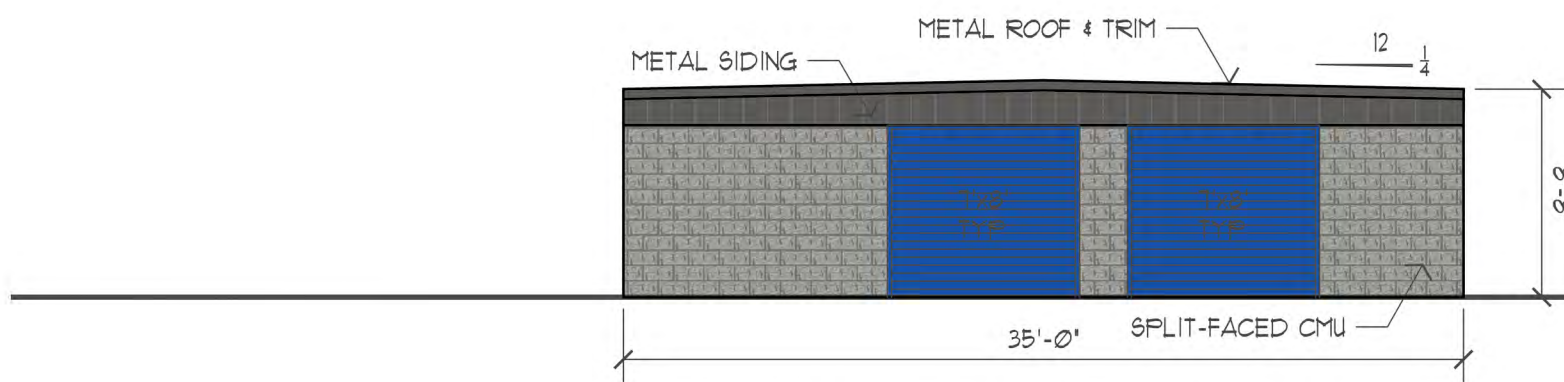
WEST BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 1906SF
DOORS/GLAZING: 1176SF
MASONRY: 401SF (55%)
MTL PANEL: 220SF (30%)
OTHER: 109SF (15%)



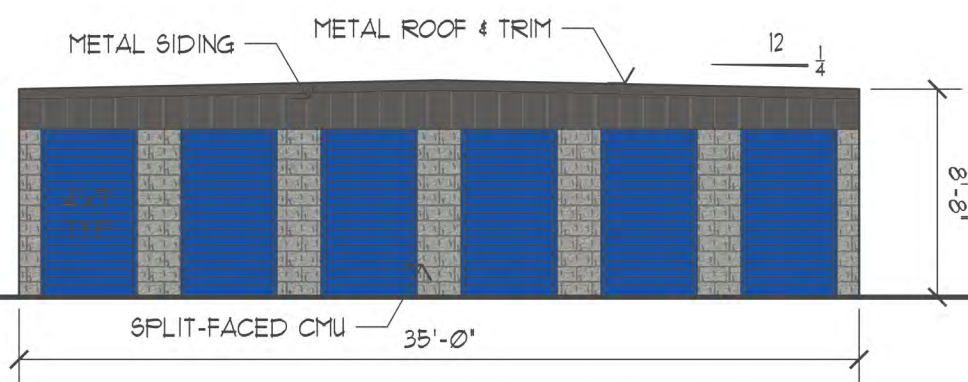
EAST BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 1906SF
DOORS/GLAZING: 1176SF
MASONRY: 401SF (55%)
MTL PANEL: 220SF (30%)
OTHER: 109SF (15%)



SOUTH BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 310SF
DOORS/GLAZING: 112SF
MASONRY: 139SF (70%)
METAL SIDING: 44SF (22%)
OTHER: 15SF (8%)



NORTH BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 310SF
DOORS/GLAZING: 168SF
MASONRY: 77SF (54%)
METAL SIDING: 50SF (35%)
OTHER: 15SF (11%)

NEW CONSTRUCTION

PREMIER STORAGE - WESTFIELD

W TOURNAMENT TRAIL
WESTFIELD, INDIANA

REVEL + UNDERWOOD

PRELIMINARY DESIGN

OCTOBER 2022

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PLOT DATE: 2022-10-11

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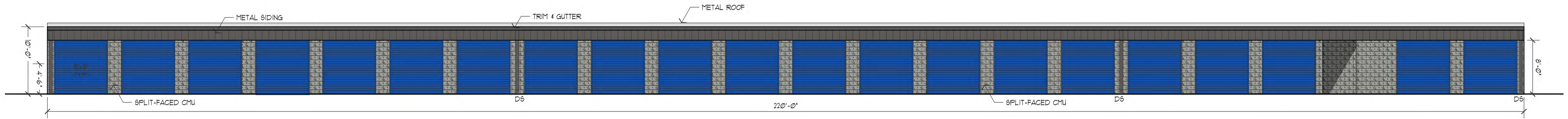
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PROJECT NUMBER: 22-0166

EXTERIOR ELEVATIONS -
BUILDING 546

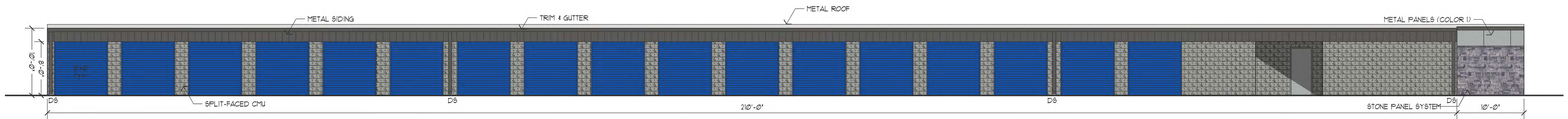
A204

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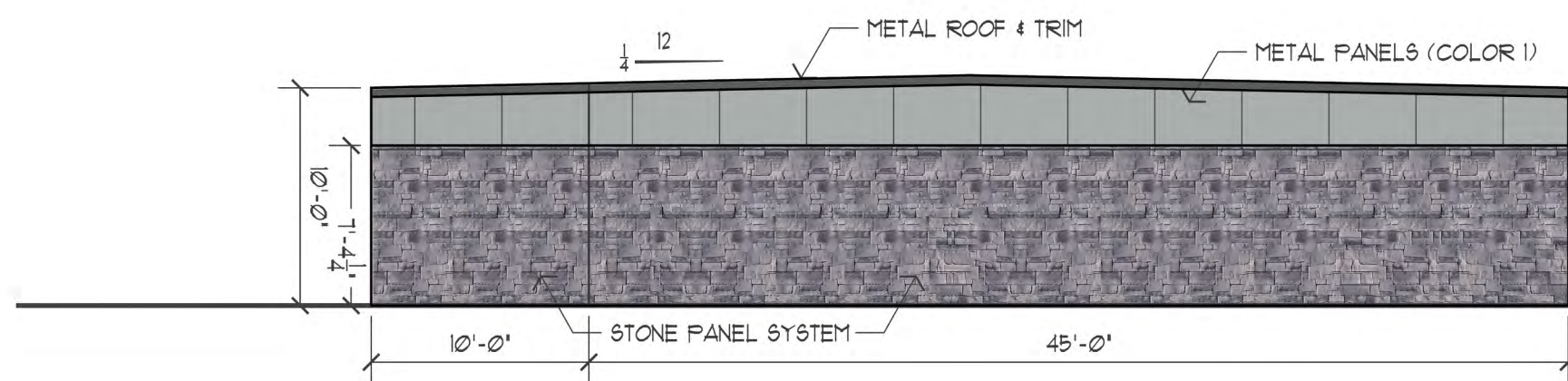
EAST BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 2200SF
DOORS/GLAZING: 1344SF
MASONRY: 416SF (48%)
METAL SIDING: 330SF (39%)
OTHER: 110SF



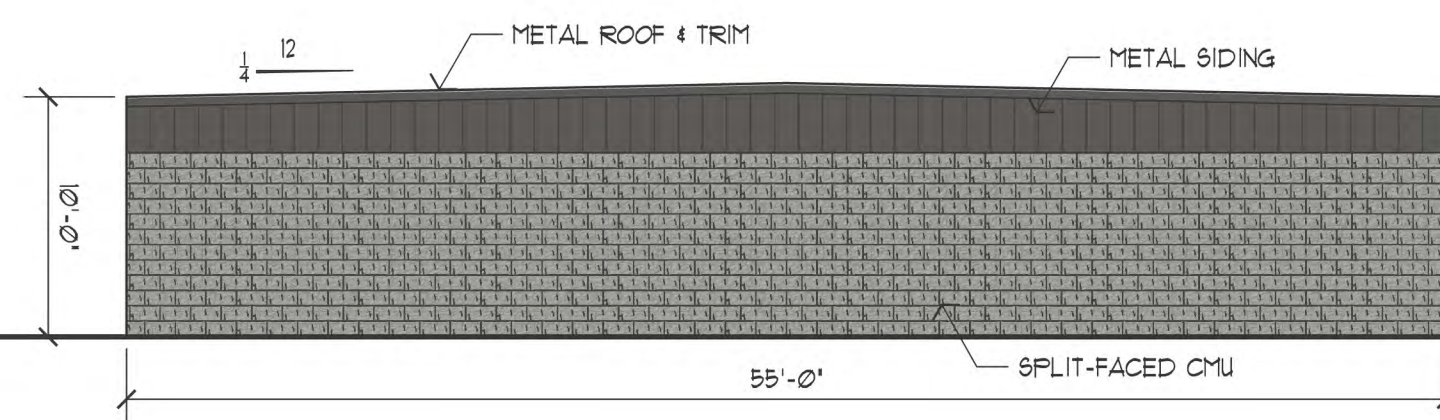
WEST BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 2200SF
DOORS/GLAZING: 1088SF
MASONRY: 672SF (60%)
METAL SIDING/PANELS: 330SF (30%)
OTHER: 110SF



SOUTH BUILDING ELEVATION - PRIMARY FACADE
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 566SF
MASONRY: 404SF (71%)
METAL PANELS: 139SF (25%)
OTHER: 23SF



NORTH BUILDING ELEVATION
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 566SF
MASONRY: 404SF (71%)
METAL SIDING: 139SF (25%)
OTHER: 23SF

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NEW CONSTRUCTION
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WESTFIELD, INDIANA
REVEL + UNDERWOOD

PRELIMINARY DESIGN

OCTOBER 2022

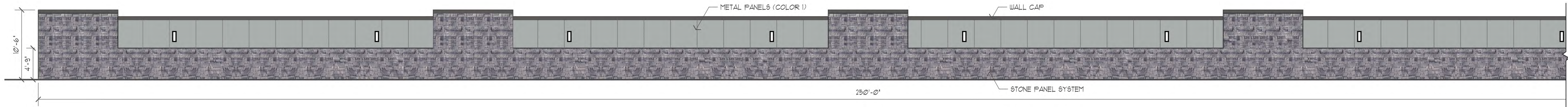
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EXTERIOR ELEVATIONS -
BUILDING 1

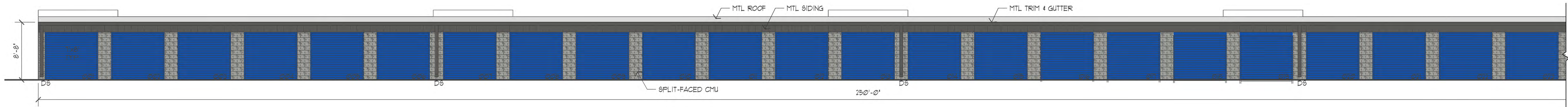
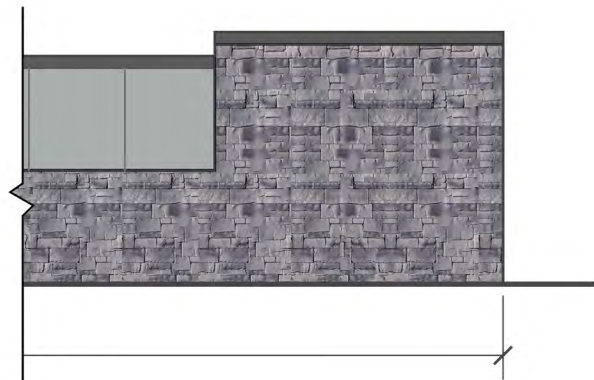
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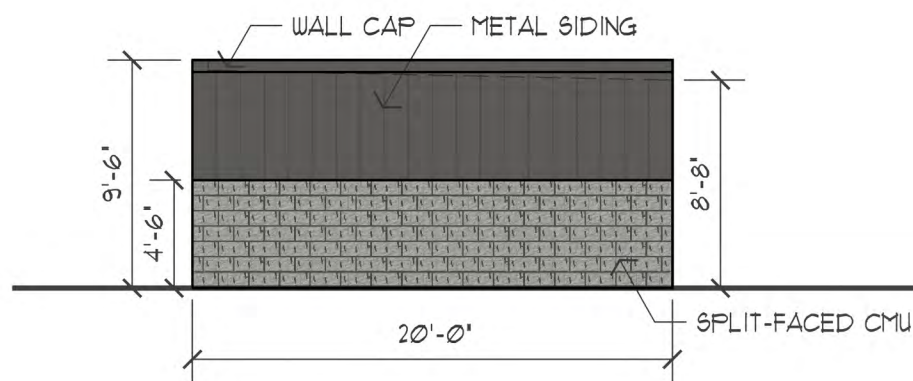
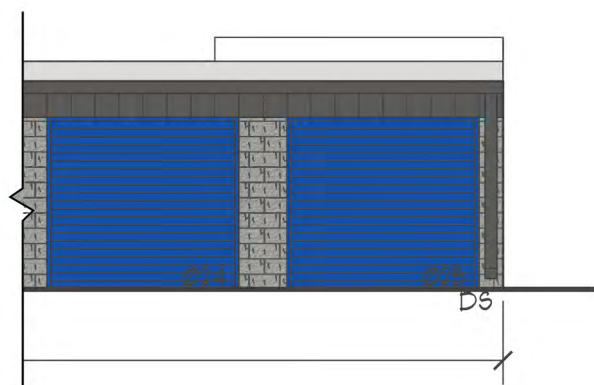
○ **WEST BUILDING ELEVATION - PRIMARY FACADE**
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 2435SF
MASONRY: 1440SF (59%)
METAL PANELS: 808SF (33%)
OTHER: 125SF (8%)



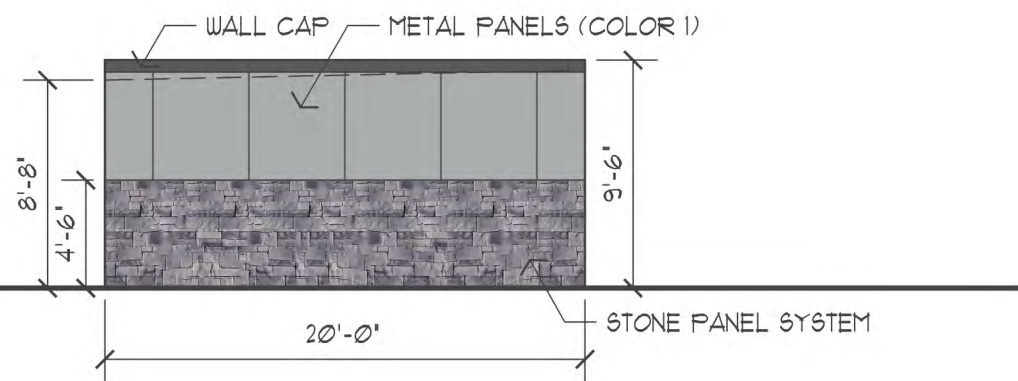
○ **EAST BUILDING ELEVATION**
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 2166SF
DOORS/GLAZING: 1400SF
MASONRY: 392SF (51%)
MTL PANELS: 250SF (33%)
OTHER: 125SF (16%)



○ **NORTH BUILDING ELEVATION**
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 190SF
MASONRY: 90SF (47%)
METAL SIDING: 90SF (47%)
OTHER: 10SF



○ **SOUTH BUILDING ELEVATION - PRIMARY**
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 190SF
MASONRY: 90SF (47%)
METAL SIDING: 90SF (47%)
OTHER: 10SF

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NEW CONSTRUCTION
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WESTFIELD, INDIANA
REVEL + UNDERWOOD

PRELIMINARY DESIGN

OCTOBER 2022

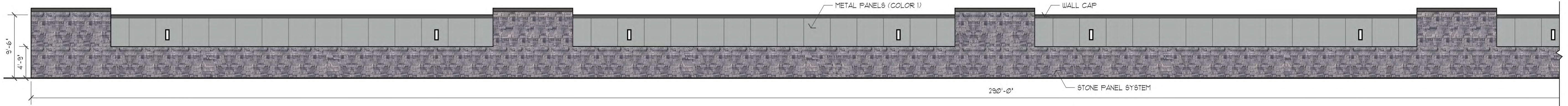
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PLOT DATE: 2022-10-11
DRAWN BY: TANKER
CHECKED BY: -
PROJECT NUMBER: 22-0166

EXTERIOR ELEVATIONS -
BUILDING B

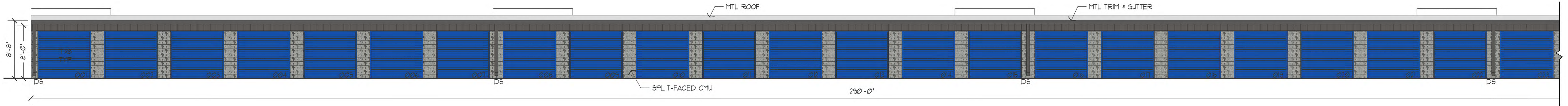
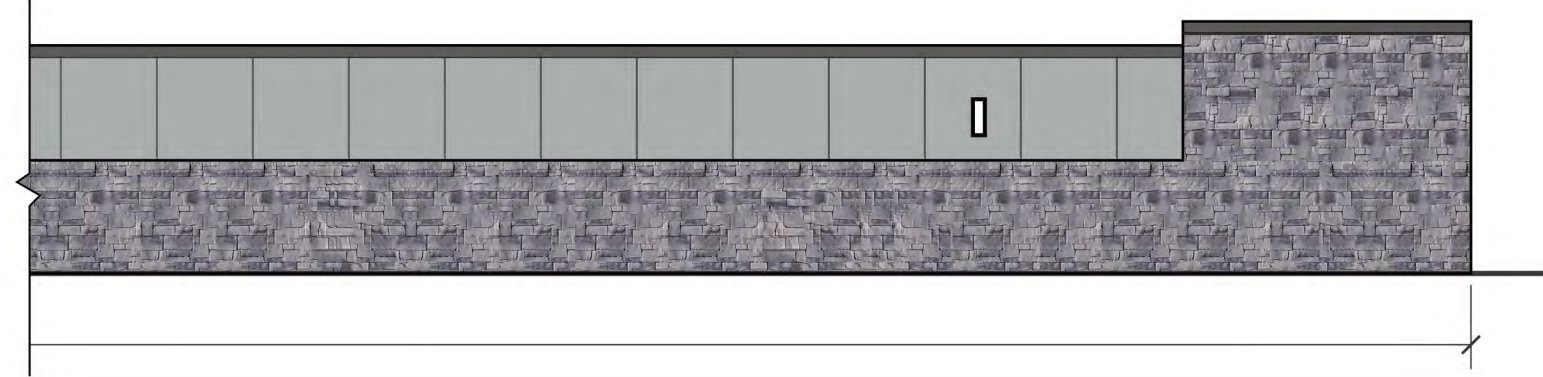
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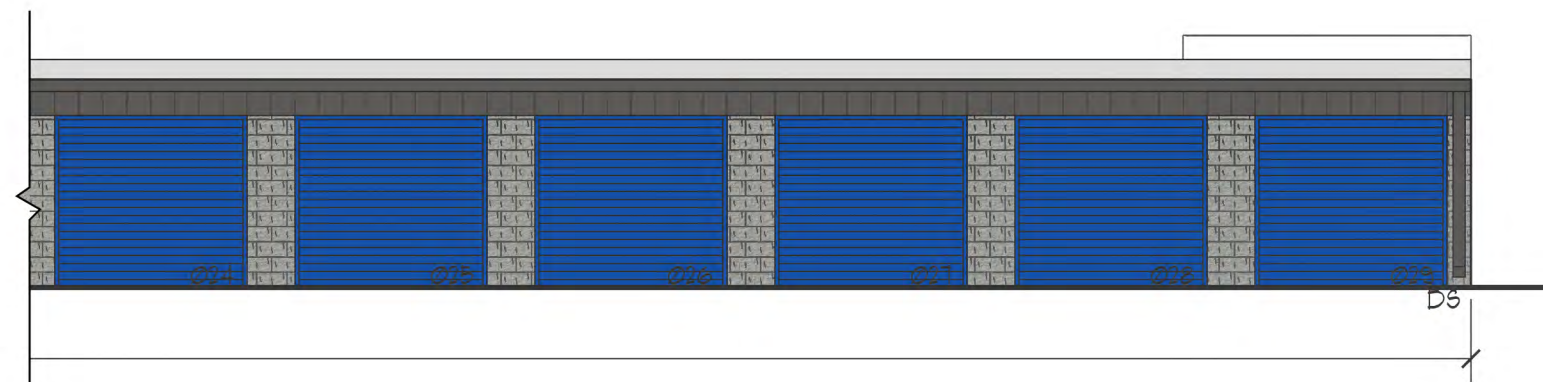
○ **WEST BUILDING ELEVATION - PRIMARY FACADE**
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 2815SF
MASONRY: 1687SF (60%)
METAL PANELS: 976SF (35%)
OTHER: 145SF (5%)



○ **EAST BUILDING ELEVATION**
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 2513SF
DOORS/GLAZING: 1856SF
MASONRY: 222SF (34%)
MTL PANEL: 290SF (44%)
OTHER: 145SF (22%)



○ **NORTH BUILDING ELEVATION - PRIMARY**
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 190SF
MASONRY: 90SF (47%)
METAL PANELS: 90SF (47%)
OTHER: 10SF

○ **SOUTH BUILDING ELEVATION**
SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 190SF
MASONRY: 90SF (47%)
METAL PANELS: 90SF (47%)
OTHER: 10SF

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NEW CONSTRUCTION
PREMIER STORAGE - WESTFIELD
W TOURNAMENT TRAIL
WESTFIELD, INDIANA
REVEL + UNDERWOOD

PRELIMINARY DESIGN

OCTOBER 2022

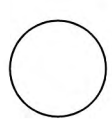
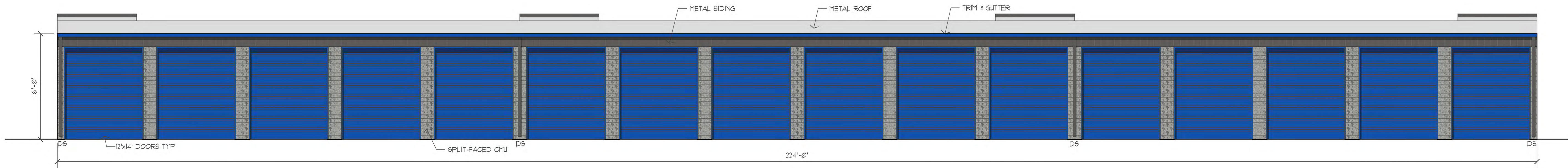
REVISIONS:
① REVISION
DATE
② REVISION
DATE
③ REVISION
DATE
④ REVISION
DATE
⑤ REVISION
DATE

PLOT DATE: 2022-10-11
DRAWN BY: TANKER
CHECKED BY: -
PROJECT NUMBER: 22-0166

EXTERIOR ELEVATIONS -
BUILDING 9

A207

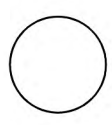
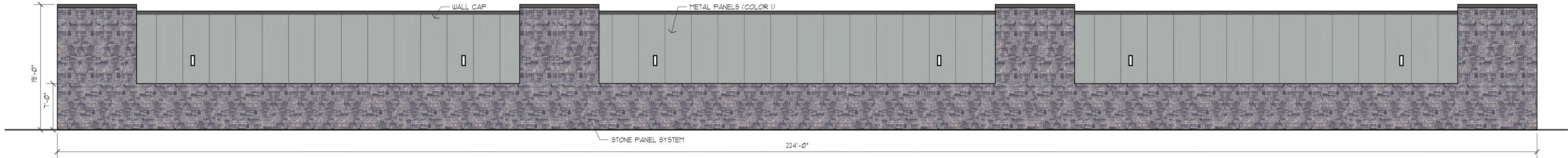
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ALL OTHER COPYRIGHT AND COMMON LAW
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SOUTH BUILDING ELEVATION - PRIMARY FACADE

SCALE: 1/8" = 1'-0"

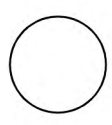
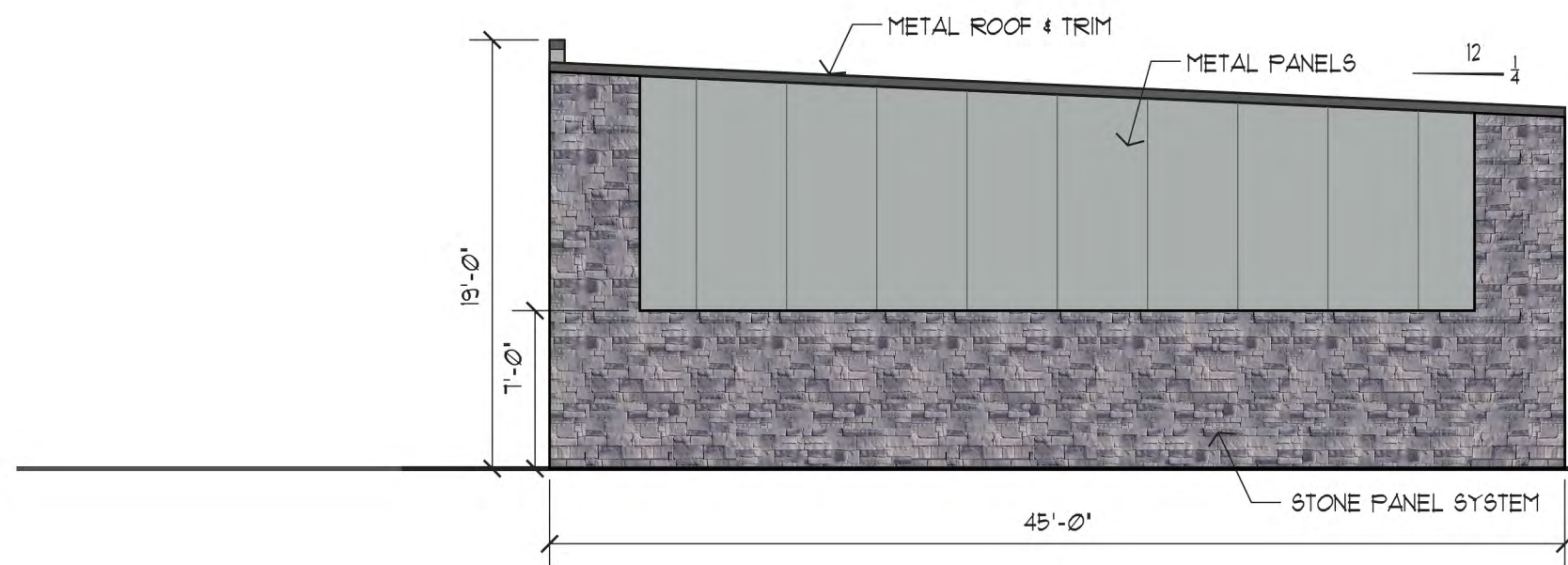
FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 3584SF
DOORS/GLAZING: 2688SF
MASONRY: 448SF (50%)
METAL PANELS: 336SF (38%)
OTHER: 112SF



NORTH BUILDING ELEVATION - PRIMARY FACADE

SCALE: 1/8" = 1'-0"

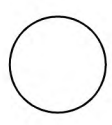
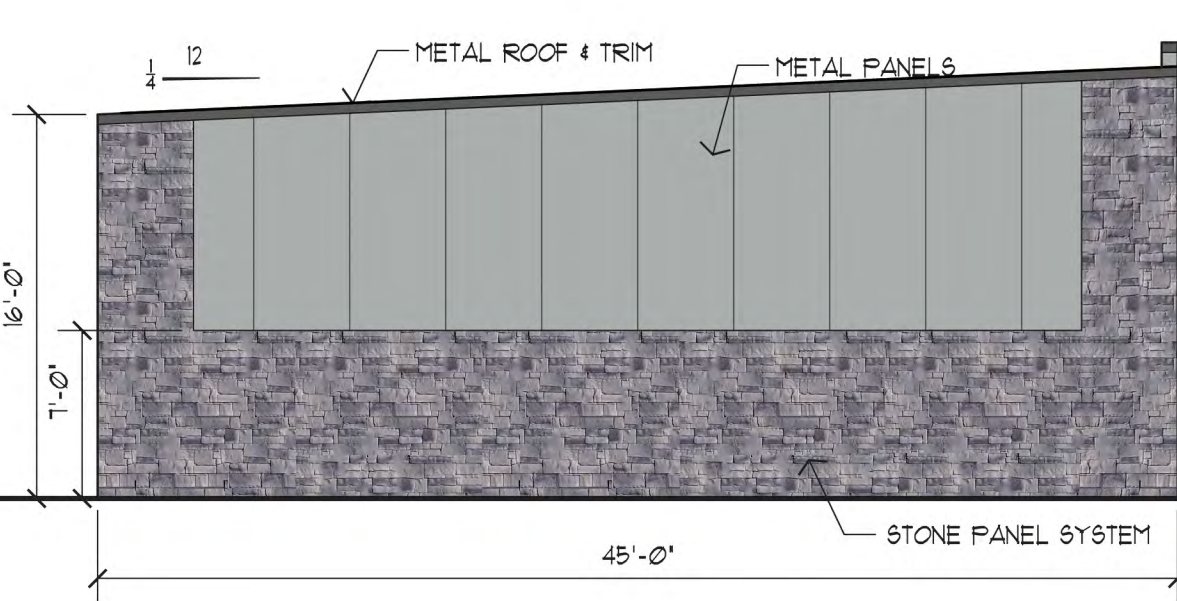
FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 4080SF
MASONRY: 2120SF (52%)
METAL PANELS: 1827SF (45%)
OTHER: 112SF (3%)



EAST BUILDING ELEVATION

SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 765SF
MASONRY: 392SF (51%)
METAL PANELS: 355SF (46%)
OTHER: 18SF (3%)



WEST BUILDING ELEVATION

SCALE: 1/8" = 1'-0"

FACADE MATERIAL CALCULATIONS:
OVERALL AREA: 765SF
MASONRY: 392SF (51%)
METAL PANELS: 355SF (46%)
OTHER: 18SF (3%)

peterSONARCHITECTURE
298 South 10th Street Suite 500
Noblesville, IN 46060
p 317.770.9714
f 317.770.9718
peterSONarchitecture.com

NEW CONSTRUCTION

PREMIER STORAGE - WESTFIELD

W/ TOURNAMENT TRAIL
WESTFIELD, INDIANA

REVEL + UNDERWOOD

PRELIMINARY DESIGN

OCTOBER 2022

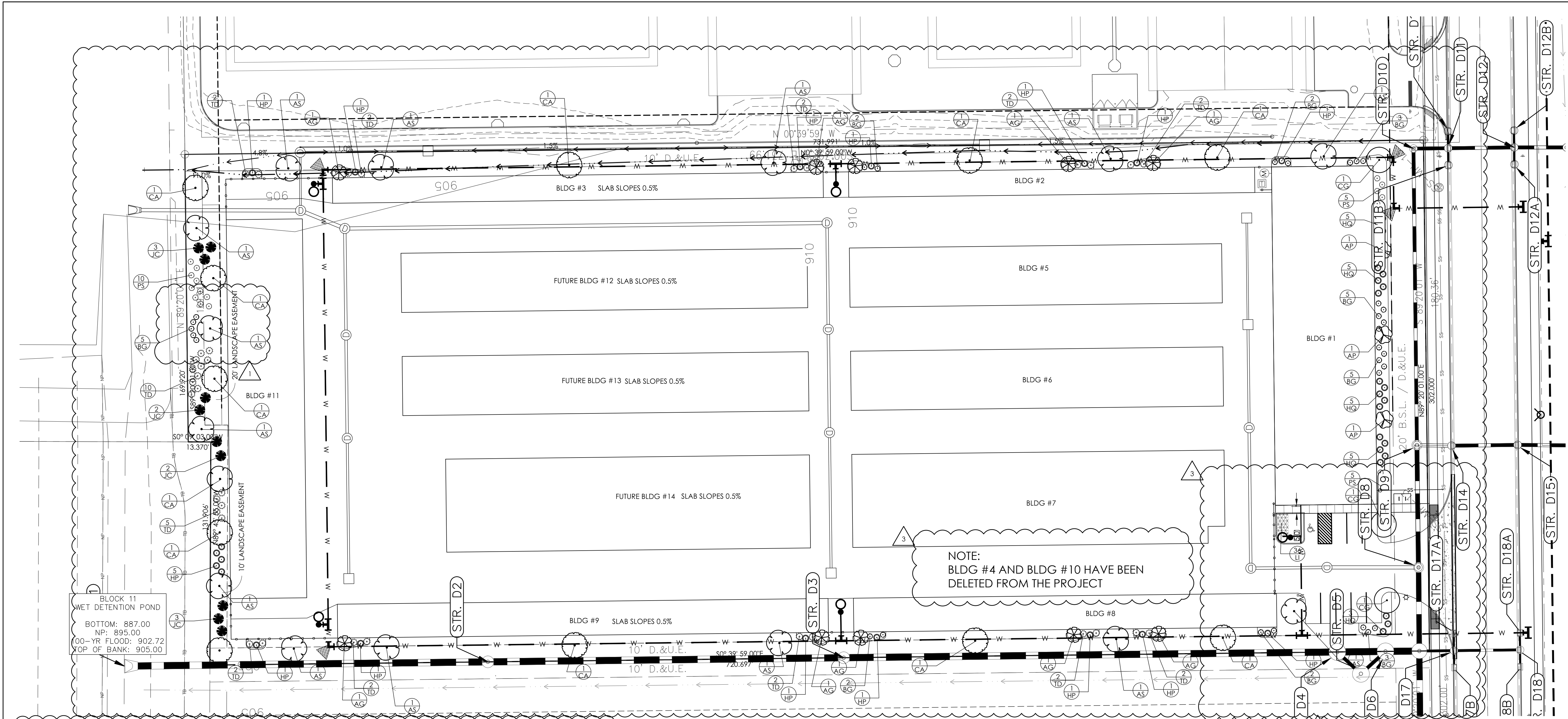
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3	REVISION DATE
4	REVISION DATE
5	REVISION DATE

PLOT DATE:	2022-10-11
DRAWN BY:	T.ANKER
CHECKED BY:	-
PROJECT NUMBER:	22-0166

EXTERIOR ELEVATIONS -
BUILDING II

A208

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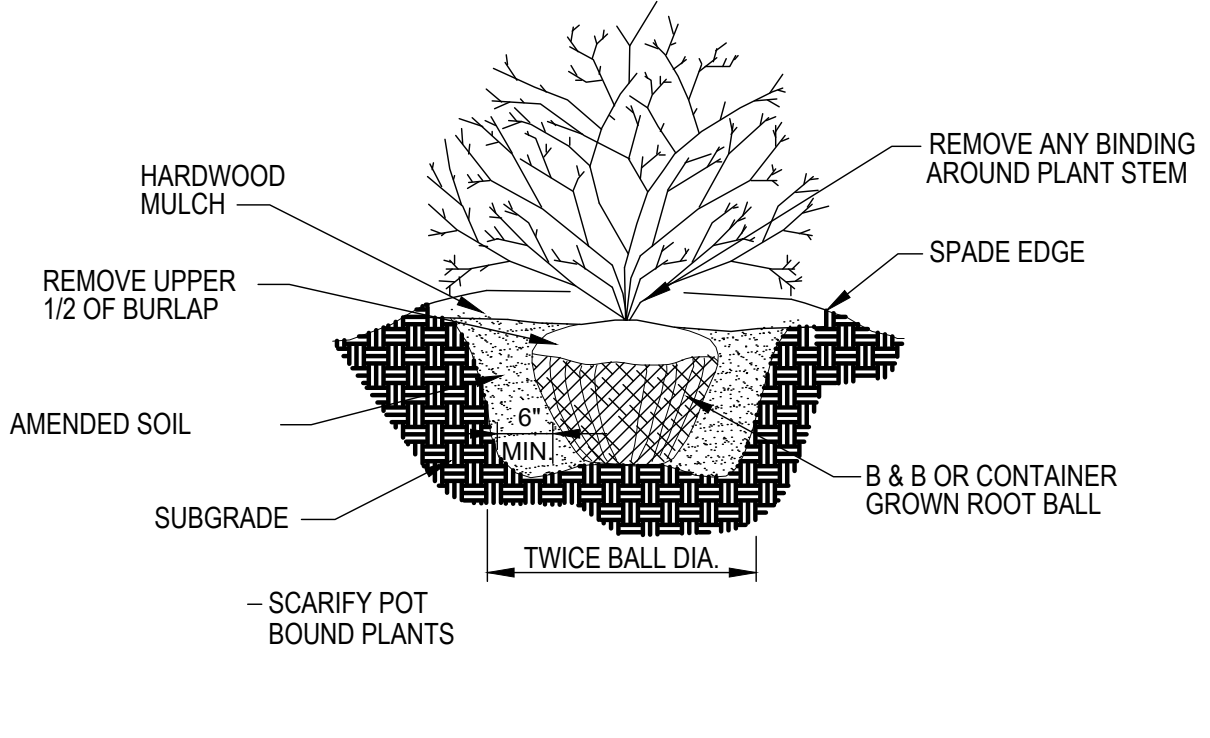
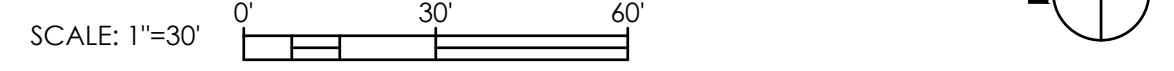
PLANT SCHEDULE

DECIDUOUS TREES	QUANTITY	BOTANICAL NAME	COMMON NAME	CONT.	CAL.	HT.
AS	15	ACER SACCARUM 'BARRET COLE'	APOLLO SUGAR MAPLE	B & B	2" CAL. MIN.	-
CA	11	CARPINUS CAROLINIANA	AMERICAN HORNBEAM	B & B	2" CAL. MIN.	-
ORNAMENTAL TREES	QUANTITY	BOTANICAL NAME	COMMON NAME	CONT.	CAL.	HT.
AG	10	AMELANCHIER X GRANDIFLORA 'AUTUMN BRAUTUMN BRILLIANCE	SERVICEBERRY B & B	B & B	2" CAL. MIN.	-
CG	3	CRATAEGUS CRUS-GALI INERMIS	THORNLESS COCKSPUR HAWTHORN	B & B	2" CAL. MIN.	-
AP	3	ACER PALMATUM 'ATROPURPUREUM'	JAPANESE MAPLE	B & B	2" CAL. MIN.	-
EVERGREEN TREES	QUANTITY	BOTANICAL NAME	COMMON NAME	CONT.	CAL.	HT.
JC	10	Juniperus chin 'Hetzi Columnaris'	HETZI COLUMNAR JUNIPER	B & B	6" MIN.	-
SHRUBS	QUANTITY	BOTANICAL NAME	COMMON NAME	CONT.	SPACING	HT.
BG	29	BUXUS X 'GREEN VELVET'	GREEN VELVET BOXWOOD	-	SEE PLAN	24" MIN.
HQ	23	HYDRANGEA QUERCIFOLIA 'ALICE'	ALICE OAKLEAF HYDRANGEA	-	SEE PLAN	24" MIN.
HP	19	HYDRANGEA PANICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA	-	SEE PLAN	24" MIN.
PS	20	PHYSOCARPUS OPULIFOLIUS 'SUMMER WINE'	SUMMER WINE NINEBARK	-	SEE PLAN	24" MIN.
TD	35	TAXUS X MEDIA 'DENSIFORMIS'	DENSE YEW	-	SEE PLAN	24" MIN.
PERINNEAL	QUANTITY	BOTANICAL NAME	COMMON NAME	CONT.	SPACING	HT.
LI	36	LIRIOPE MUSCARI 'BIG BLUE'	BIG BLUE LILY TURF	QUART-10/CS	1.5' O.C.	-

ORDINANCE CHART

REQUIREMENT	REQUIRED	PROVIDED
SPRINGMILL ORDINANCE SECTION 8.2 MINIMUM COVOTE REQUIREMENTS • YARDS AND OPEN SPACES SHALL BE LANDSCAPED IN ACCORDANCE WITH THIS SECTION • COMMERCIAL USES = 8 SHADE TREES + 5 ORNAMENTAL/EVERGREEN TREES = 25 SHRUBS/ACRE • ALL OTHER LANDSCAPE PLANTINGS REQUIRED BY CHAPTER 8.8.K OF THE UD TO BE LOCATED ON THE SUBJECT LOT OR WITHIN AN OPEN SPACE/COMMON AREA MAY BE CREDITED TOWARD THE LOT'S MINIMUM LANDSCAPING REQUIREMENTS	5.03 ACRES 5.03 (5) = 24 SHADE TREES 5.03 (5) = 24 ORNAMENTAL/EVERGREEN TREES 5.03 (25) = 125 SHRUBS	• 26 SHADE TREES • 14 ORNAMENTAL TREES • 10 EVERGREEN TREES • 125 SHRUBS
SPRINGMILL ORDINANCE AMENDMENT SECTION 9A FOUNDATION PLANTINGS • ONLY REQUIRED ALONG A BUILDING FACADE ORIENTED TOWARDS STATE HIGHWAY 32. DITCH ROAD OR TOURNAIMENT TRAIL • PLANT PER CITY OF WESTFIELD UDO	1 SHRUB OR ORNAMENTAL TREE PER 12 LFT. • BUILDING #1: 200 (12) = 17 SHRUBS • BUILDING #2: 20 (12) = 2 SHRUBS	• BUILDING #1 = 5 ORNAMENTAL & 40 SHRUBS • BUILDING #2 = 1 ORNAMENTAL & 3 SHRUBS
SPRINGMILL ORDINANCE AMENDMENT SECTION 9C BUFFER YARD REQUIREMENTS • BUFFER "A" REQUIRED ALONG NORTH PROPERTY LINE • PLANT PER CITY OF WESTFIELD UDO & 8.8.N(4) 3 SHADE TREES + 3 EVERGREEN TREES + 10 SHRUBS PER 100 LINEAL FEET • WIDTH AND PLANTINGS IN "BLOCK 2" SHALL COUNT TOWARDS THE BUFFER	315.19 LINEAR FEET 3 (3.15) = 10 SHADE TREES 3 (3.15) = 10 EVERGREEN TREES 100 (15) = 30 SHRUBS	• 10 SHADE TREES • 10 EVERGREEN TREES • 35 SHRUBS

LANDSCAPE PLAN

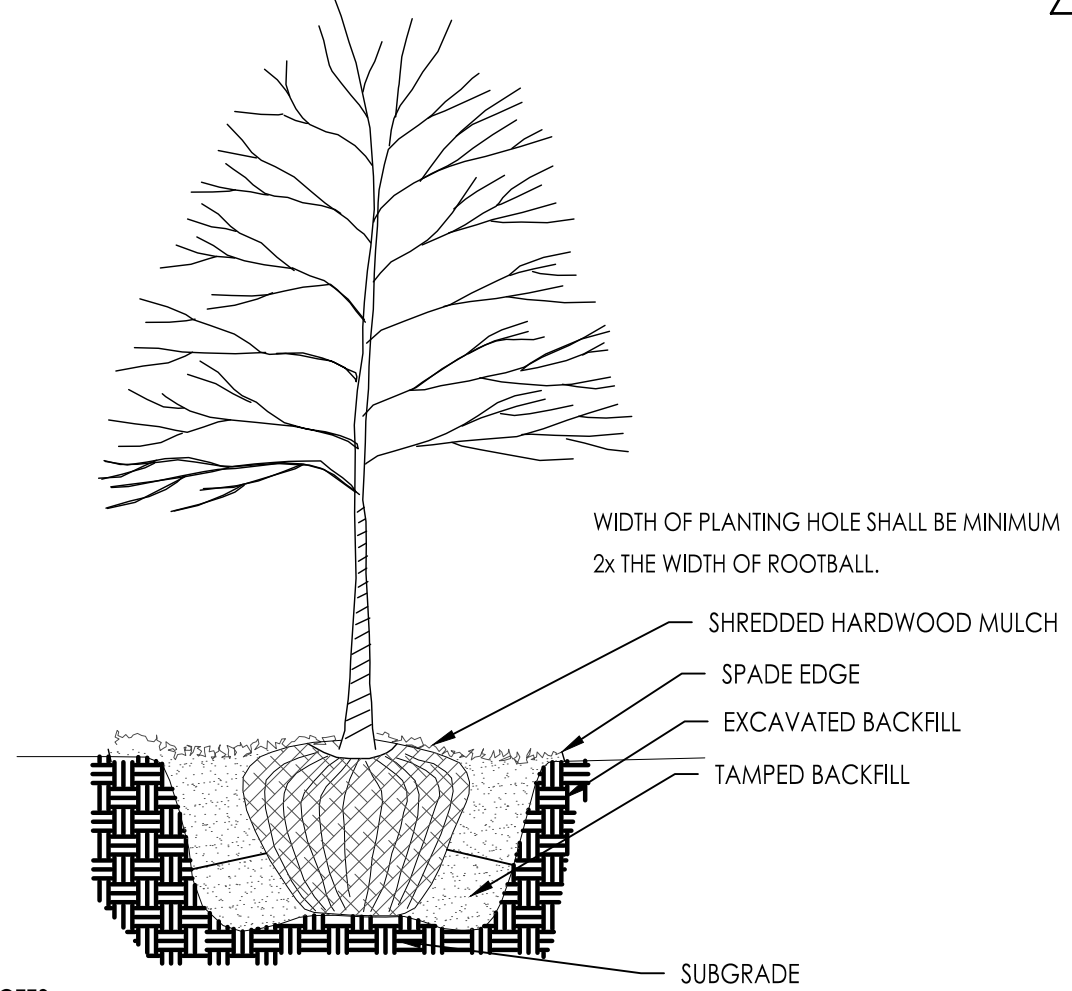


NOTES:

1. APPLY CORRECTIVE PRUNING.
2. SET ROOTBALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL (CONTAINER) SHALL BE 1 INCH ABOVE SURROUNDING GRADE. FOR LARGER SHRUBS WITHIN SAME BED, DIG A DEEPER PIT ONLY FOR THOSE SHRUBS.
3. REMOVE BURLAP FROM UPPER HALF OF ROOTBALL. REMOVE ALL TWINE AND SYNTHETIC MATERIAL.
4. REMOVE CONTAINER AND LOOSEN ROOTS. CORRECT OR REMOVE GIRDLING ROOTS. PLUMB AND BACKFILL WITH AMENDED SOIL PER NOTES. WATER THOROUGHLY WITHIN TWO HOURS.
5. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE. MULCH LIMIT FOR SHRUBS EXTEND TO ALL LIMITS OF PLANTING BED. SEE PLAN FOR BED LAYOUTS.

1 SHRUB PLANTING DETAIL

NO SCALE



NOTES:

1. INSPECT TREE FOR DAMAGED BRANCHES. APPLY CORRECTIVE PRUNING.
2. SET ROOTBALL ON UNEXCAVATED OR TAMPED SOIL. TOP OF ROOTBALL SHALL BE 2 INCHES ABOVE SURROUNDING GRADE WITH BURLAP AND WIRE BASKET IN PLACE.
3. REMOVE WIRE BASKET AND BURLAP DOWN 4-6 INCHES BELOW TOP OF ROOTBALL. REMOVE ALL TWINE AND SYNTHETIC MATERIAL.
4. REMOVE OR CORRECT GIRDLING ROOTS.
5. TAMP EXCAVATED SOIL AROUND ROOTBALL.
6. BACKFILL REMANDER WITH EXCAVATED SOIL TAMPED LIGHTLY. HIGH CLAY OR POOR SOIL SHALL RECEIVE AMENDED SOIL PER NOTES.
7. WATER THOROUGHLY WITH 10-15 GALLONS OF WATER WITHIN TWO HOURS OF PLANTING.
8. APPLY MULCH IN EVEN LAYER, KEEPING AWAY FROM ROOT FLARE.
9. FINAL LOCATION OF TREE TO BE DETERMINED BY OWNER.

2 TREE PLANTING DETAIL

NO SCALE

Prepared for:
Smith Projects
Attn.: Jon Smith
238 N. Main Street
Maxwell, Indiana 46154
jonsmith@smithprojects.com
(317)-326-8000

MICHAEL S. DEER, P.E.
1070 Sycamore Court
Greenwood, IN 46143
(317)-445-9375
michaelsdeer@gmail.com

LANDSCAPE PLAN

Project:
Outback Storage - Westfield
Tournament Trail Drive
Westfield, IN
Washington Township, Hamilton County, Indiana

REVISION DATES	
1	8/6/21 CITY REVIEW COMMENTS
2	9/15/21 CITY REVIEW COMMENTS
3	8/8/22 CLIENT REVISIONS
4	10/27/22 CITY REVIEW COMMENTS

DATE: 9/15/21

SCALE:

DRAWING: -
JOB NO: 121-4158

SHEET NO. L01



Westfield-Washington Township Advisory Plan Commission (APC) Workshop Meeting

Minutes of the November 21, 2022 APC Workshop Meeting
Presented for approval: December 5, 2022

Westfield-Washington Township Advisory Plan Commission
met at 7:00 p.m. on Monday, November 21, 2022 at Westfield City Services Center.

Active links for this meeting:

[November 21, 2022 APC Agenda & Exhibits](#)

[November 21, 2022 YouTube Video](#)

OPENING OF MEETING

[YouTube Time: 0:01](#)

Roll Call

Commissioners Members Present In-Person: Kristen Burkman, Matt Deck, Robert Horkay, Mike Johns, Ginny Kelleher, Victor McCarty (arrived at 7:11 p.m.), Andre Maue, Dave Schmitz, and Cindy Spoljaric.

Commissioners Present Virtually: None.

Commissioners Absent: None.

City Staff Present In-Person: Kevin Todd, Director; Pam Howard, Assistant Director; Caleb Ernest, Senior Planner; Lauren Gillingham, Senior Planner; and Weston Rogers, Associate Planner.

City Staff Present Virtually: None.

Legal Counsel Present Virtually: Ashley Ulbricht with Taft Stettinius & Hollister LLP.

APPROVAL OF MINUTES

Kelleher motioned to approve the November 9, 2022 Minutes.

Deck seconded. Motion passed. Vote 8-0. (McCarty not yet present.)

UPDATE TO 2023 APC SCHEDULE OF MEETINGS

Kelleher motioned to approve the updated schedule of APC Meetings for 2023.

Burkman seconded. Motion passed. Vote 8-0. (McCarty not yet present.)

REVIEW RULES AND PROCEDURES

Howard reviewed APC Workshop rules and procedures.

CONSENT AGENDA ITEMS

[YouTube Time: 3:01](#)

2209-DDP-29

Urban Apples

18326 Spring Mill Road

Herron Holdings, LLC, represented by Civil Site Group, Inc, requests Detailed Development Plan approval of a 7,634 square foot building addition on 23.71 acres located in the Urban Apples PUD District.

(Planner: Lauren Gillingham - lgillingham@westfield.in.gov)

2210-DDP-34

Westfield Public Library and Trustee's Office

South West Corner of Westfield Boulevard & Park Street

Westfield Public Library, represented by Weihe Engineering, requests Detailed Development Plan approval of a 32,000 square foot institutional building on 4.13 acres located in the Grand Millennium Center PUD District.

(Planner: Lauren Gillingham - lgillingham@westfield.in.gov)

Agendas and minutes for all City meetings are updated and available at the City's website.

Website: www.westfield.in.gov | Community Development Department E-mail: community@westfield.in.gov

2210-DDP-38

Grand Millennium Medical Office Building

South West Corner of Westfield Boulevard & Park Street

18th Street Development LLC, represented by Kimley-Horn and Associates, Inc, requests Detailed Development Plan approval of a 60,000 square foot medical office building on 4.3 acres located in the Grand Millennium Center PUD District.

(Planner: Lauren Gillingham - lgillingham@westfield.in.gov)

2210-DDP-40

Grand Millennium Infrastructure and Common Area

South West Corner of Westfield Boulevard & Park Street

31/32 Investors LLC requests Detailed Development Plan approval of infrastructure and Common Areas on 2.25 acres in the Grand Millennium Center PUD District.

(Planner: Lauren Gillingham - lgillingham@westfield.in.gov)

2211-DDP-41

Roush Pole Barn Expansion

525 David Brown Drive

Tom Roush Auto Group requests Detailed Development Plan approval of a 2,000 square foot addition to an existing accessory structure, located on 8 acres +/- in the GB: General Business - Planned Development (GB-PD) District

(Planner: Lauren Gillingham - lgillingham@westfield.in.gov)

Maue motioned to approve the Consent Agenda as presented.

Deck seconded. Motion passed. Vote 8-0. (McCarty not yet present.)

WORKSHOP ITEMS

2207-PUD-13 [WORKSHOP]

[*YouTube Time: 4:08*](#)

Woods Robinson Briggs PUD Amendment II

Generally at 904 East 191st Street

191st Land Acquisition, LLC requests an amendment to the Woods-Robinson-Briggs PUD to add 4.54 acres +/- of additional real estate, modify the General Regulations of the proposed District 1 water feature, and modify the proposed Park/Trail Head District standards.

(Planner: Weston Rogers - wrogers@westfield.in.gov)

Staff presentation / Petitioner presentation / APC comments

Workshop discussion only.

MISCELLANEOUS ITEMS

[*YouTube Time: 1:45:02*](#)

Department Presentation

Westfield-Washington Township Nonresidential Inventory Presentation.

(Planner: Caleb Ernest cernest@westfield.in.gov)

ITEMS CONTINUED TO A FUTURE MEETING

2108-PUD-21 [CONTINUED]

Grand Millennium Center PUD Amendment I

North of David Brown Drive, East and West of Westfield Blvd

31/32 Investors by Edgerock Development, LLC requests an Amendment to the Permitted Uses and General Regulations of the Grand Millennium Center PUD District.

(Planner: Pam Howard - phoward@westfield.in.gov)

Agendas and minutes for all City meetings are updated and available at the City's website.

Website: www.westfield.in.gov | Community Development Department E-mail: community@westfield.in.gov

2111-PUD-27

TowneRun PUD [CONTINUED]

Northwest corner of Towne Road and West 146th Street

LOR Corporation by Church Church Hittle + Antrim requests a change in zoning for 26.94 acres +/- from AG-SF1: Agriculture / Single-family Rural District to the TowneRun PUD District.

(Planner: Kevin Todd - ktodd@westfield.in.gov)

2206-PUD-11 [CONTINUED]

Towne Road Crossing PUD Amendment I

South of SR 32, west of Little Eagle Creek Avenue

H&H Stables, LLC by Nelson & Frankenberger, LLC requests an amendment to the Towne Road Crossing PUD to permit an Equestrian Facility and a maximum of thirty (30) residential Lots on 69 acres +/- in the Towne Road Crossing PUD District.

(Planner: Daine Crabtree - dcrabtree@westfield.in.gov)

2209-ZOA-03 [CONTINUED]

Unified Development Ordinance Amendment (Floodplain)

The City of Westfield requests approval of an ordinance to amend Articles 3.5 & 5.5 of the Westfield-Washington Township Unified Development Ordinance.

(Planner: Pam Howard - phoward@westfield.in.gov)

REPORTS/COMMENTS:

[*YouTube Time: 2:21:03*](#)

- Plan Commission Comments
- Downtown Update
- City Council Liaison
- Board of Zoning Appeals Liaison
- Plat Committee Liaison
- Community Development Department

ADJOURNMENT

Schmitz motioned to adjourn the meeting. Spoljaric seconded. Motion passed. Vote 9-0.

The meeting adjourned at 9:42 p.m.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

Signature Page for APC Minutes for November 21, 2022

Robert Horkay, President

Ginny Kelleher, Vice President

Kevin M. Todd, Secretary



Order Number: 22-03

Request: The Westfield Redevelopment Commission is seeking an order from the Westfield-Washington Township Advisory Plan Commission (the "Plan Commission") to indicate that the Redevelopment Commission's Declaratory Resolution, to remove certain parcels from the Eastside Economic Development Area, conforms to the Westfield-Washington Township Comprehensive Plan.

Exhibits: Exhibit 1: Staff Report
Exhibit 2: Order 22-03
Exhibit 3: RDC Resolution 15-2022
Exhibit 4: Eastside EDA Southern Area Map
Exhibit 5: Eastside EDA 2007 Expansion Map

Staff Reviewer: Pam Howard, Assistant Director

PETITION HISTORY

The associated Declaratory Resolution (see **Exhibit 3**) to amend the Eastside Economic Development Area (the "Eastside EDA", see **Exhibit 4**) is being presented at the Westfield Redevelopment Commission's November 21st, 2022, meeting.

PROCEDURAL

The Plan Commission's function for this item is to determine that the Declaratory Resolution conforms to the Westfield-Washington Township Comprehensive Plan, in accordance with IC § 36-7-14-15.8 (a). The Plan Commission shall issue its written order approving or denying the Declaratory Resolution, in accordance with IC § 36-7-14-15.8 (a). Plan Commission orders are not public hearing items.



PROJECT OVERVIEW

Project Description

The Declaratory Resolution proposes to amend the Eastside EDA by removing certain residential parcels many of which were included in Section 3 of the Waterford at Bridgewater subdivision (see **Exhibit 4** and **Exhibit 5**), and to provide that during any period of time that any parcels of property are assessed as residential property under the rules of the Indiana Department of Local Government Finance, such parcels shall not be considered part of the Economic Development Area or the Allocation Area.

Comprehensive Plan Analysis

As discussed under the PROCEDURAL section of this report, the function of the Plan Commission is to determine that the Declaratory Resolution conforms to the [Comprehensive Plan](#). As shown in **Exhibit 5**, the Eastside EDA spans several land use classifications. The Bridgewater parcels being removed (see **Exhibit 4**) are located within the "Existing Suburban" land use classification, and therefore residential uses are considered appropriate for these properties. The other parcels being removed (see **Exhibit 5**) are located within the "Employment Corridor" land use classification and Grand Junction study area (see [Grand Junction Sub-Districts Addendum](#)). Both of these classifications contemplate a mix of uses and therefore residential could be appropriate.

DEPARTMENT COMMENTS

- 1) **Recommendation:** The Department recommends **approving Order 22-03 as presented.**
- 2) If any Plan Commission member has questions prior to the meeting, then please contact Pam Howard at 317-531-3751 or poward@westfield.in.gov.

RESOLUTION NO: 22-03

**ORDER OF THE WESTFIELD-WASHINGTON TOWNSHIP ADVISORY
PLAN COMMISSION DETERMINING THAT THE AMENDED DECLARATORY
RESOLUTION FOR THE EASTSIDE ECONOMIC DEVELOPMENT AREA
APPROVED AND ADOPTED BY THE WESTFIELD REDEVELOPMENT
COMMISSION CONFORMS TO THE COMPREHENSIVE PLAN FOR THE CITY OF
WESTFIELD**

WHEREAS, the Westfield Redevelopment Commission (the “Redevelopment Commission”) on November 21, 2022, approved and adopted a resolution (the “Resolution”) approving certain amendments to the declaratory resolution and development plan for the Eastside Economic Development Area (the “2022 Amendments”); and

WHEREAS, the Redevelopment Commission has submitted the Resolution and supporting data to this Plan Commission.

NOW, THEREFORE, BE IT ORDERED BY THE PLAN COMMISSION, AS FOLLOWS:

1. The Resolution and the 2022 Amendments conform to the plan of development for the City of Westfield, Indiana.
2. This Plan Commission hereby approves the Resolution and the 2022 Amendments. This resolution hereby constitutes the written order of the Plan Commission approving the Resolution and the 2022 Amendments pursuant to Ind. Code 36-7-14-16.
3. The Secretary of the Plan Commission is hereby directed to file a copy of the Resolution and the 2022 Amendments with the minutes of this meeting.

[The remainder of this page is intentionally blank.]

SO RESOLVED BY THE WESTFIELD PLAN COMMISSION this 5th day of December, 2022

WESTFIELD ADVISORY PLAN COMMISSION

Voting For

Voting Against

Abstain

Robert Horkay

Robert Horkay

Robert Horkay

Ginny Kelleher

Ginny Kelleher

Ginny Kelleher

Andre Maue

Andre Maue

Andre Maue

Victor McCarty

Victor McCarty

Victor McCarty

David Schmitz

David Schmitz

David Schmitz

Cindy Spoljaric

Cindy Spoljaric

Cindy Spoljaric

Kristen Burkman

Kristen Burkman

Kristen Burkman

Mike Johns

Mike Johns

Mike Johns

Matt Deck

Matt Deck

Matt Deck

ATTEST:

Kevin Todd, Director of Community Development

WESTFIELD REDEVELOPMENT COMMISSION RESOLUTION 15-2022

**RESOLUTION OF THE
WESTFIELD REDEVELOPMENT COMMISSION
AMENDING THE DECLARATORY RESOLUTION FOR THE
EAST SIDE ECONOMIC DEVELOPMENT AREA**

WHEREAS, the Westfield Redevelopment Commission (the “Commission”) of the City of Westfield (the “City”), the governing body of the Westfield Department of Redevelopment (the “Department”) and the Westfield Redevelopment District (the “District”), exists and operates under the provisions of Indiana Code 36-7-14 and 36-7-25 *et seq.*, as amended from time to time (the “Act”); and

WHEREAS, the Commission previously adopted and confirmed resolution 1-2007, as has been amended from time to time, (collectively, the “Declaratory Resolution”), establishing an economic development area known as the East Side Economic Development Area (the “Economic Development Area”) and approving a development plan for the Economic Development Area (the “Plan”) pursuant to the Act; and

WHEREAS, the Declaratory Resolution established the Economic Development Area as an allocation area (the “Allocation Area”) within the Area in accordance with Section 39 of the Act; and

WHEREAS, the Commission desires to amend the Declaratory Resolution and the Economic Development Area Plan to: (i) remove certain parcels of residential property, as described on Exhibit A attached hereto, from the Economic Development Area and the Allocation Area; and (ii) to provide that during any period of time that any parcels of property are assessed as residential property under the rules of the Indiana Department of Local Government Finance, such parcels shall not be considered part of the Economic Development Area or the Allocation Area (collectively, the “2022 Amendments”); and

WHEREAS, the Commission has reviewed and considered the 2022 Amendments and the supporting data at a meeting of the Commission held on the date below; and

WHEREAS, the Commission desires to approve the 2022 Amendments.

NOW, THEREFORE, BE IT RESOLVED by the Westfield Redevelopment Commission as follows:

1. It will be of public utility and benefit to amend the Declaratory Resolution and the Plan for the Economic Development Area in the manner provided for in the 2022 Amendments and to continue to develop the Economic Development Area pursuant to the Act.

2. The Declaratory Resolution and the Plan, as amended by this Resolution, conform to the comprehensive plan of development for the City of Westfield.

3. The 2022 Amendments are reasonable and appropriate when considered in relation to the Declaratory Resolution and Plan, as well as the purposes of the Act.

4. The findings and determinations set forth in the Declaratory Resolution are hereby reaffirmed.

5. The parcels described in Exhibit A are hereby removed from the Economic Development Area and the Allocation Area, and it is the desire of the Commission to ensure that all parcels of property assessed as residential property under the rules of the Indiana Department of Local Government Finance (collectively, "Residential Parcels") are *not* to be considered as part of the Economic Development Area or Allocation Area. Accordingly, the Commission finds that during any period of time that any parcels of property within the geographic boundaries of the Economic Development Area are assessed as residential under the rules of the Indiana Department of Local Government Finance, such parcels shall not be part of the Economic Development Area or Allocation Area.

6. The 2022 Amendments are hereby in all respects approved.

7. This Resolution and data in support thereof shall be submitted to the Westfield Plan Commission (the "Plan Commission") and the Westfield Common Council (the "Council") pursuant to the Act. If approved by the Plan Commission and the Council, the 2022 Amendments shall be the subject of a public hearing held by the Commission, which public hearing shall be publicly noticed in the manner provided for by the Act.

Adopted the 21st day of November, 2022.

WESTFIELD REDEVELOPMENT COMMISSION
HAMILTON COUNTY, INDIANA

By: Joseph Plankin
President

By: Douglas J. Hotz
Vice President

By: Mike Dyle
Secretary

By: Bill Bann
Member

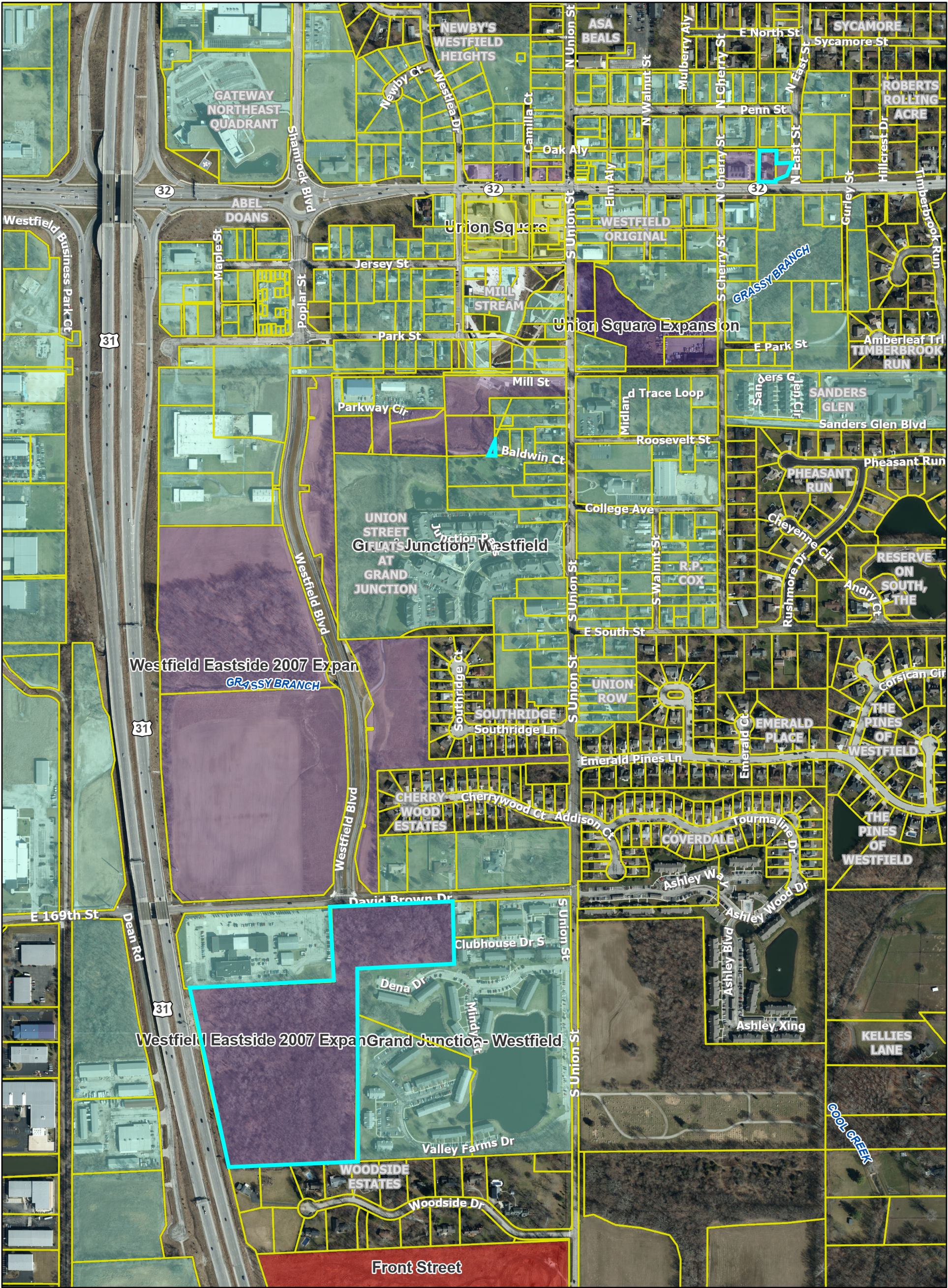
By: Leida Taus
Member

EXHIBIT A

[Parcels to be Removed from Economic Development Area and Allocation Area]

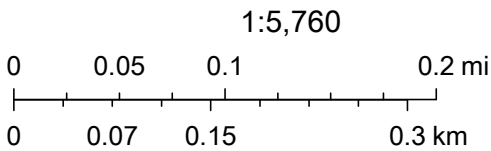
Parcel Number
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08-10-17-00-27-006.000
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08-10-17-00-27-009.000
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08-10-17-00-27-002.000
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09-09-01-02-08-003.000
09-09-01-00-00-013.000
09-06-31-03-04-018.000

Eastside EDA 2007 Expansion



December 1, 2022

- | | | |
|------------------|---------------------------|-----------------------|
| Rivers & Streams | Interstates & US Highways | 90906 |
| Minor Roads | Subdivisions | 90915 |
| Major Roads | Parcels | 90918 |
| State Highways | TIF District | <all other values> |
| | | 90902E |
| | | Parcels to be removed |



Author: Hamilton County

Hamilton County compiled this map. Although strict accuracy standards have been employed, Hamilton County does not warrant or guarantee the accuracy of the information contained herein and

Eastside EDA Southern Area



December 1, 2022

Rivers & Streams

Minor Roads

Major Roads

Subdivisions TIF District

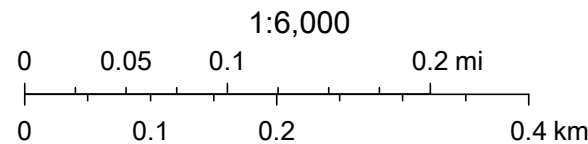
 Parcels

TIF District

 90902

114

Parcels to be removed



Author: Hamilton County

Hamilton County compiled this map. Although strict accuracy standards have been employed, Hamilton County does not warrant or guarantee the accuracy of the information contained herein and disclaims any and all liability resulting from any error or omission.



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

December 5, 2022
2112-CPA-01 & 2212-ZOA-04
Exhibit 1

Docket Number: 2212-CPA-01 & 2212-ZOA-04

Request: The City of Westfield requests a review of the Park and Recreational Impact Fee Zone Improvement Plan and Park and Recreational Impact Fee Ordinance.

Exhibits:

1. Staff Report
2. Park and Recreational Impact Fee Zone Improvement Plan
3. Park and Recreational Impact Fee Ordinance
4. Park Master Plan 2022
5. Park Master Plan Appendix

Staff Reviewer: Pam Howard, Assistant Director

SUMMARY

In accordance with state statute, impact fees are to be updated every five (5) years. There are two components to an impact fee: 1) a zone improvement plan, and 2) an impact fee ordinance. The City of Westfield currently has a park impact fee zone improvement plan and a park impact fee ordinance (Ordinance 17-49). The current ordinance is set to expire in July 2023, causing the need for the current update. State statute, Ind. Code § 36-7-4-1300, requires the City to approve and adopt the zone improvement plan prior to adopting a park impact fee ordinance.

The park and recreational impact fee would apply to new residential development within the City's corporate limits. Park and recreational impact fees are charged and collected during the building permit stage of development. Collected fees would be applied to parks within the corporate limits in order to maintain current levels of service. The accompanying Zone Improvement Plan recommends that the new fee for a new residential dwelling unit be \$3,417 (current fee = \$1,545/dwelling unit) in the first year, and would automatically increase by approximately 2% every year for the remaining four (4) years of the ordinance. The proposed Ordinance follows the recommendations of the Zone Improvement Plan when establishing the five-year fee schedule for the Park and Recreational Impact Fee.

The Zone Improvement Plan is a component of the Westfield-Washington Township Comprehensive Plan (the "Comprehensive Plan"), however, it does not directly influence the future land use recommendations of the Comprehensive Plan when it comes to zoning matters.



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

December 5, 2022
2112-CPA-01 & 2212-ZOA-04
Exhibit 1

PROCEDURAL

- State statute, Ind. Code § 36-7-4-1300, requires the APC to hold a public hearing for a zone improvement plan and to take action on the plan. The public hearing is scheduled to be held during the December 5, 2022, APC meeting.
- State statute, Ind. Code § 36-7-4-1300, requires the APC to hold a public hearing for a park impact fee ordinance and to provide a recommendation to the City Council. The public hearing is scheduled to be held during the December 5, 2022, APC meeting.
- Notice of the December 5, 2022, public hearing was provided in accordance with the APC Rules of Procedure.

DEPARTMENT COMMENTS

2212-CPA-01 (Zone Improvement Plan)

1. **Action:** Hold a joint public hearing with 2212-ZOA-04 at the December 5, 2022, Plan Commission meeting.
2. **Action:** If the APC is satisfied with the item, then approve 2212-CPA-01 as presented.

2212-ZOA-04 (Impact Fee Ordinance)

3. **Action:** Hold a joint public hearing with 2212-CPA-01 at the December 5, 2022, Plan Commission meeting
4. **Action:** If the APC is satisfied with the item, then forward a positive recommendation to the City Council.

If any APC member has questions prior to the public hearing, then please contact Pam Howard at 317-531-3751 or phoward@westfield.in.gov.

ORDINANCE 22-____

AN ORDINANCE OF THE CITY OF WESTFIELD AMENDING AND REPLACING ITS PARK AND RECREATIONAL IMPACT FEE ORDINANCE

WHEREAS, the Common Council (the “Common Council”) of the City of Westfield, Indiana (the “City”) finds that it is reasonable and necessary to promote and accommodate orderly growth and development and to protect the public health, safety and general welfare of the citizens of the City by providing for an equitable program to fund the capital costs of new park and recreational infrastructure necessary to serve newly developing areas of the City; and

WHEREAS, the Common Council finds that it is reasonable and necessary to promote the orderly development of the City by establishing standards by which the City may require that new development shall pay a park and recreational impact fee, in accordance with Indiana Code § 36-7-4-1300 *et seq.*, representing the new development’s proportionate share of the capital cost of new park and recreational infrastructure necessary to serve new development in the City; and

WHEREAS, the Common Council finds that new development should not be required to pay a fee for capital costs of new park and recreational infrastructure greater than the development’s proportionate share of the capital costs of such infrastructure needed to serve such new development; and

WHEREAS, the Common Council adopted the City’s existing Park and Recreational Impact Fee Ordinance on January 8, 2017, as Ordinance No. 17-49, consistent with and under Indiana Code § 36-7-4-1300 *et. seq.* (the “2017 Ordinance”); and

WHEREAS, the City’s Parks and Recreation Impact Fee Ordinance, a part of the Westfield Code of Ordinances, Chapter 40, Impact Fees, Article III, Parks and Recreation Impact Fee (the “Parks and Recreation Impact Fee Ordinance”), provides for the assessment and collection of park and recreational impact fees by the City; and

WHEREAS, under Indiana Code § 36-7-4-1340, the City may adopt a replacement impact fee ordinance if certain requirements are met; and

WHEREAS, as part of what is required, the City has caused to be prepared and adopted an updated Zone Improvement Plan, under Indiana Code § 36-7-4-1300 *et. seq.*, in its Resolution 22-____, on December 12, 2022; and

WHEREAS, because of the size of the City, considering both its population and geographic area, as well as the distribution of public and private institutions, services, and other facilities throughout the City, any park and recreational infrastructure improvements benefit all citizens of the City equally; and

WHEREAS, it has been the stated objective of the City that the analysis contained in the Zone Improvement Plan, which meets the requirements of Indiana law, supports and should result in the implementation of an amended impact fee; and

WHEREAS, the Westfield-Washington Township Advisory Plan Commission (the “Plan Commission”) property noticed, advertised, and held a public hearing on this Ordinance on December 5, 2022; and

WHEREAS, having given due deliberation to the Zone Improvement Plan which provides the basis for this Ordinance, the Plan Commission has recommended adoption of this Ordinance to the Council; and

WHEREAS, the Secretary of the Plan Commission certified the action of the Plan Commission to the Common Council on December __, 2022; and

WHEREAS, the purpose of this Ordinance is declared as expressly not to deter growth, remedy existing infrastructure deficiencies or pay for maintenance or other “non-capital costs.”

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Westfield, Hamilton County, Indiana, as follows:

Section I. **Conditional Repeal and Limitation on Imposition of Impact Fee:** This Ordinance shall expire and become void five years after its effective date, as required by Indiana Code § 36-7-4-1340, unless action is undertaken to replace it consistent with the provisions of Indiana law which contemplates a replacement impact fee ordinance. Pursuant to Indiana Code § 36-7-4-1340, this Ordinance is a replacement impact fee ordinance of the 2017 Ordinance.

Section II. **Section 40-53 Establishment of Park and Recreational Impact Fee:** is hereby replaced and amended as follows:

A. Based upon the analyses contained in the Zone Improvement Plan adopted in Resolution No. [REDACTED], which is incorporated here by reference and made a part of the Comprehensive Plan in accordance with Indiana Code § 36-7-4-1318 and Indiana Code § 36-7-4-500 *et. seq.*, the City finds, determines, establishes and adopts that the cost per dwelling unit within the impact zone is in the amount set out in the below impact fee schedule:

July 8, 2023, to July 7, 2024:	\$3,417.00
July 8, 2024, to July 7, 2025:	\$3,485.34
July 8, 2025, to July 7, 2026:	\$3,555.05
July 8, 2026, to July 7, 2027:	\$3,626.15
July 8, 2027, to July 7, 2028:	\$3,698.67

- B. The City hereby incorporates all of the data collected, the calculations made, and the conclusions reached when developing the Zone Improvement Plan, and directs City employees to make such data and other information available for review during regular business hours and by posting the same on the City's website.
- C. In the event any parcel of real estate considered in the creation of the Zone Improvement Plan undergoes a change in use, redevelopment, or a modification that requires a structural building permit and creates a need for new infrastructure, an impact fee shall only be assessed for the increase in the burden on infrastructure.

Section III. **Parks and Recreation Impact Fee Ordinance:** Provisions of Westfield Code of Ordinances, Chapter 40, Impact Fees (the "Parks and Recreation Impact Fee Ordinance") not specifically amended by this Ordinance shall continue in full force and effect. The provisions of the Parks and Recreation Impact Fee Ordinance specifically replaced by reference in this Ordinance shall control and supersede those specific provisions of the Parks and Recreation Impact Fee Ordinance. All capitalized terms not otherwise defined in this Ordinance shall have the meaning ascribed to them in the Parks and Recreation Impact Fee Ordinance.

Section IV. **Effective Date:** The effective date of this ordinance shall be July 8, 2023, which in accordance with Indiana Code § 36-7-4-1340, is more than six months after the adoption of this replacement ordinance.

[Remainder of this page is intentionally left blank.]

PASSED THIS ____ DAY OF DECEMBER 2022 BY THE WESTFIELD COMMON COUNCIL, HAMILTON COUNTY, INDIANA.

WESTFIELD CITY COUNCIL

<u>Voting For</u>	<u>Voting Against</u>	<u>Abstain</u>
_____ Scott Willis	_____ Scott Willis	_____ Scott Willis
_____ Jake Gilbert	_____ Jake Gilbert	_____ Jake Gilbert
_____ Joe Edwards	_____ Joe Edwards	_____ Joe Edwards
_____ Scott Frei	_____ Scott Frei	_____ Scott Frei
_____ Mike Johns	_____ Mike Johns	_____ Mike Johns
_____ Troy Patton	_____ Troy Patton	_____ Troy Patton
_____ Cindy L. Spoljaric	_____ Cindy L. Spoljaric	_____ Cindy L. Spoljaric

ATTEST:

Cindy Gossard, Clerk-Treasurer

I hereby certify that ORDINANCE 22-_____ was delivered to the Mayor of Westfield

on the _____ day of _____, 2022, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE ORDINANCE 22-_____

this _____ day of _____,
2022.

J. Andrew Cook, Mayor

I hereby VETO ORDINANCE 22-_____

this _____ day of _____,
2022.

J. Andrew Cook, Mayor

This document is prepared by Manuel Herceg, Taft Stettinius & Hollister LLP. I have taken care to redact each social security number in this document. /s/ Manuel Herceg.

City of Westfield Parks & Recreation

5 Year Comprehensive Plan

City of Westfield, Indiana
June 2022

CONTENTS

INTRODUCTION

Planning Team
Summary

DISCOVERY

Mission & Values
Demographics
Public Participation
Stakeholders
Accessibility
Events
Needs & Priorities
Staff Priorities

PLAN IMPLEMENTATION

Action Plan
 Funding
 Priorities
Park Improvement Maps

APPENDIX

Full Public Survey Results



ACKNOWLEDGEMENTS

Mayor

Andy Cook

Chief of Staff

Jeremy Lollar

Director of Public Works

Johnathon Nail

Park Director

Christopher McConnell

City Council

Scott Willis
Jake Gilbert
Joe Edwards
Scott Frei
Mike Johns
Cindy Spoljaric
Troy Patton

INTRODUCTION



PLANNING TEAM

City of Westfield
Andy Cook, Mayor

Jeremy Lollar, Chief of Staff

John Nail, Director of Public Works

Chris McConnell, Parks and
Recreation Superintendent

Mader Design
Jeff Mader
Keri VanVlymen

SUMMARY

In 2022, the City of Westfield Parks & Recreation Department embarked on an important step in the evolution of the Department through the development of a master plan for all parks within the City of Westfield. Utilizing the 2017 Master Plan, the City worked to review, confirm, and update a reasonable and responsible vision for each park. The Department focused on creating a city wide park master plan to give them a target that could be implemented over time as resources are available. With the background of the Department's Mission Statement, the planning team consisting of park staff, stakeholders, and the consultant team set forth several goals based on public input:

- Provide easy access to parks, trails, and recreational amenities for all residents of Westfield.
- Focus on opportunities to add park land to the City's inventory, planning for future growth.
- Work to complete connectivity of primary trails throughout the city, while continuing to increase connectivity of bikeways and pedestrian paths.
- Prepare for capital and departmental improvements for the next 5 years with an eye toward the future beyond.

With these goals in mind, the consultants reviewed information from past master plan documents, as well as current documentation provided by park staff. The planning team toured all of the facilities at each park and provided broad evaluations for the public facilities and equipment throughout the parks.

DISCOVERY

Mission Statement

Enhancing the Quality of Life by connecting the Residents and Visitors of Westfield to each other, the natural environment, and unique recreation opportunities.

Values

- Protect- the Natural, Cultural and Historic resources of Westfield
- Collaborate and Connect- with the community
- Enrich- the community through connectivity
- Provide- the highest level of recreation amenities



LANDSCAPE AND CULTURAL FEATURES



The City of Westfield is located in western Hamilton County, in the central part of the state, immediately north of Marion County and the state capitol of Indianapolis. Hamilton County is the fastest growing county in the state, and in the top 20 counties for growth in the nation.

Westfield is bordered to the east by Noblesville and to the south by Carmel. To the west it is bordered by Zionsville and Boone County. US Route 31 is the main highway through the city, leading north 31 miles to Kokomo and south 9 miles to Interstate 465, the beltway around

Indianapolis. Indiana State Road 32 is Westfield's Main Street and leads east 6 miles to Noblesville and west 18 miles to Lebanon. State Road 38 runs diagonally north of Westfield and provides a semblance of a northern border to the city.

The topography in Westfield and Hamilton County in general is very flat, and has a long history of agriculture. Prior to significant agricultural development, the area was heavily wooded and contained large marsh lands. With developing agricultural practices, much of the old growth woodlands were removed and the wetland areas were significantly drained. This allowed for intensive agriculture historically throughout the area, and eventually lead to extensive residential and commercial development throughout the area. Ultimately, for recreation purposes, there are few topographic obstacles to developing passive and active recreation spaces, as long as land can be acquired and preserved before or in concurrence with further commercial and residential development pressures. Generally, opportunities for recreation rely upon the natural features of a region. With such broad expanses of flat, easily developable land, very little is left over for parks and recreation sites, and ongoing development continues to drive prices for undeveloped land higher. Westfield has put in place several codes and variances to assure connectivity and greenspace remain a priority as development increases, but there is always room for improvement.

Many of the old growth forests have been removed as agricultural development and subsequent commercial and residential development has overcome the County. The few pockets of forested area left are typically found in the agricultural areas as left over farm plots, and are second or third generation wood lots. Other wooded areas have been protected by park development.

Very few water resources exist in the City. Cool Creek and Little Eagle Creek are the only significant natural waterways within the township, with Grassy Branch Creek serving as a focal point within the new Grand Junction Plaza in Downtown. There are several small streams and regulated drainage ways that have been channelized or manipulated to better accommodate agricultural and man-made development drainage. There are no significant lakes or ponds within the area beyond those created as part of commercial or residential development, or in private ownership.

Westfield has a strong agricultural history and deep seated Quaker and Methodist roots. The area was well known as a stop for the Underground Railroad before the Civil War from the 1830's through 1863. As the town developed, religion was a centerpiece of the community, resulting in many small churches that can be found throughout the area. The Town of Westfield was incorporated in 1834 and became a city in 2008.

The City is served by the Westfield Washington Schools, as well as St. Maria Goretti School, a Montessori School, and the Union Bible College. Also, Guerin Catholic High School is located on the eastern boundary of the Township in Noblesville, but attracts students from throughout the County.

There are 9 different park departments throughout Hamilton County, with 3 overlapping jurisdiction in Westfield. Westfield Parks, Washington Township Parks, and Hamilton County Parks all have parkland and trails in and around Westfield. This can be confusing to the public at times, but all work together along with neighboring departments to provide high quality parks and recreation amenities to residents. Each department has its own focus and specialties, with some focusing on nature and natural history, others on programming and events, and many on active and passive recreation.

DEMOGRAPHICS



In January 2008, Westfield was incorporated as a city, and Andy Cook was sworn in as mayor. With rapid population growth in areas already occupied by the preexisting town, the city population in 2010 was more than triple that of 2000, with continued growth by over 60% to 46,410 in the 2020 Census. Current estimates show over 50,000 residents in 2022. Because of the growing size of the city, officials continue with planning and managing appropriate growth as the City grows through annexation for both residential and commercial development.

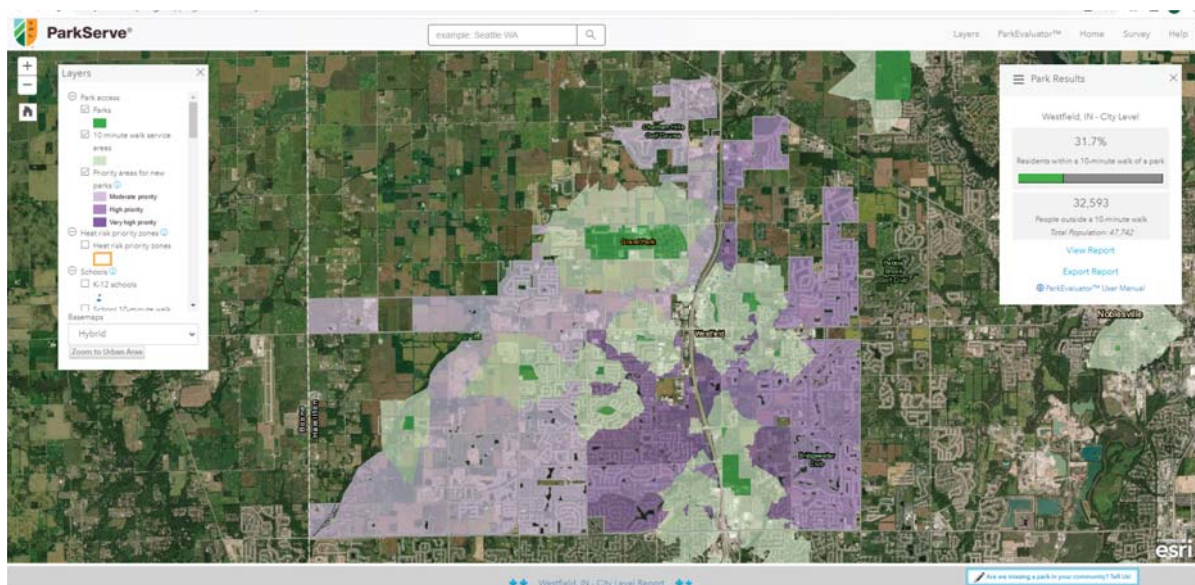
Diversity in Westfield is increasing. The city is approximately 82% white, 8% Hispanic/Latino, 4.5% Black/African American, 4.6% two or more races, and 2.9% Asian. This is a significant change from the 2010 Census indicating nearly 91% white, and other races less than half of their current percentages. This is especially notable given the rapid increase in population being seen. Nearly 30% of the population is under 18 years old, and approximately 13% is over 65. A high percentage of the population consists of young to middle age families with young children. Over 96% of adults over 25 years old are high school graduates, with nearly 55% holding a Bachelor's Degree or higher level of education. Both of those numbers have increased since 2010, with college graduates increasing by more than 10%.

Household income, per the 2020 Census was \$99,855, now estimated to be well over \$100,000. However, 5.8% of the population is in poverty per the Census. Coming out of the Pandemic, labor force participation is increasing and unemployment has decreased dramatically. It is important for the Park Department to consider the population in poverty as it continues to plan for new parks, park improvements, transportation, trail connectivity, and affordability for those in poverty and with lesser means than the average household income. While there are numerous high-end residential developments, there are pockets in the community with subsidized housing, and additional attention should be made to ensure parks, amenities, and recreational needs are met in those areas.

According to data provided by the Trust for Public Lands (TPL), approximately 32% of Westfield residents live within a 10-minute walk of one of the City's 14 parks. The

majority of these residents are white, high-income adults. The median for the 14,000 cities and towns studied by TPL is 55%. Currently, about 3% of Westfield's city land is used for parks and recreation, as compared to a median of 15%. TPL studies U.S. cities' public park systems based on five criteria: access, investment, amenities, acreage, and equity. As a benchmark for comparison, Washington, DC (#1 best on TPL's ParkScore Index) has 21% of its city land devoted to parks and recreation, with 98% of residents living within a 10-minute walk. At the bottom end of the ParkScore spectrum, Oklahoma City has just 2% of its city land devoted to parks and recreation, with 38% of residents living within a 10-minute walk.

These metrics do not necessarily reflect an accurate picture of Westfield's system, since as a comparatively affluent community, many neighborhood developments have access to parks, greenspace, trails, and aquatics facilities that are not city-owned or operated. However, there are a number of neighborhoods that do fall into low-income categories. Specific focus should be paid to those areas to ensure public parks and recreation amenities are available to those most in need.



PUBLIC PARTICIPATION

COMMUNITY SURVEY

Between March 25th and April 29th, 2022, a community survey was available through SurveyMonkey. The City posted links to social media and utilized email blasts to distribute links to the survey. It was open to the public, but is not to be considered a randomized or statistically accurate survey. A separate survey was also sent to stakeholders and private businesses with missions or focus compatible with the Park Department.

The Department received 236 completed responses online. The survey included detailed questions about the Parks Department, facilities, parks, trails, programs, community parks and recreation needs, and demographic information. The survey was formatted in multiple choice, ranking, and open-ended style questions.

The information received was consistent with past surveys and identified the needs and goals of the Department. Most of the respondents appear to be families, especially younger families, with multiple children. Over 60 percent of respondents were in the 35-54 age range with nearly 20 percent over 55 years old. Nearly all provided their family income range, with approximately 85 percent indicating over \$80,000 in income, including over 35 percent making over \$160,000. Just over 2% indicated a family income less than \$40,000.

Parks close to downtown are highly used, while some outlying and undeveloped properties see significantly fewer visitors. The Monon Trail has been used by nearly 90% of respondents, and over 75% for the Midland Trace Trail. Other trails are highly utilized as well, with numerous comments related to high levels of connectivity and some comments requesting some trail linkages be completed soon. Over 55% visit parks with children, 35% with family, and 25% visit parks by themselves.

Most ranked the parks, facilities, and trails as 'Very Good' or 'Good' in quality,





condition and value. The highest ranking recreational athletic fields/courts were Basketball and Pickleball. It should also be noted that Baseball/Softball, Soccer and other multi-use field sports (football, rugby, lacrosse) should also be considered as the City continues the process of evaluating proposals for selling or privatizing Grand Park. Grand Park is currently utilized primarily for travel and club sports, but do provide facilities for use by Westfield Youth Sports (WYSI). If Grand Park is sold, the City and Park Department will need to consider and plan for new or existing properties to accommodate WYSI practices and competitions.

Some specific park and recreation items to add or develop include:

- Trails & Connectivity
- Natural areas and Nature Preserves
- Splash Pad/Spray Parks
- Playgrounds
- Dog Park

Some specific themes that came up in the survey include:

- Adding/developing parkland ranked high with a lower but balanced view of maintenance of existing facilities, adding new elements to existing parks.
- Need for Parks/Amenities in the western portions of the city, including northwest and southwest areas.
- Combinations of funding sources should be used for park growth, including private investment and donations.
- Nearly 60% of respondents indicated they would support a park foundation, with only 5% indicating they would not.
- Increase opportunities for nature experiences and passive recreation.
- Continue to develop Safe Trail crossings at streets
- Recreation/Multipurpose green space and courts for youth sports.

PUBLIC SURVEY RESULTS



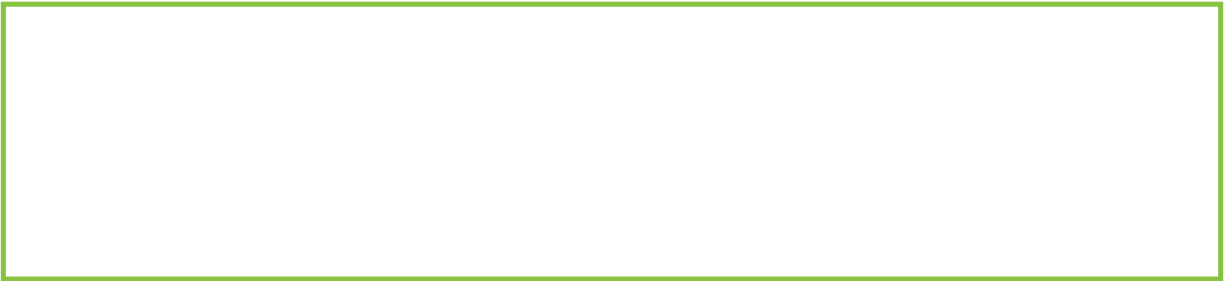
The public survey received 232 responses in March & April of 2022. Respondents indicated a desire for additional basketball and pickleball courts, and ranked nature preserves/natural areas, trails, playgrounds, and picnic shelters highest when asked what amenities they would like to see added or developed within Westfield Parks.

In general, respondents felt that Westfield Parks are well maintained and appreciate the extent of trail connectivity, but would like to see safer trail crossings and planning for preservation of natural areas.

Which City of Westfield Parks* have you visited, and how often do you visit?
Please list number of visits per year for each park below.*unless noted otherwise

Answered: 226 Skipped: 6

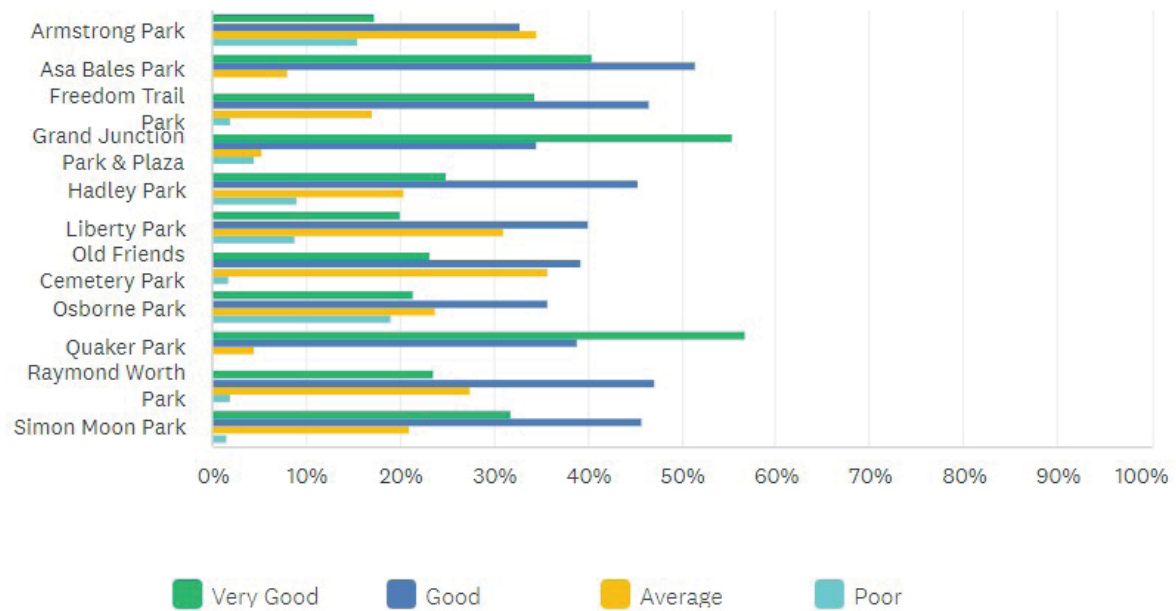
ANSWER CHOICES		RESPONSES	
Cool Creek Park (Hamilton County Parks)	Responses	87.61%	198
Asa Bales Park	Responses	71.68%	162
Quaker Park	Responses	61.95%	140
MacGregor Park (Westfield Washington Township Parks & Recreation)	Responses	57.52%	130
Grand Junction Park & Plaza	Responses	53.54%	121
Simon Moon Park	Responses	53.54%	121
Freedom Trail Park	Responses	47.35%	107
Old Friends Cemetery Park	Responses	27.88%	63
Raymond Worth Park	Responses	27.43%	62
Liberty Park	Responses	25.66%	58
Armstrong Park	Responses	25.22%	57
Hadley Park	Responses	21.68%	49
Osborne Park	Responses	21.24%	48
Other nearby parks (please specify)	Responses	15.93%	36



Please rate the quality of each park and its facilities:

...

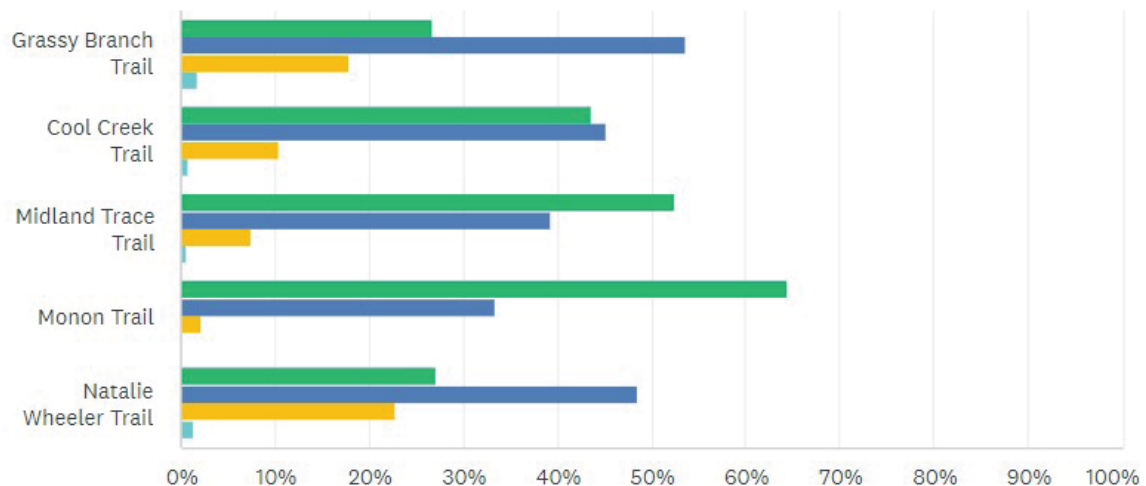
Answered: 206 Skipped: 26



Please rate the quality of each trail:

...

Answered: 201 Skipped: 31



STAKEHOLDER MEETING



A stakeholder meeting was held with the Mayor, three City Council Members, the Park Director, and the Chief of Staff. The purpose of the planning process was discussed to provide a road map for priorities and development over the next 5 years, while also considering long term needs for park development within Westfield. The role and use of Park Impact Fees was discussed, with discussions given to the rapidly developing areas in the western portions of the City. Developer commitments for paths and trails as well as green space and recreational amenities have been incorporated into Zoning requirements, and most existing and planned neighborhoods have amenities such as pools, playgrounds, courts, and other park-like amenities. While these are not considered Public Parks or Amenities, it was noted that recreation opportunities are provided in many, especially wealthier, communities. Focus is still strong to provide good connectivity and public parks and recreation amenities.



While many of the wealthier communities provide private or semi public amenities, it is critical to continue to provide for current residents throughout the city, with special consideration for older, smaller, and denser neighborhoods that rely more heavily on public parks and trails.



The group discussed opportunities for further development of existing resources, but focused much of the discussion on proactively acquiring property in key locations to serve the growing areas of the city. This is key in the western areas where growth is predominant and city park property is minimal. Maintaining high levels of maintenance, upkeep, and service throughout existing parks and trails is extremely important. Continuing to connect

STAKEHOLDER MEETING

trails and bike/pedestrian paths throughout the city is also a high priority with much already in detailed planning stages.

One element that will not be decided prior to the completion of this plan is the status of Grand Park. The City has received interest from several entities regarding operations and/or purchase of the property, which could result in loss of access of some fields to Westfield Youth Sports. Accommodating that need in the event of a sale or change of operations needs to be considered as decisions progress regarding Grand Park.

Key Themes

- Property Acquisition
- Development of un/underdeveloped properties
- Reservable shelters
- Splash pads
- Providing Shade at facilities
- Passive Parks/Preserve Undeveloped, Natural areas
- Discussions have been floated between the Township and the City regarding the future of MacGregor Park, with the potential for the City to acquire the park
- The City is not focused on park programming as that is a saturated market with surrounding Departments and community groups, but rather focus on passive/self-directed park amenities
- Possibility of Grand Park being sold, and potential preparation for Parks to provide fields

Priorities

- Land Acquisition - Proactive acquisition where possible
- Complete Simon Moon Park Development
- Development of Armstrong & Osborne Parks
- Completion of items at Grand Park
- Accommodate increasing pressure on Splash pads and Shelters
- Be good stewards of Tax Dollars afforded to run the Department
- Department staffing is low compared to peers

ACCESSIBILITY & UNIVERSAL DESIGN

Creating accessibility throughout a park system is no small task. Accessibility encompasses so many different things, from people with temporary disabilities to people who lack financial resources. Each person, regardless of physical, mental, emotional, or financial ability must be considered and included in all facets of facility and program design. In order to meet the recreation needs of the county residents and visitors with disabilities, it is the goal of the City of Westfield Parks and Recreation to offer barrier-free facilities, programs and services that are inclusive of all users whenever feasible.

A goal is to continue to increase accessibility throughout all parks. Recently, all existing playgrounds have been resurfaced with artificial turf, allowing for accessibility throughout the play areas. Previously many were surfaced with engineered mulch, which can be challenging for those with disabilities.

The existing surface materials of some nature trails and intended use of some of the park's facilities may be restrictive and make meeting ADA requirements challenging. The department is committed to accommodating all individuals with special needs and has policies and procedures in place to accommodate individuals with disabilities.

ACCESSIBLE PARKING

All facilities and most parks with developed parking have accessible parking spaces and accessible routes that meet ADA requirement at a minimum. Some undeveloped or minimally developed parks plan to provide accessible parking as the park and facilities are developed.



ACCESSIBILITY & UNIVERSAL DESIGN



FACILITIES

All facilities are designed to meet or exceed accessibility requirements. Some storage facilities and barns are not universally accessible, but accommodations are made for park users and programs as needed.

TRAILS

All named trails, bikeways, and pedestrian ways are paved. Most trails in the parks are either paved, with a few parks housing trails constructed with an accessible crushed stone. A few parks have nature trails are narrow compacted earth paths. When well-compacted, some of the unpaved trails are readily used by those using a wheelchair or walker or those with other limited mobility disabilities. Occasionally crushed stone surfaces may develop loose or unstable surface and along with natural earth pathways, may not be readily accessible, but are quickly maintained when washouts occur.

FREEDOM TRAIL PARK

While all parks offer universal accessibility, Freedom Trail Park goes a step further. The all-inclusive playground, along with the sensory garden, is specifically designed for children of all abilities and to provide a chance for all children to learn and grow while playing together. During the design of the play area, the Hamilton County Autism Support Group worked with the City of Westfield to ensure the features included are ones which children with autism would prefer, for example, spinning and twirling features. The equipment was built so more than one individual in a wheelchair can pass on the wide ramp system leading to all the play features. The swings also include handicap accessible swings instead of platform swings. The surfacing of the playground area, including the swing set, is artificial turf. Freedom Trail Park's all-inclusive playground and sensory garden were the first of their kind the State of Indiana and continues to be upgraded with new features and amenities in keeping with its goal.

NEEDS & PRIORITIES

Throughout the planning process, the planning team with the city continually reviewed existing development trends, census information, survey results, facility inventories to identify needs and priorities for the Parks.

Top priorities for the City are Land Acquisition, Completion of Trail Connectivity and Safe Crossings, and Development of underdeveloped properties.



NEEDS ANALYSIS

We have analyzed this information after reviewing existing programs and facilities, public survey, public input, stakeholder input, and committee and staff input. Along with considerations for national standards, neighboring and overlapping park departments, we have identified needs for each of the department's properties and facilities. In the following section, maps for each park and trail will lay out specific needs to each facility. The needs analysis did not consider standard or routine maintenance items as part of the master plan, but those items were discussed and shared with the team. The needs focused primarily on specific items that will enhance parks, meet needs of ever increasing use, and providing new amenities throughout the park system for the benefit of the community. Overall Park and Department Needs have been identified on the following Action Plan.

Property acquisition was a key priority given the growth rate of the city. Trail connectivity was also a focus, as was improvements to un- or underdeveloped park properties. Developments at the Lagoons at Simon Moon Park, Raymond Worth Park, and Osborne Park are all opportunities to develop unused park properties to add new and unique amenities to the department. Both Osborne and Raymond Worth Parks, through new development, will begin to satisfy the growing need for park space and amenities in the Southwest quadrant of the City. The completion of Grand Junction will continue to activate the downtown and encourage more use as well a connectivity throughout the city via the trail stem.

NEEDS & PRIORITIES

PRIORITIES

In keeping with the department's vision and mission, the Action Plan assigns a priority of 1 through 3 for each of the Needs listed, indicating importance to the community, stakeholders, staff, and elected officials. Funding and opportunity will be key in how much of the Action Plan can be accomplished.

ACTION PLAN

The Action Plan is intentionally a stretch goal for the Department, providing a guide for operation and development for the next 5 years. The committee has assembled all relevant input from stakeholder meetings, community meetings, surveys, and staff. They evaluated the data and incorporated all pertinent ideas into the action plan. Items were prioritized and assigned a budget to allow for ongoing reference and planning.

Currently the Action Plan is in DRAFT form, and while most items are shown on the list, priorities and budgets are yet to be determined by the master plan committee. It is anticipated that further input may add additional items to the list.

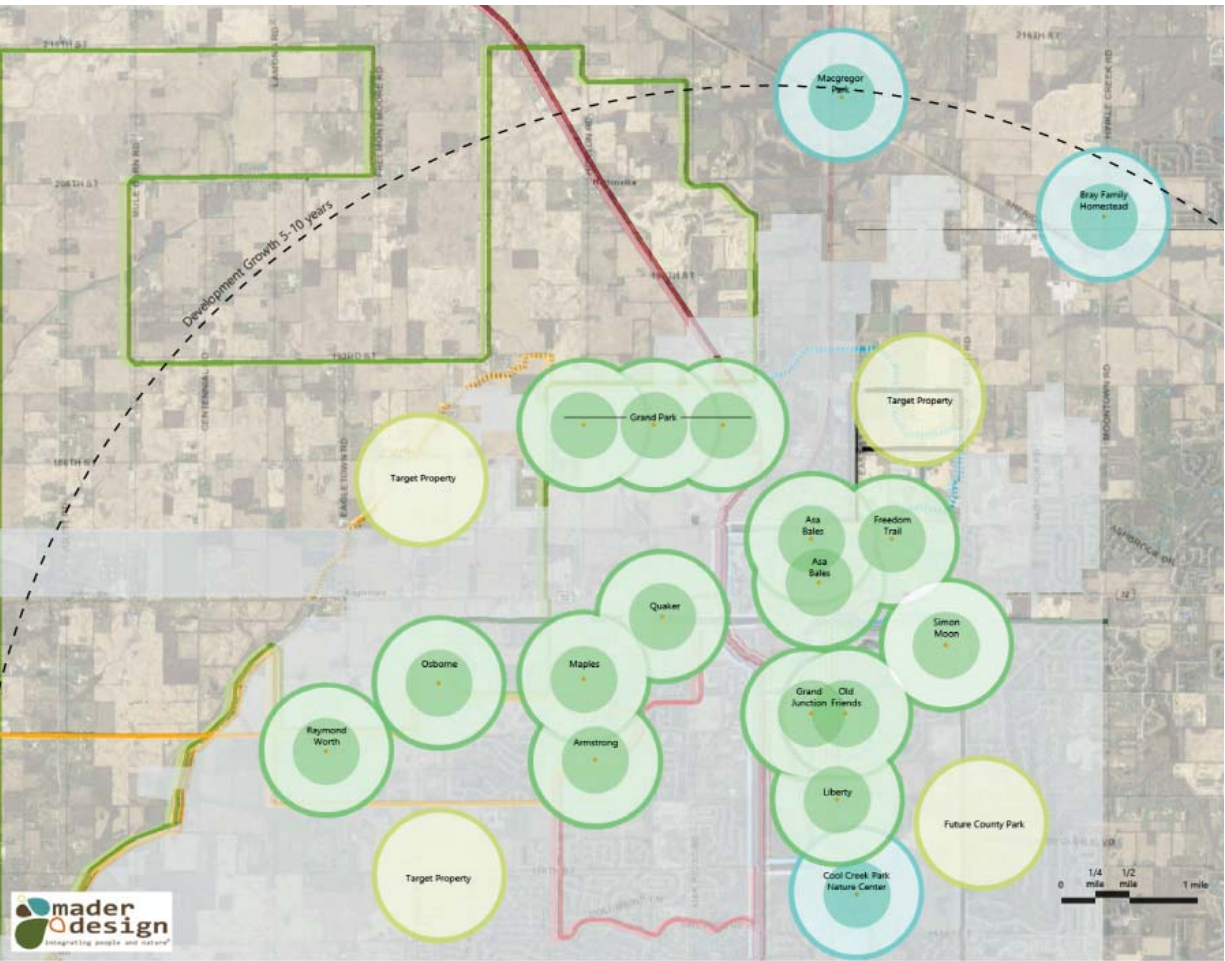
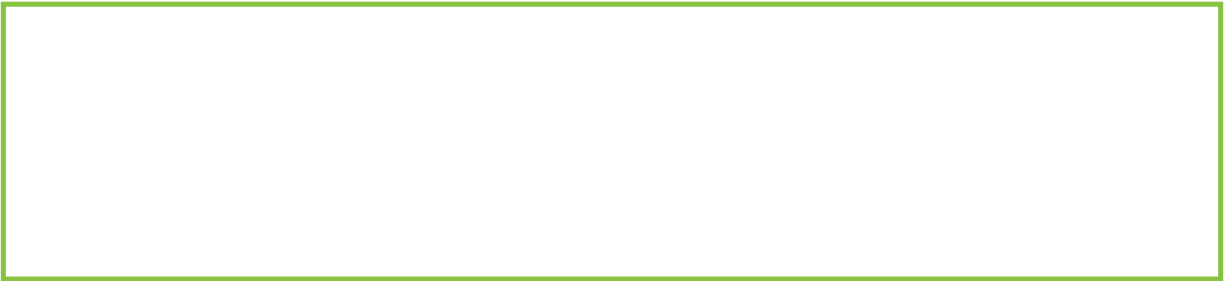


STAFF PRIORITIES

City Leaders, DPW, and Park Department Staff worked as part of the planning team to identify critical needs and prioritize next steps. The overall action plan provides a broad scope guide for the next 5 to 10+ years, with these items rising to the top in terms of need, priority, and capacity to achieve.

The City of Westfield Parks and Recreation Department's priorities for Park and Trail Capitol Improvements are as follows:

1. Simon Moon Projects Upgrades w/ Restoration \$11m
2. Grand Junction Band Shell & Improvements \$8.4m
3. Proactive Property Acquisition West/Northwest \$20m
4. Trail Connectivity Safe Crossings & Connections \$10m
5. Armstrong Park Master Planning & Improvements \$4.1m
6. Freedom Trail Park Shelter, Restrooms, Field Improvements \$1.3m
7. Osborne Park Master Planning & Improvements \$2.6m
8. Asa Bales Park Trail Lighting & Improvements \$450k
9. Quaker Park - Pickleball Courts \$200k
10. Raymond Worth Park Restroom & Trails \$1.1m



ACTION PLAN

Location	Priority	Price	Funding Source
Armstrong Park			
Install native plantings to help with wet grass and drainage issues	1	\$75,000	Budget, Impact Fee
Splash pad	2	\$500,000	Budget, Impact Fee
Playground	1	\$400,000	Budget, Impact Fee
Parking Lot	1	\$400,000	Budget, Impact Fee
Pickleball Courts	1	\$250,000	Budget, Impact Fee
Basketball Court	1	\$120,000	Budget, Impact Fee
Return to natural area	1	\$50,000	Budget, Impact Fee
Boardwalk	2	\$250,000	Budget, Impact Fee
Frisbee Golf	1	\$25,000	Budget, Impact Fee, donor/volunteer
Open lawn multipurpose area	1	\$250,000	Budget, Impact Fee
Flex Building/Rental Facility with Restroom	2	\$1,500,000	Budget, Impact Fee
Shelters	2	\$250,000	Budget, Impact Fee
Fishing Access	1	\$75,000	Budget, Impact Fee
Asa Bales Park			
Light for trails and shelters - Install Electricity and Water throughout park	1	\$450,000	Budget, Impact Fee
Create art in park program	4	\$15,000	In house
Tree Plantings to replace aging trees	1	\$30,000	Budget, Impact Fee
Bike Racks	1	\$10,000	Budget, Impact Fee
Golf Cart Parking	2	\$50,000	Budget, Impact Fee
Shade at playgrounds	1	\$150,000	Budget, Impact Fee
Restoration/Preservation of Cemetery	2	\$50,000	Budget, Impact Fee, donor/volunteer

ACTION PLAN

Location	Priority	Price	Funding Source
Freedom Trail Park			
Permanent restroom facility	1	\$500,000	Budget, Impact Fee
Shelter with electricity	1	\$120,000	Budget, Impact Fee
Transition north sports field into dog park	2	\$225,000	Budget, Impact Fee
Replace Playground Equipment	1	\$800,000	Budget, Impact Fee
Add more shade structures	2	\$200,000	Budget, Impact Fee
Electricity/Technology	1	\$100,000	Budget, Impact Fee
Redevelop Multiuse Fields	1	\$500,000	Budget, Impact Fee
New Entry/Access Drive	3	\$3,000,000	Budget, Impact Fee
Better Wayfinding Signage at Hoover/ East Street	1	\$10,000	Budget, Impact Fee
Grand Junction Plaza			
Band Shell	1	\$5,000,000	Budget, Impact Fee, Donations
Phase 2 Plaza Improvements	3	\$3,000,000	Budget, Impact Fee, Donations
Gate Closure Arms on Jersey Street	1	\$200,000	Budget, Impact Fee
Shade Structures	2	\$100,000	Budget, Impact Fee
Digital Kiosk	1	\$15,000	Budget, Impact Fee
Renovation of Mill Street House	1	\$125,000	Budget, Impact Fee
Grand Park			
3 playgrounds	1	\$800,000	Budget, Impact Fee
Nature Trails	2	\$100,000	Budget, Impact Fee
Splash pad	4	\$500,000	Budget, Impact Fee

ACTION PLAN

Location	Priority	Price	Funding Source
Hadley Park			
Community Programming Board	3	\$15,000	Budget, Impact Fee
Add/improve signage	1	\$10,000	Budget, Impact Fee
Centerpiece upgrade - art or kiosk	1	\$25,000	Work with WHS
Liberty Park			
Trail Connections north and west in association with new Roundabout	1	\$100,000	Transportation Funds/Impact Fee
Restoration and extension of boardwalk for connectivity	1	\$500,000	Budget, Impact Fee
Interpretive Signage	1	\$20,000	Budget, Impact Fee
Old Friends Cemetery Park			
Headstone & Cemetery Restoration	3	\$100,000	Donor, volunteer, Impact Fee
Osborne Park			
Trails/Walkway/Fishing around pond	1	\$350,000	Budget, Impact Fee
Plant trees and habitat areas	1	\$125,000	Budget, Impact Fee
Trail connections	1	\$50,000	Budget, Impact Fee
Open Play Space	1	\$200,000	Budget, Impact Fee
Parking	1	\$350,000	Budget, Impact Fee
Playground	1	\$400,000	Budget, Impact Fee
Splash pad	1	\$450,000	Budget, Impact Fee
Restroom	1	\$400,000	Budget, Impact Fee
Picnic Shelters	1	\$250,000	Budget, Impact Fee

ACTION PLAN

Location	Priority	Price	Funding Source
Quaker Park			
Expand parking	1	\$250,000	Budget, Impact Fee
Connections to Trail	3	\$30,000	Budget, Impact Fee
Pickleball Courts - Add 3	1	\$200,000	Budget, Impact Fee
Removal of Bocce Ball courts	1	\$20,000	In House, Impact Fee
Raymond Worth Park			
Archery Range	3	\$200,000	Budget, Impact Fee, donor/volunteer
Restroom	1	\$500,000	Budget, Impact Fee
Shelter	2	\$200,000	Budget, Impact Fee
Dredge pond for fishing	3	\$75,000	Budget, Impact Fee
Tent/ Primitive camping	3	\$30,000	Budget, Impact Fee, donor/volunteer
Habitat Restoration	2	\$50,000	Budget, Impact Fee, volunteer
Trail signage	1	\$20,000	Budget, Impact Fee
Parking & Trail Expansion	1	\$600,000	Budget, Impact Fee
High Rope Course	4	\$500,000	Budget, Impact Fee
Simon Moon Park			
Implement Master Plan	1	\$11,000,000	Budget, Impact Fee
Woods at the Maples Park			
Ash Tree Removal	2	\$5-10,000/yr	Maintenance/Operations
Road Crossing Improvements Study			
Planning/Study	1	\$400,000	

ACTION PLAN

Location	Priority	Price	Funding Source
Monon			
Trailhead in 191st Street area to include land, restrooms & water	1	\$5,000,000	Budget/Impact Fee
Interpretation - battery power RR station / telegraph / post office	2	\$75,000	Budget/Impact Fee
Full Campground with tent & RV full hookup / Ride In Campground	3	\$5,000,000	Budget/Impact Fee
Add Trail Lighting	1	\$1,500,000	Budget/Impact Fee
Safe Crossing - Greyhound Pass	2	\$3,000,000	Transportation Grant/Impact Fee
Safe Crossing - 156th Street	2	\$500,000	Transportation Grant/Impact Fee
Safe Crossing - 169th Street	2	\$4,000,000	Transportation Grant/Impact Fee
Safe Crossing - Westfield Park Road	2	\$500,000	Transportation Grant/Impact Fee
Safe Crossing - 181st Street	2	\$500,000	Transportation Grant/Impact Fee
Safe Crossing - 186th Street	2	\$500,000	Transportation Grant/Impact Fee
Safe Crossing - 191st Street (Grand Park)	2	\$4,000,000	Transportation Grant/Impact Fee
Tunnel - 161st Street	1	\$7,000,000	Transportation Grant/Impact Fee

ACTION PLAN

Location	Priority	Price	Funding Source
Midland			
Trailhead at Kroger with shade	1	\$250,000	Budget/Impact Fee
Lighting - east of Union Street to Gray Road	2	\$825,000	Budget/Impact Fee
Safe Crossing - Oak Ridge	1	\$4,000,000	Transportation Grant/Impact Fee
Safe Crossing - Carey	1	\$5,000,000	Transportation Grant/Impact Fee
Safe Crossing - Gray	1	\$4,000,000	Transportation Grant/Impact Fee
Safe Crossing @ 32 at Jolietville	1	\$4,000,000	Transportation Grant/Impact Fee
Safe Crossing @ Little Eagle Creek	3	\$2,500,000	Transportation Grant/Impact Fee
Monon/Midland Loop at 156th Street			
Complete Trail Loop	1	\$750,000	Transportation Money/Grant
Cool Creek Trail			
Connect to Liberty Park	1	\$250,000	Transportation Money/Grant
Connection of Simon Moon to Cool Creek Park	1	\$5,000,000	Transportation Money/Grant
Natalie Wheeler Trail			
SEC Trail Head development	1	\$450,000	Budget/Impact Fee

ACTION PLAN

Location	Priority	Price	Funding Source
Policies and Procedures			
Mapping			In House
Invasive Species Removal Plan			In House
Mayor's Green Initiative			In House
Encourage Private Property Naturalization			In House
Marketing / Ad / Media Plan			In House
ADA Compliance Plan			In House
Fishing / Water / Small Boating			In House
Long term maintenance plans for parks and trails			In House
Drone Policy			In House
Property Acquisition			
Northwest Area Property	1	\$10,000,000	Budget/Impact Fee
Southwest Area Property	1	\$10,000,000	Budget/Impact Fee
North/Northeast Property	1	\$10,000,000	Budget/Impact Fee
Considerations/Discussions with Township regarding MacGregor Park	1		Study In House
Considerations/Discussions with Schools about property acquisition	1		Study In House

ACTION PLAN

Location	Priority	Price	Funding Source
Considerations for All Parks			
Pollinator gardens/plantings	2	\$5-25,000/ea	Maintenance/Operations
Add or improve Interpretive Signage		\$2-5,000/ea	Maintenance/Operations
Plant natives to replace invasive species		\$25,000	Maintenance/Operations
Public Wifi at Facilities & Park Areas	1	tbd	
Hazard Tree Removal		\$10,000/yr	Maintenance/Operations
Playground Updates		\$1-300,000/ea	Maintenance/Operations
Teen Focused Amenities		tbd	
Other			
Light Pole banner/flower basket arms study size and number for new lights		tbd	Study In House
People mover / trolley/ transit / circulation between parks & Grand Junction		tbd	Study In House

ARMSTRONG PARK

16200 Countryside Boulevard

ABOUT ARMSTRONG PARK

Armstrong Park is an open grass land that can be used for un-programmed recreational activities. A trail crosses the park site, connecting to the existing trail system in the Countryside Subdivision. This property allows for several options for future development. There is no direct parking to access Armstrong Park which the surrounding subdivision prefers. Any additional features may warrant the desire and need of a parking lot.

Acres: 15.41

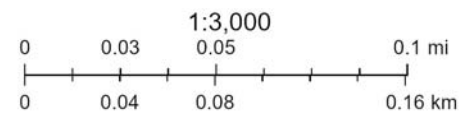
CURRENT AMENITIES

- Trail (paved)
- Benches
- Trash Receptacles

FUTURE CAPITAL IMPROVEMENTS

- Alternate plantings to help with wet grass and drainage issues
- Splashpad/playground
- Upgrade trash and recycling bins
- Parking Lot
- Pickleball Courts
- Basketball Courts
- Flex Building /Shelter
- Restroom

PROPOSED IMPROVEMENTS



ASA BALES PARK

205 West Hoover Street

ABOUT ASA BALES PARK

Asa Bales Park is a 13 acre linear park located in the heart of Westfield. The northern section of the park can be accessed from Hoover Street and features a playground, skate park, three rentable shelters, restrooms, and parking. The southern section can be accessed from Main Street/SR 32 or a new entrance off of Union Street and features a playground, natural amphitheater, and the historic Anti-Slavery Cemetery. Parking for the south section of Asa Bales Park is available at 200 Camilla Ct., off of Main Street (SR 32). A beautiful walking trail winds throughout the park that connects to Downtown Westfield and Grand Junction Trail at the south end. The Thompson Canal runs through the park from north to south, enhancing the setting. Vandalism is the most prevalent at this park due to its proximity to the Middle School.

Acres: 13.24

CURRENT AMENITIES

- Two Playgrounds (Northern one to be replaced)
- Public restrooms (not open year-round)
- Parking Lots
- Natural Amphitheater
- Charcoal Grill
- Trail (paved) Monon/Midland Trail Loop
- Three Shelters
- Picnic Tables
- Drinking Fountain
- Skate Park
- Dog Waste Station
- Anti-Slavery Cemetery
- Rhodes Family Historic Marker
- Swings
- Frisbee Golf

FUTURE CAPITAL IMPROVEMENTS

- Light Trails and Shelters
- Widen and upgrade trails to measure 12' across
- Upgrade trash and recycling bins
- Shade for Playground
- Tree Replacement

PROPOSED IMPROVEMENTS



FREEDOM TRAIL PARK

500 Deer Walk Trace

ABOUT FREEDOM TRAIL PARK

Freedom Trail Park is home to the Westfield Youth Sports Inc. youth football and lacrosse fields. It is also the sight of the Rotary Club of Westfield's signature project, a sensory garden that surrounds the state's only all-inclusive playground, with several unique and interactive play features. The park is bordered by Cool Creek and serene woodlands and has a beautiful riparian way on the east side of the park. There are some minor wetlands, and the flora and fauna in this area make for a unique setting. An ongoing prairie restoration on the west side of the Freedom Trail Park was started in 2010 and the new Adopt-a-Prairie program allows groups and organizations to get involved with maintaining it. The trail winding throughout Freedom Trail Park allows visitors to enjoy all its wonderful features. The sports fields currently connect to the local elementary school that has their own maintained sports fields. To access Freedom Trail Park, users must drive through a subdivision.

Acres: 29.53

CURRENT AMENITIES

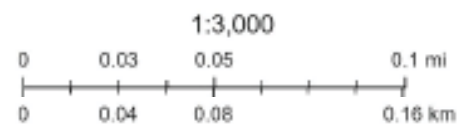
- All Inclusive Playground
- Sensory Garden
- Vine Covered Teepees
- Interactive Wind Chime
- Portable Restroom
- Sports Fields (no lighting)
- Trail (paved to playground – unpaved to sports fields)
- Bike Rack
- Benches
- Dog Waste Station
- Prairie Establishment

FUTURE CAPITAL IMPROVEMENTS

- Permanent restroom facility
- Shelter with electricity
- Additional park amenities created by the Rotary Club of Westfield
- Upgrade trash and recycling bins
- Transition north sports field into dog park
- Future improvements to sports fields based on Change in Grand Parks Future



PROPOSED IMPROVEMENTS



GRAND JUNCTION PLAZA

Downtown Westfield

ABOUT GRAND JUNCTION PLAZA

Grand Junction Plaza is a new six-acre park in the center of Westfield designed to be a civic space that will be the central focus of the City's development plan while mitigating regional stormwater and facilitating the restoration of Grassy Branch Creek to its pre-Swamp Act beauty. The design of the park allows citizens the opportunity to access Grassy Branch Creek while remediating the stream central to the site and tying it into the regional stormwater mitigation system. The park will incorporate four key spaces consisting of three pavilions, an outdoor performance venue, a café, and a trailhead pavilion at the convergence of several highly traffic bicycle and pedestrian thoroughfares, and a children's play area.

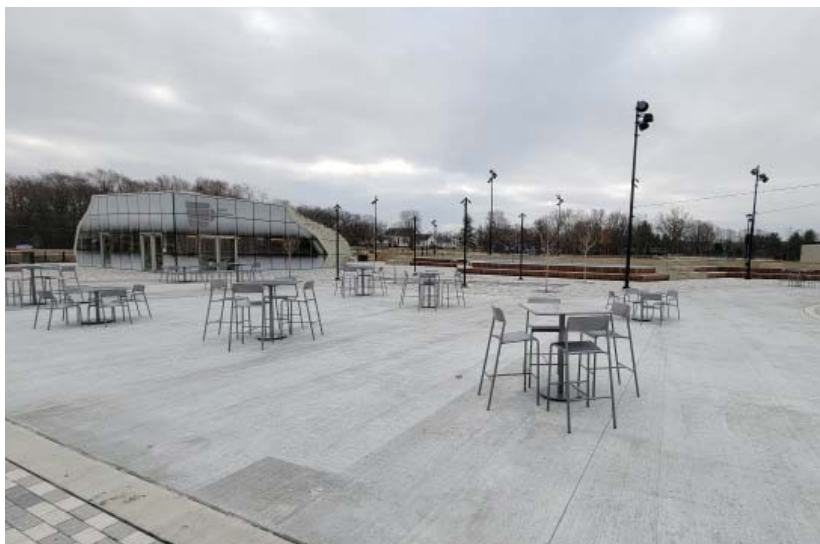
Acres: 6

CURRENT AMENITIES

- Stage pavilion / amphitheater
- Riparian corridor restoration
- Ice skating loop and support structure
- Stage support structure
- Designated age range children's play areas
- Wetland amphitheater
- Boardwalk
- Jet Fountain
- Pedestrian bridges over Grassy Branch Creek

FUTURE CAPITAL IMPROVEMENTS

- Band Shell
- Trailhead pavilion



PROPOSED IMPROVEMENTS



GRAND PARK SPORTS CAMPUS

19000 Grand Park Boulevard

ABOUT GRAND PARK SPORTS CAMPUS

Grand Park is a planned youth and adult recreational sports village designed to become a family sports destination like no other. It is a thoughtfully designed 400-acre campus featuring 26 baseball and softball diamonds, 31 multipurpose fields for soccer, football, rugby, field hockey and lacrosse as well as two indoor facilities to accommodate year-round play for a variety of sports. In the future, the entire complex will be surrounded by dining, retail and entertainment venues, all geared toward supporting and enhancing the family sports atmosphere and experience. Grand Park has already brought hundreds of thousands of visitors to the City of Westfield and plans to grow in order to accommodate the needs of visitors and citizens alike.

Acres: 400+

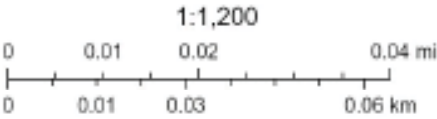
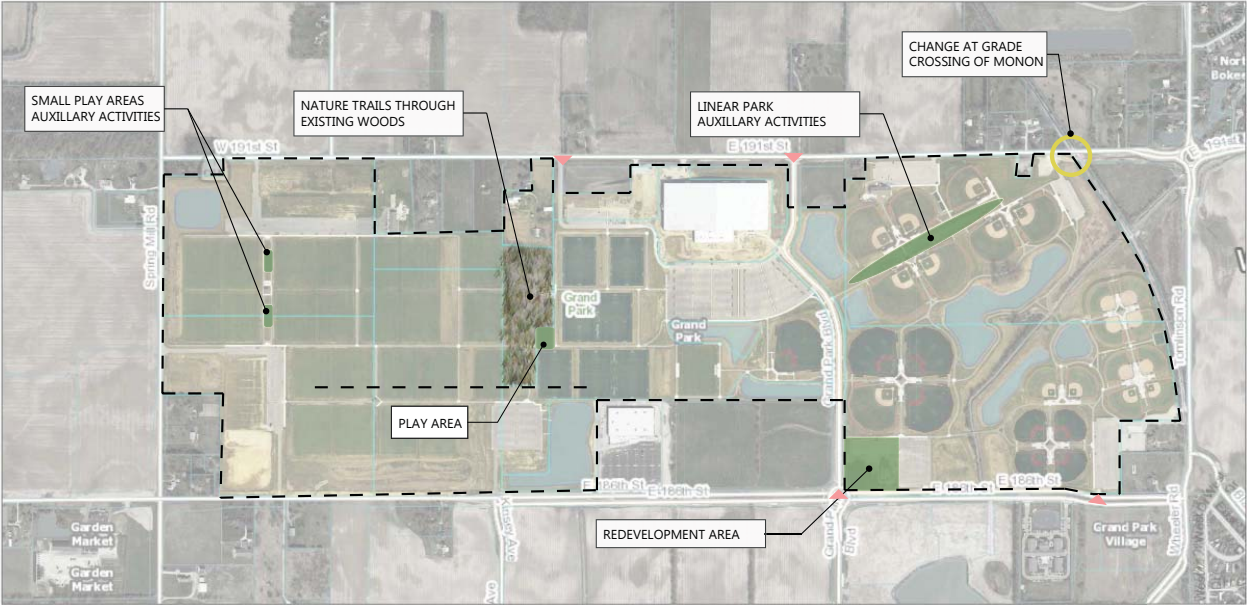
CURRENT AMENITIES

- 26 baseball/softball fields
- 31 multipurpose fields
- Grand Park Events Center
- Fieldhouse
- 10 miles of internal trails

FUTURE CAPITAL IMPROVEMENTS

- 3 playgrounds (2 small play areas, 1 larger linear park)
- Nature Trails
- Auxiliary activities for family members
- Change at grade crossing of Monon

PROPOSED IMPROVEMENTS



HADLEY PARK

100 West Main Street

ABOUT HADLEY PARK

Hadley Park is a historic pocket park located at the corner of Main Street (SR 32) and Union Street in the heart of downtown Westfield. The park was established in 1995 and is dedicated to Roy O. Hadley, a lifelong resident of Westfield. Hadley Park features commemorative brick pavers, leading to a stunning landscape structure, which is available for rental. The seating area is surrounded by beautiful flower gardens maintained by the Hamilton County Master Gardeners, making the park a great place for a quiet stop.

Acres: .15

CURRENT AMENITIES

- Benches
- Gardens
- Shelter

FUTURE CAPITAL IMPROVEMENTS

- Upgrade trash and recycling bins

PROPOSED IMPROVEMENTS



LIBERTY PARK

16001 Westfield Boulevard

ABOUT LIBERTY PARK

Established in 2002, Liberty Park is a passive parkland located at the southeast corner of 161st Street and South Union Street, adjacent to Cook Creek. This wetland mitigation site was developed to help with water quality and management. Liberty Park features a boardwalk with interpretive signage leading to an observation deck overlooking the wooded wetlands and a gazebo constructed using materials reclaimed from an 1830s barn once located off of 146th Street. The gravel parking area allows for easy access to the Natalie Wheeler Trail, located just across the street from the park.

Acres: 5.2

CURRENT AMENITIES

- Approximately 5 acres of green space / wetland
- Parking
- 480 ft of boardwalk trail through wetland
- Gazebo
- Dog waste stations

FUTURE CAPITAL IMPROVEMENTS

- Restoration and extension of boardwalk
- Pedestrian connection across vehicular roads to nearby trail systems
- Maintenance plan
- Upgrade trash and recycling bins

PROPOSED IMPROVEMENTS



OLD FRIENDS CEMETERY PARK

302 South Union Street

ABOUT OLD FRIENDS CEMETERY PARK

Old Friends Cemetery Park, formerly known as Martha Doan Memorial Garden is the site of the first cemetery in Westfield, established in the early 1830s. To honor the park's history, a formal garden has been established to commemorate Martha Doan and the trail system that travels through the park mimics the trail established by the Westfield Woman's Club in the 1960s. Other amenities that have been added include benches and beautiful new landscaping, renewing the tradition of cemeteries being used as parks that dates back to America's first public parks. The Midland Trace Trail with bike racks, a drinking fountain, and trash/recycling receptacles runs along the southern border of the park.

Acres: .79

CURRENT AMENITIES

- Trail (paved)
- Benches
- Drinking Fountain
- Bike Rack
- Martha Doan Memorial Garden
- Gazebo
- Interpretive signage (Voices from the Past Quaker Story)

FUTURE CAPITAL IMPROVEMENTS

- Continue trailhead to east in order to align across Union Street
- Maintenance/Headstone restoration plan
- Upgrade trash and recycle bins

PROPOSED IMPROVEMENTS



1:480

0 0 0.01 0.02 mi

0 0.01 0.01 0.02 km

OSBORNE PARK

17001 Ditch Road

ABOUT OSBORNE PARK

Osborne Park is a 30+ acre area that was donated by the Westfield Washington School Corporation and is located on the corner of 169th Street and Ditch Road, adjacent to Maple Glen Elementary School. Featuring a small retention pond, this property allows for several options for future development.

Acres: 30.93

CURRENT AMENITIES

- Currently undeveloped

FUTURE CAPITAL IMPROVEMENTS

- Community fishing pond
- Walkway around pond
- Selectively plant trees
- Trail connections
- Green BMPs
- Four enclosures - phased implementation over a few years
- Restroom
- Playground
- Shelter with electricity
- Plan to implement public road/parking

PROPOSED IMPROVEMENTS



QUAKER PARK

17501 Dartwon Road

ABOUT QUAKER PARK

Quaker Park is a seven acre park with ample paved parking available. Quaker Park hosts Westfield's only splash park, four shelters available for rental, a playground, public restrooms, pickleball courts, and a section of the Midland Trace Trail that connects to the Monon-Midland Loop. With plenty of parking, bike racks, and drinking fountains, Quaker Park serves as a great trailhead for the Monon Trail. The *Westfield in Bloom* display gardens help make Quaker Park the perfect setting for a family outing. Another feature is the Born Learning Trail, a trail that allows toddlers and preschool aged children to interact with their caregivers.

CURRENT AMENITIES

- Basketball Court
- Bocce ball Court
- Pickleball Courts
- Drinking Fountain
- Dog Drinking Bowl
- Dog Waste Station
- Born Learning Trail
- Benches
- Playground - with soft-fall play surface
- Yalp Sona Interactive Dance and Play Arch
- Gardens
- Parking
- Bike Rack
- Paved Trail
- Splash Park
- Shelter
- Public Restrooms
- Charcoal Grill

FUTURE CAPITAL IMPROVEMENTS

- Future extension west of Midland Trace Trail
- Frontage Road through park will mean relocation of some site amenities
- Expand parking
- Upgrade trash and recycling bins



PROPOSED IMPROVEMENTS



RAYMOND WORTH PARK

16301 Little Eagle Creek Avenue

ABOUT RAYMOND WORTH PARK

These 30 acres of land on Little Eagle Creek Avenue were donated to the city of Westfield by the Wilfong Foundation. The land is situated at the intersection of a small creek which feeds into Little Eagle Creek. The mowed natural trails encourage pedestrian and equestrian use. Little Eagle Creek abuts property and runs through at some points providing opportunities for creek access.

Acres: 30

CURRENT AMENITIES

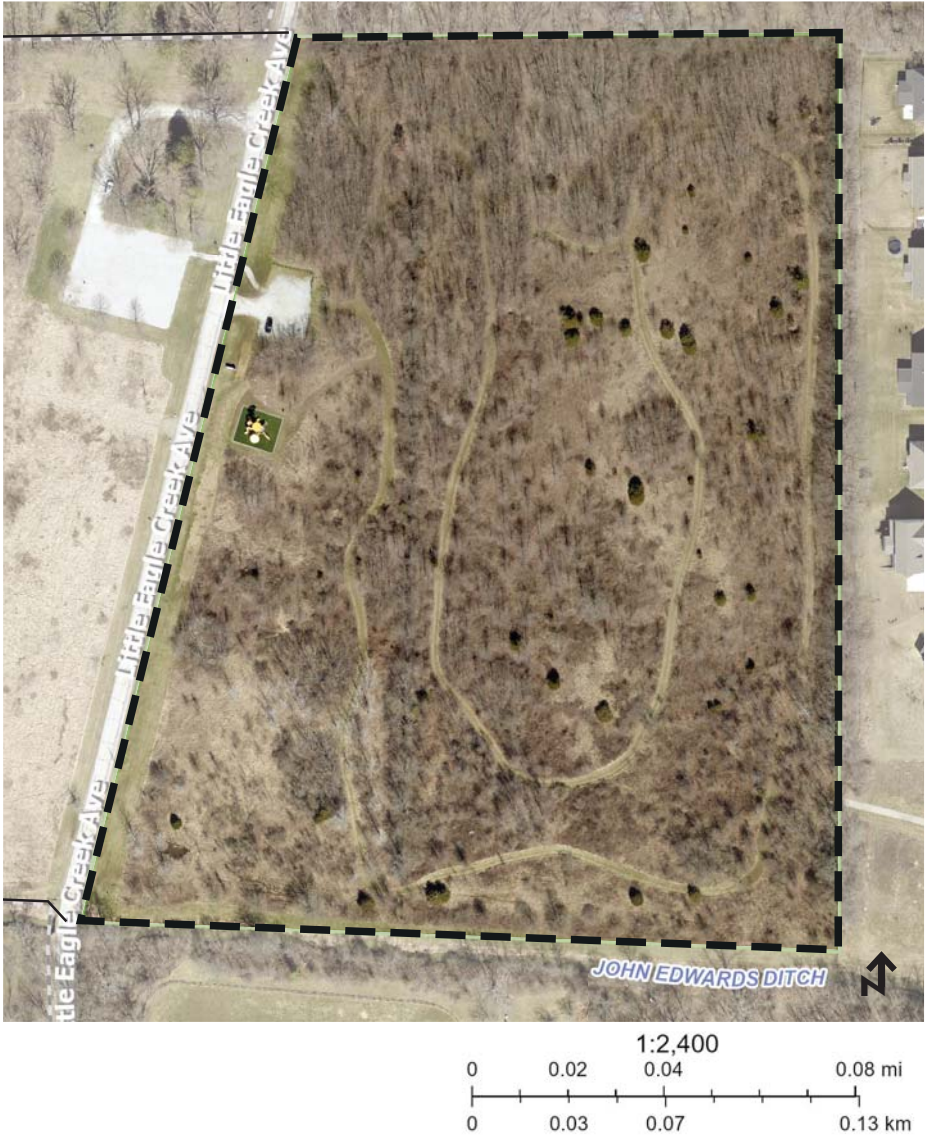
- 2 miles of Natural Trail Loops
- Gravel Parking Lot
- Deck overlooking pond (done by Eagle Scout)
- Tree planting as part of mitigation project
- Equestrian use encouraged

FUTURE CAPITAL IMPROVEMENTS

- Accessible ADA parking and trails to amenities on West
- Archery course
- Low ropes course
- Restroom
- Shelter / 3 sided with fireplace
- Update Signage
- Tent/Primitive Camping
- Habitat Restoration (Selective removal of invasive species that have self-seeded)
- Upgrade trash and recycling bins
- Trail signage



PROPOSED IMPROVEMENTS



SIMON MOON PARK

2710 East 171st Street

ABOUT SIMON MOON PARK

Simon Moon Park is located adjacent to the Westfield City Service Center at 2710 East 171st Street. This park is an active park with a shelter available for rental, a playground for 2-5 year olds, and another playground for 5-12 year olds. The park features a 20-foot diameter Council Circle and Fire Pit, which is also available to rent for special events. "The Hill" is a great place for picnicking with tables on top and for sledding in the winter. The trail through Simon Moon Park connects to the Midland Trace Trail, the east-west running trail that will eventually extend to Noblesville, Grand Junction, and to the Monon Trail. The design for the further development of Simon Moon Park is underway with construction slated to begin in _____.

Acres: 5.85

CURRENT AMENITIES

- Sledding Hill
- Playground - with synthetic turf play surface
- Council Circle and Fire Pit
- Parking
- Picnic Tables
- Paved Trail
- Dog Drinking Bowl
- Shelter
- Drinking Fountain
- Dog Waste Station



FUTURE CAPITAL IMPROVEMENTS

- Long range maintenance plan for trails
- Upgrade trash and recycling bins
- Add Additional 20+ acreage to park
- Add Additional Shelter
- Replace/upgrade playground
- Redevelop pond with water access for non-motorized boats
- Regional Detention incorporated into park
- Emergent wetlands
- Add Educational Pavilion
- Re-engineer Sledding Hill
- Add Boardwalks



PROPOSED IMPROVEMENTS



WOODS AT THE MAPLES PARK

Maple Knoll Subdivision

ABOUT WOODS AT THE MAPLES PARK

The Woods at the Maples is a land donation from a nearby developer. These woods are internal to Maple Knoll subdivision with the land being entirely wooded and adjacent to a small retention pond. Previous timbering has caused considerable damage to existing trees. Forestry recommendations are to limit park access over approximately 20 years to allow natural restoration of woodland.

Acres: 6.20

CURRENT AMENITIES

- Existing woodland

FUTURE CAPITAL IMPROVEMENTS

- Ash Tree Removal

PROPOSED IMPROVEMENTS



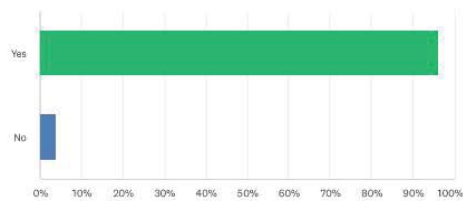
APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

Q1 Are you a Westfield resident?

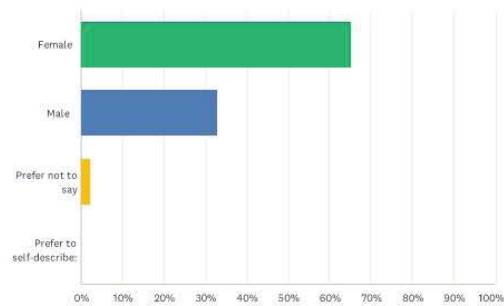
Answered: 232 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	96.12% 223
No	3.88% 9
TOTAL	232

Q2 Gender

Answered: 232 Skipped: 0



ANSWER CHOICES	RESPONSES
Female	65.09% 151
Male	32.76% 76
Prefer not to say	2.16% 5
Prefer to self-describe:	0.00% 0
TOTAL	232

#	PREFER TO SELF-DESCRIBE:	DATE
There are no responses.		

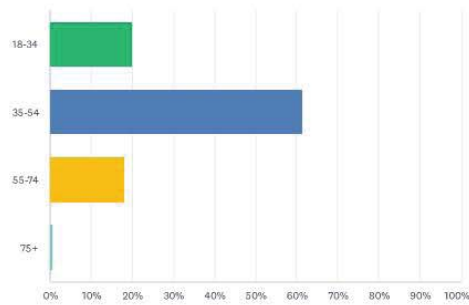
Q3 What is your age?

Answered: 231 Skipped: 1

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City of Westfield Parks & Recreation Department 2022 Public Survey

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ANSWER CHOICES	RESPONSES	
18-34	19.91%	46
35-54	61.47%	142
55-74	18.18%	42
75+	0.43%	1
TOTAL		231

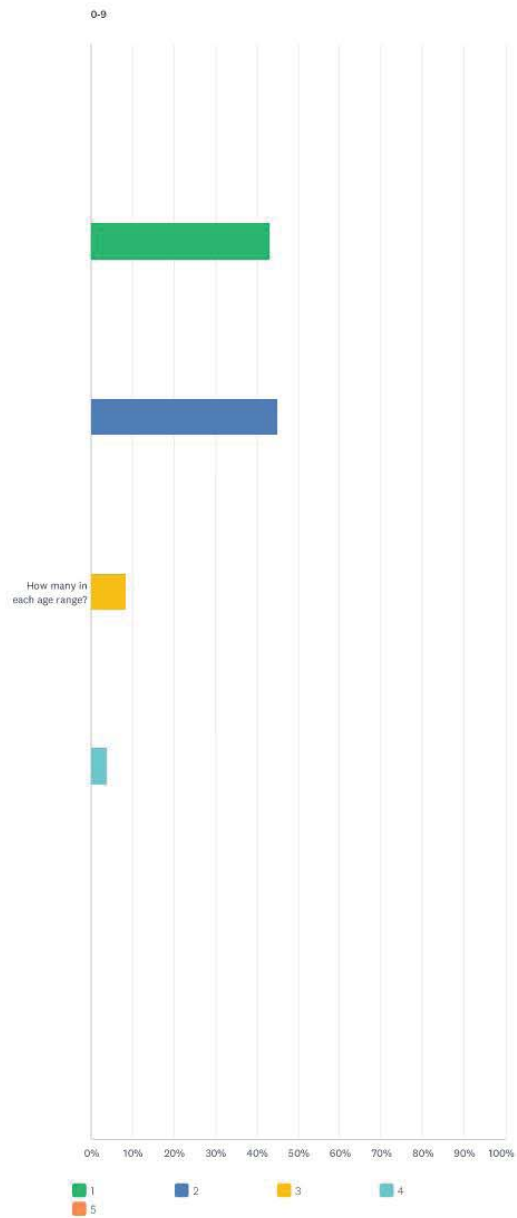
Q4 Please list the number of people in your household by age:

Answered: 230 Skipped: 2

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City of Westfield Parks & Recreation Department 2022 Public Survey

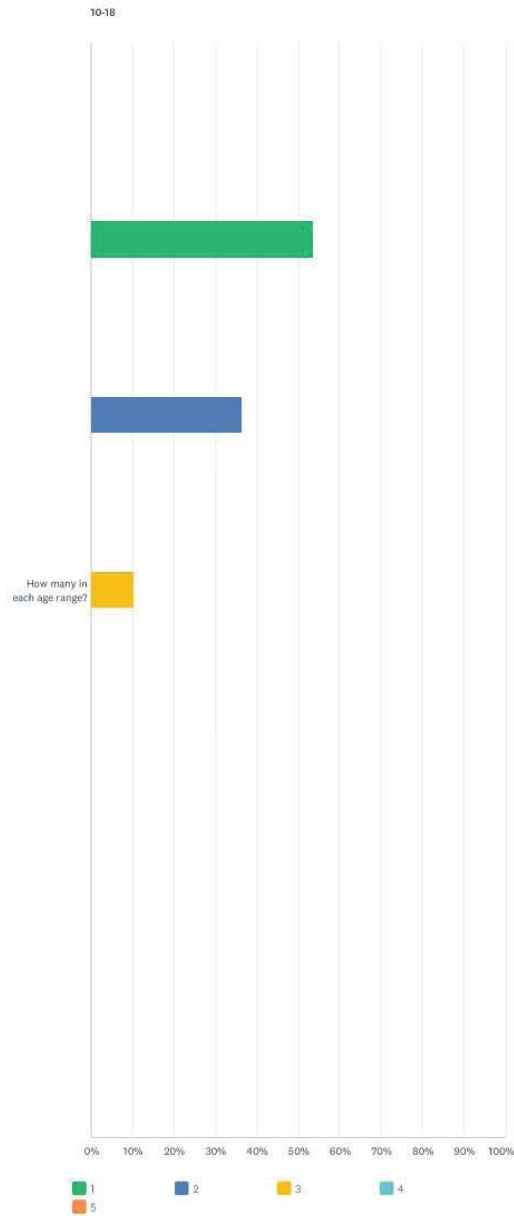
SurveyMonkey



APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

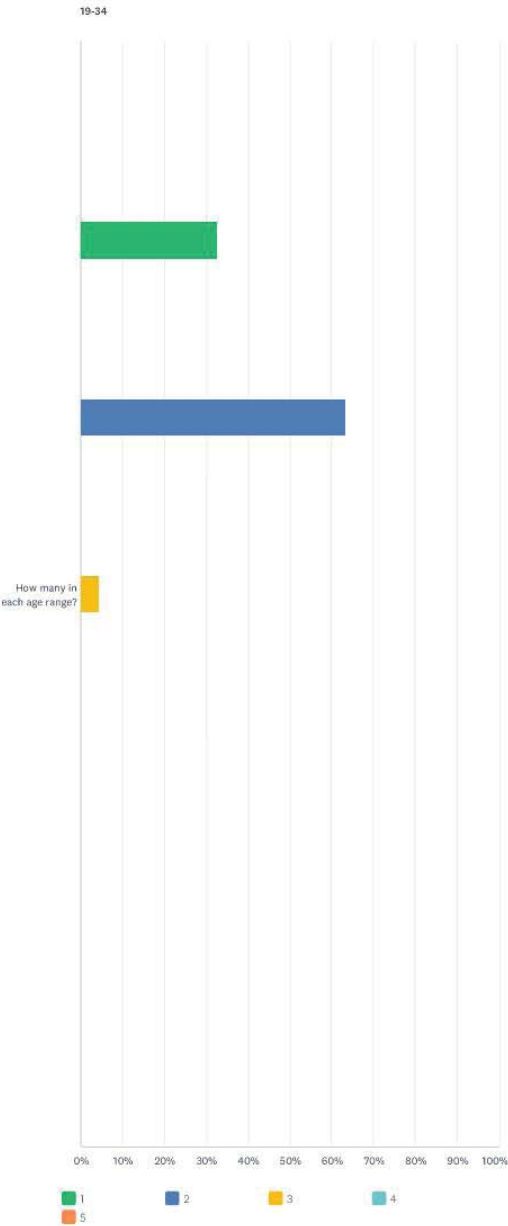
SurveyMonkey



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City of Westfield Parks & Recreation Department 2022 Public Survey

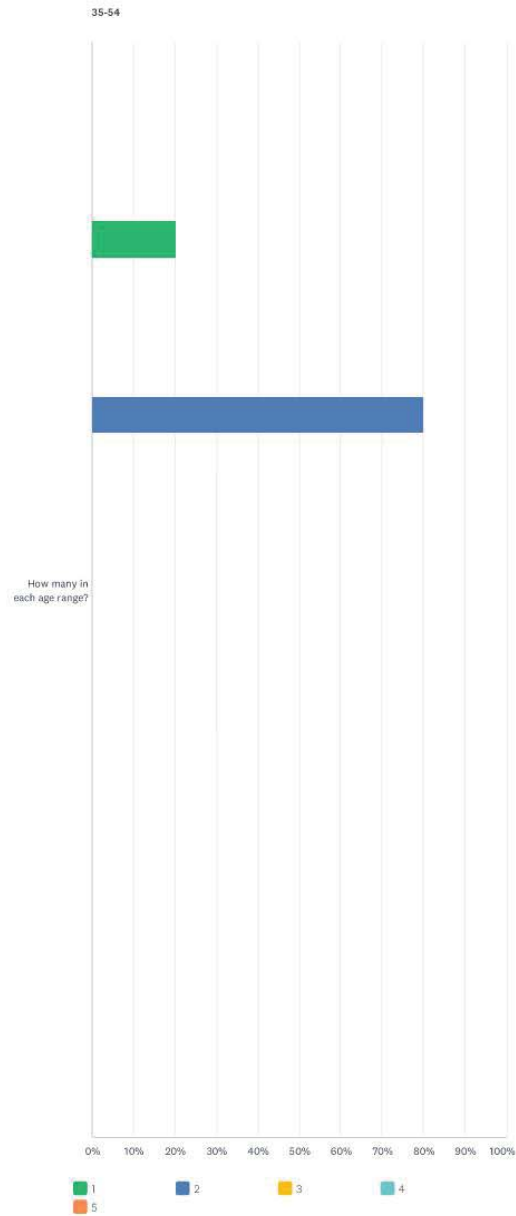
SurveyMonkey



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City of Westfield Parks & Recreation Department 2022 Public Survey

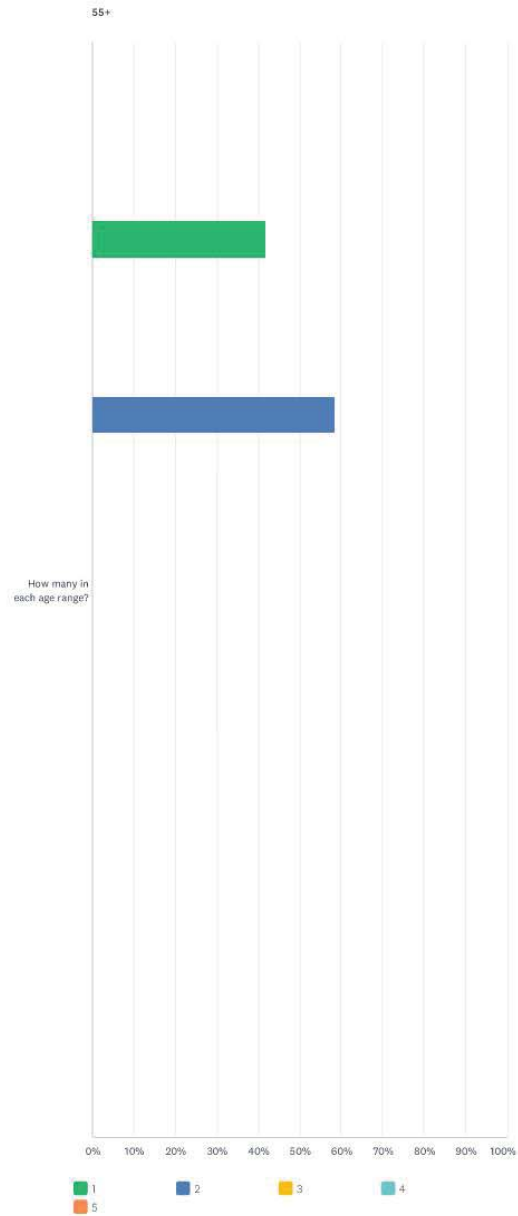
SurveyMonkey



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City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey



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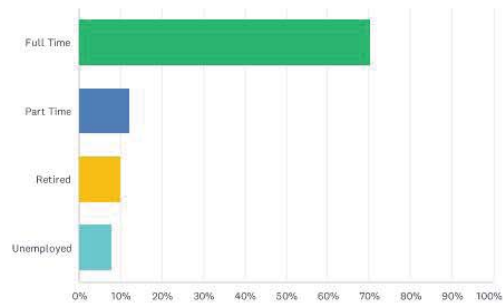
City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

0-9						
	1	2	3	4	5	TOTAL
How many in each age range?	43.12% 47	44.95% 49	8.26% 9	3.67% 4	0.00% 0	109
10-18						
	1	2	3	4	5	TOTAL
How many in each age range?	53.62% 37	36.23% 25	10.14% 7	0.00% 0	0.00% 0	69
19-34						
	1	2	3	4	5	TOTAL
How many in each age range?	32.39% 23	63.38% 45	4.23% 3	0.00% 0	0.00% 0	71
35-54						
	1	2	3	4	5	TOTAL
How many in each age range?	20.14% 28	79.86% 111	0.00% 0	0.00% 0	0.00% 0	139
55+						
	1	2	3	4	5	TOTAL
How many in each age range?	41.51% 22	58.49% 31	0.00% 0	0.00% 0	0.00% 0	53

Q5 What is your employment status?

Answered: 231 Skipped: 1



ANSWER CHOICES	RESPONSES
Full Time	70.13% 162
Part Time	12.12% 28
Retired	9.96% 23
Unemployed	7.79% 18
TOTAL	231

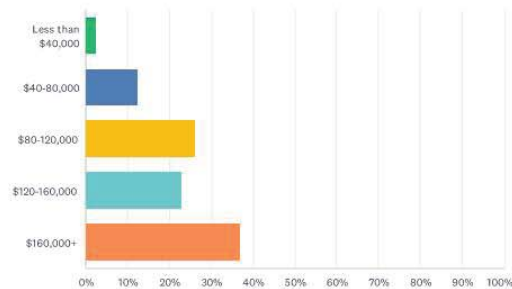
Q6 What is your annual household income range?

Answered: 220 Skipped: 12

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City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey



ANSWER CHOICES	RESPONSES
Less than \$40,000	2.27% 5
\$40-80,000	12.27% 27
\$80-120,000	25.91% 57
\$120-160,000	22.73% 50
\$160,000+	36.82% 81
TOTAL	220

Q7 Which City of Westfield Parks* have you visited, and how often do you visit? Please list number of visits per year for each park below.*unless noted otherwise

Answered: 226 Skipped: 6

ANSWER CHOICES	RESPONSES
Armstrong Park	25.22% 57
Asa Bales Park	71.68% 162
Freedom Trail Park	47.35% 107
Grand Junction Park & Plaza	53.54% 121
Hadley Park	21.68% 49
Liberty Park	25.66% 58
Old Friends Cemetery Park	27.88% 63
Osborne Park	21.24% 48
Quaker Park	61.95% 140
Raymond Worth Park	27.43% 62
Simon Moon Park	53.54% 121
Cool Creek Park (Hamilton County Parks)	87.61% 198
MacGregor Park (Westfield Washington Township Parks & Recreation)	57.52% 130
Other nearby parks (please specify)	15.93% 36

#	ARMSTRONG PARK	DATE
1	0	4/25/2022 3:26 PM
2	1	4/25/2022 2:21 PM
3	0	4/24/2022 9:19 PM
4	0	4/24/2022 7:19 PM
5	0	4/24/2022 6:52 PM
6	0	4/24/2022 2:02 PM
7	2	4/24/2022 1:56 PM
8	1	4/23/2022 10:33 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

9	0	4/19/2022 9:13 AM
10	1	4/18/2022 9:23 AM
11	5	4/16/2022 2:55 PM
12	0	4/15/2022 11:34 AM
13	1	4/15/2022 7:06 AM
14	10	4/14/2022 10:36 PM
15	Yes	4/14/2022 6:33 PM
16	0	4/8/2022 8:49 AM
17	0	4/7/2022 9:28 PM
18	0	4/7/2022 12:25 PM
19	0	4/7/2022 9:29 AM
20	0	4/5/2022 11:28 PM
21	4	4/5/2022 10:46 AM
22	0	4/5/2022 10:28 AM
23	0	4/3/2022 1:20 PM
24	1	4/3/2022 9:54 AM
25	10	4/2/2022 8:51 AM
26	0	3/27/2022 10:40 PM
27	0	3/27/2022 12:28 AM
28	0	3/26/2022 9:42 PM
29	2	3/26/2022 3:03 PM
30	0	3/26/2022 2:04 PM
31	0	3/26/2022 10:54 AM
32	2	3/26/2022 10:47 AM
33	2	3/26/2022 8:37 AM
34	0	3/26/2022 7:53 AM
35	2	3/26/2022 7:35 AM
36	0	3/26/2022 6:09 AM
37	0	3/26/2022 5:24 AM
38	0	3/26/2022 2:21 AM
39	4	3/25/2022 11:12 PM
40	0	3/25/2022 11:01 PM
41	1	3/25/2022 10:26 PM
42	0	3/25/2022 8:54 PM
43	0	3/25/2022 8:35 PM
44	0	3/25/2022 7:35 PM
45	1	3/25/2022 7:12 PM
46	0	3/25/2022 5:33 PM
47	8	3/25/2022 5:24 PM
48	1	3/25/2022 5:06 PM
49	0	3/25/2022 5:01 PM
50	0	3/25/2022 4:58 PM
51	1	3/25/2022 4:54 PM
52	0	3/25/2022 4:00 PM
53	0	3/25/2022 3:50 PM
54	0	3/25/2022 3:41 PM
55	2	3/25/2022 3:33 PM
56	0	3/25/2022 3:24 PM
57	0	3/25/2022 3:20 PM
#	ASA BALES PARK	DATE
1	5	4/26/2022 8:54 PM
2	2	4/26/2022 3:53 PM
3	4	4/25/2022 3:26 PM
4	4	4/25/2022 2:21 PM
5	1	4/24/2022 11:20 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

6	4	4/24/2022 10:24 PM
7	2	4/24/2022 10:16 PM
8	2	4/24/2022 9:40 PM
9	1	4/24/2022 9:19 PM
10	5	4/24/2022 7:40 PM
11	6	4/24/2022 7:19 PM
12	1	4/24/2022 6:52 PM
13	6	4/24/2022 6:24 PM
14	2	4/24/2022 5:46 PM
15	1	4/24/2022 3:40 PM
16	15	4/24/2022 2:02 PM
17	5	4/24/2022 1:56 PM
18	3	4/24/2022 12:52 PM
19	2x per year	4/24/2022 10:13 AM
20	10	4/24/2022 9:11 AM
21	2	4/24/2022 9:01 AM
22	4	4/24/2022 8:55 AM
23	2 times a month (in the summer)	4/24/2022 8:47 AM
24	10	4/23/2022 10:49 PM
25	3	4/23/2022 10:33 AM
26	1	4/19/2022 9:13 AM
27	1	4/19/2022 7:00 AM
28	5	4/18/2022 5:11 PM
29	20	4/18/2022 9:23 AM
30	4	4/17/2022 6:21 PM
31	20	4/17/2022 8:10 AM
32	5	4/16/2022 9:59 AM
33	1	4/16/2022 9:28 AM
34	5	4/16/2022 8:25 AM
35	2	4/15/2022 10:45 PM
36	2	4/15/2022 10:00 PM
37	5	4/15/2022 1:20 PM
38	5	4/15/2022 1:01 PM
39	2	4/15/2022 11:59 AM
40	3	4/15/2022 11:45 AM
41	20	4/15/2022 11:34 AM
42	8	4/15/2022 8:56 AM
43	3	4/15/2022 8:08 AM
44	10	4/15/2022 7:06 AM
45	4	4/14/2022 10:36 PM
46	26	4/14/2022 10:30 PM
47	Yes	4/14/2022 6:33 PM
48	5	4/14/2022 5:25 PM
49	30	4/14/2022 4:46 PM
50	2	4/11/2022 4:14 PM
51	3	4/8/2022 8:49 AM
52	3	4/7/2022 9:28 PM
53	4	4/7/2022 9:13 PM
54	0	4/7/2022 12:25 PM
55	15	4/7/2022 9:29 AM
56	10	4/5/2022 11:28 PM
57	5	4/5/2022 2:54 PM
58	10	4/5/2022 1:02 PM
59	2	4/5/2022 12:22 PM
60	1	4/5/2022 11:54 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

61	1	4/5/2022 10:56 AM
62	5	4/5/2022 10:52 AM
63	1	4/5/2022 10:46 AM
64	0	4/5/2022 10:28 AM
65	1	4/5/2022 10:27 AM
66	6	4/5/2022 10:24 AM
67	6	4/5/2022 9:52 AM
68	3	4/5/2022 9:44 AM
69	1	4/3/2022 1:20 PM
70	4	4/3/2022 9:54 AM
71	15	4/2/2022 7:36 PM
72	5	4/2/2022 8:51 AM
73	0	4/1/2022 9:29 PM
74	10	4/1/2022 9:28 PM
75	5	3/28/2022 7:08 PM
76	2	3/28/2022 5:09 PM
77	2	3/28/2022 12:33 PM
78	1	3/28/2022 10:36 AM
79	3	3/27/2022 10:40 PM
80	2	3/27/2022 7:23 PM
81	1	3/27/2022 9:30 AM
82	1	3/27/2022 12:28 AM
83	26	3/26/2022 10:54 PM
84	12	3/26/2022 10:38 PM
85	1-2	3/26/2022 9:42 PM
86	2	3/26/2022 8:27 PM
87	10	3/26/2022 6:44 PM
88	10	3/26/2022 5:57 PM
89	2	3/26/2022 5:32 PM
90	We walk the trails! 5 times a year.	3/26/2022 4:57 PM
91	12	3/26/2022 3:03 PM
92	8	3/26/2022 2:53 PM
93	15	3/26/2022 2:04 PM
94	15 - skateboard and disc golf	3/26/2022 11:51 AM
95	3	3/26/2022 11:03 AM
96	0	3/26/2022 10:54 AM
97	10	3/26/2022 10:47 AM
98	10	3/26/2022 10:01 AM
99	20	3/26/2022 9:41 AM
100	20	3/26/2022 9:32 AM
101	1	3/26/2022 9:30 AM
102	1	3/26/2022 8:50 AM
103	4	3/26/2022 8:37 AM
104	3	3/26/2022 8:32 AM
105	1	3/26/2022 7:53 AM
106	15	3/26/2022 6:53 AM
107	6	3/26/2022 6:09 AM
108	5	3/26/2022 5:24 AM
109	20	3/26/2022 2:21 AM
110	10	3/25/2022 11:57 PM
111	Weekly	3/25/2022 11:36 PM
112	4	3/25/2022 11:12 PM
113	3	3/25/2022 11:01 PM
114	2	3/25/2022 10:31 PM
115	4	3/25/2022 10:26 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

116	2	3/25/2022 10:12 PM
117	50	3/25/2022 10:06 PM
118	12	3/25/2022 10:05 PM
119	4	3/25/2022 9:51 PM
120	2	3/25/2022 9:30 PM
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122	3	3/25/2022 8:48 PM
123	6	3/25/2022 8:48 PM
124	1	3/25/2022 8:40 PM
125	10	3/25/2022 8:37 PM
126	0	3/25/2022 8:35 PM
127	2	3/25/2022 8:19 PM
128	45	3/25/2022 7:58 PM
129	1	3/25/2022 7:40 PM
130	5	3/25/2022 7:35 PM
131	8	3/25/2022 7:17 PM
132	1	3/25/2022 7:12 PM
133	2	3/25/2022 7:09 PM
134	2	3/25/2022 6:59 PM
135	2	3/25/2022 6:42 PM
136	1	3/25/2022 5:33 PM
137	12	3/25/2022 5:06 PM
138	0	3/25/2022 5:01 PM
139	4-5	3/25/2022 4:58 PM
140	3	3/25/2022 4:54 PM
141	2	3/25/2022 4:51 PM
142	2-4 times per year	3/25/2022 4:27 PM
143	5	3/25/2022 4:19 PM
144	30	3/25/2022 4:15 PM
145	20+	3/25/2022 4:05 PM
146	0	3/25/2022 4:00 PM
147	1	3/25/2022 3:54 PM
148	6	3/25/2022 3:52 PM
149	10	3/25/2022 3:50 PM
150	5	3/25/2022 3:46 PM
151	10+	3/25/2022 3:41 PM
152	5	3/25/2022 3:36 PM
153	1	3/25/2022 3:36 PM
154	12	3/25/2022 3:35 PM
155	3	3/25/2022 3:33 PM
156	5	3/25/2022 3:31 PM
157	3	3/25/2022 3:25 PM
158	1	3/25/2022 3:24 PM
159	3	3/25/2022 3:20 PM
160	5	3/25/2022 3:19 PM
161	2	3/25/2022 3:18 PM
162	2	3/25/2022 3:06 PM
#	FREEDOM TRAIL PARK	DATE
1	10	4/26/2022 8:54 PM
2	1	4/25/2022 3:26 PM
3	1	4/24/2022 10:16 PM
4	0	4/24/2022 9:19 PM
5	2	4/24/2022 7:40 PM
6	6	4/24/2022 7:19 PM
7	0	4/24/2022 6:52 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

8	4	4/24/2022 2:02 PM
9	2	4/24/2022 1:56 PM
10	200 a year	4/24/2022 10:47 AM
11	5x per year	4/24/2022 10:13 AM
12	3	4/24/2022 8:55 AM
13	10	4/23/2022 10:49 PM
14	1	4/23/2022 6:33 PM
15	2	4/23/2022 11:49 AM
16	2	4/23/2022 10:33 AM
17	12	4/20/2022 12:07 PM
18	5	4/19/2022 9:13 AM
19	0	4/18/2022 9:23 AM
20	4	4/17/2022 6:21 PM
21	30	4/17/2022 8:10 AM
22	5	4/16/2022 8:25 AM
23	1	4/15/2022 10:00 PM
24	5	4/15/2022 3:41 PM
25	2	4/15/2022 11:59 AM
26	3	4/15/2022 11:45 AM
27	10	4/15/2022 11:34 AM
28	5	4/15/2022 10:50 AM
29	2	4/15/2022 8:21 AM
30	6	4/15/2022 8:08 AM
31	5	4/15/2022 7:06 AM
32	0	4/14/2022 10:36 PM
33	5	4/14/2022 10:30 PM
34	Yes	4/14/2022 6:33 PM
35	1	4/11/2022 4:14 PM
36	5	4/8/2022 8:49 AM
37	3	4/7/2022 9:28 PM
38	3	4/7/2022 9:13 PM
39	15	4/7/2022 2:51 PM
40	0	4/7/2022 12:25 PM
41	20	4/7/2022 9:29 AM
42	1	4/5/2022 11:28 PM
43	2	4/5/2022 2:54 PM
44	1	4/5/2022 1:02 PM
45	1	4/5/2022 12:22 PM
46	1	4/5/2022 10:56 AM
47	5	4/5/2022 10:52 AM
48	1	4/5/2022 10:46 AM
49	0	4/5/2022 10:28 AM
50	100	4/5/2022 10:23 AM
51	1	4/5/2022 10:21 AM
52	0	4/3/2022 1:20 PM
53	2	4/3/2022 9:54 AM
54	10	4/2/2022 7:36 PM
55	3	4/2/2022 8:51 AM
56	5	4/1/2022 9:28 PM
57	1	3/28/2022 10:36 AM
58	0	3/27/2022 10:40 PM
59	3	3/27/2022 12:28 AM
60	1-2	3/26/2022 9:42 PM
61	2	3/26/2022 5:57 PM
62	10	3/26/2022 5:32 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

63	12	3/26/2022 3:03 PM
64	2	3/26/2022 2:53 PM
65	15	3/26/2022 2:04 PM
66	5 - walking	3/26/2022 11:51 AM
67	6	3/26/2022 11:03 AM
68	0	3/26/2022 10:54 AM
69	2	3/26/2022 10:47 AM
70	1	3/26/2022 10:01 AM
71	5-10	3/26/2022 9:41 AM
72	0	3/26/2022 8:37 AM
73	0	3/26/2022 7:53 AM
74	1	3/26/2022 7:35 AM
75	5	3/26/2022 6:09 AM
76	2	3/26/2022 5:24 AM
77	20	3/26/2022 2:21 AM
78	50	3/25/2022 11:57 PM
79	0	3/25/2022 11:01 PM
80	1	3/25/2022 10:26 PM
81	100	3/25/2022 10:06 PM
82	6	3/25/2022 10:05 PM
83	4	3/25/2022 9:51 PM
84	3	3/25/2022 9:30 PM
85	0	3/25/2022 8:54 PM
86	0	3/25/2022 8:35 PM
87	1	3/25/2022 7:35 PM
88	1	3/25/2022 7:17 PM
89	2	3/25/2022 6:59 PM
90	12	3/25/2022 6:42 PM
91	0	3/25/2022 5:33 PM
92	6	3/25/2022 5:06 PM
93	0	3/25/2022 5:01 PM
94	0	3/25/2022 4:58 PM
95	1	3/25/2022 4:54 PM
96	6	3/25/2022 4:16 PM
97	0	3/25/2022 4:00 PM
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99	2	3/25/2022 3:50 PM
100	25	3/25/2022 3:46 PM
101	10	3/25/2022 3:36 PM
102	3	3/25/2022 3:35 PM
103	3	3/25/2022 3:33 PM
104	4	3/25/2022 3:25 PM
105	0	3/25/2022 3:24 PM
106	4	3/25/2022 3:20 PM
107	2	3/25/2022 3:08 PM
#	GRAND JUNCTION PARK & PLAZA	DATE
1	1	4/26/2022 8:54 PM
2	3	4/26/2022 4:37 PM
3	5	4/25/2022 9:58 PM
4	0	4/25/2022 3:26 PM
5	12+	4/25/2022 2:21 PM
6	1	4/24/2022 11:20 PM
7	2	4/24/2022 10:24 PM
8	1	4/24/2022 10:16 PM
9	2	4/24/2022 9:40 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

10	0	4/24/2022 9:19 PM
11	8	4/24/2022 7:40 PM
12	1	4/24/2022 7:19 PM
13	0	4/24/2022 6:52 PM
14	6	4/24/2022 6:24 PM
15	2	4/24/2022 5:46 PM
16	3	4/24/2022 5:07 PM
17	4	4/24/2022 2:02 PM
18	3	4/24/2022 8:55 AM
19	More than once a month (when the weather is nice)	4/24/2022 8:47 AM
20	6	4/23/2022 6:33 PM
21	0	4/19/2022 9:13 AM
22	5	4/19/2022 7:00 AM
23	20 (est)	4/18/2022 5:11 PM
24	5	4/18/2022 9:23 AM
25	2	4/17/2022 6:21 PM
26	25	4/17/2022 8:10 AM
27	2	4/16/2022 9:59 AM
28	5	4/16/2022 8:25 AM
29	2	4/15/2022 10:45 PM
30	1	4/15/2022 10:00 PM
31	1	4/15/2022 3:41 PM
32	5	4/15/2022 1:20 PM
33	20	4/15/2022 1:01 PM
34	5	4/15/2022 11:59 AM
35	0	4/15/2022 11:34 AM
36	2	4/15/2022 8:08 AM
37	10	4/15/2022 7:06 AM
38	3	4/14/2022 10:36 PM
39	2	4/14/2022 5:25 PM
40	Will visit often. 50	4/14/2022 4:46 PM
41	30	4/8/2022 8:49 AM
42	5	4/7/2022 9:28 PM
43	0	4/7/2022 12:25 PM
44	2	4/7/2022 9:29 AM
45	5	4/5/2022 11:28 PM
46	1	4/5/2022 1:42 PM
47	1	4/5/2022 12:22 PM
48	10	4/5/2022 10:52 AM
49	3	4/5/2022 10:46 AM
50	0	4/5/2022 10:28 AM
51	15	4/5/2022 10:24 AM
52	3	4/5/2022 10:21 AM
53	5	4/5/2022 9:44 AM
54	3	4/4/2022 8:06 AM
55	1	4/3/2022 1:20 PM
56	1	4/3/2022 9:54 AM
57	3	4/2/2022 8:51 AM
58	Twice a month	3/29/2022 11:01 AM
59	5	3/28/2022 10:36 AM
60	2	3/28/2022 5:48 AM
61	1	3/27/2022 10:40 PM
62	4	3/27/2022 7:28 PM
63	3	3/27/2022 7:23 PM
64	52	3/27/2022 9:30 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

65	5	3/27/2022 8:25 AM
66	0	3/27/2022 12:28 AM
67	12	3/26/2022 10:54 PM
68	12	3/26/2022 10:38 PM
69	1	3/26/2022 9:42 PM
70	1	3/26/2022 8:27 PM
71	30	3/26/2022 6:44 PM
72	Love this New Park, can't wait for spring weather to stay! 30 times, while it was being built!	3/26/2022 4:57 PM
73	6	3/26/2022 2:53 PM
74	2	3/26/2022 2:04 PM
75	1	3/26/2022 12:58 PM
76	We will be	3/26/2022 11:51 AM
77	1	3/26/2022 11:03 AM
78	0	3/26/2022 10:54 AM
79	10	3/26/2022 10:47 AM
80	3	3/26/2022 9:30 AM
81	12	3/26/2022 8:37 AM
82	2	3/26/2022 7:53 AM
83	20	3/26/2022 6:53 AM
84	52	3/26/2022 6:09 AM
85	0	3/26/2022 5:24 AM
86	10	3/26/2022 2:21 AM
87	10	3/25/2022 11:57 PM
88	19	3/25/2022 11:12 PM
89	1	3/25/2022 11:01 PM
90	2	3/25/2022 10:54 PM
91	2	3/25/2022 10:31 PM
92	3	3/25/2022 10:26 PM
93	2	3/25/2022 10:06 PM
94	1	3/25/2022 9:51 PM
95	1	3/25/2022 9:30 PM
96	0	3/25/2022 8:54 PM
97	A lot more now	3/25/2022 8:48 PM
98	0	3/25/2022 8:35 PM
99	3	3/25/2022 7:40 PM
100	5	3/25/2022 7:35 PM
101	Once	3/25/2022 7:20 PM
102	1	3/25/2022 7:17 PM
103	5	3/25/2022 6:59 PM
104	1	3/25/2022 5:33 PM
105	1	3/25/2022 5:24 PM
106	So far 15	3/25/2022 5:06 PM
107	0	3/25/2022 5:01 PM
108	6	3/25/2022 4:58 PM
109	4	3/25/2022 4:54 PM
110	2	3/25/2022 4:24 PM
111	10	3/25/2022 4:19 PM
112	Just opened	3/25/2022 4:16 PM
113	40	3/25/2022 4:15 PM
114	3	3/25/2022 4:04 PM
115	100	3/25/2022 3:50 PM
116	1	3/25/2022 3:36 PM
117	0	3/25/2022 3:33 PM
118	0	3/25/2022 3:24 PM
119	1	3/25/2022 3:20 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

120	1	3/25/2022 3:18 PM
121	2	3/25/2022 3:08 PM
#	HADLEY PARK	DATE
1	10	4/26/2022 8:54 PM
2	0	4/25/2022 3:26 PM
3	0	4/24/2022 9:19 PM
4	0	4/24/2022 7:19 PM
5	0	4/24/2022 6:52 PM
6	0	4/24/2022 2:02 PM
7	0	4/19/2022 9:13 AM
8	2	4/18/2022 9:23 AM
9	0	4/15/2022 11:34 AM
10	1	4/15/2022 7:06 AM
11	0	4/14/2022 10:36 PM
12	Yes	4/14/2022 6:33 PM
13	0	4/8/2022 8:49 AM
14	0	4/7/2022 9:28 PM
15	0	4/7/2022 12:25 PM
16	0	4/7/2022 9:29 AM
17	0	4/5/2022 11:28 PM
18	0	4/5/2022 10:46 AM
19	0	4/5/2022 10:28 AM
20	0	4/3/2022 1:20 PM
21	0	4/3/2022 9:54 AM
22	0	3/27/2022 10:40 PM
23	0	3/27/2022 12:28 AM
24	0	3/26/2022 9:42 PM
25	0	3/26/2022 2:04 PM
26	0	3/26/2022 10:54 AM
27	0	3/26/2022 10:47 AM
28	0	3/26/2022 8:37 AM
29	0	3/26/2022 7:53 AM
30	2	3/26/2022 6:09 AM
31	0	3/26/2022 5:24 AM
32	0	3/26/2022 2:21 AM
33	12	3/25/2022 11:12 PM
34	0	3/25/2022 11:01 PM
35	3	3/25/2022 10:31 PM
36	0	3/25/2022 10:26 PM
37	0	3/25/2022 10:06 PM
38	0	3/25/2022 8:54 PM
39	0	3/25/2022 8:35 PM
40	0	3/25/2022 7:35 PM
41	0	3/25/2022 5:33 PM
42	0	3/25/2022 5:06 PM
43	0	3/25/2022 5:01 PM
44	2	3/25/2022 4:58 PM
45	0	3/25/2022 4:00 PM
46	0	3/25/2022 3:50 PM
47	0	3/25/2022 3:33 PM
48	0	3/25/2022 3:24 PM
49	0	3/25/2022 3:20 PM
#	LIBERTY PARK	DATE
1	0	4/25/2022 3:26 PM
2	8	4/25/2022 2:21 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

3	0	4/24/2022 9:19 PM
4	0	4/24/2022 7:19 PM
5	0	4/24/2022 6:52 PM
6	1	4/24/2022 3:40 PM
7	0	4/24/2022 2:02 PM
8	1	4/23/2022 10:33 AM
9	12	4/20/2022 12:07 PM
10	0	4/19/2022 9:13 AM
11	2	4/18/2022 9:23 AM
12	10	4/17/2022 8:10 AM
13	1	4/16/2022 9:28 AM
14	0	4/15/2022 11:34 AM
15	0	4/15/2022 7:06 AM
16	0	4/14/2022 10:36 PM
17	0	4/8/2022 8:49 AM
18	0	4/7/2022 9:28 PM
19	0	4/7/2022 12:25 PM
20	0	4/7/2022 9:29 AM
21	2	4/7/2022 12:14 AM
22	1	4/5/2022 11:28 PM
23	0	4/5/2022 10:46 AM
24	0	4/5/2022 10:28 AM
25	2	4/4/2022 9:31 AM
26	0	4/3/2022 1:20 PM
27	2	4/3/2022 9:54 AM
28	1	3/28/2022 10:36 AM
29	0	3/27/2022 10:40 PM
30	0	3/27/2022 12:28 AM
31	0	3/26/2022 9:42 PM
32	0	3/26/2022 2:04 PM
33	0	3/26/2022 10:54 AM
34	0	3/26/2022 10:47 AM
35	1	3/26/2022 8:37 AM
36	0	3/26/2022 7:53 AM
37	0	3/26/2022 6:09 AM
38	0	3/26/2022 5:24 AM
39	0	3/26/2022 2:21 AM
40	30	3/25/2022 11:12 PM
41	0	3/25/2022 11:01 PM
42	1	3/25/2022 10:26 PM
43	0	3/25/2022 10:06 PM
44	1	3/25/2022 9:30 PM
45	0	3/25/2022 8:54 PM
46	0	3/25/2022 8:35 PM
47	0	3/25/2022 7:35 PM
48	1	3/25/2022 6:59 PM
49	0	3/25/2022 5:33 PM
50	1	3/25/2022 5:06 PM
51	0	3/25/2022 5:01 PM
52	0	3/25/2022 4:58 PM
53	0	3/25/2022 4:00 PM
54	1	3/25/2022 3:50 PM
55	0	3/25/2022 3:33 PM
56	0	3/25/2022 3:24 PM
57	0	3/25/2022 3:20 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

58	5	3/25/2022 3:08 PM
#	OLD FRIENDS CEMETERY PARK	DATE
1	1	4/26/2022 8:54 PM
2	0	4/25/2022 3:26 PM
3	2	4/25/2022 2:21 PM
4	1	4/24/2022 9:19 PM
5	1	4/24/2022 7:19 PM
6	0	4/24/2022 6:52 PM
7	0	4/24/2022 2:02 PM
8	I walk by it but don't always stay.	4/24/2022 8:47 AM
9	1	4/23/2022 10:33 AM
10	0	4/19/2022 9:13 AM
11	15	4/18/2022 9:23 AM
12	0	4/15/2022 11:34 AM
13	0	4/15/2022 7:06 AM
14	1	4/14/2022 10:36 PM
15	Yes	4/14/2022 6:33 PM
16	2	4/8/2022 8:49 AM
17	0	4/7/2022 9:28 PM
18	0	4/7/2022 12:25 PM
19	0	4/7/2022 9:29 AM
20	1	4/5/2022 11:28 PM
21	2	4/5/2022 12:22 PM
22	0	4/5/2022 10:46 AM
23	0	4/5/2022 10:28 AM
24	0	4/3/2022 1:20 PM
25	1	4/3/2022 9:54 AM
26	20	4/2/2022 7:36 PM
27	4	3/28/2022 10:36 AM
28	4	3/28/2022 3:28 AM
29	0	3/27/2022 10:40 PM
30	1	3/27/2022 12:28 AM
31	1-2	3/26/2022 9:42 PM
32	2	3/26/2022 8:27 PM
33	25	3/26/2022 6:44 PM
34	Interesting old Cemetery!	3/26/2022 4:57 PM
35	4	3/26/2022 2:53 PM
36	0	3/26/2022 2:04 PM
37	0	3/26/2022 10:54 AM
38	1	3/26/2022 10:47 AM
39	3	3/26/2022 8:37 AM
40	2	3/26/2022 7:53 AM
41	5	3/26/2022 6:09 AM
42	0	3/26/2022 5:24 AM
43	0	3/26/2022 2:21 AM
44	5	3/25/2022 11:57 PM
45	3	3/25/2022 11:12 PM
46	0	3/25/2022 11:01 PM
47	0	3/25/2022 10:26 PM
48	0	3/25/2022 10:06 PM
49	0	3/25/2022 8:54 PM
50	0	3/25/2022 8:35 PM
51	0	3/25/2022 7:35 PM
52	0	3/25/2022 5:33 PM
53	20	3/25/2022 5:06 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

54	0	3/25/2022 5:01 PM
55	1	3/25/2022 4:58 PM
56	10	3/25/2022 4:16 PM
57	50	3/25/2022 4:15 PM
58	0	3/25/2022 4:00 PM
59	5	3/25/2022 3:50 PM
60	0	3/25/2022 3:33 PM
61	0	3/25/2022 3:24 PM
62	0	3/25/2022 3:20 PM
63	1	3/25/2022 3:18 PM
#	OSBORNE PARK	DATE
1	0	4/25/2022 3:26 PM
2	0	4/24/2022 9:19 PM
3	0	4/24/2022 7:19 PM
4	0	4/24/2022 6:52 PM
5	0	4/24/2022 2:02 PM
6	6	4/23/2022 6:33 PM
7	0	4/19/2022 9:13 AM
8	0	4/18/2022 9:23 AM
9	0	4/15/2022 11:34 AM
10	0	4/15/2022 7:06 AM
11	0	4/14/2022 10:36 PM
12	0	4/8/2022 8:49 AM
13	0	4/7/2022 9:28 PM
14	0	4/7/2022 12:25 PM
15	0	4/7/2022 9:29 AM
16	0	4/5/2022 11:28 PM
17	0	4/5/2022 10:46 AM
18	0	4/5/2022 10:28 AM
19	0	4/3/2022 1:20 PM
20	0	4/3/2022 9:54 AM
21	0	3/27/2022 10:40 PM
22	0	3/27/2022 12:28 AM
23	0	3/26/2022 9:42 PM
24	0	3/26/2022 2:04 PM
25	0	3/26/2022 10:54 AM
26	1	3/26/2022 10:47 AM
27	2	3/26/2022 8:37 AM
28	0	3/26/2022 7:53 AM
29	0	3/26/2022 6:09 AM
30	0	3/26/2022 5:24 AM
31	0	3/26/2022 2:21 AM
32	5	3/25/2022 11:12 PM
33	0	3/25/2022 11:01 PM
34	50	3/25/2022 10:26 PM
35	0	3/25/2022 10:06 PM
36	0	3/25/2022 8:54 PM
37	0	3/25/2022 8:35 PM
38	0	3/25/2022 7:35 PM
39	1	3/25/2022 5:33 PM
40	2	3/25/2022 5:06 PM
41	0	3/25/2022 5:01 PM
42	1	3/25/2022 4:58 PM
43	1	3/25/2022 4:54 PM
44	0	3/25/2022 4:00 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

45	0	3/25/2022 3:50 PM
46	0	3/25/2022 3:33 PM
47	0	3/25/2022 3:24 PM
48	0	3/25/2022 3:20 PM
#	QUAKER PARK	DATE
1	2	4/26/2022 3:53 PM
2	5	4/25/2022 9:58 PM
3	12	4/25/2022 3:26 PM
4	1	4/25/2022 2:21 PM
5	2	4/24/2022 11:20 PM
6	4	4/24/2022 10:24 PM
7	4	4/24/2022 10:16 PM
8	1	4/24/2022 9:19 PM
9	10	4/24/2022 7:40 PM
10	10	4/24/2022 7:19 PM
11	1	4/24/2022 6:52 PM
12	10	4/24/2022 5:46 PM
13	3	4/24/2022 5:07 PM
14	5	4/24/2022 2:02 PM
15	3	4/24/2022 1:56 PM
16	5	4/24/2022 12:52 PM
17	8x per year	4/24/2022 10:13 AM
18	1	4/24/2022 9:01 AM
19	2	4/24/2022 8:55 AM
20	I walk by it but don't always stay.	4/24/2022 8:47 AM
21	20	4/23/2022 10:49 PM
22	4	4/23/2022 10:33 AM
23	Yes	4/23/2022 10:14 AM
24	30	4/19/2022 9:13 AM
25	50	4/18/2022 9:23 AM
26	15	4/17/2022 6:21 PM
27	1	4/17/2022 11:08 AM
28	100	4/17/2022 8:10 AM
29	20	4/16/2022 2:55 PM
30	5	4/16/2022 9:59 AM
31	2	4/16/2022 8:25 AM
32	30	4/15/2022 10:45 PM
33	20+	4/15/2022 10:00 PM
34	10	4/15/2022 3:41 PM
35	10	4/15/2022 1:20 PM
36	20+	4/15/2022 11:45 AM
37	0	4/15/2022 11:34 AM
38	4	4/15/2022 10:50 AM
39	2	4/15/2022 8:21 AM
40	2	4/15/2022 8:08 AM
41	25	4/15/2022 7:06 AM
42	3	4/14/2022 10:36 PM
43	Yes	4/14/2022 6:33 PM
44	12	4/14/2022 4:46 PM
45	1	4/11/2022 4:14 PM
46	10	4/8/2022 8:49 AM
47	10	4/7/2022 9:28 PM
48	6	4/7/2022 9:13 PM
49	10	4/7/2022 2:51 PM
50	0	4/7/2022 12:25 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

51	5	4/7/2022 9:29 AM
52	12	4/7/2022 12:14 AM
53	1	4/5/2022 11:28 PM
54	4	4/5/2022 11:20 PM
55	3	4/5/2022 1:42 PM
56	4	4/5/2022 1:02 PM
57	1	4/5/2022 12:22 PM
58	15	4/5/2022 10:52 AM
59	50	4/5/2022 10:46 AM
60	0	4/5/2022 10:28 AM
61	8	4/5/2022 10:24 AM
62	5	4/5/2022 9:44 AM
63	2	4/3/2022 1:20 PM
64	6	4/3/2022 9:54 AM
65	15	4/2/2022 7:36 PM
66	6	4/2/2022 8:51 AM
67	5	4/1/2022 9:29 PM
68	5	4/1/2022 9:28 PM
69	8	3/28/2022 7:08 PM
70	4	3/28/2022 12:33 PM
71	15	3/28/2022 10:36 AM
72	3	3/27/2022 10:40 PM
73	2	3/27/2022 7:23 PM
74	7	3/27/2022 12:28 AM
75	20	3/26/2022 10:38 PM
76	1-3	3/26/2022 9:42 PM
77	2	3/26/2022 8:27 PM
78	Cure Park, well done. 20 times this year.	3/26/2022 4:57 PM
79	1	3/26/2022 3:21 PM
80	5	3/26/2022 3:03 PM
81	8	3/26/2022 2:53 PM
82	10	3/26/2022 2:04 PM
83	5	3/26/2022 12:58 PM
84	2	3/26/2022 11:51 AM
85	5	3/26/2022 11:03 AM
86	10	3/26/2022 10:54 AM
87	1	3/26/2022 10:47 AM
88	5-10	3/26/2022 9:41 AM
89	6	3/26/2022 8:37 AM
90	1	3/26/2022 7:53 AM
91	12	3/26/2022 6:09 AM
92	1	3/26/2022 5:24 AM
93	20	3/26/2022 2:21 AM
94	34	3/25/2022 11:12 PM
95	1	3/25/2022 11:01 PM
96	20	3/25/2022 10:26 PM
97	2	3/25/2022 10:12 PM
98	3	3/25/2022 10:11 PM
99	20	3/25/2022 10:06 PM
100	4	3/25/2022 9:51 PM
101	5	3/25/2022 9:30 PM
102	0	3/25/2022 8:54 PM
103	5	3/25/2022 8:48 PM
104	10	3/25/2022 8:48 PM
105	10	3/25/2022 8:37 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

106	0	3/25/2022 8:35 PM
107	10	3/25/2022 7:58 PM
108	15	3/25/2022 7:35 PM
109	2	3/25/2022 7:09 PM
110	1	3/25/2022 6:59 PM
111	2	3/25/2022 6:42 PM
112	0	3/25/2022 5:33 PM
113	2	3/25/2022 5:31 PM
114	3	3/25/2022 5:24 PM
115	4	3/25/2022 5:06 PM
116	2	3/25/2022 5:01 PM
117	4-5	3/25/2022 4:58 PM
118	4	3/25/2022 4:54 PM
119	15	3/25/2022 4:51 PM
120	1	3/25/2022 4:39 PM
121	20 times per year	3/25/2022 4:27 PM
122	10	3/25/2022 4:24 PM
123	10+	3/25/2022 4:05 PM
124	2	3/25/2022 4:00 PM
125	4	3/25/2022 4:00 PM
126	5	3/25/2022 3:54 PM
127	6	3/25/2022 3:52 PM
128	15	3/25/2022 3:50 PM
129	10+	3/25/2022 3:41 PM
130	10	3/25/2022 3:36 PM
131	1	3/25/2022 3:36 PM
132	4	3/25/2022 3:35 PM
133	20	3/25/2022 3:33 PM
134	1	3/25/2022 3:32 PM
135	10	3/25/2022 3:25 PM
136	24	3/25/2022 3:24 PM
137	2	3/25/2022 3:20 PM
138	10	3/25/2022 3:19 PM
139	2	3/25/2022 3:09 PM
140	12	3/25/2022 3:08 PM
#	RAYMOND WORTH PARK	DATE
1	0	4/25/2022 3:26 PM
2	0	4/24/2022 9:19 PM
3	0	4/24/2022 7:19 PM
4	0	4/24/2022 6:52 PM
5	2	4/24/2022 2:02 PM
6	3x per year	4/24/2022 10:13 AM
7	0	4/19/2022 9:13 AM
8	15	4/18/2022 9:23 AM
9	2	4/15/2022 3:41 PM
10	0	4/15/2022 11:34 AM
11	10	4/15/2022 7:06 AM
12	0	4/14/2022 10:36 PM
13	0	4/8/2022 8:49 AM
14	0	4/7/2022 9:28 PM
15	0	4/7/2022 12:25 PM
16	0	4/7/2022 9:29 AM
17	10	4/5/2022 11:28 PM
18	3	4/5/2022 2:54 PM
19	0	4/5/2022 10:46 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

20	0	4/5/2022 10:28 AM
21	0	4/3/2022 1:20 PM
22	0	4/3/2022 9:54 AM
23	10	4/2/2022 6:51 AM
24	6	3/28/2022 7:08 PM
25	30	3/28/2022 4:25 PM
26	8	3/28/2022 10:36 AM
27	0	3/27/2022 10:40 PM
28	1	3/27/2022 8:04 PM
29	300	3/27/2022 6:33 PM
30	0	3/27/2022 12:28 AM
31	0	3/26/2022 9:42 PM
32	300	3/26/2022 5:57 PM
33	5	3/26/2022 3:03 PM
34	0	3/26/2022 2:04 PM
35	9	3/26/2022 10:54 AM
36	5	3/26/2022 10:01 AM
37	2	3/26/2022 9:30 AM
38	0	3/26/2022 8:37 AM
39	0	3/26/2022 7:53 AM
40	0	3/26/2022 6:09 AM
41	0	3/26/2022 5:24 AM
42	0	3/26/2022 2:21 AM
43	23	3/25/2022 11:12 PM
44	0	3/25/2022 11:01 PM
45	0	3/25/2022 10:26 PM
46	0	3/25/2022 10:06 PM
47	3	3/25/2022 9:30 PM
48	0	3/25/2022 8:54 PM
49	0	3/25/2022 8:35 PM
50	0	3/25/2022 7:35 PM
51	0	3/25/2022 5:33 PM
52	0	3/25/2022 5:06 PM
53	0	3/25/2022 5:01 PM
54	0	3/25/2022 4:58 PM
55	2	3/25/2022 4:04 PM
56	0	3/25/2022 4:00 PM
57	0	3/25/2022 3:50 PM
58	3	3/25/2022 3:36 PM
59	0	3/25/2022 3:33 PM
60	15	3/25/2022 3:25 PM
61	0	3/25/2022 3:24 PM
62	0	3/25/2022 3:20 PM
#	SIMON MOON PARK	DATE
1	1	4/26/2022 8:54 PM
2	2	4/26/2022 4:37 PM
3	1	4/26/2022 3:53 PM
4	6	4/25/2022 3:26 PM
5	100+	4/25/2022 2:21 PM
6	3	4/25/2022 5:45 AM
7	8	4/24/2022 10:24 PM
8	0	4/24/2022 9:19 PM
9	1	4/24/2022 7:19 PM
10	2	4/24/2022 6:52 PM
11	1	4/24/2022 5:46 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

12	2	4/24/2022 2:02 PM
13	1	4/24/2022 12:52 PM
14	5x per year	4/24/2022 10:13 AM
15	2	4/24/2022 9:01 AM
16	Once a month when the weather is nice.	4/24/2022 8:47 AM
17	4	4/23/2022 11:49 AM
18	2	4/23/2022 10:33 AM
19	3	4/19/2022 9:13 AM
20	5	4/18/2022 9:23 AM
21	2	4/17/2022 6:21 PM
22	15	4/17/2022 8:10 AM
23	12	4/16/2022 8:25 AM
24	5	4/15/2022 10:00 PM
25	5	4/15/2022 3:41 PM
26	25	4/15/2022 1:01 PM
27	2	4/15/2022 11:45 AM
28	2	4/15/2022 11:34 AM
29	25+	4/15/2022 10:50 AM
30	12	4/15/2022 8:21 AM
31	8	4/15/2022 8:08 AM
32	10	4/15/2022 7:06 AM
33	1	4/14/2022 10:36 PM
34	Yes	4/14/2022 6:33 PM
35	15	4/14/2022 4:46 PM
36	3	4/11/2022 4:14 PM
37	20	4/8/2022 8:49 AM
38	5	4/7/2022 9:28 PM
39	2	4/7/2022 9:13 PM
40	5	4/7/2022 2:51 PM
41	0	4/7/2022 12:25 PM
42	0	4/7/2022 9:29 AM
43	5	4/5/2022 11:28 PM
44	2	4/5/2022 1:42 PM
45	3	4/5/2022 1:02 PM
46	4	4/5/2022 12:22 PM
47	2	4/5/2022 10:46 AM
48	0	4/5/2022 10:28 AM
49	10	4/5/2022 10:27 AM
50	6	4/5/2022 9:52 AM
51	1	4/3/2022 1:20 PM
52	1	4/3/2022 9:54 AM
53	25	4/2/2022 7:36 PM
54	1	4/2/2022 8:51 AM
55	2	4/1/2022 9:28 PM
56	Once a quarter	3/29/2022 11:01 AM
57	1	3/28/2022 10:36 AM
58	1	3/27/2022 10:40 PM
59	2	3/27/2022 12:28 AM
60	2	3/26/2022 11:48 PM
61	20	3/26/2022 10:38 PM
62	5 and up.	3/26/2022 9:42 PM
63	2	3/26/2022 8:27 PM
64	20	3/26/2022 6:44 PM
65	5	3/26/2022 5:32 PM
66	3 times	3/26/2022 4:57 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

67	20	3/26/2022 3:22 PM
68	5	3/26/2022 3:03 PM
69	10	3/26/2022 2:53 PM
70	15	3/26/2022 2:04 PM
71	3 - sledding	3/26/2022 11:51 AM
72	10	3/26/2022 11:03 AM
73	0	3/26/2022 10:54 AM
74	2	3/26/2022 10:47 AM
75	2-3	3/26/2022 9:41 AM
76	1	3/26/2022 9:30 AM
77	1	3/26/2022 8:37 AM
78	1	3/26/2022 7:53 AM
79	1	3/26/2022 7:35 AM
80	6	3/26/2022 6:09 AM
81	1	3/26/2022 5:24 AM
82	10	3/26/2022 2:21 AM
83	5	3/25/2022 11:57 PM
84	Weekly	3/25/2022 11:36 PM
85	32	3/25/2022 11:12 PM
86	0	3/25/2022 11:01 PM
87	0	3/25/2022 10:26 PM
88	6	3/25/2022 10:11 PM
89	2	3/25/2022 10:06 PM
90	2	3/25/2022 9:51 PM
91	5	3/25/2022 9:30 PM
92	0	3/25/2022 8:54 PM
93	For sledding	3/25/2022 8:48 PM
94	4	3/25/2022 8:48 PM
95	1	3/25/2022 8:40 PM
96	8	3/25/2022 8:37 PM
97	0	3/25/2022 8:35 PM
98	10	3/25/2022 7:35 PM
99	52	3/25/2022 7:17 PM
100	6	3/25/2022 7:09 PM
101	2	3/25/2022 6:42 PM
102	1	3/25/2022 5:33 PM
103	7	3/25/2022 5:06 PM
104	2	3/25/2022 5:01 PM
105	2	3/25/2022 4:58 PM
106	Yes	3/25/2022 4:42 PM
107	2-4 times per year	3/25/2022 4:27 PM
108	2	3/25/2022 4:24 PM
109	5	3/25/2022 4:16 PM
110	6	3/25/2022 4:05 PM
111	1	3/25/2022 4:04 PM
112	1-2	3/25/2022 4:00 PM
113	2	3/25/2022 3:52 PM
114	3	3/25/2022 3:50 PM
115	6+	3/25/2022 3:41 PM
116	5	3/25/2022 3:36 PM
117	2	3/25/2022 3:35 PM
118	20	3/25/2022 3:33 PM
119	2	3/25/2022 3:24 PM
120	3	3/25/2022 3:20 PM
121	1	3/25/2022 3:18 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

#	COOL CREEK PARK (HAMILTON COUNTY PARKS)	DATE
1	10	4/26/2022 8:54 PM
2	20	4/26/2022 3:53 PM
3	5	4/25/2022 9:58 PM
4	6	4/25/2022 3:26 PM
5	60+	4/25/2022 2:21 PM
6	5	4/25/2022 7:14 AM
7	24	4/25/2022 5:45 AM
8	3	4/24/2022 11:20 PM
9	2	4/24/2022 11:05 PM
10	30	4/24/2022 10:24 PM
11	4	4/24/2022 10:16 PM
12	4	4/24/2022 9:19 PM
13	20	4/24/2022 7:40 PM
14	2	4/24/2022 7:19 PM
15	3	4/24/2022 6:52 PM
16	12	4/24/2022 6:24 PM
17	10	4/24/2022 5:46 PM
18	5	4/24/2022 5:07 PM
19	6	4/24/2022 3:40 PM
20	4	4/24/2022 2:02 PM
21	3	4/24/2022 1:56 PM
22	5	4/24/2022 12:52 PM
23	5x per year	4/24/2022 10:13 AM
24	10	4/24/2022 9:11 AM
25	2	4/24/2022 9:01 AM
26	5	4/24/2022 8:55 AM
27	More then once a month when the weather is nice.	4/24/2022 6:47 AM
28	5	4/23/2022 10:49 PM
29	5	4/23/2022 10:40 PM
30	2	4/23/2022 11:49 AM
31	12	4/23/2022 10:33 AM
32	Yes	4/23/2022 10:14 AM
33	12	4/20/2022 12:07 PM
34	12	4/19/2022 9:13 AM
35	1	4/19/2022 7:00 AM
36	10	4/18/2022 9:23 AM
37	10	4/17/2022 6:21 PM
38	1	4/17/2022 11:08 AM
39	25	4/17/2022 8:10 AM
40	20	4/16/2022 2:55 PM
41	10	4/16/2022 9:59 AM
42	2	4/16/2022 9:28 AM
43	3	4/16/2022 8:25 AM
44	15	4/15/2022 10:45 PM
45	10	4/15/2022 10:00 PM
46	20	4/15/2022 3:41 PM
47	15	4/15/2022 1:20 PM
48	5	4/15/2022 11:59 AM
49	5+	4/15/2022 11:45 AM
50	25	4/15/2022 11:34 AM
51	5	4/15/2022 10:50 AM
52	10	4/15/2022 8:56 AM
53	20	4/15/2022 8:42 AM
54	5	4/15/2022 8:21 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

55	12	4/15/2022 8:08 AM
56	20	4/15/2022 7:06 AM
57	1	4/14/2022 10:36 PM
58	10	4/14/2022 10:30 PM
59	Yes	4/14/2022 6:33 PM
60	6	4/14/2022 5:25 PM
61	4	4/11/2022 4:14 PM
62	15	4/8/2022 8:49 AM
63	10	4/7/2022 9:28 PM
64	20	4/7/2022 9:13 PM
65	10	4/7/2022 2:51 PM
66	0	4/7/2022 12:25 PM
67	4	4/7/2022 9:29 AM
68	15	4/7/2022 7:59 AM
69	12	4/7/2022 12:14 AM
70	10	4/6/2022 10:22 PM
71	20	4/5/2022 11:28 PM
72	2	4/5/2022 11:20 PM
73	45	4/5/2022 2:54 PM
74	6	4/5/2022 1:42 PM
75	3	4/5/2022 1:02 PM
76	4	4/5/2022 12:22 PM
77	1	4/5/2022 11:54 AM
78	2	4/5/2022 10:56 AM
79	10	4/5/2022 10:52 AM
80	0	4/5/2022 10:46 AM
81	0	4/5/2022 10:28 AM
82	5	4/5/2022 10:27 AM
83	10	4/5/2022 10:27 AM
84	4	4/5/2022 10:27 AM
85	10	4/5/2022 10:24 AM
86	20	4/5/2022 10:23 AM
87	5	4/5/2022 10:21 AM
88	6	4/5/2022 9:52 AM
89	8	4/5/2022 9:44 AM
90	10	4/5/2022 9:41 AM
91	10+	4/4/2022 9:31 AM
92	1	4/4/2022 8:06 AM
93	1	4/3/2022 1:20 PM
94	8	4/3/2022 9:54 AM
95	100	4/2/2022 7:36 PM
96	10	4/2/2022 8:51 AM
97	5	4/1/2022 9:29 PM
98	Twice a month	3/29/2022 11:01 AM
99	4	3/28/2022 7:08 PM
100	1	3/28/2022 5:09 PM
101	10	3/28/2022 4:25 PM
102	2	3/28/2022 12:33 PM
103	24	3/28/2022 10:36 AM
104	4	3/28/2022 5:48 AM
105	5	3/28/2022 3:28 AM
106	6	3/27/2022 10:40 PM
107	6	3/27/2022 7:28 PM
108	2	3/27/2022 7:23 PM
109	2	3/27/2022 12:28 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

110	2	3/26/2022 11:48 PM
111	6	3/26/2022 10:54 PM
112	48	3/26/2022 10:38 PM
113	1	3/26/2022 9:42 PM
114	50	3/26/2022 8:27 PM
115	4	3/26/2022 5:57 PM
116	5	3/26/2022 5:32 PM
117	5 times	3/26/2022 4:57 PM
118	2	3/26/2022 3:21 PM
119	12	3/26/2022 3:03 PM
120	8	3/26/2022 2:53 PM
121	Often	3/26/2022 2:06 PM
122	10	3/26/2022 2:04 PM
123	10- hiking	3/26/2022 11:51 AM
124	6	3/26/2022 11:03 AM
125	5	3/26/2022 10:54 AM
126	1	3/26/2022 10:01 AM
127	5-6	3/26/2022 9:41 AM
128	10	3/26/2022 9:32 AM
129	4	3/26/2022 9:30 AM
130	3	3/26/2022 8:50 AM
131	1	3/26/2022 8:37 AM
132	12+	3/26/2022 8:32 AM
133	4	3/26/2022 7:53 AM
134	5	3/26/2022 6:53 AM
135	6	3/26/2022 6:09 AM
136	5	3/26/2022 5:24 AM
137	20	3/26/2022 2:21 AM
138	5	3/25/2022 11:57 PM
139	Weekly	3/25/2022 11:36 PM
140	7	3/25/2022 11:12 PM
141	2	3/25/2022 11:01 PM
142	8	3/25/2022 10:54 PM
143	5	3/25/2022 10:31 PM
144	7	3/25/2022 10:26 PM
145	8	3/25/2022 10:12 PM
146	2	3/25/2022 10:11 PM
147	10	3/25/2022 10:06 PM
148	10	3/25/2022 9:51 PM
149	5	3/25/2022 9:30 PM
150	1	3/25/2022 8:54 PM
151	15	3/25/2022 8:48 PM
152	12	3/25/2022 8:48 PM
153	5	3/25/2022 8:40 PM
154	20	3/25/2022 8:37 PM
155	0	3/25/2022 8:35 PM
156	9	3/25/2022 8:19 PM
157	65	3/25/2022 7:58 PM
158	10	3/25/2022 7:35 PM
159	Twice	3/25/2022 7:20 PM
160	2	3/25/2022 7:12 PM
161	2	3/25/2022 7:09 PM
162	5	3/25/2022 6:59 PM
163	12	3/25/2022 6:42 PM
164	4	3/25/2022 6:21 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

165	2	3/25/2022 5:33 PM
166	10	3/25/2022 5:31 PM
167	0	3/25/2022 5:06 PM
168	1	3/25/2022 5:01 PM
169	2	3/25/2022 4:58 PM
170	5	3/25/2022 4:51 PM
171	10+	3/25/2022 4:39 PM
172	5-8 times per year	3/25/2022 4:27 PM
173	10	3/25/2022 4:24 PM
174	1	3/25/2022 4:19 PM
175	12	3/25/2022 4:16 PM
176	60	3/25/2022 4:15 PM
177	20+	3/25/2022 4:05 PM
178	8	3/25/2022 4:04 PM
179	12	3/25/2022 4:03 PM
180	30+	3/25/2022 4:00 PM
181	24	3/25/2022 3:52 PM
182	10	3/25/2022 3:50 PM
183	5	3/25/2022 3:46 PM
184	10+	3/25/2022 3:41 PM
185	5	3/25/2022 3:36 PM
186	5	3/25/2022 3:36 PM
187	6	3/25/2022 3:35 PM
188	20	3/25/2022 3:33 PM
189	5	3/25/2022 3:32 PM
190	2	3/25/2022 3:31 PM
191	6	3/25/2022 3:25 PM
192	6	3/25/2022 3:24 PM
193	1	3/25/2022 3:20 PM
194	10	3/25/2022 3:19 PM
195	1	3/25/2022 3:18 PM
196	5	3/25/2022 3:08 PM
197	12	3/25/2022 3:08 PM
198	3	3/25/2022 3:06 PM
#	MACGREGOR PARK (WESTFIELD WASHINGTON TOWNSHIP PARKS & RECREATION)	DATE
1	4	4/26/2022 8:54 PM
2	4	4/26/2022 3:53 PM
3	2	4/25/2022 9:58 PM
4	0	4/25/2022 3:26 PM
5	100+	4/25/2022 2:21 PM
6	2	4/25/2022 7:14 AM
7	12	4/25/2022 5:45 AM
8	10	4/24/2022 10:24 PM
9	4	4/24/2022 10:16 PM
10	6	4/24/2022 9:19 PM
11	8	4/24/2022 7:40 PM
12	3	4/24/2022 7:19 PM
13	0	4/24/2022 6:52 PM
14	4	4/24/2022 6:24 PM
15	2	4/24/2022 5:46 PM
16	3	4/24/2022 3:40 PM
17	0	4/24/2022 2:02 PM
18	1	4/24/2022 12:52 PM
19	30	4/24/2022 9:11 AM
20	2	4/24/2022 9:01 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

21	2	4/24/2022 8:55 AM
22	4	4/23/2022 10:33 AM
23	12	4/20/2022 12:07 PM
24	2	4/19/2022 9:13 AM
25	5	4/19/2022 7:00 AM
26	10	4/18/2022 9:23 AM
27	10	4/17/2022 8:10 AM
28	20	4/16/2022 2:55 PM
29	5	4/16/2022 9:59 AM
30	8	4/16/2022 8:25 AM
31	5	4/15/2022 10:45 PM
32	0	4/15/2022 11:34 AM
33	6	4/15/2022 8:56 AM
34	1	4/15/2022 8:21 AM
35	2	4/15/2022 7:06 AM
36	1	4/14/2022 10:36 PM
37	5	4/14/2022 10:30 PM
38	Yes	4/14/2022 6:33 PM
39	10	4/8/2022 8:49 AM
40	5	4/7/2022 9:28 PM
41	6	4/7/2022 9:13 PM
42	15	4/7/2022 2:51 PM
43	0	4/7/2022 12:25 PM
44	3	4/7/2022 9:29 AM
45	8	4/7/2022 7:59 AM
46	12	4/7/2022 12:14 AM
47	1	4/6/2022 10:22 PM
48	25	4/5/2022 11:28 PM
49	6	4/5/2022 11:20 PM
50	25	4/5/2022 2:54 PM
51	15	4/5/2022 1:02 PM
52	10	4/5/2022 10:52 AM
53	0	4/5/2022 10:46 AM
54	0	4/5/2022 10:28 AM
55	20	4/5/2022 10:27 AM
56	12	4/5/2022 10:23 AM
57	6	4/5/2022 9:52 AM
58	2	4/5/2022 9:44 AM
59	0	4/3/2022 1:20 PM
60	2	4/3/2022 9:54 AM
61	200	4/2/2022 7:36 PM
62	10	4/2/2022 8:51 AM
63	8	3/28/2022 7:08 PM
64	5	3/28/2022 4:25 PM
65	4	3/28/2022 10:36 AM
66	4	3/28/2022 5:48 AM
67	2	3/27/2022 10:40 PM
68	2	3/27/2022 7:23 PM
69	1	3/27/2022 12:28 AM
70	6	3/26/2022 10:38 PM
71	1	3/26/2022 9:42 PM
72	2	3/26/2022 8:27 PM
73	3	3/26/2022 5:57 PM
74	12	3/26/2022 3:03 PM
75	12	3/26/2022 2:53 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

76	10	3/26/2022 2:04 PM
77	15-hiking	3/26/2022 11:51 AM
78	3	3/26/2022 11:03 AM
79	8	3/26/2022 10:54 AM
80	5	3/26/2022 10:01 AM
81	5-6	3/26/2022 9:41 AM
82	10	3/26/2022 9:32 AM
83	2	3/26/2022 9:30 AM
84	3	3/26/2022 8:37 AM
85	10+	3/26/2022 8:32 AM
86	0	3/26/2022 7:53 AM
87	5	3/26/2022 6:53 AM
88	6	3/26/2022 6:09 AM
89	0	3/26/2022 5:24 AM
90	20	3/26/2022 2:21 AM
91	9	3/25/2022 11:12 PM
92	10	3/25/2022 11:01 PM
93	3	3/25/2022 10:31 PM
94	7	3/25/2022 10:26 PM
95	0	3/25/2022 10:06 PM
96	5	3/25/2022 9:51 PM
97	5	3/25/2022 9:30 PM
98	0	3/25/2022 8:54 PM
99	2	3/25/2022 8:48 PM
100	5	3/25/2022 8:48 PM
101	2	3/25/2022 8:40 PM
102	5	3/25/2022 8:37 PM
103	6-12	3/25/2022 8:35 PM
104	2	3/25/2022 6:19 PM
105	5	3/25/2022 7:58 PM
106	10	3/25/2022 7:35 PM
107	2	3/25/2022 7:17 PM
108	12	3/25/2022 6:42 PM
109	0	3/25/2022 5:33 PM
110	6	3/25/2022 5:06 PM
111	1	3/25/2022 5:01 PM
112	0	3/25/2022 4:58 PM
113	4	3/25/2022 4:39 PM
114	10-15 times per year	3/25/2022 4:27 PM
115	2	3/25/2022 4:24 PM
116	12	3/25/2022 4:16 PM
117	25	3/25/2022 4:15 PM
118	6-10	3/25/2022 4:00 PM
119	6	3/25/2022 3:54 PM
120	6	3/25/2022 3:52 PM
121	0	3/25/2022 3:50 PM
122	5	3/25/2022 3:46 PM
123	5	3/25/2022 3:36 PM
124	12	3/25/2022 3:36 PM
125	6	3/25/2022 3:35 PM
126	5	3/25/2022 3:33 PM
127	0	3/25/2022 3:24 PM
128	2	3/25/2022 3:20 PM
129	1	3/25/2022 3:18 PM
130	5	3/25/2022 3:09 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

#	OTHER NEARBY PARKS (PLEASE SPECIFY)	DATE
1	Carey Grove Park (5) Founders Park (4)	4/24/2022 5:07 PM
2	Monon trail	4/18/2022 5:11 PM
3	Carey Grove 50	4/17/2022 8:10 AM
4	0	4/14/2022 10:36 PM
5	Eagle Creek	4/7/2022 9:28 PM
6	0	4/7/2022 12:25 PM
7	0	4/7/2022 9:29 AM
8	Pendleton Falls Park	4/6/2022 10:22 PM
9	Carmel parks, Hague Road Nature Preserve, Ritchey Woods	4/5/2022 11:28 PM
10	0	4/5/2022 10:28 AM
11	Morse	4/3/2022 1:20 PM
12	River Rd, Founders, Dillon, Koteewi, Coxhill Gardens	4/2/2022 7:36 PM
13	Whichever one is behind the police station. We go weekly to that one	4/1/2022 9:29 PM
14	Coxhall 6	3/28/2022 4:25 PM
15	Centennial HOA park/playground, West Park in Carmel, Central Park in Carmel	3/28/2022 10:36 AM
16	Lawrence Inlow	3/27/2022 10:40 PM
17	0	3/27/2022 12:28 AM
18	Carey ridge, Bridgewater Park, lots of Carmel parks	3/26/2022 5:32 PM
19	Fishers Agri Park	3/26/2022 10:01 AM
20	Lots of Carmel parks	3/26/2022 6:53 AM
21	Carey Grove Park / Founders Park	3/25/2022 11:36 PM
22	Northview church for frisbee golf, Cox Hall Gardens, Monon center	3/25/2022 10:26 PM
23	0	3/25/2022 10:06 PM
24	Holiday and Starkey Park	3/25/2022 8:40 PM
25	Forest, Potters Bridge	3/25/2022 7:35 PM
26	4 Carmel	3/25/2022 5:33 PM
27	5	3/25/2022 4:51 PM
28	Biddle Park 20 times per summer	3/25/2022 4:27 PM
29	Monon Central Park, Caret Grove Park, Fishers and Noblesville parks	3/25/2022 4:24 PM
30	Founders (Carmel), Flowing Well (Carmel), Fort Ben	3/25/2022 4:05 PM
31	Our neighborhood park in Merrimac	3/25/2022 4:00 PM
32	Carey Grove	3/25/2022 3:52 PM
33	0	3/25/2022 3:50 PM
34	Central Park - 5	3/25/2022 3:46 PM
35	Morse Reserve Park, Sheridan park off Monon Trail	3/25/2022 3:46 PM
36	Coxhall, west (when open), inlow (when open), holiday, flat fork, flowing well	3/25/2022 3:33 PM

Q8 Which City of Westfield Trails have you visited, and how often do you visit? Please list number of visits per year for each trail below.

Answered: 201 Skipped: 31

ANSWER CHOICES	RESPONSES
Grassy Branch Trail	28.86% 58
Cool Creek Trail	59.20% 119
Midland Trace Trail	75.62% 152
Monon Trail	88.06% 177
Natalie Wheeler Trail	32.34% 65

#	GRASSY BRANCH TRAIL	DATE
1	15	4/26/2022 8:54 PM
2	0	4/25/2022 3:26 PM
3	5	4/24/2022 10:24 PM
4	0	4/24/2022 9:19 PM
5	0	4/24/2022 7:19 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

6	0	4/24/2022 6:52 PM
7	0	4/24/2022 2:02 PM
8	Yes and it depends	4/24/2022 8:47 AM
9	6	4/20/2022 12:07 PM
10	0	4/19/2022 9:13 AM
11	0	4/18/2022 9:23 AM
12	0	4/15/2022 11:34 AM
13	0	4/15/2022 7:06 AM
14	0	4/14/2022 10:36 PM
15	0	4/8/2022 8:49 AM
16	0	4/7/2022 9:28 PM
17	None	4/7/2022 12:25 PM
18	0	4/7/2022 9:29 AM
19	0	4/5/2022 11:28 PM
20	15	4/5/2022 10:46 AM
21	0	4/5/2022 10:28 AM
22	1	4/4/2022 9:31 AM
23	20	4/2/2022 7:36 PM
24	0	3/27/2022 10:40 PM
25	3	3/27/2022 7:23 PM
26	20	3/27/2022 8:25 AM
27	0	3/27/2022 12:28 AM
28	0	3/26/2022 9:42 PM
29	5	3/26/2022 8:27 PM
30	20 times	3/26/2022 4:57 PM
31	6	3/26/2022 2:53 PM
32	0	3/26/2022 10:54 AM
33	12	3/26/2022 8:37 AM
34	0	3/26/2022 7:53 AM
35	1	3/26/2022 7:35 AM
36	2	3/26/2022 6:53 AM
37	0	3/26/2022 6:09 AM
38	0	3/26/2022 5:24 AM
39	0	3/26/2022 2:21 AM
40	34	3/25/2022 11:12 PM
41	0	3/25/2022 11:01 PM
42	0	3/25/2022 10:26 PM
43	0	3/25/2022 10:06 PM
44	0	3/25/2022 8:54 PM
45	2	3/25/2022 8:35 PM
46	5	3/25/2022 7:35 PM
47	0	3/25/2022 5:33 PM
48	2	3/25/2022 5:06 PM
49	0	3/25/2022 5:01 PM
50	0	3/25/2022 4:58 PM
51	0	3/25/2022 4:00 PM
52	2	3/25/2022 3:54 PM
53	0	3/25/2022 3:50 PM
54	0	3/25/2022 3:33 PM
55	0	3/25/2022 3:24 PM
56	0	3/25/2022 3:20 PM
57	8	3/25/2022 3:18 PM
58	2	3/25/2022 3:08 PM
#	COOL CREEK TRAIL	DATE
1	5	4/26/2022 8:54 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

2	2	4/26/2022 3:53 PM
3	50	4/25/2022 9:58 PM
4	0	4/25/2022 3:26 PM
5	2	4/25/2022 7:14 AM
6	10	4/25/2022 5:45 AM
7	3	4/24/2022 11:20 PM
8	5	4/24/2022 10:24 PM
9	4	4/24/2022 9:19 PM
10	5	4/24/2022 7:40 PM
11	1	4/24/2022 7:19 PM
12	0	4/24/2022 6:52 PM
13	4	4/24/2022 5:07 PM
14	0	4/24/2022 2:02 PM
15	3	4/24/2022 1:56 PM
16	3	4/24/2022 12:52 PM
17	2	4/24/2022 8:55 AM
18	Yes	4/24/2022 8:47 AM
19	3	4/23/2022 10:40 PM
20	35	4/23/2022 10:33 AM
21	6	4/20/2022 12:07 PM
22	4	4/19/2022 9:13 AM
23	1	4/19/2022 7:00 AM
24	2	4/18/2022 5:11 PM
25	10	4/18/2022 9:23 AM
26	1	4/17/2022 6:21 PM
27	25	4/17/2022 8:10 AM
28	20	4/16/2022 2:55 PM
29	20	4/15/2022 3:41 PM
30	10	4/15/2022 1:20 PM
31	10+	4/15/2022 11:59 AM
32	5+	4/15/2022 11:45 AM
33	0	4/15/2022 11:34 AM
34	8	4/15/2022 8:56 AM
35	3	4/15/2022 8:42 AM
36	5	4/15/2022 7:06 AM
37	1	4/14/2022 10:36 PM
38	Yes	4/14/2022 6:33 PM
39	6	4/14/2022 5:25 PM
40	3	4/8/2022 8:49 AM
41	10	4/7/2022 9:28 PM
42	8	4/7/2022 9:13 PM
43	None	4/7/2022 12:25 PM
44	2	4/7/2022 9:29 AM
45	0	4/5/2022 11:28 PM
46	2	4/5/2022 1:02 PM
47	1	4/5/2022 12:22 PM
48	2	4/5/2022 11:54 AM
49	0	4/5/2022 10:46 AM
50	0	4/5/2022 10:28 AM
51	10	4/5/2022 10:27 AM
52	10	4/5/2022 10:24 AM
53	10	4/5/2022 9:41 AM
54	10+	4/4/2022 9:31 AM
55	3	4/3/2022 9:54 AM
56	20	4/2/2022 7:36 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

57	2	3/28/2022 12:33 PM
58	15	3/28/2022 10:36 AM
59	2	3/28/2022 5:48 AM
60	5	3/28/2022 3:28 AM
61	2	3/27/2022 10:40 PM
62	2	3/27/2022 7:23 PM
63	1	3/27/2022 12:28 AM
64	0	3/26/2022 9:42 PM
65	100	3/26/2022 8:27 PM
66	3 times	3/26/2022 4:57 PM
67	12	3/26/2022 3:03 PM
68	6	3/26/2022 2:53 PM
69	Often	3/26/2022 2:06 PM
70	10	3/26/2022 11:51 AM
71	5	3/26/2022 11:03 AM
72	0	3/26/2022 10:54 AM
73	1	3/26/2022 9:41 AM
74	1	3/26/2022 9:30 AM
75	2	3/26/2022 8:50 AM
76	2	3/26/2022 8:37 AM
77	12+	3/26/2022 8:32 AM
78	2	3/26/2022 7:53 AM
79	0	3/26/2022 6:09 AM
80	5	3/26/2022 5:24 AM
81	0	3/26/2022 2:21 AM
82	Weekly	3/25/2022 11:36 PM
83	67	3/25/2022 11:12 PM
84	1	3/25/2022 11:01 PM
85	4	3/25/2022 10:54 PM
86	4	3/25/2022 10:31 PM
87	7	3/25/2022 10:26 PM
88	2	3/25/2022 10:06 PM
89	8	3/25/2022 9:51 PM
90	3	3/25/2022 9:30 PM
91	0	3/25/2022 8:54 PM
92	5	3/25/2022 8:48 PM
93	5	3/25/2022 8:40 PM
94	3	3/25/2022 8:19 PM
95	15	3/25/2022 7:58 PM
96	5	3/25/2022 7:35 PM
97	5	3/25/2022 6:42 PM
98	4	3/25/2022 6:21 PM
99	1	3/25/2022 5:33 PM
100	10	3/25/2022 5:31 PM
101	2	3/25/2022 5:06 PM
102	1	3/25/2022 5:01 PM
103	3	3/25/2022 4:58 PM
104	10+	3/25/2022 4:39 PM
105	Few times	3/25/2022 4:24 PM
106	30	3/25/2022 4:15 PM
107	8	3/25/2022 4:04 PM
108	30+	3/25/2022 4:00 PM
109	15	3/25/2022 3:54 PM
110	10	3/25/2022 3:50 PM
111	3	3/25/2022 3:46 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

112	1	3/25/2022 3:36 PM
113	6	3/25/2022 3:35 PM
114	20	3/25/2022 3:33 PM
115	2	3/25/2022 3:24 PM
116	0	3/25/2022 3:20 PM
117	12	3/25/2022 3:18 PM
118	5	3/25/2022 3:08 PM
119	12	3/25/2022 3:08 PM
#	MIDLAND TRACE TRAIL	DATE
1	30	4/26/2022 8:54 PM
2	Almost daily	4/26/2022 4:37 PM
3	2	4/26/2022 3:53 PM
4	20	4/25/2022 9:58 PM
5	12	4/25/2022 3:26 PM
6	2	4/25/2022 7:14 AM
7	10	4/25/2022 5:45 AM
8	15	4/24/2022 10:24 PM
9	12	4/24/2022 10:16 PM
10	100?	4/24/2022 9:40 PM
11	6	4/24/2022 9:19 PM
12	5	4/24/2022 7:19 PM
13	1	4/24/2022 6:52 PM
14	10	4/24/2022 5:46 PM
15	15	4/24/2022 5:07 PM
16	20	4/24/2022 2:02 PM
17	10	4/24/2022 10:39 AM
18	50	4/24/2022 9:11 AM
19	40	4/24/2022 9:01 AM
20	3	4/24/2022 8:55 AM
21	Yes	4/24/2022 8:47 AM
22	15	4/23/2022 11:49 AM
23	25	4/23/2022 10:33 AM
24	Yes	4/23/2022 10:14 AM
25	6	4/20/2022 12:07 PM
26	2	4/19/2022 9:13 AM
27	Weekly	4/19/2022 7:00 AM
28	60	4/18/2022 9:23 AM
29	2	4/17/2022 6:21 PM
30	20	4/17/2022 8:10 AM
31	20	4/16/2022 2:55 PM
32	20	4/16/2022 9:59 AM
33	8	4/16/2022 9:28 AM
34	30	4/16/2022 8:25 AM
35	40	4/15/2022 10:45 PM
36	10	4/15/2022 1:20 PM
37	300	4/15/2022 1:01 PM
38	20+	4/15/2022 11:45 AM
39	50	4/15/2022 11:34 AM
40	25+	4/15/2022 10:50 AM
41	6	4/15/2022 8:56 AM
42	20	4/15/2022 8:42 AM
43	2	4/15/2022 8:21 AM
44	5	4/15/2022 8:08 AM
45	0	4/15/2022 7:06 AM
46	10	4/14/2022 10:36 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

47	Yes	4/14/2022 6:33 PM
48	20	4/14/2022 5:25 PM
49	10	4/14/2022 4:46 PM
50	25	4/11/2022 4:14 PM
51	60	4/8/2022 8:49 AM
52	10	4/7/2022 9:28 PM
53	4	4/7/2022 9:13 PM
54	None	4/7/2022 12:25 PM
55	4	4/7/2022 9:29 AM
56	10	4/7/2022 7:59 AM
57	24	4/7/2022 12:14 AM
58	20	4/6/2022 10:22 PM
59	1	4/5/2022 11:28 PM
60	36	4/5/2022 11:20 PM
61	60+	4/5/2022 1:42 PM
62	15	4/5/2022 1:02 PM
63	15	4/5/2022 12:42 PM
64	15	4/5/2022 12:22 PM
65	1	4/5/2022 11:54 AM
66	75	4/5/2022 10:56 AM
67	150	4/5/2022 10:46 AM
68	3	4/5/2022 10:28 AM
69	2	4/5/2022 10:27 AM
70	100+	4/5/2022 10:27 AM
71	30	4/5/2022 10:23 AM
72	25	4/5/2022 10:21 AM
73	6	4/5/2022 9:52 AM
74	1	4/3/2022 1:20 PM
75	20	4/2/2022 7:36 PM
76	10	4/2/2022 8:51 AM
77	3 times a week	3/29/2022 11:01 AM
78	1	3/28/2022 7:08 PM
79	8	3/28/2022 5:09 PM
80	2	3/28/2022 4:25 PM
81	8	3/28/2022 10:36 AM
82	1	3/27/2022 10:40 PM
83	6	3/27/2022 7:28 PM
84	120	3/27/2022 7:23 PM
85	52	3/27/2022 9:30 AM
86	50	3/27/2022 8:25 AM
87	4	3/27/2022 12:28 AM
88	10	3/26/2022 11:48 PM
89	26	3/26/2022 10:54 PM
90	120	3/26/2022 10:38 PM
91	5 and up	3/26/2022 9:42 PM
92	100	3/26/2022 8:27 PM
93	250	3/26/2022 6:44 PM
94	5	3/26/2022 5:57 PM
95	20 times	3/26/2022 4:57 PM
96	100	3/26/2022 3:22 PM
97	6	3/26/2022 2:53 PM
98	40	3/26/2022 12:58 PM
99	15	3/26/2022 11:51 AM
100	12	3/26/2022 11:03 AM
101	0	3/26/2022 10:54 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

102	5	3/26/2022 10:47 AM
103	10-15	3/26/2022 9:41 AM
104	2	3/26/2022 9:30 AM
105	4	3/26/2022 8:37 AM
106	15	3/26/2022 7:53 AM
107	3	3/26/2022 7:35 AM
108	30	3/26/2022 6:53 AM
109	26	3/26/2022 6:09 AM
110	5	3/26/2022 5:24 AM
111	Daily	3/26/2022 2:21 AM
112	15	3/25/2022 11:57 PM
113	10	3/25/2022 11:34 PM
114	130	3/25/2022 11:12 PM
115	50	3/25/2022 11:01 PM
116	120	3/25/2022 10:26 PM
117	2	3/25/2022 10:06 PM
118	6	3/25/2022 10:05 PM
119	4	3/25/2022 9:51 PM
120	5	3/25/2022 9:30 PM
121	0	3/25/2022 8:54 PM
122	50	3/25/2022 8:48 PM
123	6	3/25/2022 8:35 PM
124	5	3/25/2022 7:35 PM
125	30	3/25/2022 7:17 PM
126	5	3/25/2022 6:42 PM
127	1	3/25/2022 5:33 PM
128	2	3/25/2022 5:31 PM
129	30	3/25/2022 5:24 PM
130	100+	3/25/2022 5:06 PM
131	0	3/25/2022 5:01 PM
132	2	3/25/2022 4:58 PM
133	1	3/25/2022 4:19 PM
134	200	3/25/2022 4:16 PM
135	25+	3/25/2022 4:05 PM
136	6	3/25/2022 4:04 PM
137	0	3/25/2022 4:00 PM
138	300	3/25/2022 3:54 PM
139	12	3/25/2022 3:52 PM
140	300	3/25/2022 3:50 PM
141	5	3/25/2022 3:46 PM
142	3x week in summer	3/25/2022 3:46 PM
143	6+	3/25/2022 3:41 PM
144	10	3/25/2022 3:36 PM
145	1	3/25/2022 3:36 PM
146	6	3/25/2022 3:35 PM
147	0	3/25/2022 3:33 PM
148	6	3/25/2022 3:24 PM
149	20	3/25/2022 3:20 PM
150	17	3/25/2022 3:18 PM
151	5	3/25/2022 3:09 PM
152	5	3/25/2022 3:08 PM
#	MONON TRAIL	DATE
1	25	4/26/2022 8:54 PM
2	Weekly	4/26/2022 4:37 PM
3	30	4/26/2022 3:53 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

4	100	4/25/2022 9:58 PM
5	24	4/25/2022 3:26 PM
6	100	4/25/2022 7:14 AM
7	20	4/25/2022 5:45 AM
8	3	4/24/2022 11:20 PM
9	50	4/24/2022 10:24 PM
10	48	4/24/2022 10:16 PM
11	15	4/24/2022 9:40 PM
12	100+	4/24/2022 9:19 PM
13	5	4/24/2022 7:40 PM
14	5	4/24/2022 7:19 PM
15	0	4/24/2022 6:52 PM
16	12	4/24/2022 6:24 PM
17	100	4/24/2022 5:46 PM
18	4	4/24/2022 5:07 PM
19	15	4/24/2022 3:40 PM
20	20	4/24/2022 2:02 PM
21	3 times per year	4/24/2022 10:47 AM
22	25	4/24/2022 9:11 AM
23	60	4/24/2022 9:01 AM
24	12	4/24/2022 8:55 AM
25	Yes	4/24/2022 8:47 AM
26	3	4/23/2022 10:40 PM
27	25+	4/23/2022 6:33 PM
28	70	4/23/2022 10:33 AM
29	Yes	4/23/2022 10:14 AM
30	6	4/20/2022 12:07 PM
31	175	4/19/2022 9:13 AM
32	5	4/19/2022 7:00 AM
33	Daily	4/18/2022 5:11 PM
34	25	4/18/2022 9:23 AM
35	20	4/17/2022 8:10 AM
36	20	4/16/2022 2:55 PM
37	30	4/16/2022 9:59 AM
38	350	4/16/2022 9:28 AM
39	5	4/15/2022 10:45 PM
40	20	4/15/2022 3:41 PM
41	25	4/15/2022 1:20 PM
42	20	4/15/2022 1:01 PM
43	20+	4/15/2022 11:59 AM
44	50+	4/15/2022 11:45 AM
45	50+	4/15/2022 11:34 AM
46	3	4/15/2022 8:56 AM
47	40	4/15/2022 8:42 AM
48	10	4/15/2022 7:06 AM
49	15	4/14/2022 10:36 PM
50	Yes	4/14/2022 6:33 PM
51	20	4/14/2022 5:25 PM
52	5	4/11/2022 4:14 PM
53	60	4/8/2022 8:49 AM
54	50	4/7/2022 9:28 PM
55	20	4/7/2022 9:13 PM
56	300 - almost daily	4/7/2022 2:51 PM
57	Weekly	4/7/2022 12:25 PM
58	4	4/7/2022 9:29 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

59	24	4/7/2022 12:14 AM
60	40	4/6/2022 10:22 PM
61	0	4/5/2022 11:28 PM
62	24	4/5/2022 11:20 PM
63	12	4/5/2022 2:54 PM
64	60+	4/5/2022 1:42 PM
65	1	4/5/2022 1:02 PM
66	12	4/5/2022 12:22 PM
67	5	4/5/2022 11:54 AM
68	40	4/5/2022 10:56 AM
69	20	4/5/2022 10:52 AM
70	90	4/5/2022 10:46 AM
71	3	4/5/2022 10:28 AM
72	30	4/5/2022 10:27 AM
73	10	4/5/2022 10:27 AM
74	3	4/5/2022 10:27 AM
75	5	4/5/2022 10:24 AM
76	35	4/5/2022 10:21 AM
77	6	4/5/2022 9:52 AM
78	200	4/5/2022 9:44 AM
79	20	4/5/2022 9:41 AM
80	2	4/4/2022 9:31 AM
81	1	4/3/2022 1:20 PM
82	1	4/3/2022 9:54 AM
83	10	4/2/2022 8:51 AM
84	Once a week	3/29/2022 11:01 AM
85	20	3/28/2022 5:09 PM
86	6	3/28/2022 4:25 PM
87	25	3/28/2022 10:36 AM
88	4	3/28/2022 5:48 AM
89	10	3/28/2022 3:28 AM
90	10	3/27/2022 10:40 PM
91	3	3/27/2022 8:04 PM
92	50	3/27/2022 7:28 PM
93	30	3/27/2022 7:23 PM
94	5	3/27/2022 9:30 AM
95	1	3/27/2022 12:28 AM
96	2	3/26/2022 11:48 PM
97	18	3/26/2022 10:54 PM
98	120	3/26/2022 10:38 PM
99	1-3	3/26/2022 9:42 PM
100	400	3/26/2022 8:27 PM
101	150	3/26/2022 6:44 PM
102	20	3/26/2022 5:57 PM
103	40 times - we walk trails 4 miles a day. Even in winter. If no snow or ice.	3/26/2022 4:57 PM
104	100	3/26/2022 3:22 PM
105	6	3/26/2022 3:21 PM
106	10	3/26/2022 3:03 PM
107	12	3/26/2022 2:53 PM
108	Often	3/26/2022 2:06 PM
109	40	3/26/2022 12:58 PM
110	15	3/26/2022 11:51 AM
111	10	3/26/2022 11:03 AM
112	10	3/26/2022 10:54 AM
113	5	3/26/2022 10:47 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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114	10-15	3/26/2022 9:41 AM
115	20	3/26/2022 8:50 AM
116	100+	3/26/2022 8:37 AM
117	100+	3/26/2022 8:32 AM
118	2	3/26/2022 7:53 AM
119	4	3/26/2022 7:35 AM
120	30	3/26/2022 6:53 AM
121	52	3/26/2022 6:09 AM
122	25	3/26/2022 5:24 AM
123	Daily	3/26/2022 2:21 AM
124	25	3/25/2022 11:57 PM
125	5	3/25/2022 11:34 PM
126	79	3/25/2022 11:12 PM
127	10	3/25/2022 11:01 PM
128	20	3/25/2022 10:54 PM
129	6	3/25/2022 10:31 PM
130	60	3/25/2022 10:26 PM
131	2	3/25/2022 10:06 PM
132	2	3/25/2022 9:51 PM
133	50	3/25/2022 9:30 PM
134	12	3/25/2022 8:54 PM
135	6	3/25/2022 8:48 PM
136	5	3/25/2022 8:40 PM
137	3	3/25/2022 8:19 PM
138	50	3/25/2022 7:58 PM
139	40	3/25/2022 7:40 PM
140	50+	3/25/2022 7:35 PM
141	Multiple	3/25/2022 7:20 PM
142	15	3/25/2022 7:17 PM
143	10	3/25/2022 7:09 PM
144	10	3/25/2022 6:59 PM
145	5	3/25/2022 6:42 PM
146	4	3/25/2022 6:21 PM
147	2	3/25/2022 5:33 PM
148	5	3/25/2022 5:31 PM
149	15	3/25/2022 5:24 PM
150	4	3/25/2022 5:06 PM
151	0	3/25/2022 5:01 PM
152	5	3/25/2022 4:58 PM
153	2	3/25/2022 4:54 PM
154	10	3/25/2022 4:51 PM
155	4	3/25/2022 4:27 PM
156	Our neighborhood is connected so we are on here a lot	3/25/2022 4:24 PM
157	1	3/25/2022 4:19 PM
158	100	3/25/2022 4:16 PM
159	60	3/25/2022 4:15 PM
160	10+	3/25/2022 4:05 PM
161	30	3/25/2022 4:04 PM
162	12	3/25/2022 4:00 PM
163	25	3/25/2022 3:54 PM
164	24	3/25/2022 3:52 PM
165	100	3/25/2022 3:50 PM
166	20	3/25/2022 3:46 PM
167	3x week in summer	3/25/2022 3:46 PM
168	6+	3/25/2022 3:41 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

169	10	3/25/2022 3:36 PM
170	100+	3/25/2022 3:36 PM
171	3	3/25/2022 3:33 PM
172	6	3/25/2022 3:24 PM
173	15	3/25/2022 3:20 PM
174	24	3/25/2022 3:18 PM
175	100	3/25/2022 3:09 PM
176	5	3/25/2022 3:08 PM
177	12	3/25/2022 3:08 PM
#	NATALIE WHEELER TRAIL	DATE
1	Almost everyday	4/26/2022 4:37 PM
2	12	4/25/2022 3:26 PM
3	5	4/24/2022 10:24 PM
4	0	4/24/2022 9:19 PM
5	1	4/24/2022 7:19 PM
6	0	4/24/2022 6:52 PM
7	0	4/24/2022 2:02 PM
8	3	4/24/2022 8:55 AM
9	15	4/23/2022 10:33 AM
10	6	4/20/2022 12:07 PM
11	0	4/19/2022 9:13 AM
12	5	4/18/2022 9:23 AM
13	20	4/17/2022 8:10 AM
14	5	4/16/2022 9:59 AM
15	0	4/15/2022 7:06 AM
16	2	4/14/2022 10:36 PM
17	15	4/14/2022 4:46 PM
18	180	4/8/2022 8:49 AM
19	5	4/7/2022 9:28 PM
20	None	4/7/2022 12:25 PM
21	2	4/7/2022 9:29 AM
22	24	4/7/2022 12:14 AM
23	1	4/5/2022 11:28 PM
24	15	4/5/2022 1:42 PM
25	30	4/5/2022 10:56 AM
26	0	4/5/2022 10:46 AM
27	0	4/5/2022 10:28 AM
28	5	4/5/2022 10:27 AM
29	6	4/5/2022 9:52 AM
30	0	3/27/2022 10:40 PM
31	1	3/27/2022 7:23 PM
32	365	3/27/2022 9:30 AM
33	0	3/27/2022 12:28 AM
34	6	3/26/2022 10:54 PM
35	24	3/26/2022 10:38 PM
36	5 and up	3/26/2022 9:42 PM
37	200	3/26/2022 8:27 PM
38	6	3/26/2022 2:53 PM
39	0	3/26/2022 10:54 AM
40	1	3/26/2022 9:30 AM
41	2	3/26/2022 8:37 AM
42	1	3/26/2022 7:53 AM
43	5	3/26/2022 6:53 AM
44	0	3/26/2022 6:09 AM
45	0	3/26/2022 5:24 AM

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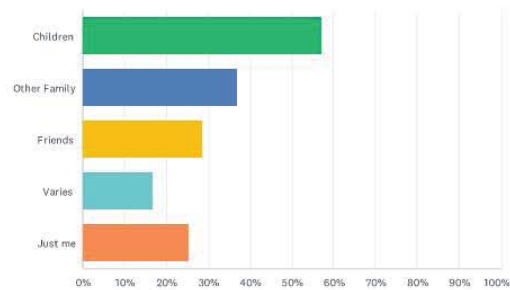
City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

46	0	3/26/2022 2:21 AM
47	5	3/25/2022 11:57 PM
48	34	3/25/2022 11:12 PM
49	0	3/25/2022 11:01 PM
50	0	3/25/2022 10:26 PM
51	2	3/25/2022 10:06 PM
52	0	3/25/2022 8:54 PM
53	5	3/25/2022 7:35 PM
54	0	3/25/2022 5:33 PM
55	32	3/25/2022 5:06 PM
56	0	3/25/2022 5:01 PM
57	2	3/25/2022 4:58 PM
58	20	3/25/2022 4:15 PM
59	4	3/25/2022 4:00 PM
60	20	3/25/2022 3:50 PM
61	5	3/25/2022 3:46 PM
62	0	3/25/2022 3:33 PM
63	0	3/25/2022 3:24 PM
64	1	3/25/2022 3:20 PM
65	4	3/25/2022 3:18 PM

Q9 With whom do you most often visit parks?

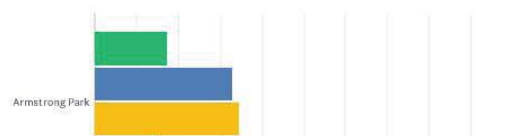
Answered: 228 Skipped: 4



ANSWER CHOICES	RESPONSES	
Children	57.02%	130
Other Family	36.84%	84
Friends	28.51%	65
Varies	16.67%	38
Just me	25.44%	58
Total Respondents: 228		

Q10 Please rate the quality of each park and its facilities:

Answered: 206 Skipped: 26

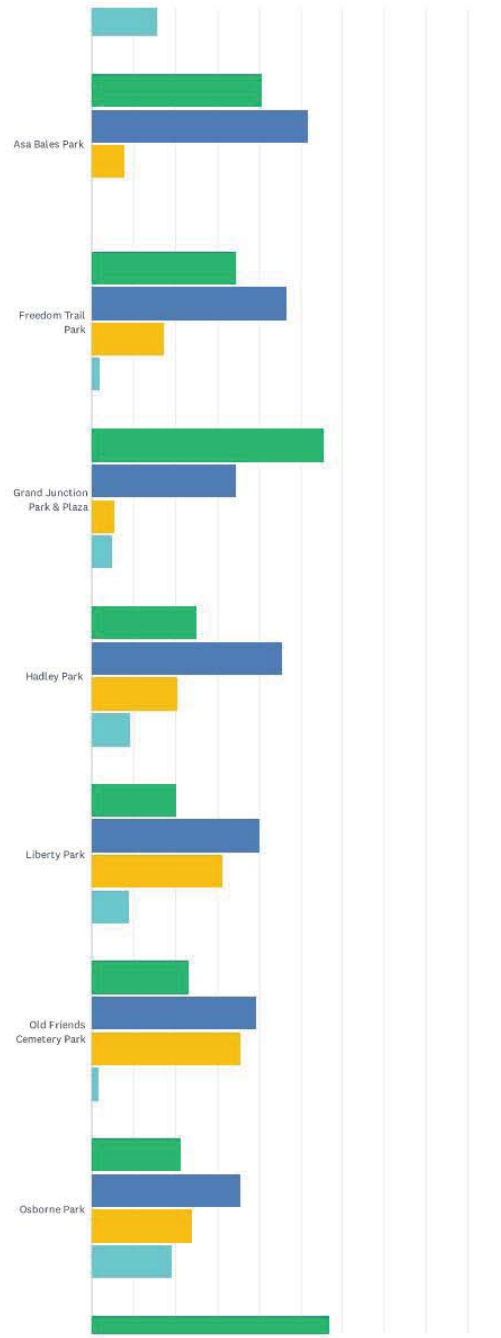


45 / 75

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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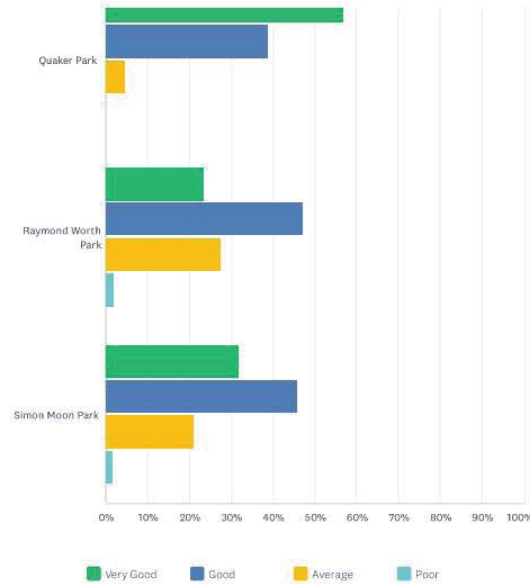


46 / 75

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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	VERY GOOD	GOOD	AVERAGE	POOR	TOTAL
Armstrong Park	17.24% 10	32.76% 19	34.48% 20	15.52% 9	58
Asa Bales Park	40.49% 66	51.53% 84	7.98% 13	0.00% 0	163
Freedom Trail Park	34.34% 34	46.46% 46	17.17% 17	2.02% 2	99
Grand Junction Park & Plaza	55.38% 72	34.62% 45	5.38% 7	4.62% 6	130
Hadley Park	25.00% 11	45.45% 20	20.45% 9	9.09% 4	44
Liberty Park	20.00% 9	40.00% 18	31.11% 14	8.89% 4	45
Old Friends Cemetery Park	23.21% 13	39.29% 22	35.71% 20	1.79% 1	56
Osborne Park	21.43% 9	35.71% 15	23.81% 10	19.05% 8	42
Quaker Park	56.72% 76	38.81% 52	4.48% 6	0.00% 0	134
Raymond Worth Park	23.53% 12	47.06% 24	27.45% 14	1.96% 1	51
Simon Moon Park	31.78% 41	45.74% 59	20.93% 27	1.55% 2	129

#	COMMENTS?	DATE
1	I get the thought with the playground next to the road, but clearly an older group of people, without young children planned that one. We need speed bumps on either side of the park there, possibly a stop where the road meets Old Friends Cemetery. You have to slow traffic there. You have to.	4/25/2022 2:21 PM
2	Haven't had the chance to visit all these parks but am looking forward to exploring them!	4/24/2022 9:40 PM
3	Freedom trail park is right in my neighborhood and it is poorly maintained.	4/24/2022 10:47 AM
4	Wish there were swings and more things for older children	4/24/2022 9:01 AM
5	Freedom trail would be awesome with paved trails instead of gravel in back.	4/23/2022 11:49 AM
6	I absolutely love the new Raymond Worth Park! I hope to see the pond restored for fishing.	4/18/2022 9:23 AM
7	Simon Moon needs more development	4/16/2022 8:25 AM
8	When you installed the turf at Simon moon all the equipment has zero clearance as the ground	4/15/2022 10:50 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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	is too high. Definite error in planing. Also it needs a gate because of the sledding hill. And the grassy area to the north side needs flattened so you can play baseball or football	
9	Freedom Trail doesn't have bathrooms. Grand Junction is in need of additional fencing to keep from running into the street or falling down one of many hills into the creek.	4/15/2022 8:08 AM
10	I would love to see bigger/more interactive playgrounds for older kids. Things like fitness stations, or natural wood structures to climb on/zip line, etc.	4/15/2022 7:06 AM
11	Whoever designed the death trap on Union should be fired	4/14/2022 6:33 PM
12	Asa Bales needs to finish the Gaga ball court. Simon moon needs to grease the spinning equipment.	4/14/2022 4:46 PM
13	No	4/7/2022 12:25 PM
14	There are many invasive species in the parks, esp Raymond Worth	4/5/2022 11:28 PM
15	Grand junction is kind of new to rate.	4/5/2022 10:46 AM
16	I would love for Liberty Park to be accessible from the south ie: a crosswalk & entrance so you could walk from Cool Creek or Nancy Wheeler.	4/2/2022 7:36 PM
17	Would love to see a fence at Raymond between road and playground! Also would love for restrooms to be cleaner at Asa and Quaker. Wish Quaker had slides for big kids.	3/28/2022 7:08 PM
18	Need more benches for parents to sit by playgrounds, more restrooms, and shade trees near playgrounds	3/28/2022 10:36 AM
19	Simon Moon was great before it was redone 6-7 years ago. No swings and now the carpet is so high you can't hardly spin.	3/26/2022 9:42 PM
20	Raymond Worth sometimes has trash which I try to help pick up	3/26/2022 5:57 PM
21	Need bathrooms and water at all.	3/26/2022 3:03 PM
22	Please add more Pickleball courts at any/all parks - the sport is growing and in high demand!	3/26/2022 12:58 PM
23	We love, and appreciate, our great parks!	3/25/2022 11:57 PM
24	I have been a residence since 6/2021. We moved here with considering the many park & trails. We are still navigating, would like more walking areas around parks for children , longer distance. More nature	3/25/2022 11:36 PM
25	We need more pickleball courts	3/25/2022 11:12 PM
26	I live right between asa bales park and freedom trail park. Love both parks. Love grand junction plaza as well. I'm very excited for it to help elevate downtown. Please fix the play area. In the time I put a pacifier in my baby's mouth my toddler climbed over the concrete ledge and ran toward Union street. I have not been able to go back since.	3/25/2022 10:06 PM
27	Please prohibit golf carts and motorized vehicles from all city trails.	3/25/2022 5:06 PM
28	Grand junction is awesome, the new splash pad is great at Quaker, but most other parks outside of Cool creek need to be updated. Camel parks that have been updated are amazing	3/25/2022 4:24 PM
29	There are many smaller, newer parks that really need some more native trees.	3/25/2022 4:15 PM
30	We would love to see bathrooms at freedom trail, the shelter portion of Simon moon trips kids constantly. I saw part of it is sloping, but the other side trips them too. As a mom of young ones, I'd love to see parks built further from the road, maybe even one with a fence around it.	3/25/2022 3:33 PM

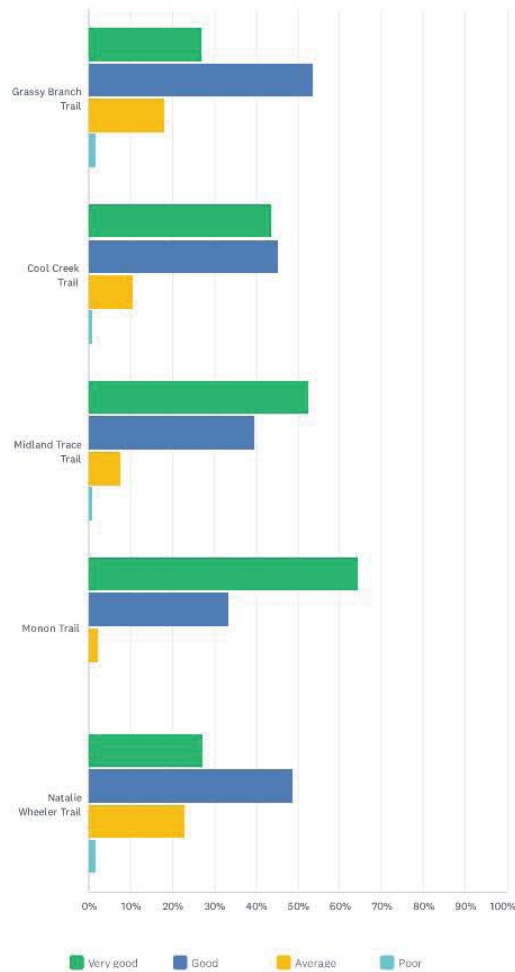
Q11 Please rate the quality of each trail:

Answered: 201 Skipped: 31

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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	VERY GOOD	GOOD	AVERAGE	POOR	TOTAL
Grassy Branch Trail	26.79% 15	53.57% 30	17.86% 10	1.79% 1	56
Cool Creek Trail	43.55% 54	45.16% 56	10.48% 13	0.81% 1	124
Midland Trace Trail	52.50% 84	39.39% 63	7.50% 12	0.63% 1	160
Monon Trail	64.44% 116	33.33% 60	2.22% 4	0.00% 0	180
Natalie Wheeler Trail	27.14% 19	48.57% 34	22.86% 16	1.43% 1	70

#	COMMENTS?	DATE
1	The trails near us are fantastic, even as a mom of a special needs kiddo with trouble walking. You are great about keeping the trails clear and safely paved/graveled.	4/25/2022 2:21 PM
2	I love the trails. So convenient and a great safe way to get exercise and be outside.	4/24/2022 9:40 PM

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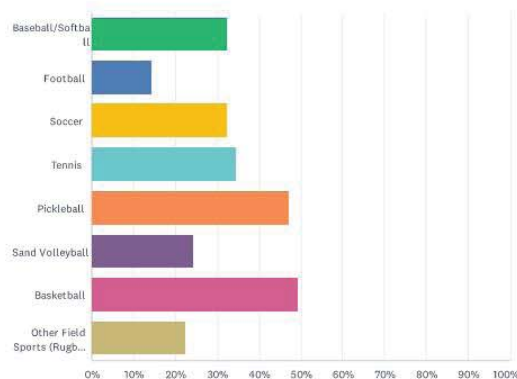
City of Westfield Parks & Recreation Department 2022 Public Survey

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3	Sad to see all the trees being taken down. That was one of the nice cool spots when walking.	4/24/2022 10:39 AM
4	REALLY need SIDEWALK or trail from Monon to CoolCreek on 156th.	4/23/2022 10:33 AM
5	We frequent the Monon Trail. Crosswalks near grand park are needed and clearing of the trail more frequently	4/19/2022 9:13 AM
6	Monon and 161 crossing is very dangerous HAWk didn't help	4/18/2022 5:11 PM
7	Need to complete 156th trails to connect to Natalie wheeler and cool creek	4/15/2022 1:20 PM
8	No	4/7/2022 12:25 PM
9	natalie wheeler lost appeal due to selling wooded property for development	4/5/2022 10:23 AM
10	I wish there was more landscaping and development around our trails, similar to Carmel. I'm hoping to see it build up over the years!	3/29/2022 11:01 AM
11	Right of way needed for trail users. Spring mill and midland often has a lot of car traffic that can interrupt trail use. Also we need a minimum tunnel under 161st street to encourage more trail use. People will use the trails more if they feel safer at intersections.	3/27/2022 7:23 PM
12	The time we tried the Cool Creek Trail it was poorly marked.	3/26/2022 9:41 AM
13	We love that we can navigate around Westfield by using the various trails. Our plans are to acquire e-bikes and a golf cart in the future as well.	3/25/2022 11:57 PM
14	Unsure of feasible monon entrances & exits / dissatisfied with the lack of inclusive parks & communication for nonverbal (professionally speaking) ; we are hoping to explore more trails.	3/25/2022 11:36 PM
15	Need to expand midland trace trail	3/25/2022 11:12 PM
16	Midland is still Very Disconnected. Not many trees/shade/benches/trash receptacles	3/25/2022 11:01 PM
17	Love the trails! Plan to use them more when my kids are bigger. Husband uses them to walk dog. As a chicago transplant i miss having places to walk to. Would be great to have more places to walk to in addition to all the trails to walk on.	3/25/2022 10:06 PM
18	Wish golf carts weren't allowed on trails.	3/25/2022 9:51 PM
19	Waiting for Midland Trace to be completed	3/25/2022 8:48 PM
20	Connection to trails is essential, especially to the 191st and Grassy Creek area	3/25/2022 7:17 PM
21	Please stop cutting down all the trees adjacent to the trails.	3/25/2022 5:06 PM
22	Love the Monon	3/25/2022 4:24 PM
23	I love Midland trace. I know it's likely impossible, but it would be amazing if it could connect across 31 straight through Westfield.	3/25/2022 3:54 PM
24	The Natalie wheeler trail becomes a very narrow sidewalk on Union street. Makes it difficult for multiple bikes to ride/ pass	3/25/2022 3:50 PM

Q12 Is there a need for public recreation style athletic fields for youth or adult sports leagues or pick-up games, such as?

Answered: 140 Skipped: 92



APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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ANSWER CHOICES	RESPONSES
Baseball/Softball	32.14% 45
Football	14.29% 20
Soccer	32.14% 45
Tennis	34.29% 48
Pickleball	47.14% 66
Sand Volleyball	24.29% 34
Basketball	49.29% 69
Other Field Sports (Rugby, Lacrosse, Cricket, Field Hockey, etc.)	22.14% 31
Total Respondents: 140	

#	OTHER FIELD SPORTS (RUGBY, LACROSSE, CRICKET, FIELD HOCKEY, ETC.)	DATE
1	Lacrosse and Field Hockey would be great!	4/25/2022 5:45 AM
2	Field Hockey	4/24/2022 7:19 PM
3	Rugby	4/24/2022 9:11 AM
4	No	4/23/2022 10:40 PM
5	Disc Golf	4/23/2022 10:33 AM
6	Rugby, Lacrosse	4/15/2022 7:06 AM
7	Bocce ball, shuffleboard	4/14/2022 10:30 PM
8	Disc Golf	4/14/2022 5:25 PM
9	Lacrosse	4/7/2022 2:51 PM
10	No	4/6/2022 10:22 PM
11	NA	4/5/2022 10:56 AM
12	Public track	4/5/2022 10:27 AM
13	Don't know	4/3/2022 1:20 PM
14	Rugby	4/1/2022 9:29 PM
15	Grand Park should be for the people who live here first	3/28/2022 5:09 PM
16	Rugby	3/26/2022 6:44 PM
17	We have enough	3/26/2022 3:21 PM
18	Pool	3/26/2022 3:03 PM
19	Lacrosse	3/26/2022 11:51 AM
20	Lacrosse.	3/26/2022 10:47 AM
21	Pickleball is the fastest growing sport. Please expand. We need a pickleball park like Cynthianne.	3/25/2022 11:12 PM
22	Kickball	3/25/2022 11:01 PM
23	Lacrosse and Cricket	3/25/2022 10:31 PM
24	Frisbee Golf	3/25/2022 10:26 PM
25	Any of those and Hurling	3/25/2022 10:05 PM
26	Stocked fishing ponds	3/25/2022 8:35 PM
27	Disc golf	3/25/2022 7:17 PM
28	Yes. Because Westfield residents do not get to use Grand Park.	3/25/2022 4:51 PM
29	Disc golf	3/25/2022 4:15 PM
30	rugby	3/25/2022 4:03 PM
31	Hockey	3/25/2022 3:08 PM

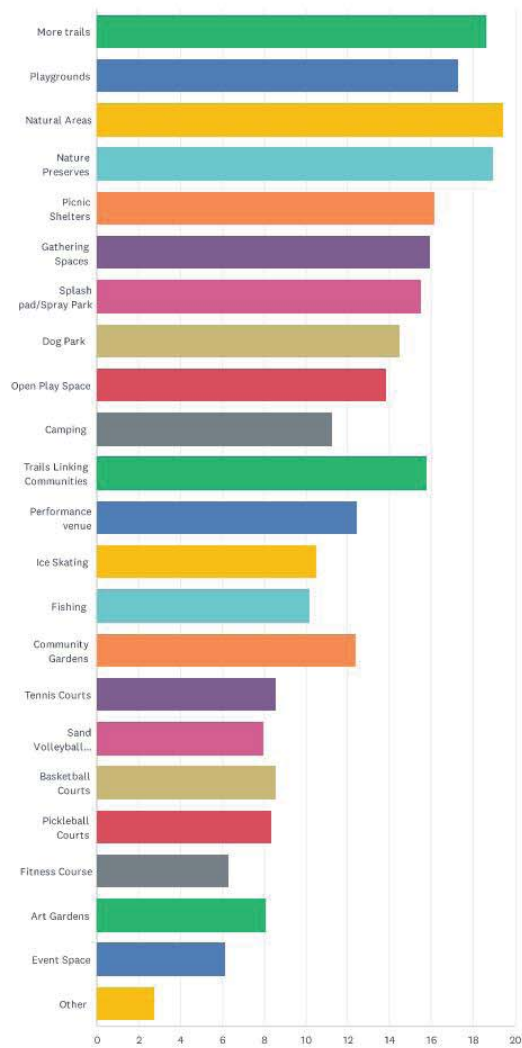
Q13 I would like to see City of Westfield Parks & Recreation add or develop the following things. Rank all that apply, with 1 being most important:

Answered: 226 Skipped: 6

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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City of Westfield Parks & Recreation Department 2022 Public Survey

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14
More trails	18.22% 39	17.29% 37	16.82% 36	11.68% 25	2.80% 6	6.07% 13	3.27% 7	4.21% 9	2.34% 5	0.47% 1	2.34% 5	2.34% 5	1.87% 4	1.87% 4
Playgrounds	10.53% 22	15.31% 32	10.53% 22	10.05% 21	7.66% 16	6.22% 13	7.18% 15	3.83% 8	2.87% 6	2.87% 6	2.87% 6	2.87% 6	2.87% 6	2.87% 6
Natural Areas	19.82% 43	16.13% 35	16.13% 35	11.06% 24	8.76% 19	7.37% 16	5.07% 11	3.69% 8	1.84% 4	1.38% 3	2.30% 5	0.46% 1	0.46% 1	1.38% 3
Nature Preserves	16.13% 35	13.82% 30	11.06% 24	13.82% 30	12.44% 27	10.60% 23	3.69% 8	2.30% 5	4.15% 9	3.23% 7	1.38% 3	1.84% 4	0.92% 2	0.46% 1
Picnic Shelters	1.92% 4	3.85% 8	5.77% 12	7.21% 15	13.94% 29	10.58% 22	10.10% 21	12.98% 27	6.25% 13	4.33% 9	3.37% 7	6.73% 14	2.88% 6	1.44% 3
Gathering Spaces	0.97% 2	1.46% 3	4.85% 10	5.83% 12	15.05% 31	16.99% 35	12.14% 25	11.17% 23	6.31% 13	4.85% 10	3.88% 8	3.40% 7	1.46% 3	1.46% 3
Splash pad/Spray Park	7.73% 16	7.73% 16	5.31% 11	2.90% 6	3.86% 8	4.83% 10	10.63% 22	10.14% 21	10.14% 21	5.31% 11	8.21% 17	4.35% 9	4.83% 10	2.42% 5
Dog Park	9.57% 20	5.26% 11	2.87% 6	4.78% 10	5.74% 12	3.83% 8	4.78% 10	10.05% 21	6.70% 14	7.66% 16	6.70% 14	5.74% 12	4.31% 9	2.39% 5
Open Play Space	1.46% 3	0.98% 2	1.95% 4	3.41% 7	7.32% 15	1.95% 4	4.88% 10	6.34% 13	14.15% 29	16.59% 34	9.76% 20	8.29% 17	5.85% 12	3.41% 7
Camping	0.00% 0	0.97% 2	0.97% 2	2.42% 5	3.86% 8	3.38% 7	4.83% 10	3.38% 7	6.76% 14	9.66% 20	6.28% 13	7.73% 16	8.21% 17	10.14% 21
Trails Linking Communities	8.06% 17	8.06% 17	5.69% 12	9.48% 20	5.21% 11	4.74% 10	6.64% 14	4.27% 9	4.27% 9	8.53% 18	11.37% 24	4.27% 9	5.21% 11	1.90% 4
Performance venue	2.40% 5	1.92% 4	3.37% 7	3.37% 7	4.33% 9	1.92% 4	2.88% 6	2.88% 6	6.25% 13	4.33% 9	8.17% 17	15.87% 33	9.62% 20	10.58% 22
Ice Skating	0.00% 0	1.45% 3	1.93% 4	1.45% 3	1.93% 4	2.42% 5	2.90% 6	2.42% 5	1.93% 4	1.45% 3	4.35% 9	6.70% 14	22.22% 46	11.59% 24
Fishing	0.96% 2	0.48% 1	0.96% 2	3.85% 8	1.44% 3	3.37% 7	1.44% 3	2.88% 6	2.88% 6	3.85% 8	3.85% 8	1.44% 3	4.33% 9	22.22% 46
Community Gardens	0.95% 2	1.42% 3	6.16% 13	1.90% 4	4.74% 10	5.69% 12	5.21% 11	4.74% 10	3.79% 8	3.79% 8	5.21% 11	5.69% 12	3.32% 7	6.16% 13
Tennis Courts	0.49% 1	1.46% 3	0.49% 1	0.49% 1	1.46% 3	1.46% 3	0.98% 2	0.98% 2	0.49% 1	2.44% 5	1.46% 3	4.39% 9	1.95% 4	3.90% 8
Sand Volleyball Courts	0.00% 0	0.49% 1	1.97% 4	0.49% 1	0.00% 0	0.49% 1	0.99% 2	2.96% 6	1.97% 4	2.46% 5	1.97% 4	0.99% 2	4.43% 9	1.97% 4
Basketball Courts	2.42% 5	0.48% 1	2.90% 6	0.97% 2	0.97% 2	1.45% 3	1.45% 3	1.93% 4	3.86% 8	2.90% 6	1.93% 4	3.86% 8	1.93% 4	1.93% 4
Pickleball Courts	2.40% 5	2.40% 5	1.44% 3	2.88% 6	3.37% 7	2.40% 5	2.40% 5	0.48% 1	1.44% 3	1.44% 3	4.33% 9	0.48% 1	2.40% 5	0.96% 2
Fitness Course	0.98% 2	0.00% 0	0.00% 0	0.00% 0	1.95% 4	1.46% 3	0.98% 2	1.46% 3	1.46% 3	0.98% 2	2.44% 5	3.41% 7	2.93% 6	1.46% 3
Art Gardens	0.00% 0	1.92% 4	0.00% 0	2.40% 5	3.85% 8	4.33% 9	3.37% 7	4.33% 9	1.92% 4	3.85% 8	1.92% 4	3.37% 7	1.92% 4	4.33% 9
Event Space	0.00% 0	0.97% 2	0.49% 1	1.94% 4	0.97% 2	2.43% 5	0.97% 2	0.97% 2	1.94% 4	5.34% 11	2.43% 5	2.43% 5	1.94% 4	3.40% 7
Other	0.99% 2	0.99% 2	0.99% 2	0.49% 1	0.49% 1	0.00% 0	0.49% 1	0.99% 2	0.99% 2	0.00% 0	0.49% 1	0.49% 1	0.49% 1	0.00% 0

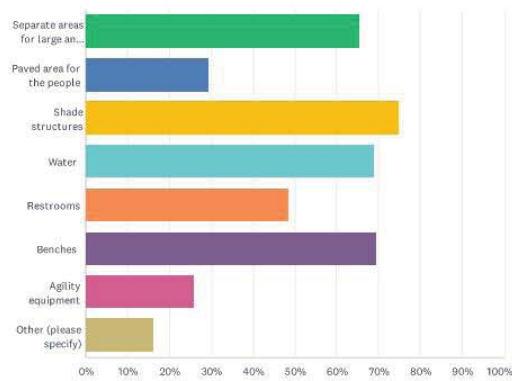
Q14 If Westfield were to develop a dog park, what amenities would you prefer?

Answered: 167 Skipped: 65

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey



ANSWER CHOICES	RESPONSES	
Separate areas for large and small dogs	65.27%	109
Paved area for the people	29.34%	49
Shade structures	74.85%	125
Water	68.86%	115
Restrooms	48.50%	81
Benches	69.46%	116
Agility equipment	25.75%	43
Other (please specify)	16.17%	27
Total Respondents: 167		

#	OTHER (PLEASE SPECIFY)	DATE
1	Basketball courts	4/26/2022 8:54 PM
2	Bag dispensers and a garbage can	4/25/2022 2:21 PM
3	Poop cans with scooper and bags	4/24/2022 7:40 PM
4	Great concept but no.	4/24/2022 9:11 AM
5	Tired of dogs allowed everywhere	4/23/2022 6:33 PM
6	No Thanks.	4/23/2022 10:33 AM
7	Dog wash station	4/15/2022 8:56 AM
8	Way to keep aggressive dogs out	4/14/2022 4:46 PM
9	None - should be private enterprise	4/7/2022 7:59 AM
10	na	4/5/2022 10:56 AM
11	Low cost to Westfield residents	4/5/2022 10:27 AM
12	Natural areas (see Duck Farm Dog Park and Independence Grove Dog Park in IL for examples)	4/5/2022 9:44 AM
13	Stated rules regarding safety	4/4/2022 9:31 AM
14	Vaccination requirements w/of key fob program - similar to Broadripple Dog Park	3/28/2022 5:48 AM
15	Dog Waste Receptacles and bags	3/26/2022 12:58 PM
16	Would not like a dog park	3/26/2022 10:54 AM
17	NO mulch. They eat it	3/26/2022 9:32 AM
18	Shot records , sign up for dogs & owners - added into the system - needs to be big - safety measures in place - a fee to use it	3/25/2022 11:36 PM
19	Large wooded area for dogs to explore	3/25/2022 11:01 PM
20	None	3/25/2022 10:31 PM
21	Self service dog bath would be great	3/25/2022 10:06 PM
22	Waste bins	3/25/2022 8:35 PM
23	A nice surface to prevent mud	3/25/2022 7:58 PM

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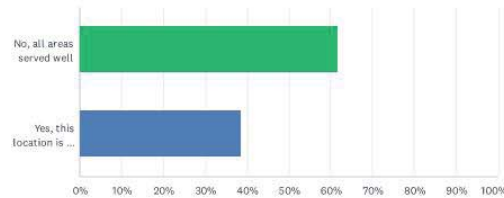
City of Westfield Parks & Recreation Department 2022 Public Survey

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24	We don't need a dog park :)	3/25/2022 3:52 PM
25	Away from regular parks and areas with kids	3/25/2022 3:33 PM
26	Absolutely essential to have small and large sides with separate entrances. A dog park is desperately needed!	3/25/2022 3:31 PM
27	Not a priority	3/25/2022 3:25 PM

Q15 Are there areas of the city that are currently underserved by park facilities? If so, where?

Answered: 141 Skipped: 91



ANSWER CHOICES	RESPONSES
No, all areas served well	61.70% 87
Yes, this location is not well served	38.30% 54
TOTAL	141

#	YES, THIS LOCATION IS NOT WELL SERVED	DATE
1	Grand Park and west	4/25/2022 3:26 PM
2	The area around Quaker Park. The location and park is fantastic. Amenities are great, but with all the development on Ditch and more homes coming near Grand Park, the park is too crowded, specifically in the summer with the splash pad. Possibly follow the idea of Simon Moon, more of a toddler park with a splash pad out toward Eagletown or a giant splash pad with a bigger play area than Quaker Park to make more room for all the families moving in.	4/25/2022 2:21 PM
3	Midland Trace Path by Maple Glen Elementary School	4/24/2022 7:19 PM
4	Far west side of Westfield	4/24/2022 2:02 PM
5	There is no sidewalk or trail on 156th to get to cool creek from the monon	4/23/2022 10:33 AM
6	The west side, i.e., Towne Rd area, north of 146th	4/20/2022 12:07 PM
7	At Grand Park - playground is needed.	4/19/2022 9:13 AM
8	Carey Road north of 32	4/18/2022 9:23 AM
9	West side of Westfield	4/17/2022 6:21 PM
10	South side of Westfield - 151st/ditch	4/15/2022 11:59 AM
11	good	4/11/2022 4:14 PM
12	Dog Park	4/8/2022 8:49 AM
13	Grand park area needs public use park available	4/7/2022 2:51 PM
14	Carey road area	4/7/2022 7:59 AM
15	In general, keep more natural habitat and stop plowing down trees.	4/6/2022 10:22 PM
16	West	4/5/2022 1:42 PM
17	downtown where we built a poorly designed park with wide open pits for drainage rather than installing culverts to allow usable space over the top for the music venue, etc. Oh, and where is everyone to park? how to get there on already backlogged streets? POORLY DESIGNED AND EXCECUTED	4/5/2022 12:42 PM
18	Harmony and Centennial district	4/5/2022 10:52 AM
19	We need larger venues to support all the high density housing developments	4/5/2022 10:21 AM
20	NE quadrant, NW quadrant	4/3/2022 1:20 PM
21	western parts of Westfield	4/3/2022 9:54 AM
22	Southwest corner	3/28/2022 12:33 PM
23	Southwest part of the city is limited to just Raymond Worth, needs additional facilities	3/28/2022 10:36 AM
24	Far western area	3/27/2022 8:04 PM
25	Ditch and 32	3/27/2022 12:28 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

26	Further West along 32 and further east along 32. Also west along 146th street. Lots of strip development but no parks.	3/26/2022 5:57 PM
27	MO	3/26/2022 5:32 PM
28	I live in Morgan Woods and at one point, there were plans to extend Cool Creek trail behind our home so we'd be connected to trail system, but that appears to have been scrapped. As all of the new construction happens around 191st/East St and Northpoint, traffic has gotten super busy where it's not very safe for us to ride our bikes from our house on East St.	3/26/2022 2:53 PM
29	East of Grassy Branch	3/26/2022 2:04 PM
30	NE side	3/26/2022 10:47 AM
31	The northwest area is lacking parks.	3/26/2022 10:01 AM
32	While there are lots of trails connecting wealthy communities to businesses and other communities, I wish there were more for the middle and low income neighborhoods. This would be even more beneficial to these community members as they may have less access to their own transportation and would give an opportunity for free, health benefiting recreation.	3/26/2022 9:41 AM
33	The whole western side of Westfield. So many new communities with no near facilities.	3/26/2022 9:30 AM
34	There are no public bathrooms along the monon north of Quaker Park and no public bathrooms at Grand Junction either. I would be much more likely to head north on the trail if there were bathrooms & drinking fountains available.	3/26/2022 8:37 AM
35	West of 32 and south of 169th	3/26/2022 6:53 AM
36	Far west side	3/26/2022 2:21 AM
37	Unable to answer	3/25/2022 11:36 PM
38	Midland trace should be expanded	3/25/2022 11:12 PM
39	191st and Grassy Branch area. We don't want commercial buildings and facilities.	3/25/2022 8:35 PM
40	Near serenade and hamony	3/25/2022 7:20 PM
41	191st and Grassy Branch would love connecting to trails and parks	3/25/2022 7:17 PM
42	Freedom Trails Restroom Facility	3/25/2022 6:42 PM
43	West side	3/25/2022 5:33 PM
44	There is little parks beyond Oakridge Rd. After Quaker Park, there is little beyond the trails.	3/25/2022 5:31 PM
45	North and west area of Westfield	3/25/2022 4:27 PM
46	Far west side; Asa Bales is the closest park to the west side.	3/25/2022 4:05 PM
47	West-Westfield. West of 31. We are expanding, few parks.	3/25/2022 3:52 PM
48	Gathering Spaces; Event venues	3/25/2022 3:41 PM
49	West side north of 32	3/25/2022 3:36 PM
50	The residential areas off of 191st, east of 31.	3/25/2022 3:31 PM
51	Westside	3/25/2022 3:25 PM
52	As the city continue to grow west, parks will be needed west of ditch rd.	3/25/2022 3:24 PM
53	North by Towne and 171	3/25/2022 3:08 PM
54	All of Westfield is lacking in public green space - gardens, nature preserves, hiking trails, etc.	3/25/2022 3:08 PM

Q16 What makes Westfield's parks and trails unique from other communities?

Answered: 76 Skipped: 156

#	RESPONSES	DATE
1	Many small parks makes Westfield different. Carmel parks are larger, but very crowded	4/25/2022 3:26 PM
2	I love the turf. We can play even after a rain. Through Covid, that's been especially important for my family. We go right after a rain. I don't mind the water. The mud gets me. 🐾	4/25/2022 2:21 PM
3	Not a thing	4/24/2022 10:16 PM
4	The interconnectivity. Hopped on the midland trace trail today and made it to noblesville. Can also access the Monon and other trails. I think the ability to get to places on foot or bike is a huge community asset!	4/24/2022 9:40 PM
5	Nice parking and restroom facilities	4/24/2022 7:40 PM
6	Very well-maintained	4/24/2022 7:19 PM
7	Quantity	4/24/2022 6:24 PM
8	It's nice to have a place to walk your dogs or go for a bike ride. My last community did not have these options.	4/24/2022 10:47 AM
9	I don't think they are unique. Sorry	4/24/2022 9:11 AM
10	It has been the abundance of natural trees that lined the trails and paths. Unfortunately more trees are being cut down along the paths and the 161st monon is uniquely bad compared to the rest of the Monon. Westfield is treating pedestrians as an afterthought in our trail and road infrastructure.	4/23/2022 10:33 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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11	The Monon Trail.	4/19/2022 9:13 AM
12	Always clean and not overly crowded typically	4/18/2022 9:23 AM
13	Not all the same	4/17/2022 6:21 PM
14	Multiple trails and connectivity. Each park us unique.	4/16/2022 9:59 AM
15	Unique concepts	4/15/2022 10:45 PM
16	Well taken care of	4/15/2022 10:00 PM
17	Clean, well kept, safe	4/15/2022 11:34 AM
18	Trail connectivity. Grand Junction	4/14/2022 10:36 PM
19	We have a skate park	4/14/2022 10:30 PM
20	Some look so trashy but i am sure the designers think they are grand	4/14/2022 6:33 PM
21	Cleanliness upkeep	4/14/2022 4:46 PM
22	cleanliness and spacious	4/7/2022 9:13 PM
23	Ability to connect through Monon trail	4/7/2022 2:51 PM
24	Na	4/7/2022 12:25 PM
25	No public swimming facility, limited picnicking	4/7/2022 7:59 AM
26	Clean and welcoming facilities and staff	4/7/2022 12:14 AM
27	Parks are well tended and maintained	4/6/2022 10:22 PM
28	How poorly thought through they are...from Grand Park that is unusable by the citizens who pay the taxes to support it to the downtown park which is a colossal error in judgment	4/5/2022 12:42 PM
29	Sensory friendly would like to see that be a standard across all parks for inclusiveness.	4/5/2022 10:52 AM
30	They are clean and well maintained	4/5/2022 10:46 AM
31	I appreciate that Freedom Trails is accessible. Please make parks accessible to all	4/5/2022 10:23 AM
32	Grand Park	4/5/2022 10:21 AM
33	Easy access	4/5/2022 9:44 AM
34	We recently moved to Westfield and enjoy that the parks are of a variety of types, locations, and uses.	4/4/2022 9:31 AM
35	Many are owned/maintained by HOAs, some are not developed	4/3/2022 1:20 PM
36	idk	4/3/2022 9:54 AM
37	MacGregor: crushed limestone trails in nature preserve.	4/2/2022 7:36 PM
38	There is so much growth potential.	3/29/2022 11:01 AM
39	Bad Administration wasting our money on one park thinking about outsiders first as usual.	3/28/2022 5:09 PM
40	Nothing.. all cities are very similar	3/28/2022 4:25 PM
41	We have some nice small natural parks but we could use larger natural areas for peaceful walking and passive recreation	3/26/2022 5:57 PM
42	I love the way the trails are all connected. Nice playground for kids.	3/26/2022 4:57 PM
43	Nothing	3/26/2022 3:21 PM
44	No pool	3/26/2022 3:03 PM
45	Lot of areas are very well connected, and parks / trails seem to be a priority in all planning vs. an afterthought.	3/26/2022 2:53 PM
46	We do not have as much native areas as Carmel or Noblesville. We are lagging behind in native/natural areas for wildlife and the environment	3/26/2022 10:54 AM
47	It seems like we have more trails than other communities. We have an abundance of parks in the downtown area.	3/26/2022 10:01 AM
48	I like that there are many options for playgrounds and that they go beyond your basic swings and slides.	3/26/2022 9:41 AM
49	Variety	3/26/2022 9:32 AM
50	Nothing	3/26/2022 9:30 AM
51	I love how interconnected several key areas of the city are by paved trail. Plenty of nature, too!	3/26/2022 8:37 AM
52	We love that we have so many to use. As downtown becomes even more developed and walkable, we feel it will get even better!town	3/25/2022 11:57 PM
53	I have not lived here long enough to observe this - however more walking at current parks like Simon Moon - this is a hugely used park for kids & parents - very little parking & other activities to do there then the playground.	3/25/2022 11:36 PM
54	No unique break aways vs surrounding cities	3/25/2022 10:31 PM
55	The abundance of options. We're very lucky.	3/25/2022 10:06 PM
56	Well maintained and each is unique	3/25/2022 7:58 PM
57	Not a lot so far, we definitely need to work on it.	3/25/2022 7:20 PM
58	Each park has a neighborhood feel	3/25/2022 7:17 PM

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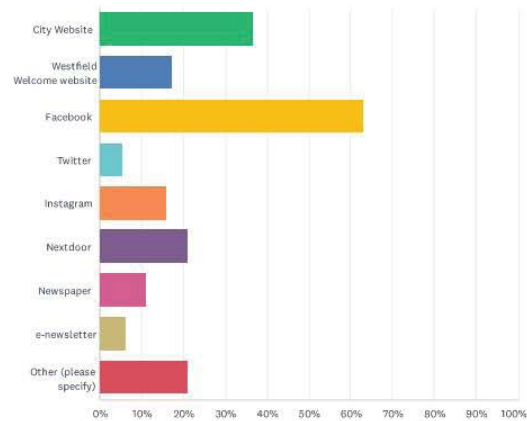
City of Westfield Parks & Recreation Department 2022 Public Survey

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59	The way they blend into nature!	3/25/2022 6:59 PM
60	They have been updated recently	3/25/2022 5:31 PM
61	Love Grand Junction, Asa Bales and Quaker. So much thought and creativity went into creating.	3/25/2022 4:58 PM
62	The different types of playgrounds and all of the new playground equipment.	3/25/2022 4:54 PM
63	Love that the Monon is connected to neighborhoods and you can get to restaurants and parks easily	3/25/2022 4:24 PM
64	variety of terrain, playgrounds are unique, trails are more extensive than many in other communities	3/25/2022 4:05 PM
65	nothing	3/25/2022 4:03 PM
66	I love when they connect and it makes it easier to walk from one area to another.	3/25/2022 3:54 PM
67	Not much difference. They are unique in that I live near them.	3/25/2022 3:46 PM
68	Well kept, wide trails, easy access	3/25/2022 3:46 PM
69	Love the cleanliness of the playgrounds	3/25/2022 3:41 PM
70	Not sure	3/25/2022 3:36 PM
71	I do think our parks are outstanding and have a varied of equipment for kids. The bathrooms are great for public parks.	3/25/2022 3:33 PM
72	Nothing...you are behind	3/25/2022 3:25 PM
73	Each park seems to have certain things they specialize in or have a quality unique to them.	3/25/2022 3:24 PM
74	Midland Trace not as well kept as Noblesville stretch, Monon Trail not as well kept as Carmel portion	3/25/2022 3:20 PM
75	I'm not sure there is a unique feature as I'm not familiar with other cities.	3/25/2022 3:09 PM
76	It feels like the Westfield parks department doesn't have the budget or available land to create the type of parks department that Carmel has.	3/25/2022 3:08 PM

Q17 How do you learn about parks, trails and events in Westfield?

Answered: 210 Skipped: 22



APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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ANSWER CHOICES		RESPONSES
City Website	36.67%	77
Westfield Welcome website	17.14%	36
Facebook	62.86%	132
Twitter	5.24%	11
Instagram	15.71%	33
Nextdoor	20.95%	44
Newspaper	10.95%	23
e-newsletter	6.19%	13
Other (please specify)	20.95%	44
Total Respondents: 210		

#	OTHER (PLEASE SPECIFY)	DATE
1	Westfield Welcome events at different parks.	4/25/2022 2:21 PM
2	Word of mouth	4/24/2022 10:16 PM
3	Neighbors	4/24/2022 5:07 PM
4	Google	4/24/2022 3:40 PM
5	Walking around	4/24/2022 8:47 AM
6	Exploring	4/23/2022 6:33 PM
7	Word of mouth	4/23/2022 11:49 AM
8	Driving around	4/23/2022 10:14 AM
9	Indiana Native Plant Society activities	4/20/2022 12:07 PM
10	Word of mouth	4/17/2022 6:21 PM
11	YouTube	4/16/2022 8:25 AM
12	Google search	4/14/2022 10:30 PM
13	Word of mouth	4/14/2022 5:25 PM
14	Drive-By	4/8/2022 8:49 AM
15	Current	4/7/2022 7:59 AM
16	Driving and biking around	4/5/2022 10:56 AM
17	Word of mouth	4/5/2022 10:46 AM
18	Friends as we don't receive the correct Current edition	4/5/2022 10:27 AM
19	Neighbors / exploring	4/4/2022 9:31 AM
20	Multiple means	4/3/2022 1:20 PM
21	word of mouth	4/3/2022 9:54 AM
22	Friends...WParks news doesn't reach me much	4/2/2022 7:36 PM
23	Friends and driving around	4/1/2022 9:29 PM
24	Exploring	3/27/2022 7:28 PM
25	I don't hear about them. Started going to Raymond Worth park when it was just a field.	3/27/2022 6:33 PM
26	Nothing specific, google search	3/26/2022 8:27 PM
27	I keep my eyes open	3/26/2022 5:57 PM
28	Google	3/26/2022 5:32 PM
29	Other parents	3/26/2022 3:03 PM
30	Driving around	3/26/2022 6:53 AM
31	Indy with Kids website	3/26/2022 2:21 AM
32	Google	3/25/2022 11:36 PM
33	We are new. Heard from neighbors	3/25/2022 11:12 PM
34	Current Newspaper	3/25/2022 10:26 PM
35	All trails app	3/25/2022 8:40 PM
36	Walking around	3/25/2022 5:06 PM
37	Friends	3/25/2022 4:58 PM
38	Internet	3/25/2022 4:24 PM
39	Driving / searching	3/25/2022 4:04 PM
40	Google	3/25/2022 4:00 PM
41	Neighbors	3/25/2022 4:00 PM

APPENDIX - PUBLIC SURVEY

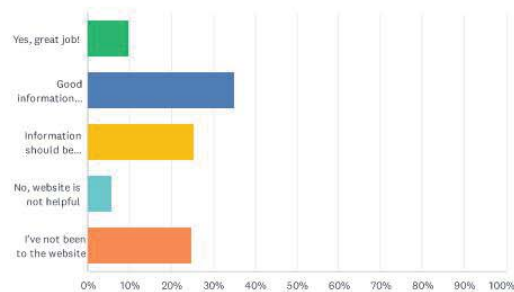
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42	Trail book:	3/25/2022 3:46 PM
43	Google	3/25/2022 3:41 PM
44	Driving by	3/25/2022 3:06 PM

Q18 Is the City of Westfield website (westfield.in.gov) informative and useful?

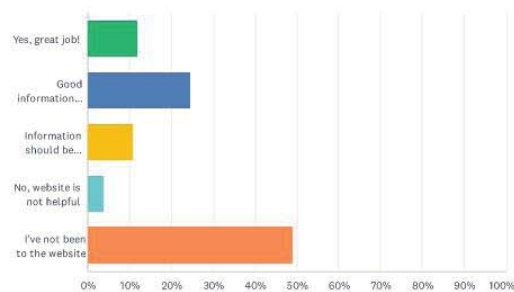
Answered: 218 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes, great job!	9.63%	21
Good information presented well	34.86%	76
Information should be updated more frequently	25.23%	55
No, website is not helpful	5.50%	12
I've not been to the website	24.77%	54
TOTAL		218

Q19 Is the Westfield Welcome website (westfieldwelcome.com) informative and useful?

Answered: 216 Skipped: 16



APPENDIX - PUBLIC SURVEY

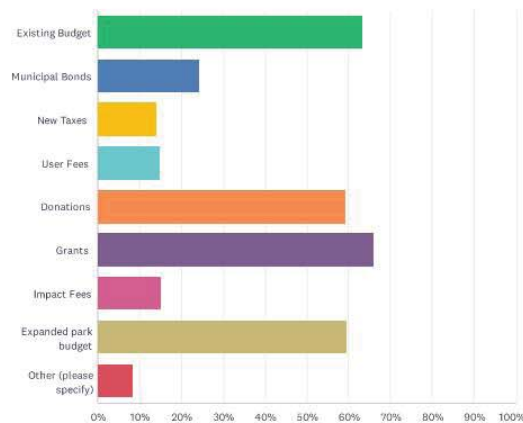
City of Westfield Parks & Recreation Department 2022 Public Survey

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ANSWER CHOICES	RESPONSES	
Yes, great job!	12.04%	26
Good information presented well	24.54%	53
Information should be updated more frequently	10.65%	23
No, website is not helpful	3.70%	8
I've not been to the website	49.07%	106
TOTAL		216

Q20 Knowing funding is limited, which of the following are reasonable funding sources for City of Westfield to pay for new amenities in the parks?

Answered: 205 Skipped: 27



ANSWER CHOICES	RESPONSES	
Existing Budget	63.41%	130
Municipal Bonds	24.39%	50
New Taxes	14.15%	29
User Fees	14.63%	30
Donations	59.02%	121
Grants	65.85%	135
Impact Fees	15.12%	31
Expanded park budget	59.51%	122
Other (please specify)	8.29%	17
Total Respondents: 205		

#	OTHER (PLEASE SPECIFY)	DATE
1	Definitely expanding the budget as the city grows. More equipment is broken and not being replaced. It need better maintenance.	4/25/2022 2:21 PM
2	Please no more taxes but understand that things cost money so any creative way to get things done without raising taxes is a win!	4/24/2022 9:40 PM
3	No more taxes	4/23/2022 10:40 PM
4	Require developers of sizable areas (40 acres or more) to include green spaces or pay fees that go to parks and natural areas.	4/20/2022 12:07 PM
5	Program fees	4/5/2022 11:28 PM
6	Quit spending money on poorly designed and not well thought out projects.	4/5/2022 12:42 PM

APPENDIX - PUBLIC SURVEY

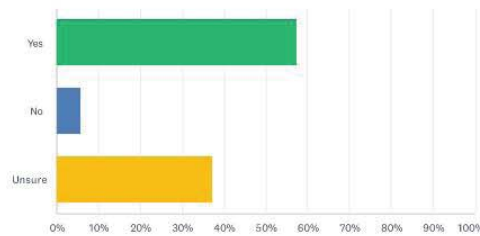
City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

7	The new housing going up in every inch of this town should provide more than enough of a tax base for parks & rec	4/5/2022 10:27 AM
8	From new housing and development community. Maybe tax from Grand Park to support other public parks	4/5/2022 10:21 AM
9	Park foundation	4/3/2022 1:20 PM
10	You have enough money you keep wasting our money fighting with people. How about representing the taxpayers for once instead of your ego.	3/28/2022 5:09 PM
11	Fundraising	3/27/2022 8:25 AM
12	Parks and natural areas improve quality of life. Ideally almost every person should be in walking distance of a park.	3/26/2022 5:57 PM
13	ARPA	3/26/2022 10:01 AM
14	None. Live within your means. Could use the food and beverage tax now that Grand Park is in the black and going to be sold.	3/25/2022 5:06 PM
15	no new taxes	3/25/2022 4:03 PM
16	Raffles and fundraisers	3/25/2022 3:46 PM
17	Taxes from all the new businesses or stop wasteful spending and redirect to parks	3/25/2022 3:08 PM

Q21 Would you support a City of Westfield Parks & Recreation Foundation?

Answered: 216 Skipped: 16



ANSWER CHOICES	RESPONSES
Yes	57.41% 124
No	5.56% 12
Unsure	37.04% 80
TOTAL	216

Q22 If you had \$100 to spend for Parks & Recreation facilities, how would you distribute funds for the following categories:(Entered amounts should add up to equal \$100)

Answered: 189 Skipped: 43

ANSWER CHOICES	RESPONSES
Maintain existing facilities	66.25% 129
Develop new amenities within existing parks	52.91% 100
Invest in new park property	56.08% 106
Develop new greenways/trails throughout the city	60.85% 115
Upgrade existing facilities	56.08% 106

#	MAINTAIN EXISTING FACILITIES	DATE
1	20	4/26/2022 3:53 PM
2	\$25.00	4/25/2022 2:21 PM
3	5	4/25/2022 7:14 AM
4	20	4/24/2022 11:20 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

5	10	4/24/2022 10:24 PM
6	20	4/24/2022 9:40 PM
7	15	4/24/2022 9:19 PM
8	25	4/24/2022 7:40 PM
9	20	4/24/2022 7:19 PM
10	50	4/24/2022 5:46 PM
11	\$100	4/24/2022 10:47 AM
12	50	4/24/2022 10:13 AM
13	50	4/24/2022 8:55 AM
14	50	4/23/2022 10:49 PM
15	50	4/23/2022 10:40 PM
16	50	4/23/2022 6:33 PM
17	40	4/23/2022 11:49 AM
18	10	4/23/2022 10:33 AM
19	5	4/18/2022 5:11 PM
20	50	4/18/2022 9:23 AM
21	\$25	4/17/2022 6:21 PM
22	30	4/17/2022 8:10 AM
23	30	4/16/2022 2:55 PM
24	25	4/16/2022 8:25 AM
25	40	4/15/2022 10:45 PM
26	40	4/15/2022 10:00 PM
27	30	4/15/2022 1:01 PM
28	25	4/15/2022 11:59 AM
29	20	4/15/2022 11:45 AM
30	20	4/15/2022 11:34 AM
31	100	4/15/2022 8:21 AM
32	10	4/15/2022 8:08 AM
33	25	4/15/2022 7:06 AM
34	50	4/14/2022 10:36 PM
35	30	4/14/2022 10:30 PM
36	100	4/14/2022 6:33 PM
37	20	4/14/2022 5:25 PM
38	10	4/14/2022 4:46 PM
39	20	4/8/2022 8:49 AM
40	25	4/7/2022 9:13 PM
41	20	4/7/2022 2:51 PM
42	20	4/7/2022 12:25 PM
43	25	4/7/2022 9:29 AM
44	30	4/7/2022 7:59 AM
45	40	4/7/2022 12:14 AM
46	25	4/5/2022 11:28 PM
47	50	4/5/2022 2:54 PM
48	50	4/5/2022 1:02 PM
49	50	4/5/2022 12:42 PM
50	40	4/5/2022 12:22 PM
51	50	4/5/2022 11:54 AM
52	10	4/5/2022 10:52 AM
53	25	4/5/2022 10:28 AM
54	20	4/5/2022 10:27 AM
55	20	4/5/2022 10:27 AM
56	25	4/5/2022 9:52 AM
57	34	4/5/2022 9:44 AM
58	50	4/5/2022 9:41 AM
59	\$30	4/4/2022 9:31 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

60	25	4/4/2022 8:06 AM
61	20	4/3/2022 1:20 PM
62	25	4/3/2022 9:54 AM
63	20	4/2/2022 8:51 AM
64	75	4/1/2022 9:28 PM
65	\$50	3/28/2022 7:08 PM
66	100	3/28/2022 5:09 PM
67	80	3/28/2022 4:25 PM
68	15	3/28/2022 12:33 PM
69	25	3/28/2022 10:36 AM
70	100	3/28/2022 3:28 AM
71	20	3/27/2022 10:40 PM
72	30	3/27/2022 7:28 PM
73	100	3/27/2022 6:33 PM
74	100	3/27/2022 9:30 AM
75	50	3/27/2022 8:25 AM
76	10	3/27/2022 12:28 AM
77	50	3/26/2022 10:54 PM
78	100	3/26/2022 10:38 PM
79	25	3/26/2022 9:42 PM
80	\$20	3/26/2022 4:57 PM
81	25,00	3/26/2022 3:21 PM
82	5	3/26/2022 2:04 PM
83	25	3/26/2022 11:03 AM
84	0	3/26/2022 10:54 AM
85	10	3/26/2022 10:01 AM
86	20	3/26/2022 9:30 AM
87	50	3/26/2022 8:50 AM
88	40	3/26/2022 8:37 AM
89	100	3/26/2022 8:32 AM
90	100	3/26/2022 7:53 AM
91	100	3/26/2022 6:53 AM
92	30	3/26/2022 2:21 AM
93	20	3/25/2022 11:57 PM
94	20	3/25/2022 11:01 PM
95	25	3/25/2022 10:54 PM
96	25	3/25/2022 10:26 PM
97	25	3/25/2022 10:06 PM
98	100	3/25/2022 10:05 PM
99	40	3/25/2022 9:51 PM
100	40	3/25/2022 8:48 PM
101	10	3/25/2022 8:35 PM
102	100	3/25/2022 8:19 PM
103	50	3/25/2022 7:58 PM
104	10	3/25/2022 7:40 PM
105	33	3/25/2022 7:35 PM
106	25	3/25/2022 7:17 PM
107	50	3/25/2022 7:09 PM
108	50	3/25/2022 5:31 PM
109	100 will get you nothing.	3/25/2022 5:06 PM
110	25	3/25/2022 5:01 PM
111	10	3/25/2022 4:58 PM
112	\$30	3/25/2022 4:54 PM
113	40	3/25/2022 4:27 PM
114	20	3/25/2022 4:19 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

115	15	3/25/2022 4:16 PM
116	20	3/25/2022 4:15 PM
117	30	3/25/2022 4:05 PM
118	20	3/25/2022 4:04 PM
119	20	3/25/2022 4:00 PM
120	20	3/25/2022 3:54 PM
121	10	3/25/2022 3:52 PM
122	20	3/25/2022 3:50 PM
123	25	3/25/2022 3:35 PM
124	25	3/25/2022 3:33 PM
125	30	3/25/2022 3:31 PM
126	25	3/25/2022 3:25 PM
127	50	3/25/2022 3:24 PM
128	50	3/25/2022 3:18 PM
129	20	3/25/2022 3:09 PM
#	DEVELOP NEW AMENITIES WITHIN EXISTING PARKS	DATE
1	50	4/26/2022 8:54 PM
2	100	4/26/2022 4:37 PM
3	5	4/26/2022 3:53 PM
4	15	4/25/2022 7:14 AM
5	20	4/24/2022 11:20 PM
6	10	4/24/2022 10:24 PM
7	35	4/24/2022 9:40 PM
8	25	4/24/2022 9:19 PM
9	25	4/24/2022 7:40 PM
10	25	4/24/2022 7:19 PM
11	20	4/24/2022 10:13 AM
12	50	4/23/2022 6:33 PM
13	12	4/23/2022 10:33 AM
14	100	4/19/2022 9:13 AM
15	40	4/17/2022 8:10 AM
16	50	4/16/2022 8:25 AM
17	20	4/15/2022 10:45 PM
18	10	4/15/2022 10:00 PM
19	30	4/15/2022 1:01 PM
20	50 to add dog parks	4/15/2022 11:59 AM
21	20	4/15/2022 11:45 AM
22	30	4/15/2022 11:34 AM
23	30	4/15/2022 8:08 AM
24	50	4/15/2022 7:06 AM
25	15	4/14/2022 10:30 PM
26	10	4/14/2022 5:25 PM
27	50	4/14/2022 4:46 PM
28	\$50	4/11/2022 4:14 PM
29	20	4/8/2022 8:49 AM
30	25	4/7/2022 9:13 PM
31	20	4/7/2022 12:25 PM
32	25	4/7/2022 9:29 AM
33	20	4/7/2022 12:14 AM
34	20	4/5/2022 11:28 PM
35	10	4/5/2022 1:02 PM
36	20	4/5/2022 10:52 AM
37	0	4/5/2022 10:28 AM
38	50	4/5/2022 10:27 AM
39	20	4/5/2022 10:27 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

40	\$10	4/4/2022 9:31 AM
41	20	4/4/2022 8:06 AM
42	50	4/3/2022 1:20 PM
43	10	4/3/2022 9:54 AM
44	100	4/1/2022 9:29 PM
45	15	4/1/2022 9:28 PM
46	\$50	3/28/2022 7:08 PM
47	0	3/28/2022 4:25 PM
48	50	3/28/2022 12:33 PM
49	25	3/28/2022 10:36 AM
50	Dog Park	3/28/2022 5:48 AM
51	20	3/27/2022 10:40 PM
52	15	3/27/2022 7:28 PM
53	5	3/27/2022 12:28 AM
54	20	3/26/2022 10:54 PM
55	\$30	3/26/2022 4:57 PM
56	25.00	3/26/2022 3:21 PM
57	10	3/26/2022 2:04 PM
58	50	3/26/2022 12:58 PM
59	0	3/26/2022 10:54 AM
60	20	3/26/2022 10:01 AM
61	25	3/26/2022 9:30 AM
62	50	3/26/2022 8:50 AM
63	20	3/26/2022 8:37 AM
64	70	3/26/2022 6:09 AM
65	10	3/26/2022 2:21 AM
66	30	3/25/2022 11:57 PM
67	100	3/25/2022 11:34 PM
68	More pickleball courts	3/25/2022 11:12 PM
69	25	3/25/2022 10:54 PM
70	25	3/25/2022 10:26 PM
71	25	3/25/2022 10:06 PM
72	10	3/25/2022 9:51 PM
73	50	3/25/2022 9:30 PM
74	70	3/25/2022 8:48 PM
75	10	3/25/2022 8:48 PM
76	25	3/25/2022 7:58 PM
77	15	3/25/2022 7:40 PM
78	20	3/25/2022 7:17 PM
79	25	3/25/2022 5:31 PM
80	This survey is too long	3/25/2022 5:06 PM
81	50	3/25/2022 5:01 PM
82	20	3/25/2022 4:58 PM
83	\$20	3/25/2022 4:54 PM
84	\$50	3/25/2022 4:51 PM
85	100	3/25/2022 4:39 PM
86	30	3/25/2022 4:27 PM
87	20	3/25/2022 4:19 PM
88	10	3/25/2022 4:16 PM
89	20	3/25/2022 4:15 PM
90	30	3/25/2022 4:05 PM
91	20	3/25/2022 4:04 PM
92	20	3/25/2022 4:00 PM
93	10	3/25/2022 3:54 PM
94	20	3/25/2022 3:52 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

95	25	3/25/2022 3:50 PM
96	25	3/25/2022 3:35 PM
97	25	3/25/2022 3:33 PM
98	20	3/25/2022 3:24 PM
99	5	3/25/2022 3:18 PM
100	20	3/25/2022 3:09 PM
#	INVEST IN NEW PARK PROPERTY	DATE
1	25	4/26/2022 8:54 PM
2	50	4/26/2022 3:53 PM
3	25	4/25/2022 9:58 PM
4	\$75.00	4/25/2022 2:21 PM
5	10	4/25/2022 7:14 AM
6	40	4/24/2022 11:20 PM
7	30	4/24/2022 10:24 PM
8	5	4/24/2022 9:40 PM
9	20	4/24/2022 7:19 PM
10	100	4/24/2022 6:52 PM
11	25	4/24/2022 5:46 PM
12	5	4/24/2022 10:13 AM
13	100	4/24/2022 9:11 AM
14	60	4/23/2022 11:49 AM
15	40	4/23/2022 10:33 AM
16	\$100	4/20/2022 12:07 PM
17	50	4/18/2022 9:23 AM
18	\$25	4/17/2022 6:21 PM
19	30	4/16/2022 2:55 PM
20	5	4/16/2022 8:25 AM
21	10	4/15/2022 10:45 PM
22	30	4/15/2022 10:00 PM
23	10	4/15/2022 1:01 PM
24	20	4/15/2022 11:45 AM
25	10	4/15/2022 11:34 AM
26	100	4/15/2022 8:56 AM
27	20	4/15/2022 8:08 AM
28	20	4/14/2022 10:36 PM
29	15	4/14/2022 10:30 PM
30	60	4/14/2022 5:25 PM
31	20	4/8/2022 8:49 AM
32	50	4/7/2022 2:51 PM
33	20	4/7/2022 12:25 PM
34	40	4/7/2022 7:59 AM
35	10	4/7/2022 12:14 AM
36	\$100	4/6/2022 10:22 PM
37	20	4/5/2022 11:28 PM
38	50	4/5/2022 2:54 PM
39	20	4/5/2022 1:02 PM
40	10	4/5/2022 10:52 AM
41	75	4/5/2022 10:28 AM
42	10	4/5/2022 10:27 AM
43	20	4/5/2022 10:27 AM
44	Because I'm sick of every green space becoming more housing	4/5/2022 10:27 AM
45	10	4/5/2022 10:23 AM
46	100	4/5/2022 10:21 AM
47	50	4/5/2022 9:52 AM
48	33	4/5/2022 9:44 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

49	\$0	4/4/2022 9:31 AM
50	20	4/4/2022 8:06 AM
51	30	4/3/2022 1:20 PM
52	25	4/3/2022 9:54 AM
53	100	4/2/2022 7:36 PM
54	50	4/2/2022 8:51 AM
55	5	3/28/2022 4:25 PM
56	0	3/28/2022 12:33 PM
57	25	3/28/2022 10:36 AM
58	10	3/27/2022 10:40 PM
59	100	3/27/2022 8:04 PM
60	15	3/27/2022 7:28 PM
61	50	3/27/2022 12:28 AM
62	80	3/26/2022 5:57 PM
63	100	3/26/2022 2:06 PM
64	50	3/26/2022 2:04 PM
65	25	3/26/2022 11:03 AM
66	0	3/26/2022 10:54 AM
67	50	3/26/2022 10:01 AM
68	100	3/26/2022 9:32 AM
69	25	3/26/2022 9:30 AM
70	5	3/26/2022 8:37 AM
71	10	3/26/2022 6:09 AM
72	10	3/26/2022 2:21 AM
73	40	3/25/2022 11:01 PM
74	25	3/25/2022 10:06 PM
75	10	3/25/2022 9:51 PM
76	50	3/25/2022 9:30 PM
77	10	3/25/2022 8:48 PM
78	50	3/25/2022 8:40 PM
79	60	3/25/2022 8:35 PM
80	10	3/25/2022 7:58 PM
81	25	3/25/2022 7:40 PM
82	34	3/25/2022 7:35 PM
83	50	3/25/2022 7:20 PM
84	5	3/25/2022 7:17 PM
85	50	3/25/2022 4:58 PM
86	\$10	3/25/2022 4:54 PM
87	\$50	3/25/2022 4:51 PM
88	30	3/25/2022 4:27 PM
89	20	3/25/2022 4:19 PM
90	25	3/25/2022 4:16 PM
91	10	3/25/2022 4:15 PM
92	20	3/25/2022 4:05 PM
93	20	3/25/2022 4:04 PM
94	20	3/25/2022 4:00 PM
95	30	3/25/2022 3:54 PM
96	10	3/25/2022 3:52 PM
97	15	3/25/2022 3:50 PM
98	100	3/25/2022 3:46 PM
99	\$100	3/25/2022 3:36 PM
100	25	3/25/2022 3:33 PM
101	40	3/25/2022 3:31 PM
102	25	3/25/2022 3:25 PM
103	10	3/25/2022 3:24 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

104	1	3/25/2022 3:18 PM
105	50	3/25/2022 3:08 PM
106	100	3/25/2022 3:08 PM
#	DEVELOP NEW GREENWAYS/TRAILS THROUGHOUT THE CITY	DATE
1	25	4/26/2022 8:54 PM
2	25	4/26/2022 3:53 PM
3	60	4/25/2022 7:14 AM
4	10	4/24/2022 11:20 PM
5	50	4/24/2022 10:24 PM
6	10	4/24/2022 9:40 PM
7	50	4/24/2022 9:19 PM
8	25	4/24/2022 7:40 PM
9	25	4/24/2022 7:19 PM
10	100	4/24/2022 2:02 PM
11	5	4/24/2022 10:13 AM
12	25	4/24/2022 8:55 AM
13	28	4/23/2022 10:33 AM
14	75	4/18/2022 5:11 PM
15	10	4/16/2022 2:55 PM
16	100	4/16/2022 9:28 AM
17	5	4/16/2022 8:25 AM
18	20	4/15/2022 10:45 PM
19	10	4/15/2022 10:00 PM
20	15	4/15/2022 1:01 PM
21	25	4/15/2022 11:59 AM
22	20	4/15/2022 11:45 AM
23	20	4/15/2022 11:34 AM
24	30	4/15/2022 8:08 AM
25	30	4/14/2022 10:36 PM
26	10	4/14/2022 10:30 PM
27	5	4/14/2022 5:25 PM
28	15	4/14/2022 4:46 PM
29	20	4/8/2022 8:49 AM
30	100	4/7/2022 9:28 PM
31	25	4/7/2022 9:13 PM
32	20	4/7/2022 2:51 PM
33	20	4/7/2022 12:25 PM
34	30	4/7/2022 7:59 AM
35	20	4/7/2022 12:14 AM
36	15	4/5/2022 11:28 PM
37	75	4/5/2022 11:20 PM
38	New Mountain Bike Trails	4/5/2022 3:37 PM
39	100	4/5/2022 1:42 PM
40	5	4/5/2022 1:02 PM
41	40	4/5/2022 12:22 PM
42	10	4/5/2022 10:52 AM
43	100	4/5/2022 10:46 AM
44	0	4/5/2022 10:28 AM
45	10	4/5/2022 10:27 AM
46	20	4/5/2022 10:27 AM
47	30	4/5/2022 10:23 AM
48	33	4/5/2022 9:44 AM
49	50	4/5/2022 9:41 AM
50	\$20	4/4/2022 9:31 AM
51	10	4/4/2022 8:06 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

52	10	4/3/2022 9:54 AM
53	20	4/2/2022 8:51 AM
54	100	3/29/2022 11:01 AM
55	10	3/28/2022 4:25 PM
56	15	3/28/2022 12:33 PM
57	25	3/28/2022 10:36 AM
58	30	3/27/2022 10:40 PM
59	30	3/27/2022 7:28 PM
60	100	3/27/2022 7:23 PM
61	10	3/27/2022 12:28 AM
62	20	3/26/2022 10:54 PM
63	100	3/26/2022 8:27 PM
64	\$50	3/26/2022 6:44 PM
65	20	3/26/2022 5:57 PM
66	\$25	3/26/2022 4:57 PM
67	50.00	3/26/2022 3:21 PM
68	50.00	3/26/2022 3:03 PM
69	100	3/26/2022 2:53 PM
70	15	3/26/2022 2:04 PM
71	50	3/26/2022 12:58 PM
72	100	3/26/2022 11:51 AM
73	50	3/26/2022 11:03 AM
74	100	3/26/2022 10:54 AM
75	10	3/26/2022 10:01 AM
76	\$100	3/26/2022 9:41 AM
77	10	3/26/2022 9:30 AM
78	25	3/26/2022 8:37 AM
79	100	3/26/2022 7:35 AM
80	20	3/26/2022 6:09 AM
81	30	3/26/2022 2:21 AM
82	30	3/25/2022 11:57 PM
83	20	3/25/2022 11:01 PM
84	25	3/25/2022 10:54 PM
85	50	3/25/2022 10:26 PM
86	20	3/25/2022 10:06 PM
87	20	3/25/2022 9:51 PM
88	20	3/25/2022 8:48 PM
89	50	3/25/2022 8:40 PM
90	20	3/25/2022 8:35 PM
91	10	3/25/2022 7:58 PM
92	40	3/25/2022 7:40 PM
93	33	3/25/2022 7:35 PM
94	\$50	3/25/2022 7:20 PM
95	25	3/25/2022 7:17 PM
96	100	3/25/2022 6:59 PM
97	100	3/25/2022 5:33 PM
98	10	3/25/2022 4:58 PM
99	\$20	3/25/2022 4:54 PM
100	20	3/25/2022 4:19 PM
101	25	3/25/2022 4:16 PM
102	10	3/25/2022 4:15 PM
103	10	3/25/2022 4:05 PM
104	20	3/25/2022 4:04 PM
105	20	3/25/2022 4:00 PM
106	30	3/25/2022 3:54 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

107	50	3/25/2022 3:52 PM
108	15	3/25/2022 3:50 PM
109	100	3/25/2022 3:46 PM
110	30	3/25/2022 3:31 PM
111	50	3/25/2022 3:25 PM
112	30	3/25/2022 3:20 PM
113	30	3/25/2022 3:18 PM
114	40	3/25/2022 3:09 PM
115	25	3/25/2022 3:08 PM
#	UPGRADE EXISTING FACILITIES	DATE
1	10	4/25/2022 7:14 AM
2	More community softball/baseball and soccer fields to reduce pressure on Grand Park and allow for pickup games amongst kids in neighborhoods vs always requiring organized sports	4/25/2022 5:45 AM
3	10	4/24/2022 11:20 PM
4	30	4/24/2022 9:40 PM
5	10	4/24/2022 9:19 PM
6	25	4/24/2022 7:40 PM
7	10	4/24/2022 7:19 PM
8	25	4/24/2022 5:46 PM
9	100	4/24/2022 3:40 PM
10	100	4/24/2022 1:56 PM
11	20	4/24/2022 10:13 AM
12	25	4/24/2022 8:55 AM
13	50	4/23/2022 10:49 PM
14	50	4/23/2022 10:40 PM
15	10	4/23/2022 10:33 AM
16	20	4/18/2022 5:11 PM
17	\$50	4/17/2022 6:21 PM
18	30	4/17/2022 8:10 AM
19	30	4/16/2022 2:55 PM
20	100	4/16/2022 9:59 AM
21	10	4/16/2022 8:25 AM
22	10	4/15/2022 10:45 PM
23	10	4/15/2022 10:00 PM
24	15	4/15/2022 1:01 PM
25	20	4/15/2022 11:45 AM
26	20	4/15/2022 11:34 AM
27	10	4/15/2022 8:08 AM
28	25	4/15/2022 7:06 AM
29	30	4/14/2022 10:30 PM
30	5	4/14/2022 5:25 PM
31	25	4/14/2022 4:46 PM
32	50	4/11/2022 4:14 PM
33	20	4/8/2022 8:49 AM
34	25	4/7/2022 9:13 PM
35	10	4/7/2022 2:51 PM
36	20	4/7/2022 12:25 PM
37	50	4/7/2022 9:29 AM
38	10	4/7/2022 12:14 AM
39	20	4/5/2022 11:28 PM
40	25	4/5/2022 11:20 PM
41	15	4/5/2022 1:02 PM
42	50	4/5/2022 12:42 PM
43	20	4/5/2022 12:22 PM
44	50	4/5/2022 11:54 AM
45	50	4/5/2022 10:52 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

46	0	4/5/2022 10:28 AM
47	10	4/5/2022 10:27 AM
48	20	4/5/2022 10:27 AM
49	60	4/5/2022 10:23 AM
50	25	4/5/2022 9:52 AM
51	\$40	4/4/2022 9:31 AM
52	25	4/4/2022 8:06 AM
53	20	4/3/2022 9:54 AM
54	10	4/2/2022 8:51 AM
55	10	4/1/2022 9:28 PM
56	5	3/28/2022 4:25 PM
57	20	3/28/2022 12:33 PM
58	20	3/27/2022 10:40 PM
59	10	3/27/2022 7:28 PM
60	50	3/27/2022 8:25 AM
61	20	3/27/2022 12:28 AM
62	10	3/26/2022 10:54 PM
63	75	3/26/2022 9:42 PM
64	\$50	3/26/2022 6:44 PM
65	\$25	3/26/2022 4:57 PM
66	50.00	3/26/2022 3:03 PM
67	20	3/26/2022 2:04 PM
68	0	3/26/2022 10:54 AM
69	10	3/26/2022 10:01 AM
70	20	3/26/2022 9:30 AM
71	10	3/26/2022 8:37 AM
72	20	3/26/2022 2:21 AM
73	20	3/25/2022 11:57 PM
74	Expand midland trace trail	3/25/2022 11:12 PM
75	20	3/25/2022 11:01 PM
76	25	3/25/2022 10:54 PM
77	5	3/25/2022 10:06 PM
78	20	3/25/2022 9:51 PM
79	100	3/25/2022 8:54 PM
80	30	3/25/2022 8:48 PM
81	20	3/25/2022 8:48 PM
82	10	3/25/2022 7:58 PM
83	10	3/25/2022 7:40 PM
84	25	3/25/2022 7:17 PM
85	50	3/25/2022 7:09 PM
86	25	3/25/2022 5:31 PM
87	25	3/25/2022 5:01 PM
88	10	3/25/2022 4:58 PM
89	\$20	3/25/2022 4:54 PM
90	100	3/25/2022 4:24 PM
91	20	3/25/2022 4:19 PM
92	25	3/25/2022 4:16 PM
93	40	3/25/2022 4:15 PM
94	10	3/25/2022 4:05 PM
95	20	3/25/2022 4:04 PM
96	20	3/25/2022 4:00 PM
97	10	3/25/2022 3:54 PM
98	10	3/25/2022 3:52 PM
99	25	3/25/2022 3:50 PM
100	50	3/25/2022 3:35 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

101	25	3/25/2022 3:33 PM
102	20	3/25/2022 3:24 PM
103	70	3/25/2022 3:20 PM
104	14	3/25/2022 3:18 PM
105	20	3/25/2022 3:09 PM
106	25	3/25/2022 3:08 PM

Q23 Do you have any other comments for the City of Westfield Parks & Recreation Department?

Answered: 79 Skipped: 153

#	RESPONSES	DATE
1	Please add some basketball courts and nature areas -no more shopping centers	4/26/2022 8:54 PM
2	More water fountains along the trails. There are no places to get water along the Monon, or around 186th and Grand Park. expect for the restroom at Greyhound pass, and the fountain is off most of the year!	4/25/2022 3:26 PM
3	I think you guys do really well with the parks. We don't enjoy a lot of the city, but definitely make use of the parks and trails. Specifically regarding Simon Moon, can we move the road barriers (wooden poles) closer to the road or paint no parking along the road leading to the park? Some weekends, you can't get out of the parking lot because of cars parked alongside the road to the parking lot. They even park on the trail there.	4/25/2022 2:21 PM
4	My wife and I really enjoy the amenities that Westfield has and we are not even done exploring all of them so far.	4/24/2022 9:40 PM
5	Would love to have more wild flowers planted around the city.	4/24/2022 3:40 PM
6	Grand junction park is not for all ages and TOO close to the road. Not safe to play at all, especially for younger children.	4/24/2022 1:56 PM
7	We desperately need more natural wildlife areas. If Westfield is going to continue to expand at this rate there will be no land within city limits for natural wildlife. We need to make plans NOW. I don't need another fast food joint I need a place for deer and foxes and all the other wildlife.	4/24/2022 9:11 AM
8	We mostly need safer road crossings for our trail systems! This should be the highest priority. They need to be safe without hindering traffic. Need more tunnels or bridges.	4/24/2022 8:55 AM
9	If the city of Westfield maintains owners of Grand Park, small playgrounds should be scattered throughout the baseball and soccer sides so that siblings of players have something to fill their time.	4/23/2022 10:49 PM
10	Would like to see the parks department acquire and retain as much natural space to be used as possible as our city will continue to grow and that will only get harder to do. Would also like to see DiscGolf courses added (CoolCreek, McGregor, other) which has minimal cost with great park usability and minimal impact on the environment.	4/23/2022 10:33 AM
11	More splash pads would be appreciated. We like Quaker Park, but also find we go to Carmel frequently. We really like the 2 areas of play structures at Carey Grove Park in Carmel. Easily visible and something for all age kids.	4/19/2022 9:13 AM
12	Westfield really needs an outdoor public pool like Noblesville has.	4/18/2022 9:23 AM
13	Too many parks have only climbing as a play ground option or mostly climbing. Need more diversified playground equipment within a park and always swings and slide at least. Moms really should be include in playground equipment decisions.	4/17/2022 6:21 PM
14	Please no more mulch parks	4/17/2022 8:10 AM
15	Fix the brick path in Hadley Park.	4/16/2022 9:59 AM
16	Can't wait to see upgrade plans for Simon Moon!	4/15/2022 1:01 PM
17	Q.13 A. Other - indoor play place for kids and gathering space for parents. Similar to Greenwood community center. There is nothing like this in Hamilton Co. so families are traveling outside the county for the type of experience.	4/15/2022 8:56 AM
18	We love our parks!	4/15/2022 8:08 AM
19	Thanks for all that you do!	4/15/2022 7:06 AM
20	The lime greens and ugly color choices makes the community look like Anderson at best.	4/14/2022 6:33 PM
21	Dog Park would be great!!!	4/8/2022 8:49 AM
22	As a family the use of the parks and their amenities is important to us. We fully value the services and accommodations the parks provide our community. Thank you for your efforts to continually improve them and make our city desirable!	4/7/2022 9:13 PM
23	People (including our family) moved to Westfield - in part because of the gems like Monon trail, McGregor Park and Cool Creek. It is critical that we continue to invest in these City attributes. Westfield would also be well served with the acquisition on additional nature and parks before they are all gone or developed.	4/7/2022 2:51 PM
24	I am new to the area and have dogs looking to run and play. They are loveable rescues who like meeting other dogs. I love the Eagle Creek Dog park but it is far. I look forward to exploring the westfield parks as the weather warms!	4/7/2022 12:25 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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25	Leverage township, state, national and political support.	4/7/2022 7:59 AM
26	Thanks for making our community great!	4/7/2022 12:14 AM
27	We moved from Westfield because of over-development.	4/6/2022 10:22 PM
28	More emphasis on nature, remove invasive species, make use of citizen science like Camel Parks Dept	4/5/2022 11:28 PM
29	If possible, create (new) mountain bike trails	4/5/2022 3:37 PM
30	Mayor and City Council need to resolve their differences or exit the building. Also, take the approach of measure twice, cut once. Building a downtown park that has no parking, loses most of its usable space to a ravine, and already backlogged streets which won't be able to support incoming traffic trying to find nonexistent parking for an event there is utterly ridiculous. Grand Park is beautiful, I hear. Can't go see what my taxes support without paying admission. So local folks can't use this facility and we need to build more? NO!	4/5/2022 12:42 PM
31	Please consider Autism and sensory/ADA friendly amenities for both existing and new parks. The turf surfaces are also very nice!	4/5/2022 10:52 AM
32	Encourage development of walking paths along existing streets, and maintain the existing paths.	4/5/2022 10:46 AM
33	The 75 for "invest in new park property" would be to purchase and not develop land that current is wooded and provides natural habitat for wildlife	4/5/2022 10:28 AM
34	For parking issues, Grand Park events, consider a trolley to transport Westfield residents	4/5/2022 10:24 AM
35	please continue to limit trails which allow golf carts	4/5/2022 10:23 AM
36	Picnic Shelters in Cool Creek Park would be widely utilized. Expansion of Park District Youth and Adult sports leagues is a great idea as well!	4/5/2022 9:41 AM
37	Happy to have Chris leading Parks! Would like current park assets built out and increase park impact fees to catch us up. Consider greater accessibility	4/3/2022 1:20 PM
38	more green space, stop building so many damn houses	4/3/2022 9:54 AM
39	Some kind of bike Park or natural surface bike Trail. Maple knoll park has a good opportunity. Lebanon zionsville and fishers are will be opening Bike facilities soon.	4/2/2022 8:51 AM
40	The mayor has been terrible over the last year. Can he not work with anyone besides the people he employs.	3/28/2022 5:09 PM
41	Get developers to donate more land when they seek variances or approvals of their projects	3/28/2022 4:25 PM
42	Need more nature preserves with connected trails, more parks in the Southwest	3/28/2022 10:36 AM
43	It is important that we invest in trails to link our community. Making trails that are safe will get more people out of their cars and onto the trails. Westfield should be a more walkable, bikeable community. The city should also encourage mixed use developments along the monon and midland trails to get more people to choose walking and biking over driving.	3/27/2022 7:23 PM
44	There shouldn't be golf carts on the trails. Children ride their bikes and are not stable and A LOT of the golf carts speed. They don't pay attention to the children on the trail. Plus there are bike riders that ride way too fast for walkers and runners on the trails. I know WPD is busy, but something needs to be done before someone gets hurt.	3/26/2022 9:42 PM
45	Yes, there are too many trails almost done, but not. It creates quite a hazard. For example, 156th street as it approaches cool creek. Trail just ends under the 31 bridge. You have to ride or walk in the street to get to Matslie wheeler or cool creek. Dangerous intersection to walk in	3/26/2022 8:27 PM
46	Stop light for the Midland Trace Trail at Carey Road	3/26/2022 6:44 PM
47	We need a City pool.	3/26/2022 3:03 PM
48	I would like to see preservation of our wildlife and wooded area(what's left of it). Require builders to replant what they take down and move wildlife to safer areas.	3/26/2022 2:06 PM
49	Great start! Now let's keep it going and make Westfield the model for improving the parks/trails & therefore the health of our community.	3/26/2022 12:58 PM
50	When you google Westfield Rocks the 4th - it takes you to a place on the city website that says details are coming soon - can you fix that?	3/26/2022 10:01 AM
51	Dog park PLEASE!	3/26/2022 9:32 AM
52	I live in Westfield but go to Camel for parks and rec. Not a lot of pride in that!	3/26/2022 9:30 AM
53	I'd like to see Westfield offer a diverse experience for residence similar to Camel. Different things to do and see to keep the community engaged. Also, as a new resident, I don't feel like I know much about the Westfield parks and rec... perhaps that's marketing? Or just visibility?	3/26/2022 8:50 AM
54	We love Westfield's trails and parks! Keep up the awesome work :)	3/26/2022 8:37 AM
55	I would prefer more non paved/ natural trails	3/26/2022 7:35 AM
56	Thanks for all you do to make Westfield a great place to live!	3/25/2022 11:57 PM
57	Please consider adding tennis courts. Pickleball would also be nice but really tennis courts are important for youth development.	3/25/2022 11:34 PM
58	Thanks for listening. We are new and your city amenities drew us to Westfield	3/25/2022 11:12 PM
59	Please build a dog park. Better or Any lighting on the trails. PLANT MORE TREES	3/25/2022 11:01 PM
60	Thanks for all you do!	3/25/2022 10:06 PM
61	New parks or update current parks to accommodate both younger and older children	3/25/2022 9:30 PM
62	Thank you and great job! We love Westfield! Please keep some green space areas & don't overbuild like Camel!	3/25/2022 8:48 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

63	More hiking parks would be great.	3/25/2022 8:40 PM
64	I'd love for a park/amenity geared towards fishing and promoting teaching fishing and sustainable/safe fishing practices. Should also be kayak/canoe friendly.	3/25/2022 8:35 PM
65	Mountain Bike Trails would be nice in Cool Creek Park.	3/25/2022 8:19 PM
66	We love you! Our parks are wonderful.	3/25/2022 7:17 PM
67	No	3/25/2022 5:31 PM
68	How do I go about utilizing the stages at Grand Junction for public events? Thank you for all the memories.	3/25/2022 5:06 PM
69	Please keep a focus on preserving our virgin forests. PLEASE.	3/25/2022 4:15 PM
70	addition of bathrooms that are open year around are key concerns for families with kids who want to use parks in the winter.	3/25/2022 4:05 PM
71	I love the available parks and the interconnected trails. I just wish more of the trails connected. Also, the section of road between the corner shopping center on 32 and grassy branch and willow creek way NEEDS a sidewalk. It is very dangerous.	3/25/2022 3:54 PM
72	Keep it up. I'm excited to see events like concerts and farmers markets at the grand junction plaza. It would be a huge addition if we could get more pickle ball courts in the community because it is such a booming sport.	3/25/2022 3:50 PM
73	Definitely need more places to play basketball, other than subdivisions	3/25/2022 3:46 PM
74	A tunnel for the Monon trail under 161st Street should be a priority.	3/25/2022 3:36 PM
75	Thank you for your hard work. We have a lovely city with great parks! I have always thought it would be great to have a "mom group" for some of the parks to make suggestions. Sometimes it's the little things like dark equipment getting too hot in the sun, preferring natural ground materials over recycled foam and plastics, and keeping little kids safe on bigger types of equipment and away from the road. All that said, with my out of town friends we frequently will choose a Westfield park over meeting at one in their town. Thank you!!	3/25/2022 3:33 PM
76	I would love to see a dog park build around the SR32 area. Dog parks offer a great sense of community and I would like to meet my neighbors when I'm at the dog park. Currently, I'm driving to Carmel or Fishers to access dog parks for my small dogs.	3/25/2022 3:31 PM
77	Eagletown needs a trail that connects south to 146th that more or less runs down Towne Rd.	3/25/2022 3:25 PM
78	No	3/25/2022 3:20 PM
79	More green spaces is always better.	3/25/2022 3:08 PM

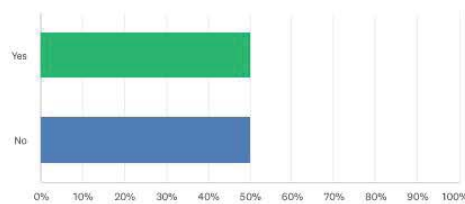
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Q1 Are you a Westfield resident?

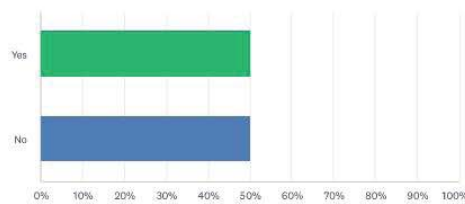
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	50.00% 2
No	50.00% 2
TOTAL	4

Q2 Is your company/organization based in Westfield?

Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	50.00% 2
No	50.00% 2
TOTAL	4

Q3 What services are provided by your company/organization? Please select all that apply.

Answered: 0 Skipped: 4

⚠ No matching responses.

APPENDIX - COMMUNITY PARTNERS SURVEY

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Community Partners Survey

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ANSWER CHOICES	RESPONSES
General Recreation	0.00% 0
Kids' Camps	0.00% 0
Childcare	0.00% 0
Personal Training	0.00% 0
Pilates/Yoga/Fitness Classes	0.00% 0
Youth Athletics/Sports (please specify sport(s) and whether it is recreational or competitive in comments section below)	0.00% 0
Adult Athletics/Sports (please specify sport(s) and whether it is recreational or competitive in comments section below)	0.00% 0
Running	0.00% 0
Cycling	0.00% 0
Scouting Activities	0.00% 0
Outdoor Skills	0.00% 0
Dogs/Petcare	0.00% 0
Events (please specify event(s) comments section below)	0.00% 0
Total Respondents: 0	

#	COMMENTS?	DATE
1	Financial Planning & Medicare	3/31/2022 2:40 PM
2	Posts Secondary Education	3/31/2022 1:47 PM

Q4 How long has your company/organization been in business/active in Westfield?

Answered: 4 Skipped: 0

#	RESPONSES	DATE
1	7-10 years	4/7/2022 10:08 AM
2	Two months	3/31/2022 4:22 PM
3	2 years	3/31/2022 2:40 PM
4	1 Year	3/31/2022 1:47 PM

Q5 Does your company/organization utilize Westfield Parks or other City facilities? If so, please provide the number of uses per year.

Answered: 2 Skipped: 2

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Community Partners Survey

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ANSWER CHOICES	RESPONSES
We run our own facilities and do not utilize Parks/City facilities	100.00% 2
Armstrong Park	0.00% 0
Asa Bales Park	0.00% 0
Freedom Trail Park	0.00% 0
Grand Junction Park & Plaza	0.00% 0
Hadley Park	0.00% 0
Liberty Park	0.00% 0
Old Friends Cemetery Park	0.00% 0
Osborne Park	0.00% 0
Quaker Park	0.00% 0
Raymond Worth Park	0.00% 0
Simon Moon Park	0.00% 0
Grassy Branch Trail	0.00% 0
Cool Creek Trail	0.00% 0
Midland Trace Trail	0.00% 0
Monon Trail	0.00% 0
Natalie Wheeler Trail	0.00% 0
Other (please specify)	0.00% 0

#	WE RUN OUR OWN FACILITIES AND DO NOT UTILIZE PARKS/CITY FACILITIES	DATE
1	We receive many injuries from Grand Park sports at our Urgent Care Clinic	4/7/2022 10:08 AM
2	We are based at our own campus	3/31/2022 1:47 PM
#	ARMSTRONG PARK	DATE
	There are no responses.	
#	ASA BALES PARK	DATE
	There are no responses.	
#	FREEDOM TRAIL PARK	DATE
	There are no responses.	
#	GRAND JUNCTION PARK & PLAZA	DATE
	There are no responses.	
#	HADLEY PARK	DATE
	There are no responses.	
#	LIBERTY PARK	DATE
	There are no responses.	
#	OLD FRIENDS CEMETERY PARK	DATE
	There are no responses.	
#	OSBORNE PARK	DATE
	There are no responses.	
#	QUAKER PARK	DATE
	There are no responses.	
#	RAYMOND WORTH PARK	DATE
	There are no responses.	
#	SIMON MOON PARK	DATE
	There are no responses.	
#	GRASSY BRANCH TRAIL	DATE
	There are no responses.	
#	COOL CREEK TRAIL	DATE
	There are no responses.	
#	MIDLAND TRACE TRAIL	DATE
	There are no responses.	
#	MONON TRAIL	DATE
	There are no responses.	
#	NATALIE WHEELER TRAIL	DATE

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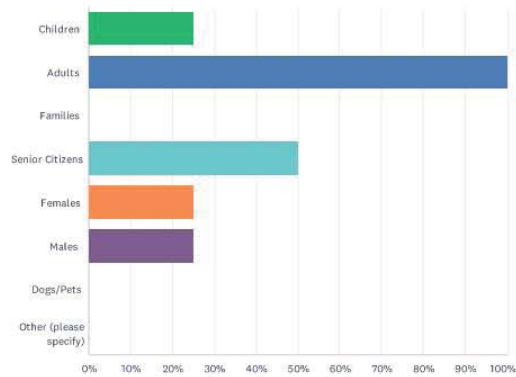
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There are no responses.		
#	OTHER (PLEASE SPECIFY)	DATE
There are no responses.		

Q6 Who are your primary users, who does your company/organization serve? Please select all that apply.

Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES
Children	25.00% 1
Adults	100.00% 4
Families	0.00% 0
Senior Citizens	50.00% 2
Females	25.00% 1
Males	25.00% 1
Dogs/Pets	0.00% 0
Other (please specify)	0.00% 0
Total Respondents: 4	

There are no responses.		
#	OTHER (PLEASE SPECIFY)	DATE
There are no responses.		

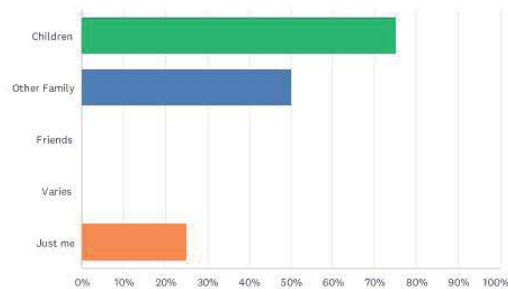
Q7 With whom do you most often visit parks?

Answered: 4 Skipped: 0

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Community Partners Survey

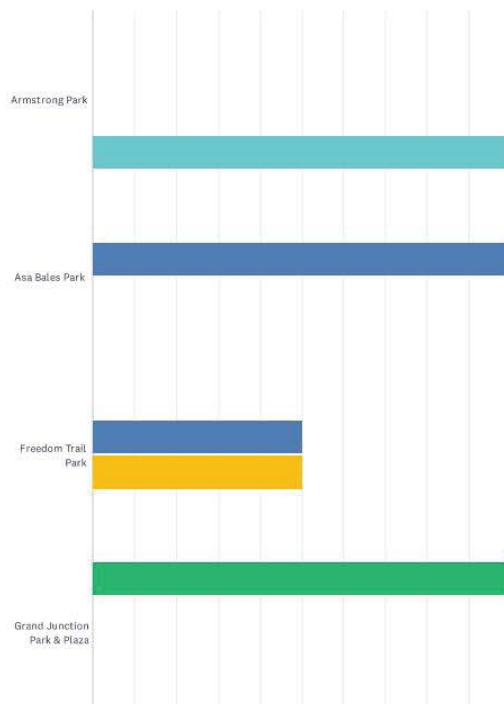
SurveyMonkey



ANSWER CHOICES	RESPONSES	
Children	75.00%	3
Other Family	50.00%	2
Friends	0.00%	0
Varies	0.00%	0
Just me	25.00%	1
Total Respondents: 4		

Q8 Please rate the quality of each park and its facilities:

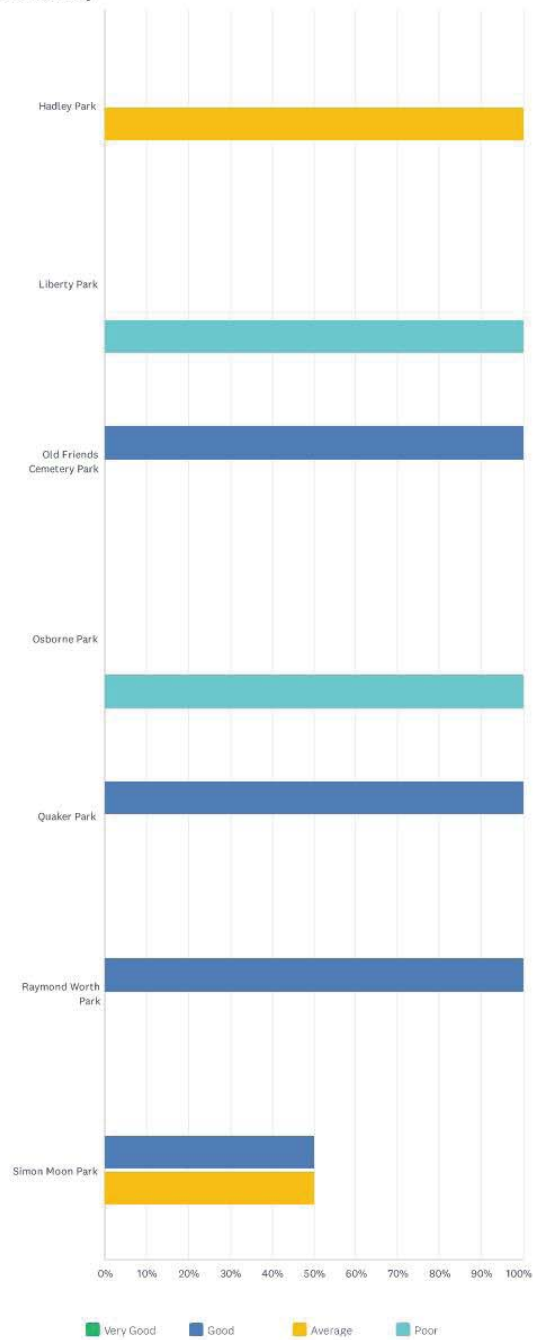
Answered: 2 Skipped: 2



APPENDIX - COMMUNITY PARTNERS SURVEY

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APPENDIX - COMMUNITY PARTNERS SURVEY

Copy of City of Westfield Parks & Recreation Department 2022
Community Partners Survey

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	VERY GOOD	GOOD	AVERAGE	POOR	TOTAL
Armstrong Park	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Asa Bales Park	0.00% 0	100.00% 2	0.00% 0	0.00% 0	2
Freedom Trail Park	0.00% 0	50.00% 1	50.00% 1	0.00% 0	2
Grand Junction Park & Plaza	100.00% 2	0.00% 0	0.00% 0	0.00% 0	2
Hadley Park	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Liberty Park	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Old Friends Cemetery Park	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Osborne Park	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Quaker Park	0.00% 0	100.00% 2	0.00% 0	0.00% 0	2
Raymond Worth Park	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Simon Moon Park	0.00% 0	50.00% 1	50.00% 1	0.00% 0	2

#	COMMENTS?	DATE
1	Never been	3/31/2022 4:22 PM

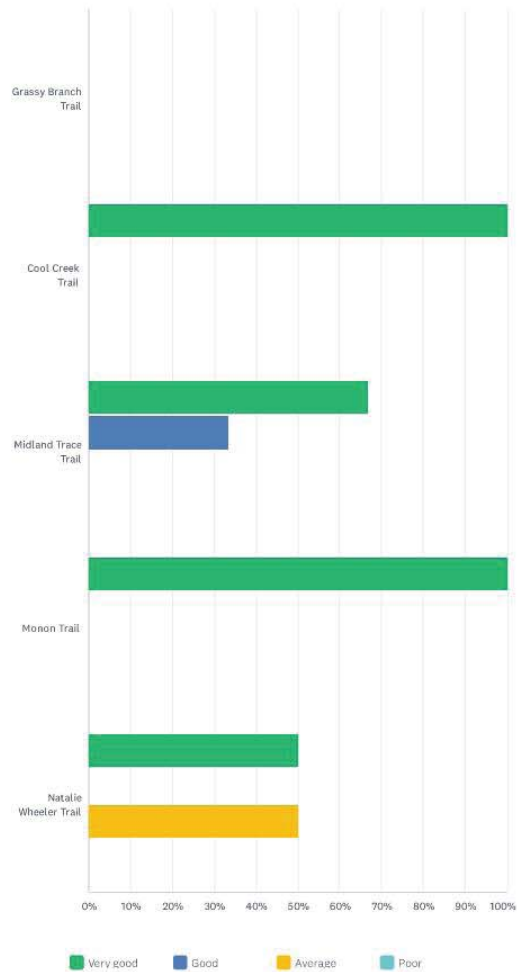
Q9 Please rate the quality of each trail:

Answered: 3 Skipped: 1

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	VERY GOOD	GOOD	AVERAGE	POOR	TOTAL
Grassy Branch Trail	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Cool Creek Trail	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Midland Trace Trail	66.67% 2	33.33% 1	0.00% 0	0.00% 0	3
Monon Trail	100.00% 3	0.00% 0	0.00% 0	0.00% 0	3
Natalie Wheeler Trail	50.00% 1	0.00% 0	50.00% 1	0.00% 0	2

#	COMMENTS?	DATE
1	Never been	3/31/2022 4:22 PM

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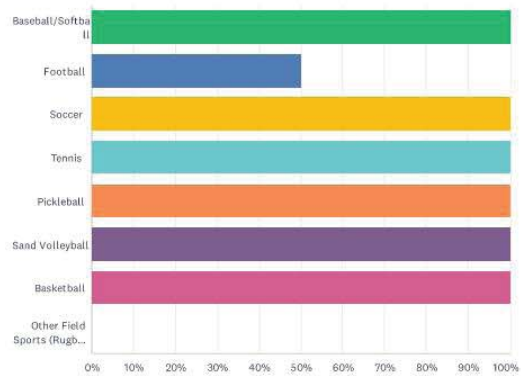
Q10 How can existing Westfield Parks/Trails/Facilities better serve your needs? For example, what new amenities, features, or activities would be helpful for your company/organization?

Answered: 2 Skipped: 2

#	RESPONSES	DATE
1	I absolutely love that Westfield is dedicated to it's Parks and Trail systems. I can't wait for the trails to be completed to allow easier access to anywhere in the city. I think there is some great opportunity to update and utilize Freedom Trail Park and Washington Woods Elementary to provide a way for kids to ride their bikes to school. I also feel there is enough space between those two entities to put in a few baseball/softball fields to help with providing youth rec sports a place to go with the sale of Grand Park. I would love to assist in any way possible, including finding funding / sponsorships to help fund any of these projects. I've already been working on a baseball field renovation project with WWES, and have had an architect put the plans together. There's opportunity there, let's take advantage of it.	4/7/2022 10:08 AM
2	dog parks, public pool and indoor event space would be my recommendations!	3/31/2022 2:40 PM

Q11 Is there a need for public recreation style athletic fields for youth or adult sports leagues or pick-up games, such as?

Answered: 2 Skipped: 2



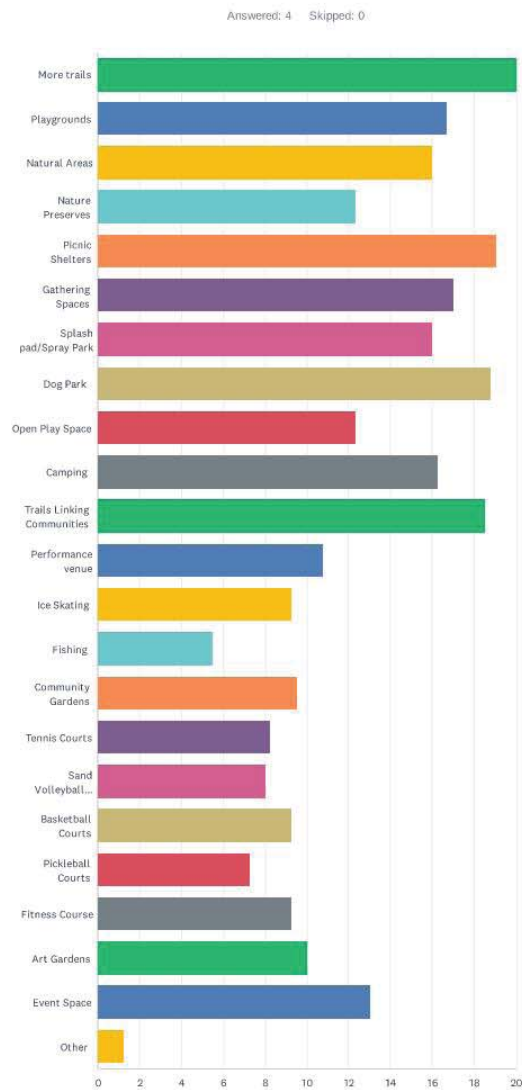
ANSWER CHOICES		RESPONSES
Baseball/Softball		100.00% 2
Football		50.00% 1
Soccer		100.00% 2
Tennis		100.00% 2
Pickleball		100.00% 2
Sand Volleyball		100.00% 2
Basketball		100.00% 2
Other Field Sports (Rugby, Lacrosse, Cricket, Field Hockey, etc.)		0.00% 0
Total Respondents: 2		
#	OTHER FIELD SPORTS (RUGBY, LACROSSE, CRICKET, FIELD HOCKEY, ETC.)	DATE
	There are no responses.	

Q12 I would like to see City of Westfield Parks & Recreation add or develop the following things. Rank all that apply, with 1 being most important:

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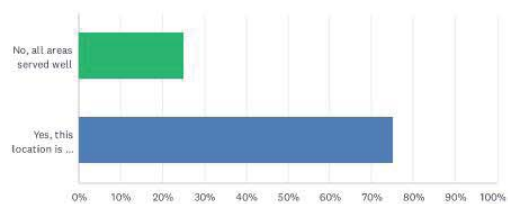
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14
More trails	25.00% 1	25.00% 1	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00%
Playgrounds	0.00% 0	0.00% 0	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	33.33% 1	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00%
Natural Areas	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1
Nature Preserves	0.00% 0	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Picnic Shelters	0.00% 0	0.00% 0	25.00% 1	25.00% 1	25.00% 1	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Gathering Spaces	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	50.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00%
Splash pad/Spray Park	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1	25.00% 1	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00%
Dog Park	0.00% 0	50.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Open Play Space	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	33.33% 1	0.00% 0	0.00% 0	0.00% 0	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00%
Camping	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	50.00% 2	0.00% 0	0.00%
Trails Linking Communities	25.00% 1	0.00% 0	25.00% 1	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1
Performance venue	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1	0.00% 0	0.00%
Ice Skating	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1
Fishing	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1
Community Gardens	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00%
Tennis Courts	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00%
Sand Volleyball Courts	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Basketball Courts	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00%
Pickleball Courts	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Fitness Course	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00%
Art Gardens	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00%
Event Space	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00%
Other	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%

Q13 Are there areas of the city that are currently underserved by park facilities? If so, where?

Answered: 4 Skipped: 0



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ANSWER CHOICES	RESPONSES
No, all areas served well	25.00% 1
Yes, this location is not well served	75.00% 3
TOTAL	4

#	YES, THIS LOCATION IS NOT WELL SERVED	DATE
1	Freedom Trail Park - lots of opportunity here	4/7/2022 10:08 AM
2	no dog parks that I am aware of!	3/31/2022 2:40 PM
3	161st and Springmill area	3/31/2022 1:47 PM

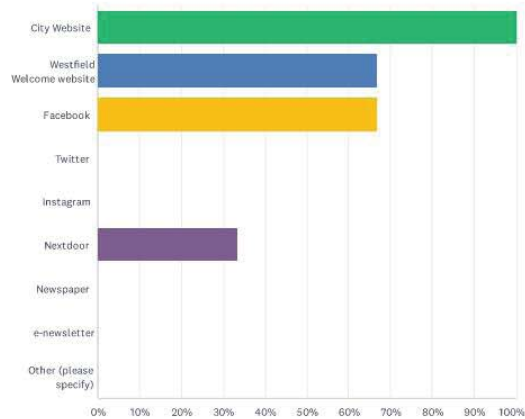
Q14 What makes Westfield's parks and trails unique from other communities?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Definitely can tell it's a priority to the city / community.	4/7/2022 10:08 AM

Q15 How do you learn about parks, trails and events in Westfield?

Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES
City Website	100.00% 3
Westfield Welcome website	66.67% 2
Facebook	66.67% 2
Twitter	0.00% 0
Instagram	0.00% 0
Nextdoor	33.33% 1
Newspaper	0.00% 0
e-newsletter	0.00% 0
Other (please specify)	0.00% 0
Total Respondents: 3	

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

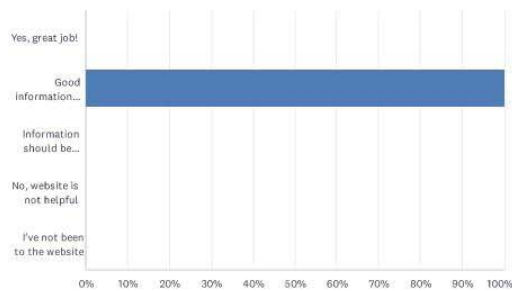
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Q16 Is the City of Westfield website (westfield.in.gov) informative and useful?

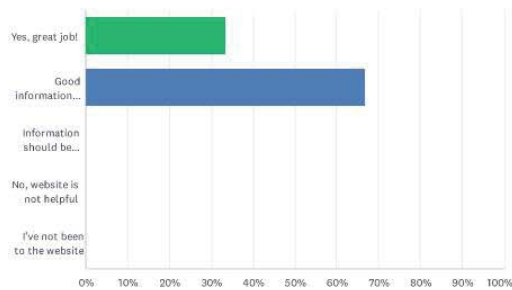
Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes, great job!	0.00% 0
Good information presented well	100.00% 3
Information should be updated more frequently	0.00% 0
No, website is not helpful	0.00% 0
I've not been to the website	0.00% 0
TOTAL	3

Q17 Is the Westfield Welcome website (westfieldwelcome.com) informative and useful?

Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes, great job!	33.33% 1
Good information presented well	66.67% 2
Information should be updated more frequently	0.00% 0
No, website is not helpful	0.00% 0
I've not been to the website	0.00% 0
TOTAL	3

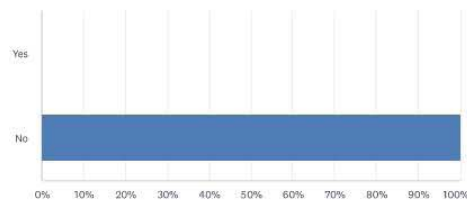
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Community Partners Survey

SurveyMonkey

Q18 Does your company/organization currently pay fees for utilizing the parks?

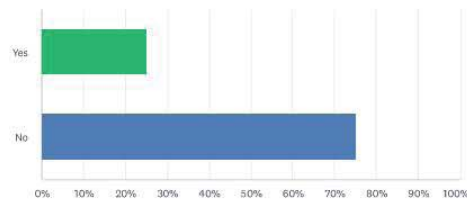
Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	0.00% 0
No	100.00% 3
TOTAL	3

Q19 Would your company/organization be willing to pay a fee in order to utilize the parks?

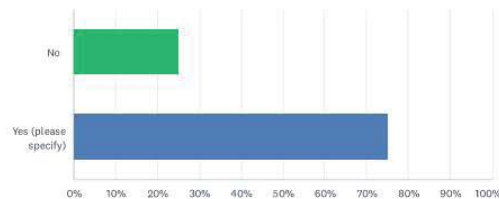
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	25.00% 1
No	75.00% 3
TOTAL	4

Q20 Are there any potential partnership opportunities between your company/organization and the Parks/City?

Answered: 4 Skipped: 0



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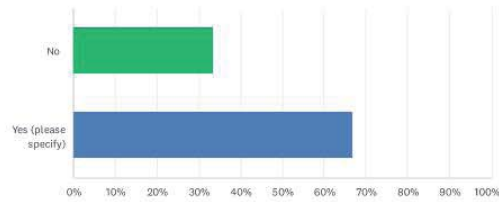
SurveyMonkey

ANSWER CHOICES	RESPONSES
No	25.00% 1
Yes (please specify)	75.00% 3
TOTAL	4

#	YES (PLEASE SPECIFY)	DATE
1	Possibly. My company is expanding their footprint in Westfield, so there could be opportunity there.	4/7/2022 10:08 AM
2	Assisted living activity	3/31/2022 4:22 PM
3	free financial wellness & medicare 101 seminars for the community!	3/31/2022 2:40 PM

Q21 Are there opportunities for advertising/promotion between your company/organization and the Parks/City?

Answered: 3 Skipped: 1

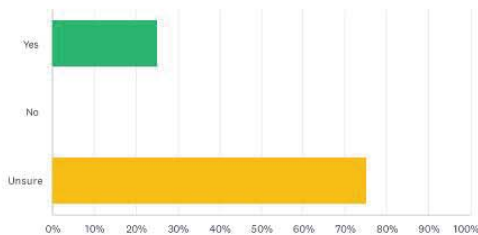


ANSWER CHOICES	RESPONSES
No	33.33% 1
Yes (please specify)	66.67% 2
TOTAL	3

#	YES (PLEASE SPECIFY)	DATE
1	same as above	4/7/2022 10:08 AM
2	My website	3/31/2022 4:22 PM

Q22 Would you support a City of Westfield Parks & Recreation Foundation?

Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	25.00% 1
No	0.00% 0
Unsure	75.00% 3
TOTAL	4

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Q23 If you had \$100 to spend for Parks & Recreation facilities, how would you distribute funds for the following categories:(Amounts should add up to equal \$100)

Answered: 3 Skipped: 1

ANSWER CHOICES		RESPONSES
Maintain existing facilities	66.67%	2
Develop new amenities within existing parks	66.67%	2
Invest in new park property	66.67%	2
Develop new greenways/trails throughout the city	66.67%	2
Upgrade existing facilities	66.67%	2

#	MAINTAIN EXISTING FACILITIES	DATE
1	10	4/7/2022 10:08 AM
2	20	3/31/2022 1:47 PM

#	DEVELOP NEW AMENITIES WITHIN EXISTING PARKS	DATE
1	30	4/7/2022 10:08 AM
2	30	3/31/2022 1:47 PM

#	INVEST IN NEW PARK PROPERTY	DATE
1	100	3/31/2022 4:22 PM
2	5	3/31/2022 1:47 PM

#	DEVELOP NEW GREENWAYS/TRAILS THROUGHOUT THE CITY	DATE
1	50	4/7/2022 10:08 AM
2	5	3/31/2022 1:47 PM

#	UPGRADE EXISTING FACILITIES	DATE
1	10	4/7/2022 10:08 AM
2	40	3/31/2022 1:47 PM

Q24 Do you have any other comments for the City of Westfield Parks & Recreation Department?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	None	3/31/2022 4:22 PM

Q25 If desired, please provide your company/organization name and contact information for follow-up and coordination purposes. This information will only be used by Westfield Parks and Recreation.

Answered: 2 Skipped: 2

ANSWER CHOICES	RESPONSES
Name	100.00% 2
Company	100.00% 2
Address	50.00% 1
Address 2	0.00% 0
City/Town	100.00% 2
State/Province	50.00% 1
ZIP/Postal Code	100.00% 2
Country	50.00% 1
Email Address	100.00% 2
Phone Number	100.00% 2

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#	NAME	DATE
1	Tyler Enyart	4/7/2022 10:08 AM
2	John Beeker	3/31/2022 4:22 PM
#	COMPANY	DATE
1	OrthoIndy	4/7/2022 10:08 AM
2	Caring Transitions of Noblesville	3/31/2022 4:22 PM
#	ADDRESS	DATE
1	2609 Millwood Circle	4/7/2022 10:08 AM
#	ADDRESS 2	DATE
	There are no responses.	
#	CITY/TOWN	DATE
1	Westfield	4/7/2022 10:08 AM
2	Westfield	3/31/2022 4:22 PM
#	STATE/PROVINCE	DATE
1	IN	4/7/2022 10:08 AM
#	ZIP/POSTAL CODE	DATE
1	46074	4/7/2022 10:08 AM
2	46074	3/31/2022 4:22 PM
#	COUNTRY	DATE
1	USA	4/7/2022 10:08 AM
#	EMAIL ADDRESS	DATE
1	tyler.enyart@gmail.com	4/7/2022 10:08 AM
2	johnbeeker09@gmail.com	3/31/2022 4:22 PM
#	PHONE NUMBER	DATE
1	317-431-0213	4/7/2022 10:08 AM
2	7655383143	3/31/2022 4:22 PM



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

December 5, 2022
2112-CPA-01 & 2212-ZOA-04
Exhibit 1

Docket Number: 2212-CPA-01 & 2212-ZOA-04

Request: The City of Westfield requests a review of the Park and Recreational Impact Fee Zone Improvement Plan and Park and Recreational Impact Fee Ordinance.

Exhibits:

1. Staff Report
2. Park and Recreational Impact Fee Zone Improvement Plan
3. Park and Recreational Impact Fee Ordinance
4. Park Master Plan 2022
5. Park Master Plan Appendix

Staff Reviewer: Pam Howard, Assistant Director

SUMMARY

In accordance with state statute, impact fees are to be updated every five (5) years. There are two components to an impact fee: 1) a zone improvement plan, and 2) an impact fee ordinance. The City of Westfield currently has a park impact fee zone improvement plan and a park impact fee ordinance (Ordinance 17-49). The current ordinance is set to expire in July 2023, causing the need for the current update. State statute, Ind. Code § 36-7-4-1300, requires the City to approve and adopt the zone improvement plan prior to adopting a park impact fee ordinance.

The park and recreational impact fee would apply to new residential development within the City's corporate limits. Park and recreational impact fees are charged and collected during the building permit stage of development. Collected fees would be applied to parks within the corporate limits in order to maintain current levels of service. The accompanying Zone Improvement Plan recommends that the new fee for a new residential dwelling unit be \$3,417 (current fee = \$1,545/dwelling unit) in the first year, and would automatically increase by approximately 2% every year for the remaining four (4) years of the ordinance. The proposed Ordinance follows the recommendations of the Zone Improvement Plan when establishing the five-year fee schedule for the Park and Recreational Impact Fee.

The Zone Improvement Plan is a component of the Westfield-Washington Township Comprehensive Plan (the "Comprehensive Plan"), however, it does not directly influence the future land use recommendations of the Comprehensive Plan when it comes to zoning matters.



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

December 5, 2022
2112-CPA-01 & 2212-ZOA-04
Exhibit 1

PROCEDURAL

- State statute, Ind. Code § 36-7-4-1300, requires the APC to hold a public hearing for a zone improvement plan and to take action on the plan. The public hearing is scheduled to be held during the December 5, 2022, APC meeting.
- State statute, Ind. Code § 36-7-4-1300, requires the APC to hold a public hearing for a park impact fee ordinance and to provide a recommendation to the City Council. The public hearing is scheduled to be held during the December 5, 2022, APC meeting.
- Notice of the December 5, 2022, public hearing was provided in accordance with the APC Rules of Procedure.

DEPARTMENT COMMENTS

2212-CPA-01 (Zone Improvement Plan)

1. **Action:** Hold a joint public hearing with 2212-ZOA-04 at the December 5, 2022, Plan Commission meeting.
2. **Action:** If the APC is satisfied with the item, then approve 2212-CPA-01 as presented.

2212-ZOA-04 (Impact Fee Ordinance)

3. **Action:** Hold a joint public hearing with 2212-CPA-01 at the December 5, 2022, Plan Commission meeting
4. **Action:** If the APC is satisfied with the item, then forward a positive recommendation to the City Council.

If any APC member has questions prior to the public hearing, then please contact Pam Howard at 317-531-3751 or phoward@westfield.in.gov.

ORDINANCE 22-____

AN ORDINANCE OF THE CITY OF WESTFIELD AMENDING AND REPLACING ITS PARK AND RECREATIONAL IMPACT FEE ORDINANCE

WHEREAS, the Common Council (the “Common Council”) of the City of Westfield, Indiana (the “City”) finds that it is reasonable and necessary to promote and accommodate orderly growth and development and to protect the public health, safety and general welfare of the citizens of the City by providing for an equitable program to fund the capital costs of new park and recreational infrastructure necessary to serve newly developing areas of the City; and

WHEREAS, the Common Council finds that it is reasonable and necessary to promote the orderly development of the City by establishing standards by which the City may require that new development shall pay a park and recreational impact fee, in accordance with Indiana Code § 36-7-4-1300 *et seq.*, representing the new development’s proportionate share of the capital cost of new park and recreational infrastructure necessary to serve new development in the City; and

WHEREAS, the Common Council finds that new development should not be required to pay a fee for capital costs of new park and recreational infrastructure greater than the development’s proportionate share of the capital costs of such infrastructure needed to serve such new development; and

WHEREAS, the Common Council adopted the City’s existing Park and Recreational Impact Fee Ordinance on January 8, 2017, as Ordinance No. 17-49, consistent with and under Indiana Code § 36-7-4-1300 *et. seq.* (the “2017 Ordinance”); and

WHEREAS, the City’s Parks and Recreation Impact Fee Ordinance, a part of the Westfield Code of Ordinances, Chapter 40, Impact Fees, Article III, Parks and Recreation Impact Fee (the “Parks and Recreation Impact Fee Ordinance”), provides for the assessment and collection of park and recreational impact fees by the City; and

WHEREAS, under Indiana Code § 36-7-4-1340, the City may adopt a replacement impact fee ordinance if certain requirements are met; and

WHEREAS, as part of what is required, the City has caused to be prepared and adopted an updated Zone Improvement Plan, under Indiana Code § 36-7-4-1300 *et. seq.*, in its **Resolution 22-____, on December 12, 2022**; and

WHEREAS, because of the size of the City, considering both its population and geographic area, as well as the distribution of public and private institutions, services, and other facilities throughout the City, any park and recreational infrastructure improvements benefit all citizens of the City equally; and

WHEREAS, it has been the stated objective of the City that the analysis contained in the Zone Improvement Plan, which meets the requirements of Indiana law, supports and should result in the implementation of an amended impact fee; and

WHEREAS, the Westfield-Washington Township Advisory Plan Commission (the “Plan Commission”) property noticed, advertised, and held a public hearing on this Ordinance on December 5, 2022; and

WHEREAS, having given due deliberation to the Zone Improvement Plan which provides the basis for this Ordinance, the Plan Commission has recommended adoption of this Ordinance to the Council; and

WHEREAS, the Secretary of the Plan Commission certified the action of the Plan Commission to the Common Council on December __, 2022; and

WHEREAS, the purpose of this Ordinance is declared as expressly not to deter growth, remedy existing infrastructure deficiencies or pay for maintenance or other “non-capital costs.”

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Westfield, Hamilton County, Indiana, as follows:

Section I. **Conditional Repeal and Limitation on Imposition of Impact Fee:** This Ordinance shall expire and become void five years after its effective date, as required by Indiana Code § 36-7-4-1340, unless action is undertaken to replace it consistent with the provisions of Indiana law which contemplates a replacement impact fee ordinance. Pursuant to Indiana Code § 36-7-4-1340, this Ordinance is a replacement impact fee ordinance of the 2017 Ordinance.

Section II. **Section 40-53 Establishment of Park and Recreational Impact Fee:** is hereby replaced and amended as follows:

A. Based upon the analyses contained in the Zone Improvement Plan adopted in Resolution No. [REDACTED], which is incorporated here by reference and made a part of the Comprehensive Plan in accordance with Indiana Code § 36-7-4-1318 and Indiana Code § 36-7-4-500 *et. seq.*, the City finds, determines, establishes and adopts that the cost per dwelling unit within the impact zone is in the amount set out in the below impact fee schedule:

July 8, 2023, to July 7, 2024:	\$3,417.00
July 8, 2024, to July 7, 2025:	\$3,485.34
July 8, 2025, to July 7, 2026:	\$3,555.05
July 8, 2026, to July 7, 2027:	\$3,626.15
July 8, 2027, to July 7, 2028:	\$3,698.67

- B. The City hereby incorporates all of the data collected, the calculations made, and the conclusions reached when developing the Zone Improvement Plan, and directs City employees to make such data and other information available for review during regular business hours and by posting the same on the City's website.
- C. In the event any parcel of real estate considered in the creation of the Zone Improvement Plan undergoes a change in use, redevelopment, or a modification that requires a structural building permit and creates a need for new infrastructure, an impact fee shall only be assessed for the increase in the burden on infrastructure.

Section III. **Parks and Recreation Impact Fee Ordinance:** Provisions of Westfield Code of Ordinances, Chapter 40, Impact Fees (the "Parks and Recreation Impact Fee Ordinance") not specifically amended by this Ordinance shall continue in full force and effect. The provisions of the Parks and Recreation Impact Fee Ordinance specifically replaced by reference in this Ordinance shall control and supersede those specific provisions of the Parks and Recreation Impact Fee Ordinance. All capitalized terms not otherwise defined in this Ordinance shall have the meaning ascribed to them in the Parks and Recreation Impact Fee Ordinance.

Section IV. **Effective Date:** The effective date of this ordinance shall be July 8, 2023, which in accordance with Indiana Code § 36-7-4-1340, is more than six months after the adoption of this replacement ordinance.

[Remainder of this page is intentionally left blank.]

PASSED THIS ____ DAY OF DECEMBER 2022 BY THE WESTFIELD COMMON COUNCIL, HAMILTON COUNTY, INDIANA.

WESTFIELD CITY COUNCIL

<u>Voting For</u>	<u>Voting Against</u>	<u>Abstain</u>
_____ Scott Willis	_____ Scott Willis	_____ Scott Willis
_____ Jake Gilbert	_____ Jake Gilbert	_____ Jake Gilbert
_____ Joe Edwards	_____ Joe Edwards	_____ Joe Edwards
_____ Scott Frei	_____ Scott Frei	_____ Scott Frei
_____ Mike Johns	_____ Mike Johns	_____ Mike Johns
_____ Troy Patton	_____ Troy Patton	_____ Troy Patton
_____ Cindy L. Spoljaric	_____ Cindy L. Spoljaric	_____ Cindy L. Spoljaric

ATTEST:

Cindy Gossard, Clerk-Treasurer

I hereby certify that ORDINANCE 22-_____ was delivered to the Mayor of Westfield

on the _____ day of _____, 2022, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE ORDINANCE 22-_____

this _____ day of _____,
2022.

J. Andrew Cook, Mayor

I hereby VETO ORDINANCE 22-_____

this _____ day of _____,
2022.

J. Andrew Cook, Mayor

This document is prepared by Manuel Herceg, Taft Stettinius & Hollister LLP. I have taken care to redact each social security number in this document. /s/ Manuel Herceg.

City of Westfield Parks & Recreation

5 Year Comprehensive Plan

City of Westfield, Indiana
June 2022

CONTENTS

INTRODUCTION

Planning Team
Summary

DISCOVERY

Mission & Values
Demographics
Public Participation
Stakeholders
Accessibility
Events
Needs & Priorities
Staff Priorities

PLAN IMPLEMENTATION

Action Plan
 Funding
 Priorities
Park Improvement Maps

APPENDIX

Full Public Survey Results



ACKNOWLEDGEMENTS

Mayor

Andy Cook

Chief of Staff

Jeremy Lollar

Director of Public Works

Johnathon Nail

Park Director

Christopher McConnell

City Council

Scott Willis
Jake Gilbert
Joe Edwards
Scott Frei
Mike Johns
Cindy Spoljaric
Troy Patton

INTRODUCTION



PLANNING TEAM

City of Westfield
Andy Cook, Mayor

Jeremy Lollar, Chief of Staff

John Nail, Director of Public Works

Chris McConnell, Parks and
Recreation Superintendent

Mader Design
Jeff Mader
Keri VanVlymen

SUMMARY

In 2022, the City of Westfield Parks & Recreation Department embarked on an important step in the evolution of the Department through the development of a master plan for all parks within the City of Westfield. Utilizing the 2017 Master Plan, the City worked to review, confirm, and update a reasonable and responsible vision for each park. The Department focused on creating a city wide park master plan to give them a target that could be implemented over time as resources are available. With the background of the Department's Mission Statement, the planning team consisting of park staff, stakeholders, and the consultant team set forth several goals based on public input:

- Provide easy access to parks, trails, and recreational amenities for all residents of Westfield.
- Focus on opportunities to add park land to the City's inventory, planning for future growth.
- Work to complete connectivity of primary trails throughout the city, while continuing to increase connectivity of bikeways and pedestrian paths.
- Prepare for capital and departmental improvements for the next 5 years with an eye toward the future beyond.

With these goals in mind, the consultants reviewed information from past master plan documents, as well as current documentation provided by park staff. The planning team toured all of the facilities at each park and provided broad evaluations for the public facilities and equipment throughout the parks.

DISCOVERY

Mission Statement

Enhancing the Quality of Life by connecting the Residents and Visitors of Westfield to each other, the natural environment, and unique recreation opportunities.

Values

- Protect- the Natural, Cultural and Historic resources of Westfield
- Collaborate and Connect- with the community
- Enrich- the community through connectivity
- Provide- the highest level of recreation amenities



LANDSCAPE AND CULTURAL FEATURES



The City of Westfield is located in western Hamilton County, in the central part of the state, immediately north of Marion County and the state capitol of Indianapolis. Hamilton County is the fastest growing county in the state, and in the top 20 counties for growth in the nation.

Westfield is bordered to the east by Noblesville and to the south by Carmel. To the west it is bordered by Zionsville and Boone County. US Route 31 is the main highway through the city, leading north 31 miles to Kokomo and south 9 miles to Interstate 465, the beltway around

Indianapolis. Indiana State Road 32 is Westfield's Main Street and leads east 6 miles to Noblesville and west 18 miles to Lebanon. State Road 38 runs diagonally north of Westfield and provides a semblance of a northern border to the city.

The topography in Westfield and Hamilton County in general is very flat, and has a long history of agriculture. Prior to significant agricultural development, the area was heavily wooded and contained large marsh lands. With developing agricultural practices, much of the old growth woodlands were removed and the wetland areas were significantly drained. This allowed for intensive agriculture historically throughout the area, and eventually lead to extensive residential and commercial development throughout the area. Ultimately, for recreation purposes, there are few topographic obstacles to developing passive and active recreation spaces, as long as land can be acquired and preserved before or in concurrence with further commercial and residential development pressures. Generally, opportunities for recreation rely upon the natural features of a region. With such broad expanses of flat, easily developable land, very little is left over for parks and recreation sites, and ongoing development continues to drive prices for undeveloped land higher. Westfield has put in place several codes and variances to assure connectivity and greenspace remain a priority as development increases, but there is always room for improvement.

Many of the old growth forests have been removed as agricultural development and subsequent commercial and residential development has overcome the County. The few pockets of forested area left are typically found in the agricultural areas as left over farm plots, and are second or third generation wood lots. Other wooded areas have been protected by park development.

Very few water resources exist in the City. Cool Creek and Little Eagle Creek are the only significant natural waterways within the township, with Grassy Branch Creek serving as a focal point within the new Grand Junction Plaza in Downtown. There are several small streams and regulated drainage ways that have been channelized or manipulated to better accommodate agricultural and man-made development drainage. There are no significant lakes or ponds within the area beyond those created as part of commercial or residential development, or in private ownership.

Westfield has a strong agricultural history and deep seated Quaker and Methodist roots. The area was well known as a stop for the Underground Railroad before the Civil War from the 1830's through 1863. As the town developed, religion was a centerpiece of the community, resulting in many small churches that can be found throughout the area. The Town of Westfield was incorporated in 1834 and became a city in 2008.

The City is served by the Westfield Washington Schools, as well as St. Maria Goretti School, a Montessori School, and the Union Bible College. Also, Guerin Catholic High School is located on the eastern boundary of the Township in Noblesville, but attracts students from throughout the County.

There are 9 different park departments throughout Hamilton County, with 3 overlapping jurisdiction in Westfield. Westfield Parks, Washington Township Parks, and Hamilton County Parks all have parkland and trails in and around Westfield. This can be confusing to the public at times, but all work together along with neighboring departments to provide high quality parks and recreation amenities to residents. Each department has its own focus and specialties, with some focusing on nature and natural history, others on programming and events, and many on active and passive recreation.

DEMOGRAPHICS



In January 2008, Westfield was incorporated as a city, and Andy Cook was sworn in as mayor. With rapid population growth in areas already occupied by the preexisting town, the city population in 2010 was more than triple that of 2000, with continued growth by over 60% to 46,410 in the 2020 Census. Current estimates show over 50,000 residents in 2022. Because of the growing size of the city, officials continue with planning and managing appropriate growth as the City grows through annexation for both residential and commercial development.

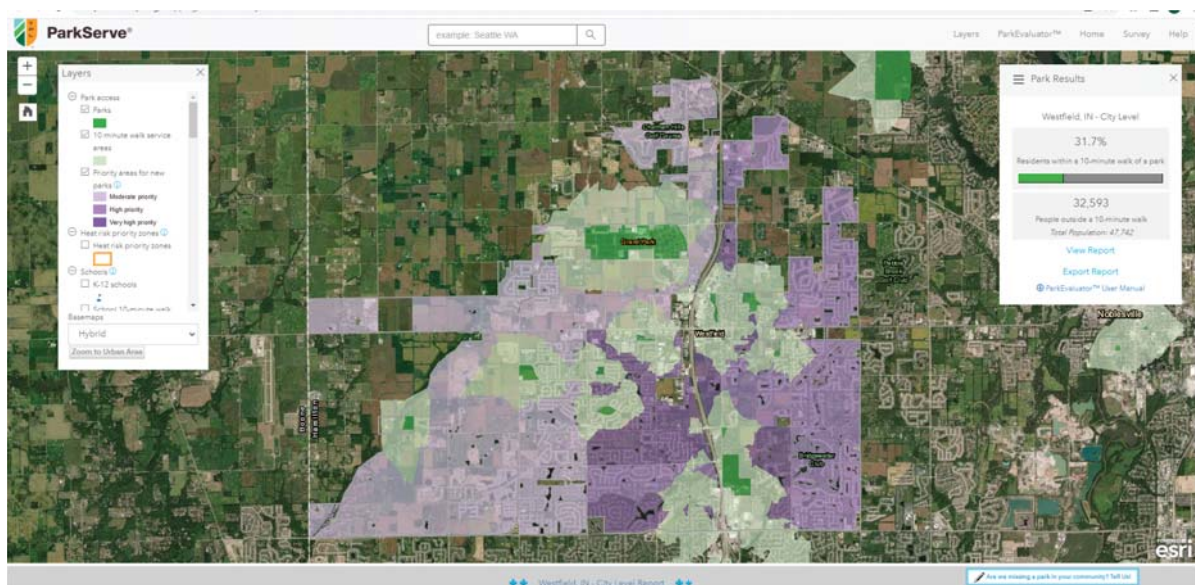
Diversity in Westfield is increasing. The city is approximately 82% white, 8% Hispanic/Latino, 4.5% Black/African American, 4.6% two or more races, and 2.9% Asian. This is a significant change from the 2010 Census indicating nearly 91% white, and other races less than half of their current percentages. This is especially notable given the rapid increase in population being seen. Nearly 30% of the population is under 18 years old, and approximately 13% is over 65. A high percentage of the population consists of young to middle age families with young children. Over 96% of adults over 25 years old are high school graduates, with nearly 55% holding a Bachelor's Degree or higher level of education. Both of those numbers have increased since 2010, with college graduates increasing by more than 10%.

Household income, per the 2020 Census was \$99,855, now estimated to be well over \$100,000. However, 5.8% of the population is in poverty per the Census. Coming out of the Pandemic, labor force participation is increasing and unemployment has decreased dramatically. It is important for the Park Department to consider the population in poverty as it continues to plan for new parks, park improvements, transportation, trail connectivity, and affordability for those in poverty and with lesser means than the average household income. While there are numerous high-end residential developments, there are pockets in the community with subsidized housing, and additional attention should be made to ensure parks, amenities, and recreational needs are met in those areas.

According to data provided by the Trust for Public Lands (TPL), approximately 32% of Westfield residents live within a 10-minute walk of one of the City's 14 parks. The

majority of these residents are white, high-income adults. The median for the 14,000 cities and towns studied by TPL is 55%. Currently, about 3% of Westfield's city land is used for parks and recreation, as compared to a median of 15%. TPL studies U.S. cities' public park systems based on five criteria: access, investment, amenities, acreage, and equity. As a benchmark for comparison, Washington, DC (#1 best on TPL's ParkScore Index) has 21% of its city land devoted to parks and recreation, with 98% of residents living within a 10-minute walk. At the bottom end of the ParkScore spectrum, Oklahoma City has just 2% of its city land devoted to parks and recreation, with 38% of residents living within a 10-minute walk.

These metrics do not necessarily reflect an accurate picture of Westfield's system, since as a comparatively affluent community, many neighborhood developments have access to parks, greenspace, trails, and aquatics facilities that are not city-owned or operated. However, there are a number of neighborhoods that do fall into low-income categories. Specific focus should be paid to those areas to ensure public parks and recreation amenities are available to those most in need.



PUBLIC PARTICIPATION

COMMUNITY SURVEY

Between March 25th and April 29th, 2022, a community survey was available through SurveyMonkey. The City posted links to social media and utilized email blasts to distribute links to the survey. It was open to the public, but is not to be considered a randomized or statistically accurate survey. A separate survey was also sent to stakeholders and private businesses with missions or focus compatible with the Park Department.

The Department received 236 completed responses online. The survey included detailed questions about the Parks Department, facilities, parks, trails, programs, community parks and recreation needs, and demographic information. The survey was formatted in multiple choice, ranking, and open-ended style questions.

The information received was consistent with past surveys and identified the needs and goals of the Department. Most of the respondents appear to be families, especially younger families, with multiple children. Over 60 percent of respondents were in the 35-54 age range with nearly 20 percent over 55 years old. Nearly all provided their family income range, with approximately 85 percent indicating over \$80,000 in income, including over 35 percent making over \$160,000. Just over 2% indicated a family income less than \$40,000.

Parks close to downtown are highly used, while some outlying and undeveloped properties see significantly fewer visitors. The Monon Trail has been used by nearly 90% of respondents, and over 75% for the Midland Trace Trail. Other trails are highly utilized as well, with numerous comments related to high levels of connectivity and some comments requesting some trail linkages be completed soon. Over 55% visit parks with children, 35% with family, and 25% visit parks by themselves.

Most ranked the parks, facilities, and trails as 'Very Good' or 'Good' in quality,





condition and value. The highest ranking recreational athletic fields/courts were Basketball and Pickleball. It should also be noted that Baseball/Softball, Soccer and other multi-use field sports (football, rugby, lacrosse) should also be considered as the City continues the process of evaluating proposals for selling or privatizing Grand Park. Grand Park is currently utilized primarily for travel and club sports, but do provide facilities for use by Westfield Youth Sports (WYSI). If Grand Park is sold, the City and Park Department will need to consider and plan for new or existing properties to accommodate WYSI practices and competitions.

Some specific park and recreation items to add or develop include:

- Trails & Connectivity
- Natural areas and Nature Preserves
- Splash Pad/Spray Parks
- Playgrounds
- Dog Park

Some specific themes that came up in the survey include:

- Adding/developing parkland ranked high with a lower but balanced view of maintenance of existing facilities, adding new elements to existing parks.
- Need for Parks/Amenities in the western portions of the city, including northwest and southwest areas.
- Combinations of funding sources should be used for park growth, including private investment and donations.
- Nearly 60% of respondents indicated they would support a park foundation, with only 5% indicating they would not.
- Increase opportunities for nature experiences and passive recreation.
- Continue to develop Safe Trail crossings at streets
- Recreation/Multipurpose green space and courts for youth sports.

PUBLIC SURVEY RESULTS



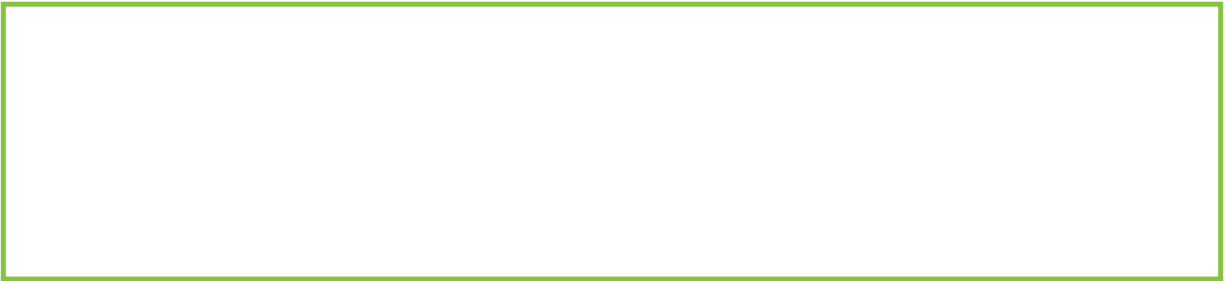
The public survey received 232 responses in March & April of 2022. Respondents indicated a desire for additional basketball and pickleball courts, and ranked nature preserves/natural areas, trails, playgrounds, and picnic shelters highest when asked what amenities they would like to see added or developed within Westfield Parks.

In general, respondents felt that Westfield Parks are well maintained and appreciate the extent of trail connectivity, but would like to see safer trail crossings and planning for preservation of natural areas.

Which City of Westfield Parks* have you visited, and how often do you visit?
Please list number of visits per year for each park below.*unless noted otherwise

Answered: 226 Skipped: 6

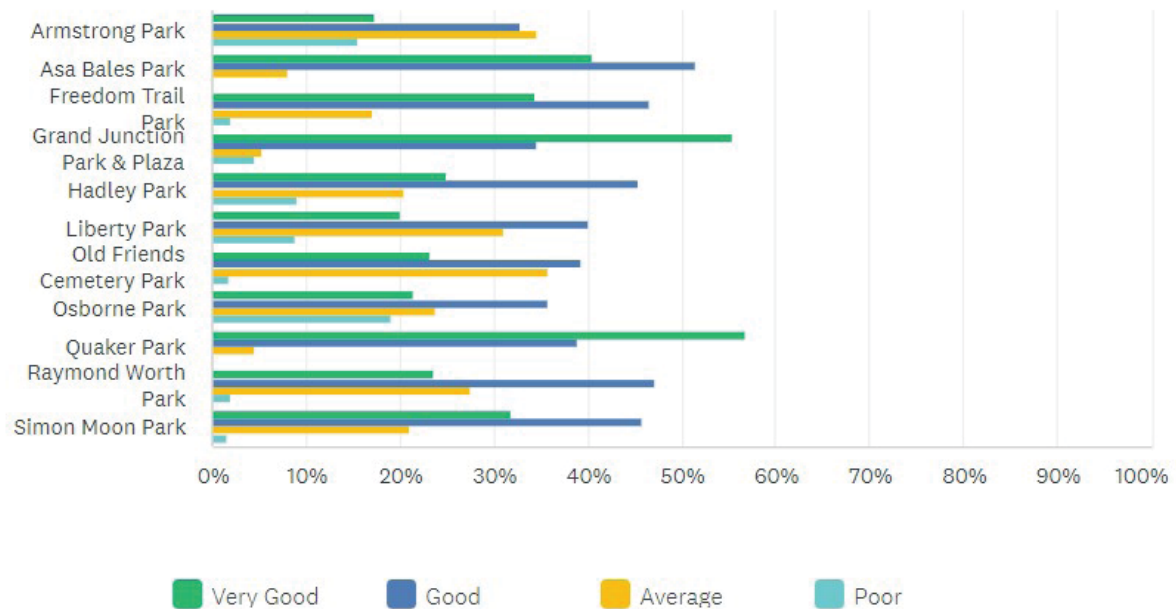
ANSWER CHOICES		RESPONSES	
Cool Creek Park (Hamilton County Parks)	Responses	87.61%	198
Asa Bales Park	Responses	71.68%	162
Quaker Park	Responses	61.95%	140
MacGregor Park (Westfield Washington Township Parks & Recreation)	Responses	57.52%	130
Grand Junction Park & Plaza	Responses	53.54%	121
Simon Moon Park	Responses	53.54%	121
Freedom Trail Park	Responses	47.35%	107
Old Friends Cemetery Park	Responses	27.88%	63
Raymond Worth Park	Responses	27.43%	62
Liberty Park	Responses	25.66%	58
Armstrong Park	Responses	25.22%	57
Hadley Park	Responses	21.68%	49
Osborne Park	Responses	21.24%	48
Other nearby parks (please specify)	Responses	15.93%	36



Please rate the quality of each park and its facilities:

...

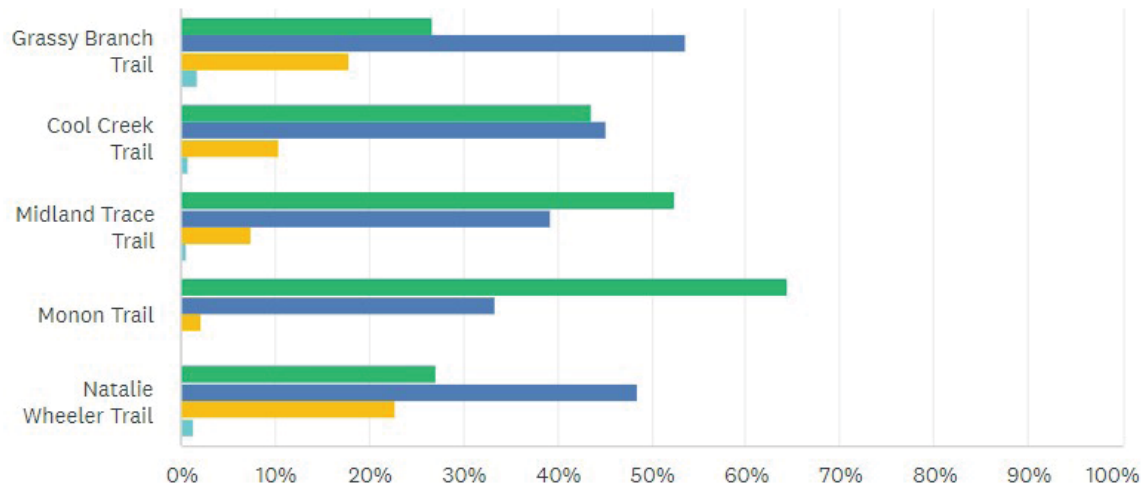
Answered: 206 Skipped: 26



Please rate the quality of each trail:

...

Answered: 201 Skipped: 31



STAKEHOLDER MEETING



A stakeholder meeting was held with the Mayor, three City Council Members, the Park Director, and the Chief of Staff. The purpose of the planning process was discussed to provide a road map for priorities and development over the next 5 years, while also considering long term needs for park development within Westfield. The role and use of Park Impact Fees was discussed, with discussions given to the rapidly developing areas in the western portions of the City. Developer commitments for paths and trails as well as green space and recreational amenities have been incorporated into Zoning requirements, and most existing and planned neighborhoods have amenities such as pools, playgrounds, courts, and other park-like amenities. While these are not considered Public Parks or Amenities, it was noted that recreation opportunities are provided in many, especially wealthier, communities. Focus is still strong to provide good connectivity and public parks and recreation amenities.



While many of the wealthier communities provide private or semi public amenities, it is critical to continue to provide for current residents throughout the city, with special consideration for older, smaller, and denser neighborhoods that rely more heavily on public parks and trails.



The group discussed opportunities for further development of existing resources, but focused much of the discussion on proactively acquiring property in key locations to serve the growing areas of the city. This is key in the western areas where growth is predominant and city park property is minimal. Maintaining high levels of maintenance, upkeep, and service throughout existing parks and trails is extremely important. Continuing to connect

STAKEHOLDER MEETING

trails and bike/pedestrian paths throughout the city is also a high priority with much already in detailed planning stages.

One element that will not be decided prior to the completion of this plan is the status of Grand Park. The City has received interest from several entities regarding operations and/or purchase of the property, which could result in loss of access of some fields to Westfield Youth Sports. Accommodating that need in the event of a sale or change of operations needs to be considered as decisions progress regarding Grand Park.

Key Themes

- Property Acquisition
- Development of un/underdeveloped properties
- Reservable shelters
- Splash pads
- Providing Shade at facilities
- Passive Parks/Preserve Undeveloped, Natural areas
- Discussions have been floated between the Township and the City regarding the future of MacGregor Park, with the potential for the City to acquire the park
- The City is not focused on park programming as that is a saturated market with surrounding Departments and community groups, but rather focus on passive/self-directed park amenities
- Possibility of Grand Park being sold, and potential preparation for Parks to provide fields

Priorities

- Land Acquisition - Proactive acquisition where possible
- Complete Simon Moon Park Development
- Development of Armstrong & Osborne Parks
- Completion of items at Grand Park
- Accommodate increasing pressure on Splash pads and Shelters
- Be good stewards of Tax Dollars afforded to run the Department
- Department staffing is low compared to peers

ACCESSIBILITY & UNIVERSAL DESIGN

Creating accessibility throughout a park system is no small task. Accessibility encompasses so many different things, from people with temporary disabilities to people who lack financial resources. Each person, regardless of physical, mental, emotional, or financial ability must be considered and included in all facets of facility and program design. In order to meet the recreation needs of the county residents and visitors with disabilities, it is the goal of the City of Westfield Parks and Recreation to offer barrier-free facilities, programs and services that are inclusive of all users whenever feasible.

A goal is to continue to increase accessibility throughout all parks. Recently, all existing playgrounds have been resurfaced with artificial turf, allowing for accessibility throughout the play areas. Previously many were surfaced with engineered mulch, which can be challenging for those with disabilities.

The existing surface materials of some nature trails and intended use of some of the park's facilities may be restrictive and make meeting ADA requirements challenging. The department is committed to accommodating all individuals with special needs and has policies and procedures in place to accommodate individuals with disabilities.

ACCESSIBLE PARKING

All facilities and most parks with developed parking have accessible parking spaces and accessible routes that meet ADA requirement at a minimum. Some undeveloped or minimally developed parks plan to provide accessible parking as the park and facilities are developed.



ACCESSIBILITY & UNIVERSAL DESIGN



FACILITIES

All facilities are designed to meet or exceed accessibility requirements. Some storage facilities and barns are not universally accessible, but accommodations are made for park users and programs as needed.

TRAILS

All named trails, bikeways, and pedestrian ways are paved. Most trails in the parks are either paved, with a few parks housing trails constructed with an accessible crushed stone. A few parks have nature trails are narrow compacted earth paths. When well-compacted, some of the unpaved trails are readily used by those using a wheelchair or walker or those with other limited mobility disabilities. Occasionally crushed stone surfaces may develop loose or unstable surface and along with natural earth pathways, may not be readily accessible, but are quickly maintained when washouts occur.

FREEDOM TRAIL PARK

While all parks offer universal accessibility, Freedom Trail Park goes a step further. The all-inclusive playground, along with the sensory garden, is specifically designed for children of all abilities and to provide a chance for all children to learn and grow while playing together. During the design of the play area, the Hamilton County Autism Support Group worked with the City of Westfield to ensure the features included are ones which children with autism would prefer, for example, spinning and twirling features. The equipment was built so more than one individual in a wheelchair can pass on the wide ramp system leading to all the play features. The swings also include handicap accessible swings instead of platform swings. The surfacing of the playground area, including the swing set, is artificial turf. Freedom Trail Park's all-inclusive playground and sensory garden were the first of their kind the State of Indiana and continues to be upgraded with new features and amenities in keeping with its goal.

NEEDS & PRIORITIES

Throughout the planning process, the planning team with the city continually reviewed existing development trends, census information, survey results, facility inventories to identify needs and priorities for the Parks.

Top priorities for the City are Land Acquisition, Completion of Trail Connectivity and Safe Crossings, and Development of underdeveloped properties.



NEEDS ANALYSIS

We have analyzed this information after reviewing existing programs and facilities, public survey, public input, stakeholder input, and committee and staff input. Along with considerations for national standards, neighboring and overlapping park departments, we have identified needs for each of the department's properties and facilities. In the following section, maps for each park and trail will lay out specific needs to each facility. The needs analysis did not consider standard or routine maintenance items as part of the master plan, but those items were discussed and shared with the team. The needs focused primarily on specific items that will enhance parks, meet needs of ever increasing use, and providing new amenities throughout the park system for the benefit of the community. Overall Park and Department Needs have been identified on the following Action Plan.

Property acquisition was a key priority given the growth rate of the city. Trail connectivity was also a focus, as was improvements to un- or underdeveloped park properties. Developments at the Lagoons at Simon Moon Park, Raymond Worth Park, and Osborne Park are all opportunities to develop unused park properties to add new and unique amenities to the department. Both Osborne and Raymond Worth Parks, through new development, will begin to satisfy the growing need for park space and amenities in the Southwest quadrant of the City. The completion of Grand Junction will continue to activate the downtown and encourage more use as well a connectivity throughout the city via the trail stem.

NEEDS & PRIORITIES

PRIORITIES

In keeping with the department's vision and mission, the Action Plan assigns a priority of 1 through 3 for each of the Needs listed, indicating importance to the community, stakeholders, staff, and elected officials. Funding and opportunity will be key in how much of the Action Plan can be accomplished.

ACTION PLAN

The Action Plan is intentionally a stretch goal for the Department, providing a guide for operation and development for the next 5 years. The committee has assembled all relevant input from stakeholder meetings, community meetings, surveys, and staff. They evaluated the data and incorporated all pertinent ideas into the action plan. Items were prioritized and assigned a budget to allow for ongoing reference and planning.

Currently the Action Plan is in DRAFT form, and while most items are shown on the list, priorities and budgets are yet to be determined by the master plan committee. It is anticipated that further input may add additional items to the list.

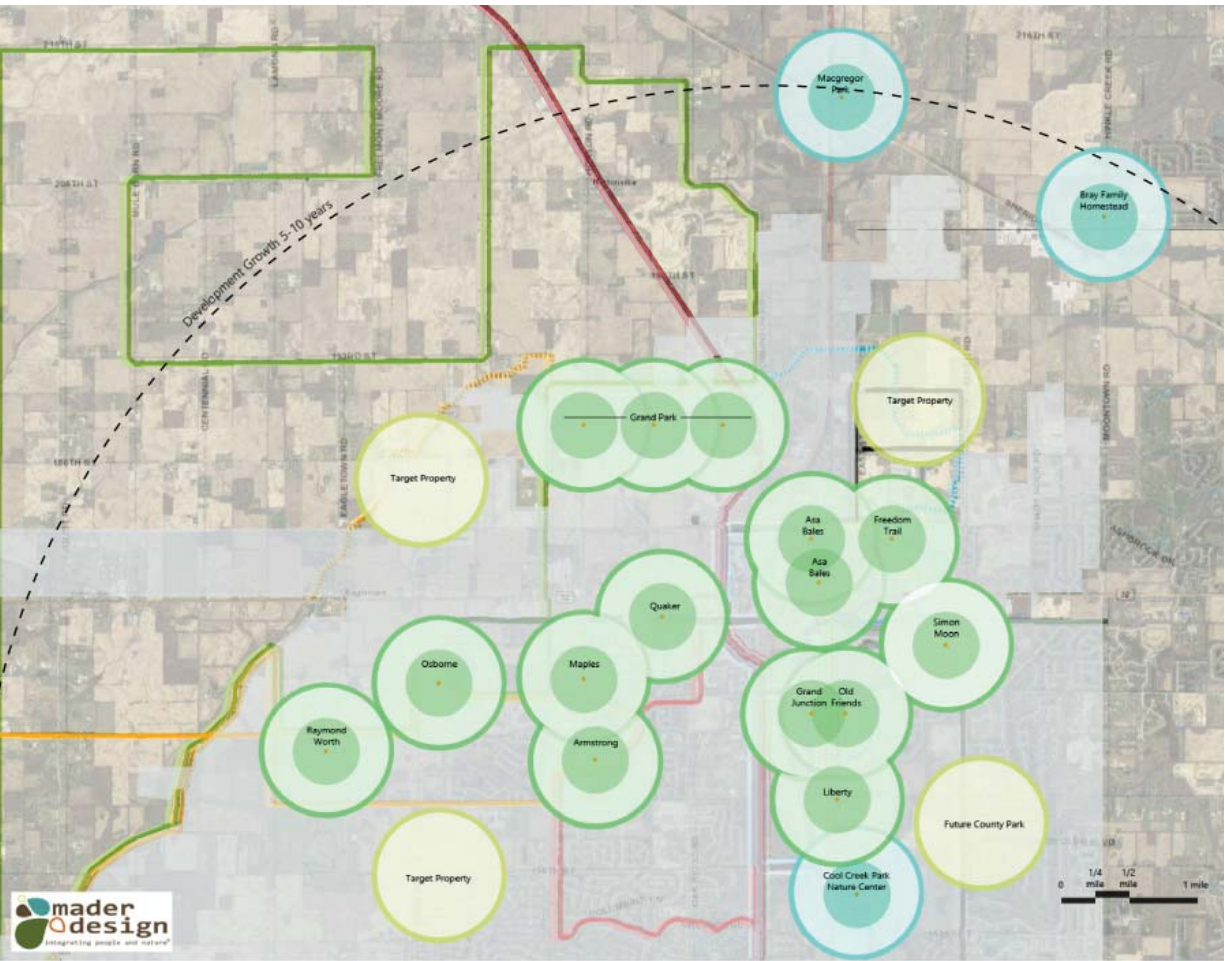
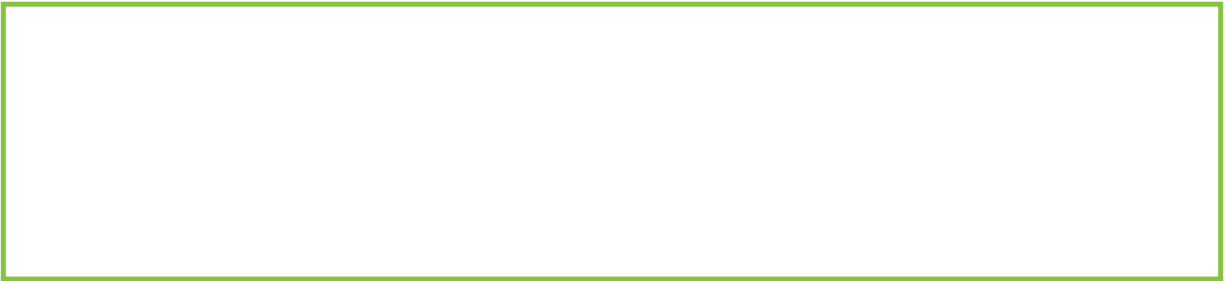


STAFF PRIORITIES

City Leaders, DPW, and Park Department Staff worked as part of the planning team to identify critical needs and prioritize next steps. The overall action plan provides a broad scope guide for the next 5 to 10+ years, with these items rising to the top in terms of need, priority, and capacity to achieve.

The City of Westfield Parks and Recreation Department's priorities for Park and Trail Capitol Improvements are as follows:

1. Simon Moon Projects Upgrades w/ Restoration \$11m
2. Grand Junction Band Shell & Improvements \$8.4m
3. Proactive Property Acquisition West/Northwest \$20m
4. Trail Connectivity Safe Crossings & Connections \$10m
5. Armstrong Park Master Planning & Improvements \$4.1m
6. Freedom Trail Park Shelter, Restrooms, Field Improvements \$1.3m
7. Osborne Park Master Planning & Improvements \$2.6m
8. Asa Bales Park Trail Lighting & Improvements \$450k
9. Quaker Park - Pickleball Courts \$200k
10. Raymond Worth Park Restroom & Trails \$1.1m



ACTION PLAN

Location	Priority	Price	Funding Source
Armstrong Park			
Install native plantings to help with wet grass and drainage issues	1	\$75,000	Budget, Impact Fee
Splash pad	2	\$500,000	Budget, Impact Fee
Playground	1	\$400,000	Budget, Impact Fee
Parking Lot	1	\$400,000	Budget, Impact Fee
Pickleball Courts	1	\$250,000	Budget, Impact Fee
Basketball Court	1	\$120,000	Budget, Impact Fee
Return to natural area	1	\$50,000	Budget, Impact Fee
Boardwalk	2	\$250,000	Budget, Impact Fee
Frisbee Golf	1	\$25,000	Budget, Impact Fee, donor/volunteer
Open lawn multipurpose area	1	\$250,000	Budget, Impact Fee
Flex Building/Rental Facility with Restroom	2	\$1,500,000	Budget, Impact Fee
Shelters	2	\$250,000	Budget, Impact Fee
Fishing Access	1	\$75,000	Budget, Impact Fee
Asa Bales Park			
Light for trails and shelters - Install Electricity and Water throughout park	1	\$450,000	Budget, Impact Fee
Create art in park program	4	\$15,000	In house
Tree Plantings to replace aging trees	1	\$30,000	Budget, Impact Fee
Bike Racks	1	\$10,000	Budget, Impact Fee
Golf Cart Parking	2	\$50,000	Budget, Impact Fee
Shade at playgrounds	1	\$150,000	Budget, Impact Fee
Restoration/Preservation of Cemetery	2	\$50,000	Budget, Impact Fee, donor/volunteer

ACTION PLAN

Location	Priority	Price	Funding Source
Freedom Trail Park			
Permanent restroom facility	1	\$500,000	Budget, Impact Fee
Shelter with electricity	1	\$120,000	Budget, Impact Fee
Transition north sports field into dog park	2	\$225,000	Budget, Impact Fee
Replace Playground Equipment	1	\$800,000	Budget, Impact Fee
Add more shade structures	2	\$200,000	Budget, Impact Fee
Electricity/Technology	1	\$100,000	Budget, Impact Fee
Redevelop Multiuse Fields	1	\$500,000	Budget, Impact Fee
New Entry/Access Drive	3	\$3,000,000	Budget, Impact Fee
Better Wayfinding Signage at Hoover/ East Street	1	\$10,000	Budget, Impact Fee
Grand Junction Plaza			
Band Shell	1	\$5,000,000	Budget, Impact Fee, Donations
Phase 2 Plaza Improvements	3	\$3,000,000	Budget, Impact Fee, Donations
Gate Closure Arms on Jersey Street	1	\$200,000	Budget, Impact Fee
Shade Structures	2	\$100,000	Budget, Impact Fee
Digital Kiosk	1	\$15,000	Budget, Impact Fee
Renovation of Mill Street House	1	\$125,000	Budget, Impact Fee
Grand Park			
3 playgrounds	1	\$800,000	Budget, Impact Fee
Nature Trails	2	\$100,000	Budget, Impact Fee
Splash pad	4	\$500,000	Budget, Impact Fee

ACTION PLAN

Location	Priority	Price	Funding Source
Hadley Park			
Community Programming Board	3	\$15,000	Budget, Impact Fee
Add/improve signage	1	\$10,000	Budget, Impact Fee
Centerpiece upgrade - art or kiosk	1	\$25,000	Work with WHS
Liberty Park			
Trail Connections north and west in association with new Roundabout	1	\$100,000	Transportation Funds/Impact Fee
Restoration and extension of boardwalk for connectivity	1	\$500,000	Budget, Impact Fee
Interpretive Signage	1	\$20,000	Budget, Impact Fee
Old Friends Cemetery Park			
Headstone & Cemetery Restoration	3	\$100,000	Donor, volunteer, Impact Fee
Osborne Park			
Trails/Walkway/Fishing around pond	1	\$350,000	Budget, Impact Fee
Plant trees and habitat areas	1	\$125,000	Budget, Impact Fee
Trail connections	1	\$50,000	Budget, Impact Fee
Open Play Space	1	\$200,000	Budget, Impact Fee
Parking	1	\$350,000	Budget, Impact Fee
Playground	1	\$400,000	Budget, Impact Fee
Splash pad	1	\$450,000	Budget, Impact Fee
Restroom	1	\$400,000	Budget, Impact Fee
Picnic Shelters	1	\$250,000	Budget, Impact Fee

ACTION PLAN

Location	Priority	Price	Funding Source
Quaker Park			
Expand parking	1	\$250,000	Budget, Impact Fee
Connections to Trail	3	\$30,000	Budget, Impact Fee
Pickleball Courts - Add 3	1	\$200,000	Budget, Impact Fee
Removal of Bocce Ball courts	1	\$20,000	In House, Impact Fee
Raymond Worth Park			
Archery Range	3	\$200,000	Budget, Impact Fee, donor/volunteer
Restroom	1	\$500,000	Budget, Impact Fee
Shelter	2	\$200,000	Budget, Impact Fee
Dredge pond for fishing	3	\$75,000	Budget, Impact Fee
Tent/ Primitive camping	3	\$30,000	Budget, Impact Fee, donor/volunteer
Habitat Restoration	2	\$50,000	Budget, Impact Fee, volunteer
Trail signage	1	\$20,000	Budget, Impact Fee
Parking & Trail Expansion	1	\$600,000	Budget, Impact Fee
High Rope Course	4	\$500,000	Budget, Impact Fee
Simon Moon Park			
Implement Master Plan	1	\$11,000,000	Budget, Impact Fee
Woods at the Maples Park			
Ash Tree Removal	2	\$5-10,000/yr	Maintenance/Operations
Road Crossing Improvements Study			
Planning/Study	1	\$400,000	

ACTION PLAN

Location	Priority	Price	Funding Source
Monon			
Trailhead in 191st Street area to include land, restrooms & water	1	\$5,000,000	Budget/Impact Fee
Interpretation - battery power RR station / telegraph / post office	2	\$75,000	Budget/Impact Fee
Full Campground with tent & RV full hookup / Ride In Campground	3	\$5,000,000	Budget/Impact Fee
Add Trail Lighting	1	\$1,500,000	Budget/Impact Fee
Safe Crossing - Greyhound Pass	2	\$3,000,000	Transportation Grant/Impact Fee
Safe Crossing - 156th Street	2	\$500,000	Transportation Grant/Impact Fee
Safe Crossing - 169th Street	2	\$4,000,000	Transportation Grant/Impact Fee
Safe Crossing - Westfield Park Road	2	\$500,000	Transportation Grant/Impact Fee
Safe Crossing - 181st Street	2	\$500,000	Transportation Grant/Impact Fee
Safe Crossing - 186th Street	2	\$500,000	Transportation Grant/Impact Fee
Safe Crossing - 191st Street (Grand Park)	2	\$4,000,000	Transportation Grant/Impact Fee
Tunnel - 161st Street	1	\$7,000,000	Transportation Grant/Impact Fee

ACTION PLAN

Location	Priority	Price	Funding Source
Midland			
Trailhead at Kroger with shade	1	\$250,000	Budget/Impact Fee
Lighting - east of Union Street to Gray Road	2	\$825,000	Budget/Impact Fee
Safe Crossing - Oak Ridge	1	\$4,000,000	Transportation Grant/Impact Fee
Safe Crossing - Carey	1	\$5,000,000	Transportation Grant/Impact Fee
Safe Crossing - Gray	1	\$4,000,000	Transportation Grant/Impact Fee
Safe Crossing @ 32 at Jolietville	1	\$4,000,000	Transportation Grant/Impact Fee
Safe Crossing @ Little Eagle Creek	3	\$2,500,000	Transportation Grant/Impact Fee
Monon/Midland Loop at 156th Street			
Complete Trail Loop	1	\$750,000	Transportation Money/Grant
Cool Creek Trail			
Connect to Liberty Park	1	\$250,000	Transportation Money/Grant
Connection of Simon Moon to Cool Creek Park	1	\$5,000,000	Transportation Money/Grant
Natalie Wheeler Trail			
SEC Trail Head development	1	\$450,000	Budget/Impact Fee

ACTION PLAN

Location	Priority	Price	Funding Source
Policies and Procedures			
Mapping			In House
Invasive Species Removal Plan			In House
Mayor's Green Initiative			In House
Encourage Private Property Naturalization			In House
Marketing / Ad / Media Plan			In House
ADA Compliance Plan			In House
Fishing / Water / Small Boating			In House
Long term maintenance plans for parks and trails			In House
Drone Policy			In House
Property Acquisition			
Northwest Area Property	1	\$10,000,000	Budget/Impact Fee
Southwest Area Property	1	\$10,000,000	Budget/Impact Fee
North/Northeast Property	1	\$10,000,000	Budget/Impact Fee
Considerations/Discussions with Township regarding MacGregor Park	1		Study In House
Considerations/Discussions with Schools about property acquisition	1		Study In House

ACTION PLAN

Location	Priority	Price	Funding Source
Considerations for All Parks			
Pollinator gardens/plantings	2	\$5-25,000/ea	Maintenance/Operations
Add or improve Interpretive Signage		\$2-5,000/ea	Maintenance/Operations
Plant natives to replace invasive species		\$25,000	Maintenance/Operations
Public Wifi at Facilities & Park Areas	1	tbd	
Hazard Tree Removal		\$10,000/yr	Maintenance/Operations
Playground Updates		\$1-300,000/ea	Maintenance/Operations
Teen Focused Amenities		tbd	
Other			
Light Pole banner/flower basket arms study size and number for new lights		tbd	Study In House
People mover / trolley/ transit / circulation between parks & Grand Junction		tbd	Study In House

ARMSTRONG PARK

16200 Countryside Boulevard

ABOUT ARMSTRONG PARK

Armstrong Park is an open grass land that can be used for un-programmed recreational activities. A trail crosses the park site, connecting to the existing trail system in the Countryside Subdivision. This property allows for several options for future development. There is no direct parking to access Armstrong Park which the surrounding subdivision prefers. Any additional features may warrant the desire and need of a parking lot.

Acres: 15.41

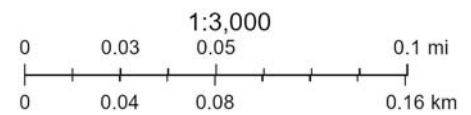
CURRENT AMENITIES

- Trail (paved)
- Benches
- Trash Receptacles

FUTURE CAPITAL IMPROVEMENTS

- Alternate plantings to help with wet grass and drainage issues
- Splashpad/playground
- Upgrade trash and recycling bins
- Parking Lot
- Pickleball Courts
- Basketball Courts
- Flex Building /Shelter
- Restroom

PROPOSED IMPROVEMENTS



ASA BALES PARK

205 West Hoover Street

ABOUT ASA BALES PARK

Asa Bales Park is a 13 acre linear park located in the heart of Westfield. The northern section of the park can be accessed from Hoover Street and features a playground, skate park, three rentable shelters, restrooms, and parking. The southern section can be accessed from Main Street/SR 32 or a new entrance off of Union Street and features a playground, natural amphitheater, and the historic Anti-Slavery Cemetery. Parking for the south section of Asa Bales Park is available at 200 Camilla Ct., off of Main Street (SR 32). A beautiful walking trail winds throughout the park that connects to Downtown Westfield and Grand Junction Trail at the south end. The Thompson Canal runs through the park from north to south, enhancing the setting. Vandalism is the most prevalent at this park due to its proximity to the Middle School.

Acres: 13.24

CURRENT AMENITIES

- Two Playgrounds (Northern one to be replaced)
- Public restrooms (not open year-round)
- Parking Lots
- Natural Amphitheater
- Charcoal Grill
- Trail (paved) Monon/Midland Trail Loop
- Three Shelters
- Picnic Tables
- Drinking Fountain
- Skate Park
- Dog Waste Station
- Anti-Slavery Cemetery
- Rhodes Family Historic Marker
- Swings
- Frisbee Golf

FUTURE CAPITAL IMPROVEMENTS

- Light Trails and Shelters
- Widen and upgrade trails to measure 12' across
- Upgrade trash and recycling bins
- Shade for Playground
- Tree Replacement

PROPOSED IMPROVEMENTS



FREEDOM TRAIL PARK

500 Deer Walk Trace

ABOUT FREEDOM TRAIL PARK

Freedom Trail Park is home to the Westfield Youth Sports Inc. youth football and lacrosse fields. It is also the sight of the Rotary Club of Westfield's signature project, a sensory garden that surrounds the state's only all-inclusive playground, with several unique and interactive play features. The park is bordered by Cool Creek and serene woodlands and has a beautiful riparian way on the east side of the park. There are some minor wetlands, and the flora and fauna in this area make for a unique setting. An ongoing prairie restoration on the west side of the Freedom Trail Park was started in 2010 and the new Adopt-a-Prairie program allows groups and organizations to get involved with maintaining it. The trail winding throughout Freedom Trail Park allows visitors to enjoy all its wonderful features. The sports fields currently connect to the local elementary school that has their own maintained sports fields. To access Freedom Trail Park, users must drive through a subdivision.

Acres: 29.53

CURRENT AMENITIES

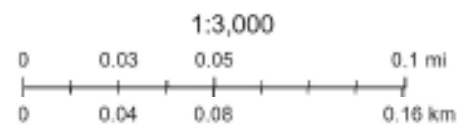
- All Inclusive Playground
- Sensory Garden
- Vine Covered Teepees
- Interactive Wind Chime
- Portable Restroom
- Sports Fields (no lighting)
- Trail (paved to playground – unpaved to sports fields)
- Bike Rack
- Benches
- Dog Waste Station
- Prairie Establishment

FUTURE CAPITAL IMPROVEMENTS

- Permanent restroom facility
- Shelter with electricity
- Additional park amenities created by the Rotary Club of Westfield
- Upgrade trash and recycling bins
- Transition north sports field into dog park
- Future improvements to sports fields based on Change in Grand Parks Future



PROPOSED IMPROVEMENTS



GRAND JUNCTION PLAZA

Downtown Westfield

ABOUT GRAND JUNCTION PLAZA

Grand Junction Plaza is a new six-acre park in the center of Westfield designed to be a civic space that will be the central focus of the City's development plan while mitigating regional stormwater and facilitating the restoration of Grassy Branch Creek to its pre-Swamp Act beauty. The design of the park allows citizens the opportunity to access Grassy Branch Creek while remediating the stream central to the site and tying it into the regional stormwater mitigation system. The park will incorporate four key spaces consisting of three pavilions, an outdoor performance venue, a café, and a trailhead pavilion at the convergence of several highly traffic bicycle and pedestrian thoroughfares, and a children's play area.

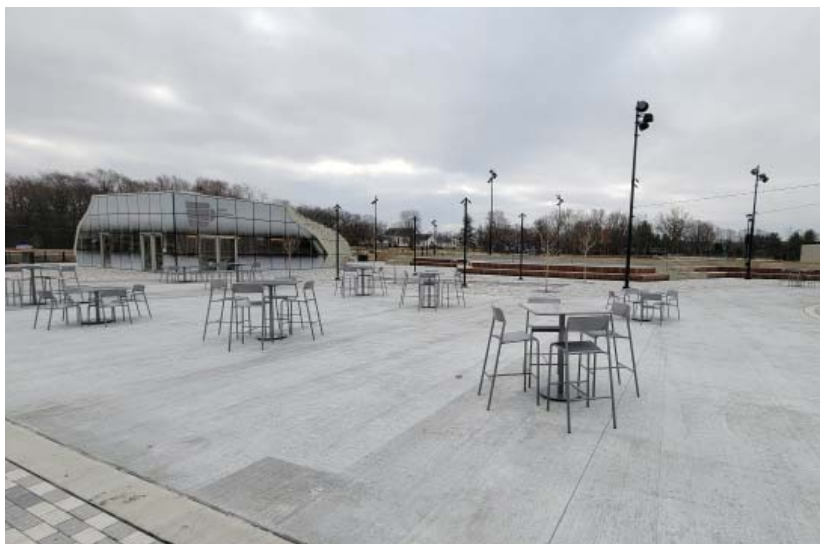
Acres: 6

CURRENT AMENITIES

- Stage pavilion / amphitheater
- Riparian corridor restoration
- Ice skating loop and support structure
- Stage support structure
- Designated age range children's play areas
- Wetland amphitheater
- Boardwalk
- Jet Fountain
- Pedestrian bridges over Grassy Branch Creek

FUTURE CAPITAL IMPROVEMENTS

- Band Shell
- Trailhead pavilion



PROPOSED IMPROVEMENTS



GRAND PARK SPORTS CAMPUS

19000 Grand Park Boulevard

ABOUT GRAND PARK SPORTS CAMPUS

Grand Park is a planned youth and adult recreational sports village designed to become a family sports destination like no other. It is a thoughtfully designed 400-acre campus featuring 26 baseball and softball diamonds, 31 multipurpose fields for soccer, football, rugby, field hockey and lacrosse as well as two indoor facilities to accommodate year-round play for a variety of sports. In the future, the entire complex will be surrounded by dining, retail and entertainment venues, all geared toward supporting and enhancing the family sports atmosphere and experience. Grand Park has already brought hundreds of thousands of visitors to the City of Westfield and plans to grow in order to accommodate the needs of visitors and citizens alike.

Acres: 400+

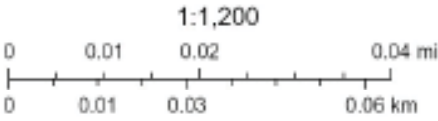
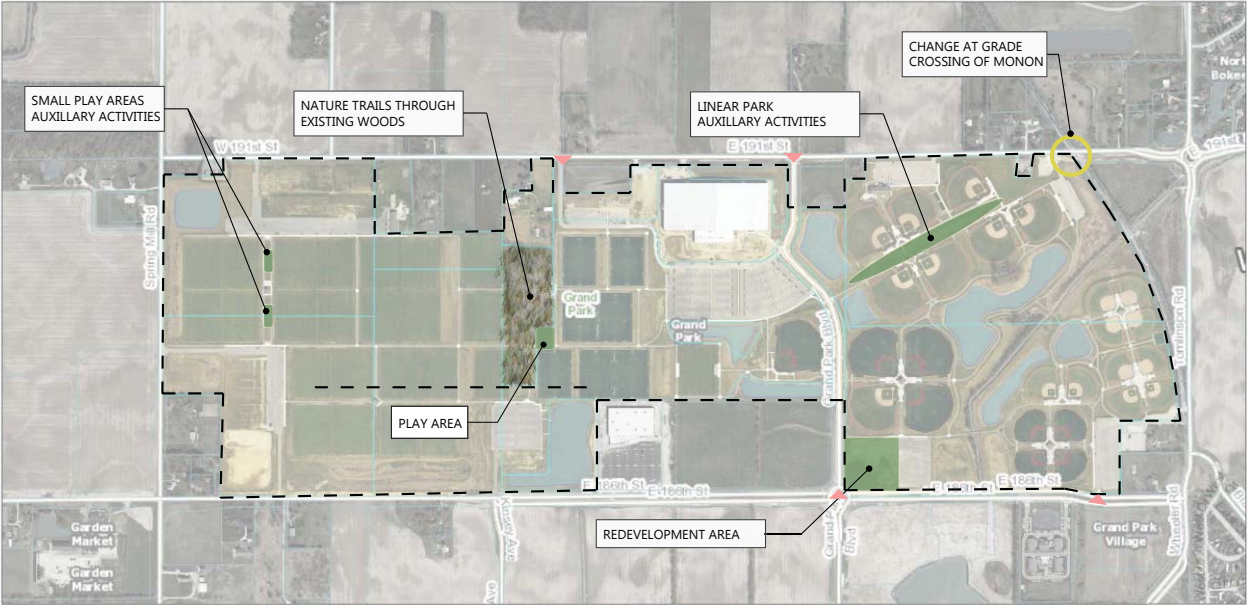
CURRENT AMENITIES

- 26 baseball/softball fields
- 31 multipurpose fields
- Grand Park Events Center
- Fieldhouse
- 10 miles of internal trails

FUTURE CAPITAL IMPROVEMENTS

- 3 playgrounds (2 small play areas, 1 larger linear park)
- Nature Trails
- Auxiliary activities for family members
- Change at grade crossing of Monon

PROPOSED IMPROVEMENTS



HADLEY PARK

100 West Main Street

ABOUT HADLEY PARK

Hadley Park is a historic pocket park located at the corner of Main Street (SR 32) and Union Street in the heart of downtown Westfield. The park was established in 1995 and is dedicated to Roy O. Hadley, a lifelong resident of Westfield. Hadley Park features commemorative brick pavers, leading to a stunning landscape structure, which is available for rental. The seating area is surrounded by beautiful flower gardens maintained by the Hamilton County Master Gardeners, making the park a great place for a quiet stop.

Acres: .15

CURRENT AMENITIES

- Benches
- Gardens
- Shelter

FUTURE CAPITAL IMPROVEMENTS

- Upgrade trash and recycling bins

PROPOSED IMPROVEMENTS



LIBERTY PARK

16001 Westfield Boulevard

ABOUT LIBERTY PARK

Established in 2002, Liberty Park is a passive parkland located at the southeast corner of 161st Street and South Union Street, adjacent to Cook Creek. This wetland mitigation site was developed to help with water quality and management. Liberty Park features a boardwalk with interpretive signage leading to an observation deck overlooking the wooded wetlands and a gazebo constructed using materials reclaimed from an 1830s barn once located off of 146th Street. The gravel parking area allows for easy access to the Natalie Wheeler Trail, located just across the street from the park.

Acres: 5.2

CURRENT AMENITIES

- Approximately 5 acres of green space / wetland
- Parking
- 480 ft of boardwalk trail through wetland
- Gazebo
- Dog waste stations

FUTURE CAPITAL IMPROVEMENTS

- Restoration and extension of boardwalk
- Pedestrian connection across vehicular roads to nearby trail systems
- Maintenance plan
- Upgrade trash and recycling bins

PROPOSED IMPROVEMENTS



OLD FRIENDS CEMETERY PARK

302 South Union Street

ABOUT OLD FRIENDS CEMETERY PARK

Old Friends Cemetery Park, formerly known as Martha Doan Memorial Garden is the site of the first cemetery in Westfield, established in the early 1830s. To honor the park's history, a formal garden has been established to commemorate Martha Doan and the trail system that travels through the park mimics the trail established by the Westfield Woman's Club in the 1960s. Other amenities that have been added include benches and beautiful new landscaping, renewing the tradition of cemeteries being used as parks that dates back to America's first public parks. The Midland Trace Trail with bike racks, a drinking fountain, and trash/recycling receptacles runs along the southern border of the park.

Acres: .79

CURRENT AMENITIES

- Trail (paved)
- Benches
- Drinking Fountain
- Bike Rack
- Martha Doan Memorial Garden
- Gazebo
- Interpretive signage (Voices from the Past Quaker Story)

FUTURE CAPITAL IMPROVEMENTS

- Continue trailhead to east in order to align across Union Street
- Maintenance/Headstone restoration plan
- Upgrade trash and recycle bins

PROPOSED IMPROVEMENTS



1:480

0 0 0.01 0.02 mi

0 0.01 0.01 0.02 km

OSBORNE PARK

17001 Ditch Road

ABOUT OSBORNE PARK

Osborne Park is a 30+ acre area that was donated by the Westfield Washington School Corporation and is located on the corner of 169th Street and Ditch Road, adjacent to Maple Glen Elementary School. Featuring a small retention pond, this property allows for several options for future development.

Acres: 30.93

CURRENT AMENITIES

- Currently undeveloped

FUTURE CAPITAL IMPROVEMENTS

- Community fishing pond
- Walkway around pond
- Selectively plant trees
- Trail connections
- Green BMPs
- Four enclosures - phased implementation over a few years
- Restroom
- Playground
- Shelter with electricity
- Plan to implement public road/parking

PROPOSED IMPROVEMENTS



QUAKER PARK

17501 Dartwon Road

ABOUT QUAKER PARK

Quaker Park is a seven acre park with ample paved parking available. Quaker Park hosts Westfield's only splash park, four shelters available for rental, a playground, public restrooms, pickleball courts, and a section of the Midland Trace Trail that connects to the Monon-Midland Loop. With plenty of parking, bike racks, and drinking fountains, Quaker Park serves as a great trailhead for the Monon Trail. The *Westfield in Bloom* display gardens help make Quaker Park the perfect setting for a family outing. Another feature is the Born Learning Trail, a trail that allows toddlers and preschool aged children to interact with their caregivers.

CURRENT AMENITIES

- Basketball Court
- Bocce ball Court
- Pickleball Courts
- Drinking Fountain
- Dog Drinking Bowl
- Dog Waste Station
- Born Learning Trail
- Benches
- Playground - with soft-fall play surface
- Yalp Sona Interactive Dance and Play Arch
- Gardens
- Parking
- Bike Rack
- Paved Trail
- Splash Park
- Shelter
- Public Restrooms
- Charcoal Grill

FUTURE CAPITAL IMPROVEMENTS

- Future extension west of Midland Trace Trail
- Frontage Road through park will mean relocation of some site amenities
- Expand parking
- Upgrade trash and recycling bins



PROPOSED IMPROVEMENTS



RAYMOND WORTH PARK

16301 Little Eagle Creek Avenue

ABOUT RAYMOND WORTH PARK

These 30 acres of land on Little Eagle Creek Avenue were donated to the city of Westfield by the Wilfong Foundation. The land is situated at the intersection of a small creek which feeds into Little Eagle Creek. The mowed natural trails encourage pedestrian and equestrian use. Little Eagle Creek abuts property and runs through at some points providing opportunities for creek access.

Acres: 30

CURRENT AMENITIES

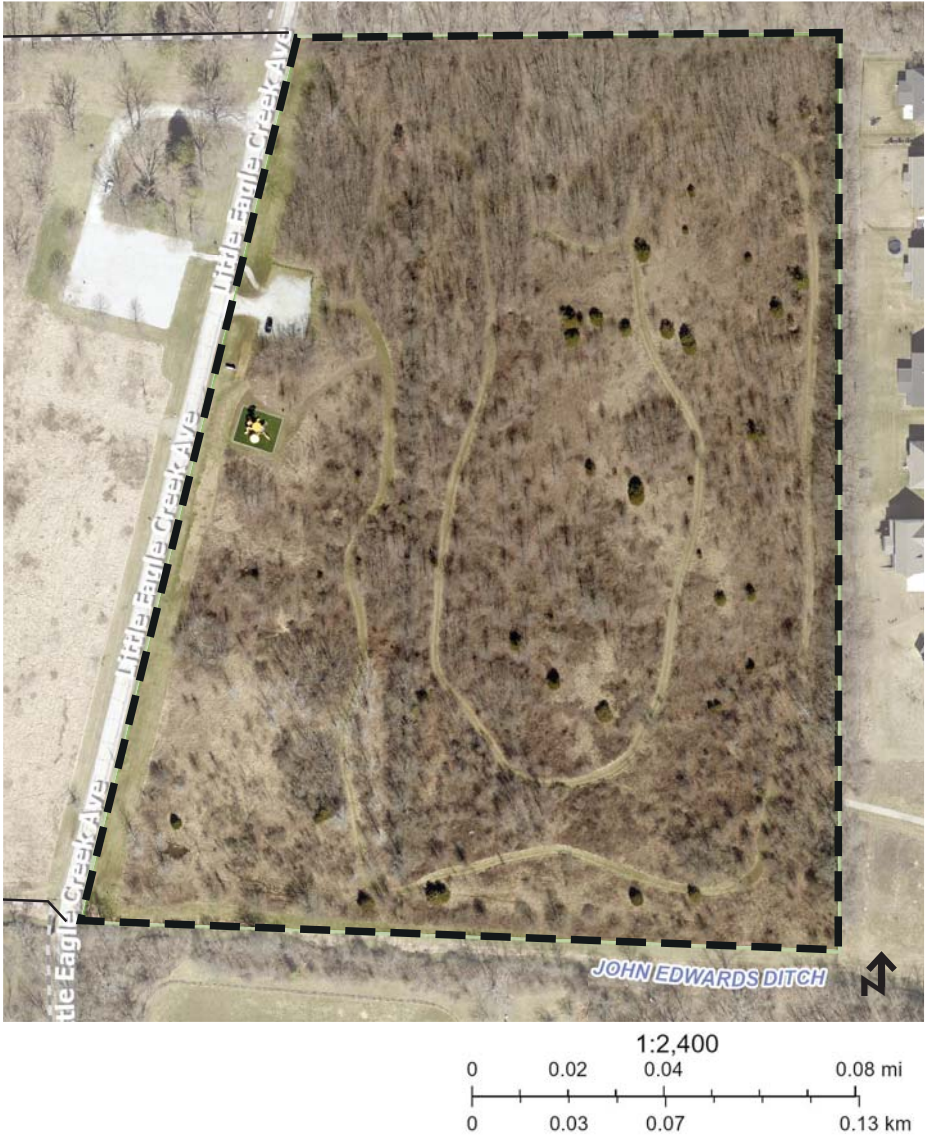
- 2 miles of Natural Trail Loops
- Gravel Parking Lot
- Deck overlooking pond (done by Eagle Scout)
- Tree planting as part of mitigation project
- Equestrian use encouraged

FUTURE CAPITAL IMPROVEMENTS

- Accessible ADA parking and trails to amenities on West
- Archery course
- Low ropes course
- Restroom
- Shelter / 3 sided with fireplace
- Update Signage
- Tent/Primitive Camping
- Habitat Restoration (Selective removal of invasive species that have self-seeded)
- Upgrade trash and recycling bins
- Trail signage



PROPOSED IMPROVEMENTS



SIMON MOON PARK

2710 East 171st Street

ABOUT SIMON MOON PARK

Simon Moon Park is located adjacent to the Westfield City Service Center at 2710 East 171st Street. This park is an active park with a shelter available for rental, a playground for 2-5 year olds, and another playground for 5-12 year olds. The park features a 20-foot diameter Council Circle and Fire Pit, which is also available to rent for special events. "The Hill" is a great place for picnicking with tables on top and for sledding in the winter. The trail through Simon Moon Park connects to the Midland Trace Trail, the east-west running trail that will eventually extend to Noblesville, Grand Junction, and to the Monon Trail. The design for the further development of Simon Moon Park is underway with construction slated to begin in _____.

Acres: 5.85

CURRENT AMENITIES

- Sledding Hill
- Playground - with synthetic turf play surface
- Council Circle and Fire Pit
- Parking
- Picnic Tables
- Paved Trail
- Dog Drinking Bowl
- Shelter
- Drinking Fountain
- Dog Waste Station



FUTURE CAPITAL IMPROVEMENTS

- Long range maintenance plan for trails
- Upgrade trash and recycling bins
- Add Additional 20+ acreage to park
- Add Additional Shelter
- Replace/upgrade playground
- Redevelop pond with water access for non-motorized boats
- Regional Detention incorporated into park
- Emergent wetlands
- Add Educational Pavilion
- Re-engineer Sledding Hill
- Add Boardwalks



PROPOSED IMPROVEMENTS



WOODS AT THE MAPLES PARK

Maple Knoll Subdivision

ABOUT WOODS AT THE MAPLES PARK

The Woods at the Maples is a land donation from a nearby developer. These woods are internal to Maple Knoll subdivision with the land being entirely wooded and adjacent to a small retention pond. Previous timbering has caused considerable damage to existing trees. Forestry recommendations are to limit park access over approximately 20 years to allow natural restoration of woodland.

Acres: 6.20

CURRENT AMENITIES

- Existing woodland

FUTURE CAPITAL IMPROVEMENTS

- Ash Tree Removal

PROPOSED IMPROVEMENTS



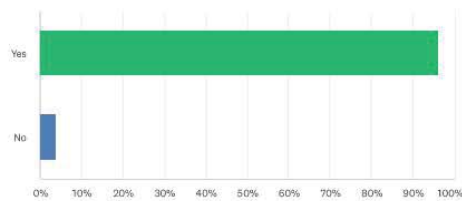
APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

Q1 Are you a Westfield resident?

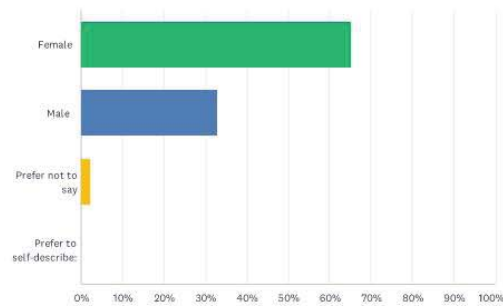
Answered: 232 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	96.12%	223
No	3.88%	9
TOTAL		232

Q2 Gender

Answered: 232 Skipped: 0



ANSWER CHOICES	RESPONSES	
Female	65.09%	151
Male	32.76%	76
Prefer not to say	2.16%	5
Prefer to self-describe:	0.00%	0
TOTAL		232

#	PREFER TO SELF-DESCRIBE:	DATE
There are no responses.		

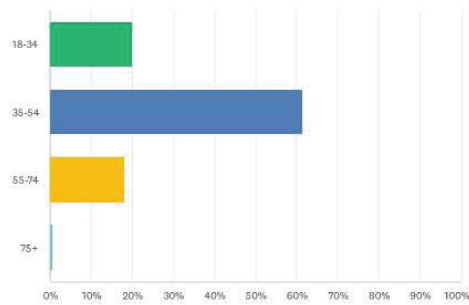
Q3 What is your age?

Answered: 231 Skipped: 1

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey



ANSWER CHOICES	RESPONSES
18-34	19.91% 46
35-54	61.47% 142
55-74	18.18% 42
75+	0.43% 1
TOTAL	231

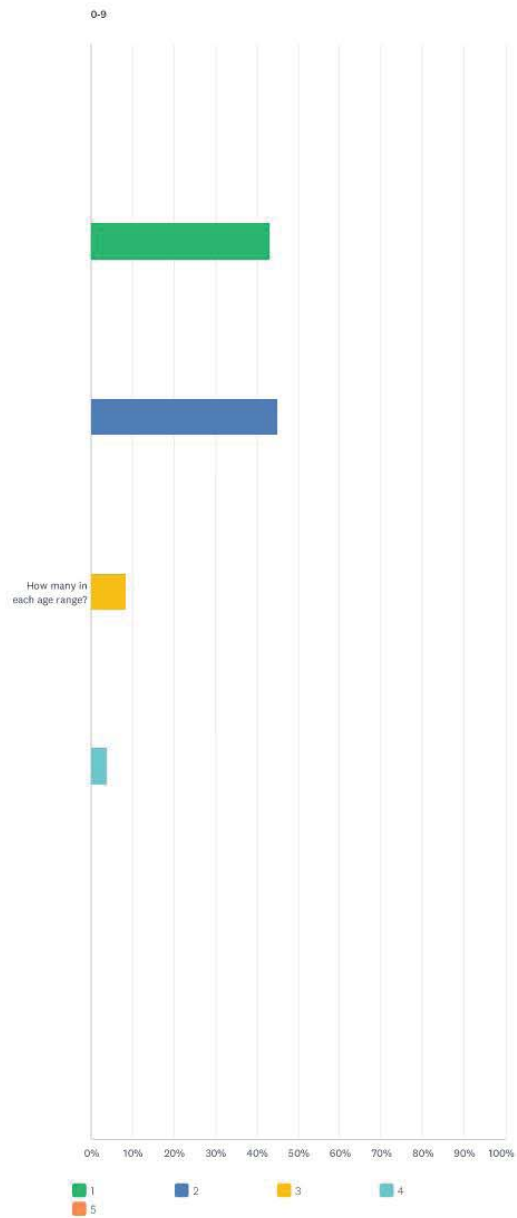
Q4 Please list the number of people in your household by age:

Answered: 230 Skipped: 2

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

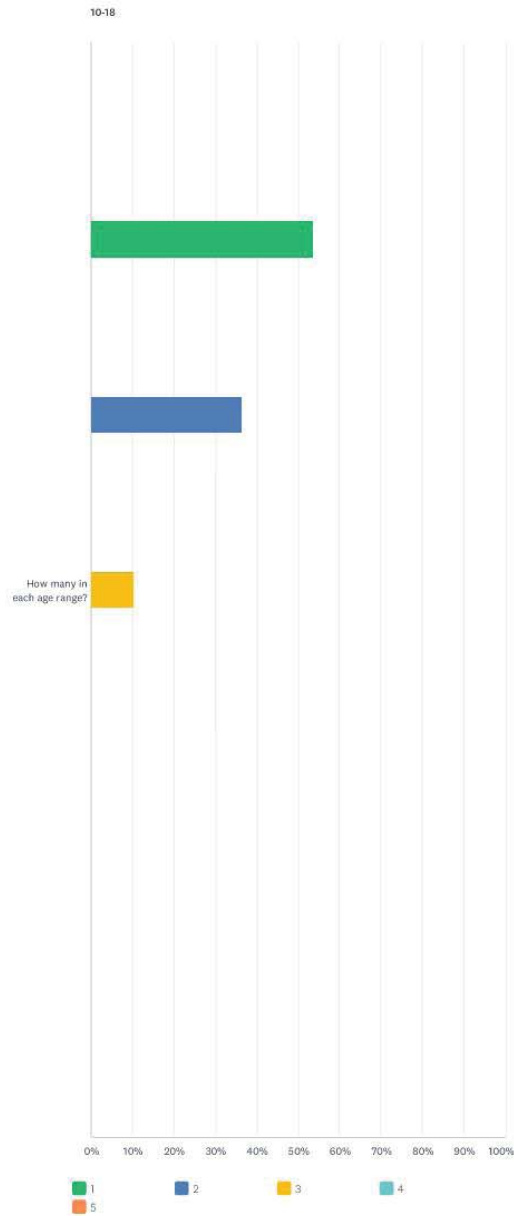
SurveyMonkey



APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

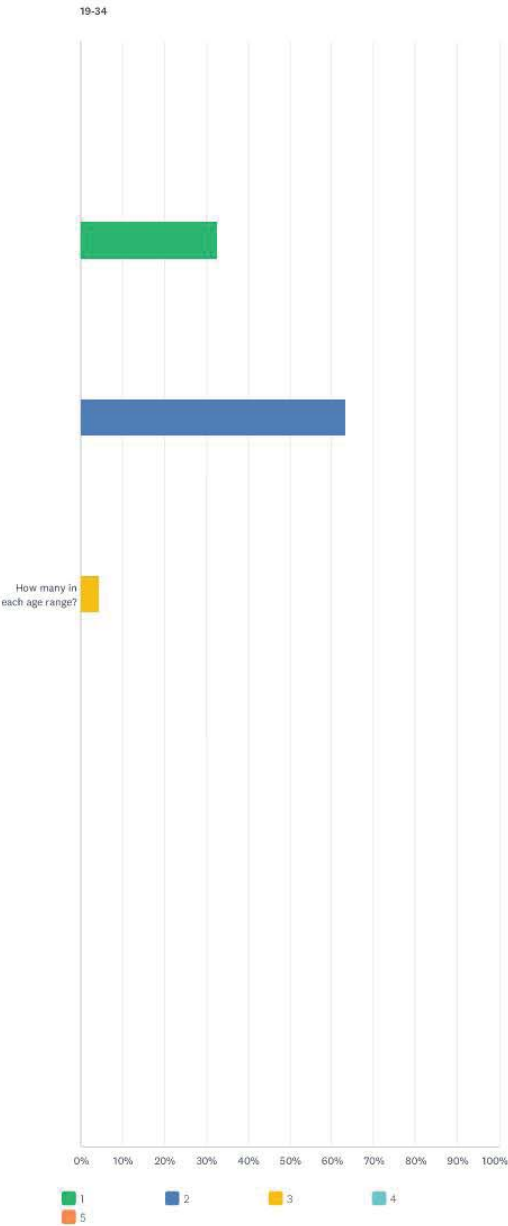
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APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

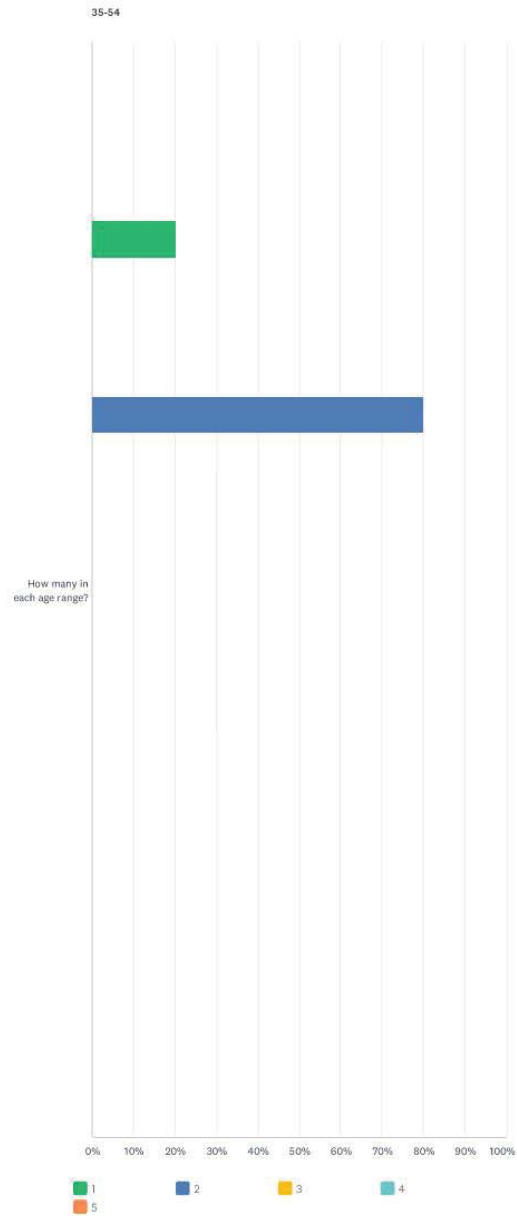
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APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

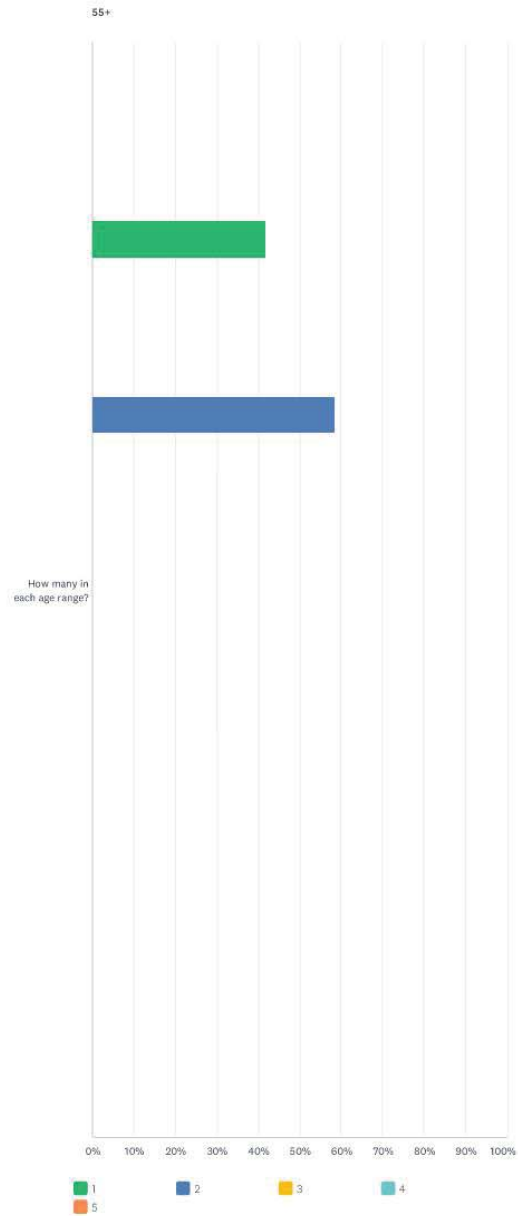
SurveyMonkey



APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey



APPENDIX - PUBLIC SURVEY

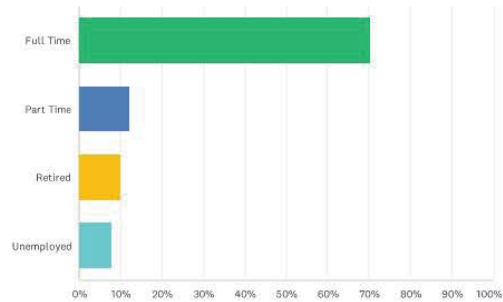
City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

0-9						
	1	2	3	4	5	TOTAL
How many in each age range?	43.12% 47	44.95% 49	8.26% 9	3.67% 4	0.00% 0	109
10-18						
	1	2	3	4	5	TOTAL
How many in each age range?	53.62% 37	36.23% 25	10.14% 7	0.00% 0	0.00% 0	69
19-34						
	1	2	3	4	5	TOTAL
How many in each age range?	32.39% 23	63.38% 45	4.23% 3	0.00% 0	0.00% 0	71
35-54						
	1	2	3	4	5	TOTAL
How many in each age range?	20.14% 28	79.86% 111	0.00% 0	0.00% 0	0.00% 0	139
55+						
	1	2	3	4	5	TOTAL
How many in each age range?	41.51% 22	58.49% 31	0.00% 0	0.00% 0	0.00% 0	53

Q5 What is your employment status?

Answered: 231 Skipped: 1



ANSWER CHOICES	RESPONSES	
Full Time	70.13%	162
Part Time	12.12%	28
Retired	9.96%	23
Unemployed	7.79%	18
TOTAL		231

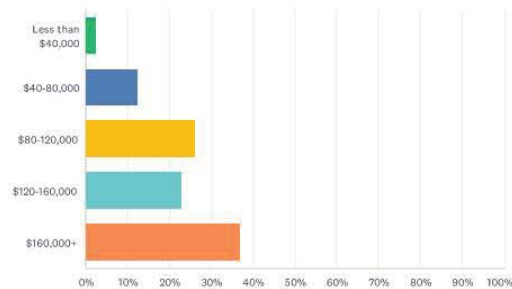
Q6 What is your annual household income range?

Answered: 220 Skipped: 12

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey



ANSWER CHOICES	RESPONSES
Less than \$40,000	2.27% 5
\$40-80,000	12.27% 27
\$80-120,000	25.91% 57
\$120-160,000	22.73% 50
\$160,000+	36.82% 81
TOTAL	220

Q7 Which City of Westfield Parks* have you visited, and how often do you visit? Please list number of visits per year for each park below.*unless noted otherwise

Answered: 226 Skipped: 6

ANSWER CHOICES	RESPONSES
Armstrong Park	25.22% 57
Asa Bales Park	71.68% 162
Freedom Trail Park	47.35% 107
Grand Junction Park & Plaza	53.54% 121
Hadley Park	21.68% 49
Liberty Park	25.66% 58
Old Friends Cemetery Park	27.88% 63
Osborne Park	21.24% 48
Quaker Park	61.95% 140
Raymond Worth Park	27.43% 62
Simon Moon Park	53.54% 121
Cool Creek Park (Hamilton County Parks)	87.61% 198
MacGregor Park (Westfield Washington Township Parks & Recreation)	57.52% 130
Other nearby parks (please specify)	15.93% 36

#	ARMSTRONG PARK	DATE
1	0	4/25/2022 3:26 PM
2	1	4/25/2022 2:21 PM
3	0	4/24/2022 9:19 PM
4	0	4/24/2022 7:19 PM
5	0	4/24/2022 6:52 PM
6	0	4/24/2022 2:02 PM
7	2	4/24/2022 1:56 PM
8	1	4/23/2022 10:33 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

9	0	4/19/2022 9:13 AM
10	1	4/18/2022 9:23 AM
11	5	4/16/2022 2:55 PM
12	0	4/15/2022 11:34 AM
13	1	4/15/2022 7:06 AM
14	10	4/14/2022 10:36 PM
15	Yes	4/14/2022 6:33 PM
16	0	4/8/2022 8:49 AM
17	0	4/7/2022 9:28 PM
18	0	4/7/2022 12:25 PM
19	0	4/7/2022 9:29 AM
20	0	4/5/2022 11:28 PM
21	4	4/5/2022 10:46 AM
22	0	4/5/2022 10:28 AM
23	0	4/3/2022 1:20 PM
24	1	4/3/2022 9:54 AM
25	10	4/2/2022 8:51 AM
26	0	3/27/2022 10:40 PM
27	0	3/27/2022 12:28 AM
28	0	3/26/2022 9:42 PM
29	2	3/26/2022 3:03 PM
30	0	3/26/2022 2:04 PM
31	0	3/26/2022 10:54 AM
32	2	3/26/2022 10:47 AM
33	2	3/26/2022 8:37 AM
34	0	3/26/2022 7:53 AM
35	2	3/26/2022 7:35 AM
36	0	3/26/2022 6:09 AM
37	0	3/26/2022 5:24 AM
38	0	3/26/2022 2:21 AM
39	4	3/25/2022 11:12 PM
40	0	3/25/2022 11:01 PM
41	1	3/25/2022 10:26 PM
42	0	3/25/2022 8:54 PM
43	0	3/25/2022 8:35 PM
44	0	3/25/2022 7:35 PM
45	1	3/25/2022 7:12 PM
46	0	3/25/2022 5:33 PM
47	8	3/25/2022 5:24 PM
48	1	3/25/2022 5:06 PM
49	0	3/25/2022 5:01 PM
50	0	3/25/2022 4:58 PM
51	1	3/25/2022 4:54 PM
52	0	3/25/2022 4:00 PM
53	0	3/25/2022 3:50 PM
54	0	3/25/2022 3:41 PM
55	2	3/25/2022 3:33 PM
56	0	3/25/2022 3:24 PM
57	0	3/25/2022 3:20 PM
#	ASA BALES PARK	DATE
1	5	4/26/2022 8:54 PM
2	2	4/26/2022 3:53 PM
3	4	4/25/2022 3:26 PM
4	4	4/25/2022 2:21 PM
5	1	4/24/2022 11:20 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

6	4	4/24/2022 10:24 PM
7	2	4/24/2022 10:16 PM
8	2	4/24/2022 9:40 PM
9	1	4/24/2022 9:19 PM
10	5	4/24/2022 7:40 PM
11	6	4/24/2022 7:19 PM
12	1	4/24/2022 6:52 PM
13	6	4/24/2022 6:24 PM
14	2	4/24/2022 5:46 PM
15	1	4/24/2022 3:40 PM
16	15	4/24/2022 2:02 PM
17	5	4/24/2022 1:56 PM
18	3	4/24/2022 12:52 PM
19	2x per year	4/24/2022 10:13 AM
20	10	4/24/2022 9:11 AM
21	2	4/24/2022 9:01 AM
22	4	4/24/2022 8:55 AM
23	2 times a month (in the summer)	4/24/2022 8:47 AM
24	10	4/23/2022 10:49 PM
25	3	4/23/2022 10:33 AM
26	1	4/19/2022 9:13 AM
27	1	4/19/2022 7:00 AM
28	5	4/18/2022 5:11 PM
29	20	4/18/2022 9:23 AM
30	4	4/17/2022 6:21 PM
31	20	4/17/2022 8:10 AM
32	5	4/16/2022 9:59 AM
33	1	4/16/2022 9:28 AM
34	5	4/16/2022 8:25 AM
35	2	4/15/2022 10:45 PM
36	2	4/15/2022 10:00 PM
37	5	4/15/2022 1:20 PM
38	5	4/15/2022 1:01 PM
39	2	4/15/2022 11:59 AM
40	3	4/15/2022 11:45 AM
41	20	4/15/2022 11:34 AM
42	8	4/15/2022 8:56 AM
43	3	4/15/2022 8:08 AM
44	10	4/15/2022 7:06 AM
45	4	4/14/2022 10:36 PM
46	26	4/14/2022 10:30 PM
47	Yes	4/14/2022 6:33 PM
48	5	4/14/2022 5:25 PM
49	30	4/14/2022 4:46 PM
50	2	4/11/2022 4:14 PM
51	3	4/8/2022 8:49 AM
52	3	4/7/2022 9:28 PM
53	4	4/7/2022 9:13 PM
54	0	4/7/2022 12:25 PM
55	15	4/7/2022 9:29 AM
56	10	4/5/2022 11:28 PM
57	5	4/5/2022 2:54 PM
58	10	4/5/2022 1:02 PM
59	2	4/5/2022 12:22 PM
60	1	4/5/2022 11:54 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

61	1	4/5/2022 10:56 AM
62	5	4/5/2022 10:52 AM
63	1	4/5/2022 10:46 AM
64	0	4/5/2022 10:28 AM
65	1	4/5/2022 10:27 AM
66	6	4/5/2022 10:24 AM
67	6	4/5/2022 9:52 AM
68	3	4/5/2022 9:44 AM
69	1	4/3/2022 1:20 PM
70	4	4/3/2022 9:54 AM
71	15	4/2/2022 7:36 PM
72	5	4/2/2022 8:51 AM
73	0	4/1/2022 9:29 PM
74	10	4/1/2022 9:28 PM
75	5	3/28/2022 7:08 PM
76	2	3/28/2022 5:09 PM
77	2	3/28/2022 12:33 PM
78	1	3/28/2022 10:36 AM
79	3	3/27/2022 10:40 PM
80	2	3/27/2022 7:23 PM
81	1	3/27/2022 9:30 AM
82	1	3/27/2022 12:28 AM
83	26	3/26/2022 10:54 PM
84	12	3/26/2022 10:38 PM
85	1-2	3/26/2022 9:42 PM
86	2	3/26/2022 8:27 PM
87	10	3/26/2022 6:44 PM
88	10	3/26/2022 5:57 PM
89	2	3/26/2022 5:32 PM
90	We walk the trails! 5 times a year.	3/26/2022 4:57 PM
91	12	3/26/2022 3:03 PM
92	8	3/26/2022 2:53 PM
93	15	3/26/2022 2:04 PM
94	15 - skateboard and disc golf	3/26/2022 11:51 AM
95	3	3/26/2022 11:03 AM
96	0	3/26/2022 10:54 AM
97	10	3/26/2022 10:47 AM
98	10	3/26/2022 10:01 AM
99	20	3/26/2022 9:41 AM
100	20	3/26/2022 9:32 AM
101	1	3/26/2022 9:30 AM
102	1	3/26/2022 8:50 AM
103	4	3/26/2022 8:37 AM
104	3	3/26/2022 8:32 AM
105	1	3/26/2022 7:53 AM
106	15	3/26/2022 6:53 AM
107	6	3/26/2022 6:09 AM
108	5	3/26/2022 5:24 AM
109	20	3/26/2022 2:21 AM
110	10	3/25/2022 11:57 PM
111	Weekly	3/25/2022 11:36 PM
112	4	3/25/2022 11:12 PM
113	3	3/25/2022 11:01 PM
114	2	3/25/2022 10:31 PM
115	4	3/25/2022 10:26 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

116	2	3/25/2022 10:12 PM
117	50	3/25/2022 10:06 PM
118	12	3/25/2022 10:05 PM
119	4	3/25/2022 9:51 PM
120	2	3/25/2022 9:30 PM
121	0	3/25/2022 8:54 PM
122	3	3/25/2022 8:48 PM
123	6	3/25/2022 8:48 PM
124	1	3/25/2022 8:40 PM
125	10	3/25/2022 8:37 PM
126	0	3/25/2022 8:35 PM
127	2	3/25/2022 8:19 PM
128	45	3/25/2022 7:58 PM
129	1	3/25/2022 7:40 PM
130	5	3/25/2022 7:35 PM
131	8	3/25/2022 7:17 PM
132	1	3/25/2022 7:12 PM
133	2	3/25/2022 7:09 PM
134	2	3/25/2022 6:59 PM
135	2	3/25/2022 6:42 PM
136	1	3/25/2022 5:33 PM
137	12	3/25/2022 5:06 PM
138	0	3/25/2022 5:01 PM
139	4-5	3/25/2022 4:58 PM
140	3	3/25/2022 4:54 PM
141	2	3/25/2022 4:51 PM
142	2-4 times per year	3/25/2022 4:27 PM
143	5	3/25/2022 4:19 PM
144	30	3/25/2022 4:15 PM
145	20+	3/25/2022 4:05 PM
146	0	3/25/2022 4:00 PM
147	1	3/25/2022 3:54 PM
148	6	3/25/2022 3:52 PM
149	10	3/25/2022 3:50 PM
150	5	3/25/2022 3:46 PM
151	10+	3/25/2022 3:41 PM
152	5	3/25/2022 3:36 PM
153	1	3/25/2022 3:36 PM
154	12	3/25/2022 3:35 PM
155	3	3/25/2022 3:33 PM
156	5	3/25/2022 3:31 PM
157	3	3/25/2022 3:25 PM
158	1	3/25/2022 3:24 PM
159	3	3/25/2022 3:20 PM
160	5	3/25/2022 3:19 PM
161	2	3/25/2022 3:18 PM
162	2	3/25/2022 3:06 PM
#	FREEDOM TRAIL PARK	DATE
1	10	4/26/2022 8:54 PM
2	1	4/25/2022 3:26 PM
3	1	4/24/2022 10:16 PM
4	0	4/24/2022 9:19 PM
5	2	4/24/2022 7:40 PM
6	6	4/24/2022 7:19 PM
7	0	4/24/2022 6:52 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

8	4	4/24/2022 2:02 PM
9	2	4/24/2022 1:56 PM
10	200 a year	4/24/2022 10:47 AM
11	5x per year	4/24/2022 10:13 AM
12	3	4/24/2022 8:55 AM
13	10	4/23/2022 10:49 PM
14	1	4/23/2022 6:33 PM
15	2	4/23/2022 11:49 AM
16	2	4/23/2022 10:33 AM
17	12	4/20/2022 12:07 PM
18	5	4/19/2022 9:13 AM
19	0	4/18/2022 9:23 AM
20	4	4/17/2022 6:21 PM
21	30	4/17/2022 8:10 AM
22	5	4/16/2022 8:25 AM
23	1	4/15/2022 10:00 PM
24	5	4/15/2022 3:41 PM
25	2	4/15/2022 11:59 AM
26	3	4/15/2022 11:45 AM
27	10	4/15/2022 11:34 AM
28	5	4/15/2022 10:50 AM
29	2	4/15/2022 8:21 AM
30	6	4/15/2022 8:08 AM
31	5	4/15/2022 7:06 AM
32	0	4/14/2022 10:36 PM
33	5	4/14/2022 10:30 PM
34	Yes	4/14/2022 6:33 PM
35	1	4/11/2022 4:14 PM
36	5	4/8/2022 8:49 AM
37	3	4/7/2022 9:28 PM
38	3	4/7/2022 9:13 PM
39	15	4/7/2022 2:51 PM
40	0	4/7/2022 12:25 PM
41	20	4/7/2022 9:29 AM
42	1	4/5/2022 11:28 PM
43	2	4/5/2022 2:54 PM
44	1	4/5/2022 1:02 PM
45	1	4/5/2022 12:22 PM
46	1	4/5/2022 10:56 AM
47	5	4/5/2022 10:52 AM
48	1	4/5/2022 10:46 AM
49	0	4/5/2022 10:28 AM
50	100	4/5/2022 10:23 AM
51	1	4/5/2022 10:21 AM
52	0	4/3/2022 1:20 PM
53	2	4/3/2022 9:54 AM
54	10	4/2/2022 7:36 PM
55	3	4/2/2022 8:51 AM
56	5	4/1/2022 9:28 PM
57	1	3/28/2022 10:36 AM
58	0	3/27/2022 10:40 PM
59	3	3/27/2022 12:28 AM
60	1-2	3/26/2022 9:42 PM
61	2	3/26/2022 5:57 PM
62	10	3/26/2022 5:32 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

63	12	3/26/2022 3:03 PM
64	2	3/26/2022 2:53 PM
65	15	3/26/2022 2:04 PM
66	5 - walking	3/26/2022 11:51 AM
67	6	3/26/2022 11:03 AM
68	0	3/26/2022 10:54 AM
69	2	3/26/2022 10:47 AM
70	1	3/26/2022 10:01 AM
71	5-10	3/26/2022 9:41 AM
72	0	3/26/2022 8:37 AM
73	0	3/26/2022 7:53 AM
74	1	3/26/2022 7:35 AM
75	5	3/26/2022 6:09 AM
76	2	3/26/2022 5:24 AM
77	20	3/26/2022 2:21 AM
78	50	3/25/2022 11:57 PM
79	0	3/25/2022 11:01 PM
80	1	3/25/2022 10:26 PM
81	100	3/25/2022 10:06 PM
82	6	3/25/2022 10:05 PM
83	4	3/25/2022 9:51 PM
84	3	3/25/2022 9:30 PM
85	0	3/25/2022 8:54 PM
86	0	3/25/2022 8:35 PM
87	1	3/25/2022 7:35 PM
88	1	3/25/2022 7:17 PM
89	2	3/25/2022 6:59 PM
90	12	3/25/2022 6:42 PM
91	0	3/25/2022 5:33 PM
92	6	3/25/2022 5:06 PM
93	0	3/25/2022 5:01 PM
94	0	3/25/2022 4:58 PM
95	1	3/25/2022 4:54 PM
96	6	3/25/2022 4:16 PM
97	0	3/25/2022 4:00 PM
98	1	3/25/2022 3:54 PM
99	2	3/25/2022 3:50 PM
100	25	3/25/2022 3:46 PM
101	10	3/25/2022 3:36 PM
102	3	3/25/2022 3:35 PM
103	3	3/25/2022 3:33 PM
104	4	3/25/2022 3:25 PM
105	0	3/25/2022 3:24 PM
106	4	3/25/2022 3:20 PM
107	2	3/25/2022 3:08 PM
#	GRAND JUNCTION PARK & PLAZA	DATE
1	1	4/26/2022 8:54 PM
2	3	4/26/2022 4:37 PM
3	5	4/25/2022 9:58 PM
4	0	4/25/2022 3:26 PM
5	12+	4/25/2022 2:21 PM
6	1	4/24/2022 11:20 PM
7	2	4/24/2022 10:24 PM
8	1	4/24/2022 10:16 PM
9	2	4/24/2022 9:40 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

10	0	4/24/2022 9:19 PM
11	8	4/24/2022 7:40 PM
12	1	4/24/2022 7:19 PM
13	0	4/24/2022 6:52 PM
14	6	4/24/2022 6:24 PM
15	2	4/24/2022 5:46 PM
16	3	4/24/2022 5:07 PM
17	4	4/24/2022 2:02 PM
18	3	4/24/2022 8:55 AM
19	More than once a month (when the weather is nice)	4/24/2022 8:47 AM
20	6	4/23/2022 6:33 PM
21	0	4/19/2022 9:13 AM
22	5	4/19/2022 7:00 AM
23	20 (est)	4/18/2022 5:11 PM
24	5	4/18/2022 9:23 AM
25	2	4/17/2022 6:21 PM
26	25	4/17/2022 8:10 AM
27	2	4/16/2022 9:59 AM
28	5	4/16/2022 8:25 AM
29	2	4/15/2022 10:45 PM
30	1	4/15/2022 10:00 PM
31	1	4/15/2022 3:41 PM
32	5	4/15/2022 1:20 PM
33	20	4/15/2022 1:01 PM
34	5	4/15/2022 11:59 AM
35	0	4/15/2022 11:34 AM
36	2	4/15/2022 8:08 AM
37	10	4/15/2022 7:06 AM
38	3	4/14/2022 10:36 PM
39	2	4/14/2022 5:25 PM
40	Will visit often. 50	4/14/2022 4:46 PM
41	30	4/8/2022 8:49 AM
42	5	4/7/2022 9:28 PM
43	0	4/7/2022 12:25 PM
44	2	4/7/2022 9:29 AM
45	5	4/5/2022 11:28 PM
46	1	4/5/2022 1:42 PM
47	1	4/5/2022 12:22 PM
48	10	4/5/2022 10:52 AM
49	3	4/5/2022 10:46 AM
50	0	4/5/2022 10:28 AM
51	15	4/5/2022 10:24 AM
52	3	4/5/2022 10:21 AM
53	5	4/5/2022 9:44 AM
54	3	4/4/2022 8:06 AM
55	1	4/3/2022 1:20 PM
56	1	4/3/2022 9:54 AM
57	3	4/2/2022 8:51 AM
58	Twice a month	3/29/2022 11:01 AM
59	5	3/28/2022 10:36 AM
60	2	3/28/2022 5:48 AM
61	1	3/27/2022 10:40 PM
62	4	3/27/2022 7:28 PM
63	3	3/27/2022 7:23 PM
64	52	3/27/2022 9:30 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

65	5	3/27/2022 8:25 AM
66	0	3/27/2022 12:28 AM
67	12	3/26/2022 10:54 PM
68	12	3/26/2022 10:38 PM
69	1	3/26/2022 9:42 PM
70	1	3/26/2022 8:27 PM
71	30	3/26/2022 6:44 PM
72	Love this New Park, can't wait for spring weather to stay! 30 times, while it was being built!	3/26/2022 4:57 PM
73	6	3/26/2022 2:53 PM
74	2	3/26/2022 2:04 PM
75	1	3/26/2022 12:58 PM
76	We will be	3/26/2022 11:51 AM
77	1	3/26/2022 11:03 AM
78	0	3/26/2022 10:54 AM
79	10	3/26/2022 10:47 AM
80	3	3/26/2022 9:30 AM
81	12	3/26/2022 8:37 AM
82	2	3/26/2022 7:53 AM
83	20	3/26/2022 6:53 AM
84	52	3/26/2022 6:09 AM
85	0	3/26/2022 5:24 AM
86	10	3/26/2022 2:21 AM
87	10	3/25/2022 11:57 PM
88	19	3/25/2022 11:12 PM
89	1	3/25/2022 11:01 PM
90	2	3/25/2022 10:54 PM
91	2	3/25/2022 10:31 PM
92	3	3/25/2022 10:26 PM
93	2	3/25/2022 10:06 PM
94	1	3/25/2022 9:51 PM
95	1	3/25/2022 9:30 PM
96	0	3/25/2022 8:54 PM
97	A lot more now	3/25/2022 8:48 PM
98	0	3/25/2022 8:35 PM
99	3	3/25/2022 7:40 PM
100	5	3/25/2022 7:35 PM
101	Once	3/25/2022 7:20 PM
102	1	3/25/2022 7:17 PM
103	5	3/25/2022 6:59 PM
104	1	3/25/2022 5:33 PM
105	1	3/25/2022 5:24 PM
106	So far 15	3/25/2022 5:06 PM
107	0	3/25/2022 5:01 PM
108	6	3/25/2022 4:58 PM
109	4	3/25/2022 4:54 PM
110	2	3/25/2022 4:24 PM
111	10	3/25/2022 4:19 PM
112	Just opened	3/25/2022 4:16 PM
113	40	3/25/2022 4:15 PM
114	3	3/25/2022 4:04 PM
115	100	3/25/2022 3:50 PM
116	1	3/25/2022 3:36 PM
117	0	3/25/2022 3:33 PM
118	0	3/25/2022 3:24 PM
119	1	3/25/2022 3:20 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

120	1	3/25/2022 3:18 PM
121	2	3/25/2022 3:08 PM
#	HADLEY PARK	DATE
1	10	4/26/2022 8:54 PM
2	0	4/25/2022 3:26 PM
3	0	4/24/2022 9:19 PM
4	0	4/24/2022 7:19 PM
5	0	4/24/2022 6:52 PM
6	0	4/24/2022 2:02 PM
7	0	4/19/2022 9:13 AM
8	2	4/18/2022 9:23 AM
9	0	4/15/2022 11:34 AM
10	1	4/15/2022 7:06 AM
11	0	4/14/2022 10:36 PM
12	Yes	4/14/2022 6:33 PM
13	0	4/8/2022 8:49 AM
14	0	4/7/2022 9:28 PM
15	0	4/7/2022 12:25 PM
16	0	4/7/2022 9:29 AM
17	0	4/5/2022 11:28 PM
18	0	4/5/2022 10:46 AM
19	0	4/5/2022 10:28 AM
20	0	4/3/2022 1:20 PM
21	0	4/3/2022 9:54 AM
22	0	3/27/2022 10:40 PM
23	0	3/27/2022 12:28 AM
24	0	3/26/2022 9:42 PM
25	0	3/26/2022 2:04 PM
26	0	3/26/2022 10:54 AM
27	0	3/26/2022 10:47 AM
28	0	3/26/2022 8:37 AM
29	0	3/26/2022 7:53 AM
30	2	3/26/2022 6:09 AM
31	0	3/26/2022 5:24 AM
32	0	3/26/2022 2:21 AM
33	12	3/25/2022 11:12 PM
34	0	3/25/2022 11:01 PM
35	3	3/25/2022 10:31 PM
36	0	3/25/2022 10:26 PM
37	0	3/25/2022 10:06 PM
38	0	3/25/2022 8:54 PM
39	0	3/25/2022 8:35 PM
40	0	3/25/2022 7:35 PM
41	0	3/25/2022 5:33 PM
42	0	3/25/2022 5:06 PM
43	0	3/25/2022 5:01 PM
44	2	3/25/2022 4:58 PM
45	0	3/25/2022 4:00 PM
46	0	3/25/2022 3:50 PM
47	0	3/25/2022 3:33 PM
48	0	3/25/2022 3:24 PM
49	0	3/25/2022 3:20 PM
#	LIBERTY PARK	DATE
1	0	4/25/2022 3:26 PM
2	8	4/25/2022 2:21 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

3	0	4/24/2022 9:19 PM
4	0	4/24/2022 7:19 PM
5	0	4/24/2022 6:52 PM
6	1	4/24/2022 3:40 PM
7	0	4/24/2022 2:02 PM
8	1	4/23/2022 10:33 AM
9	12	4/20/2022 12:07 PM
10	0	4/19/2022 9:13 AM
11	2	4/18/2022 9:23 AM
12	10	4/17/2022 8:10 AM
13	1	4/16/2022 9:28 AM
14	0	4/15/2022 11:34 AM
15	0	4/15/2022 7:06 AM
16	0	4/14/2022 10:36 PM
17	0	4/8/2022 8:49 AM
18	0	4/7/2022 9:28 PM
19	0	4/7/2022 12:25 PM
20	0	4/7/2022 9:29 AM
21	2	4/7/2022 12:14 AM
22	1	4/5/2022 11:28 PM
23	0	4/5/2022 10:46 AM
24	0	4/5/2022 10:28 AM
25	2	4/4/2022 9:31 AM
26	0	4/3/2022 1:20 PM
27	2	4/3/2022 9:54 AM
28	1	3/28/2022 10:36 AM
29	0	3/27/2022 10:40 PM
30	0	3/27/2022 12:28 AM
31	0	3/26/2022 9:42 PM
32	0	3/26/2022 2:04 PM
33	0	3/26/2022 10:54 AM
34	0	3/26/2022 10:47 AM
35	1	3/26/2022 8:37 AM
36	0	3/26/2022 7:53 AM
37	0	3/26/2022 6:09 AM
38	0	3/26/2022 5:24 AM
39	0	3/26/2022 2:21 AM
40	30	3/25/2022 11:12 PM
41	0	3/25/2022 11:01 PM
42	1	3/25/2022 10:26 PM
43	0	3/25/2022 10:06 PM
44	1	3/25/2022 9:30 PM
45	0	3/25/2022 8:54 PM
46	0	3/25/2022 8:35 PM
47	0	3/25/2022 7:35 PM
48	1	3/25/2022 6:59 PM
49	0	3/25/2022 5:33 PM
50	1	3/25/2022 5:06 PM
51	0	3/25/2022 5:01 PM
52	0	3/25/2022 4:58 PM
53	0	3/25/2022 4:00 PM
54	1	3/25/2022 3:50 PM
55	0	3/25/2022 3:33 PM
56	0	3/25/2022 3:24 PM
57	0	3/25/2022 3:20 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

58	5	3/25/2022 3:08 PM
#	OLD FRIENDS CEMETERY PARK	DATE
1	1	4/26/2022 8:54 PM
2	0	4/25/2022 3:26 PM
3	2	4/25/2022 2:21 PM
4	1	4/24/2022 9:19 PM
5	1	4/24/2022 7:19 PM
6	0	4/24/2022 6:52 PM
7	0	4/24/2022 2:02 PM
8	I walk by it but don't always stay.	4/24/2022 8:47 AM
9	1	4/23/2022 10:33 AM
10	0	4/19/2022 9:13 AM
11	15	4/18/2022 9:23 AM
12	0	4/15/2022 11:34 AM
13	0	4/15/2022 7:06 AM
14	1	4/14/2022 10:36 PM
15	Yes	4/14/2022 6:33 PM
16	2	4/8/2022 8:49 AM
17	0	4/7/2022 9:28 PM
18	0	4/7/2022 12:25 PM
19	0	4/7/2022 9:29 AM
20	1	4/5/2022 11:28 PM
21	2	4/5/2022 12:22 PM
22	0	4/5/2022 10:46 AM
23	0	4/5/2022 10:28 AM
24	0	4/3/2022 1:20 PM
25	1	4/3/2022 9:54 AM
26	20	4/2/2022 7:36 PM
27	4	3/28/2022 10:36 AM
28	4	3/28/2022 3:28 AM
29	0	3/27/2022 10:40 PM
30	1	3/27/2022 12:28 AM
31	1-2	3/26/2022 9:42 PM
32	2	3/26/2022 8:27 PM
33	25	3/26/2022 6:44 PM
34	Interesting old Cemetery!	3/26/2022 4:57 PM
35	4	3/26/2022 2:53 PM
36	0	3/26/2022 2:04 PM
37	0	3/26/2022 10:54 AM
38	1	3/26/2022 10:47 AM
39	3	3/26/2022 8:37 AM
40	2	3/26/2022 7:53 AM
41	5	3/26/2022 6:09 AM
42	0	3/26/2022 5:24 AM
43	0	3/26/2022 2:21 AM
44	5	3/25/2022 11:57 PM
45	3	3/25/2022 11:12 PM
46	0	3/25/2022 11:01 PM
47	0	3/25/2022 10:26 PM
48	0	3/25/2022 10:06 PM
49	0	3/25/2022 8:54 PM
50	0	3/25/2022 8:35 PM
51	0	3/25/2022 7:35 PM
52	0	3/25/2022 5:33 PM
53	20	3/25/2022 5:06 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

54	0	3/25/2022 5:01 PM
55	1	3/25/2022 4:58 PM
56	10	3/25/2022 4:16 PM
57	50	3/25/2022 4:15 PM
58	0	3/25/2022 4:00 PM
59	5	3/25/2022 3:50 PM
60	0	3/25/2022 3:33 PM
61	0	3/25/2022 3:24 PM
62	0	3/25/2022 3:20 PM
63	1	3/25/2022 3:18 PM
#	OSBORNE PARK	DATE
1	0	4/25/2022 3:26 PM
2	0	4/24/2022 9:19 PM
3	0	4/24/2022 7:19 PM
4	0	4/24/2022 6:52 PM
5	0	4/24/2022 2:02 PM
6	6	4/23/2022 6:33 PM
7	0	4/19/2022 9:13 AM
8	0	4/18/2022 9:23 AM
9	0	4/15/2022 11:34 AM
10	0	4/15/2022 7:06 AM
11	0	4/14/2022 10:36 PM
12	0	4/8/2022 8:49 AM
13	0	4/7/2022 9:28 PM
14	0	4/7/2022 12:25 PM
15	0	4/7/2022 9:29 AM
16	0	4/5/2022 11:28 PM
17	0	4/5/2022 10:46 AM
18	0	4/5/2022 10:28 AM
19	0	4/3/2022 1:20 PM
20	0	4/3/2022 9:54 AM
21	0	3/27/2022 10:40 PM
22	0	3/27/2022 12:28 AM
23	0	3/26/2022 9:42 PM
24	0	3/26/2022 2:04 PM
25	0	3/26/2022 10:54 AM
26	1	3/26/2022 10:47 AM
27	2	3/26/2022 8:37 AM
28	0	3/26/2022 7:53 AM
29	0	3/26/2022 6:09 AM
30	0	3/26/2022 5:24 AM
31	0	3/26/2022 2:21 AM
32	5	3/25/2022 11:12 PM
33	0	3/25/2022 11:01 PM
34	50	3/25/2022 10:26 PM
35	0	3/25/2022 10:06 PM
36	0	3/25/2022 8:54 PM
37	0	3/25/2022 8:35 PM
38	0	3/25/2022 7:35 PM
39	1	3/25/2022 5:33 PM
40	2	3/25/2022 5:06 PM
41	0	3/25/2022 5:01 PM
42	1	3/25/2022 4:58 PM
43	1	3/25/2022 4:54 PM
44	0	3/25/2022 4:00 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

45	0	3/25/2022 3:50 PM
46	0	3/25/2022 3:33 PM
47	0	3/25/2022 3:24 PM
48	0	3/25/2022 3:20 PM
#	QUAKER PARK	DATE
1	2	4/26/2022 3:53 PM
2	5	4/25/2022 9:58 PM
3	12	4/25/2022 3:26 PM
4	1	4/25/2022 2:21 PM
5	2	4/24/2022 11:20 PM
6	4	4/24/2022 10:24 PM
7	4	4/24/2022 10:16 PM
8	1	4/24/2022 9:19 PM
9	10	4/24/2022 7:40 PM
10	10	4/24/2022 7:19 PM
11	1	4/24/2022 6:52 PM
12	10	4/24/2022 5:46 PM
13	3	4/24/2022 5:07 PM
14	5	4/24/2022 2:02 PM
15	3	4/24/2022 1:56 PM
16	5	4/24/2022 12:52 PM
17	8x per year	4/24/2022 10:13 AM
18	1	4/24/2022 9:01 AM
19	2	4/24/2022 8:55 AM
20	I walk by it but don't always stay.	4/24/2022 8:47 AM
21	20	4/23/2022 10:49 PM
22	4	4/23/2022 10:33 AM
23	Yes	4/23/2022 10:14 AM
24	30	4/19/2022 9:13 AM
25	50	4/18/2022 9:23 AM
26	15	4/17/2022 6:21 PM
27	1	4/17/2022 11:08 AM
28	100	4/17/2022 8:10 AM
29	20	4/16/2022 2:55 PM
30	5	4/16/2022 9:59 AM
31	2	4/16/2022 8:25 AM
32	30	4/15/2022 10:45 PM
33	20+	4/15/2022 10:00 PM
34	10	4/15/2022 3:41 PM
35	10	4/15/2022 1:20 PM
36	20+	4/15/2022 11:45 AM
37	0	4/15/2022 11:34 AM
38	4	4/15/2022 10:50 AM
39	2	4/15/2022 8:21 AM
40	2	4/15/2022 8:08 AM
41	25	4/15/2022 7:06 AM
42	3	4/14/2022 10:36 PM
43	Yes	4/14/2022 6:33 PM
44	12	4/14/2022 4:46 PM
45	1	4/11/2022 4:14 PM
46	10	4/8/2022 8:49 AM
47	10	4/7/2022 9:28 PM
48	6	4/7/2022 9:13 PM
49	10	4/7/2022 2:51 PM
50	0	4/7/2022 12:25 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

51	5	4/7/2022 9:29 AM
52	12	4/7/2022 12:14 AM
53	1	4/5/2022 11:28 PM
54	4	4/5/2022 11:20 PM
55	3	4/5/2022 1:42 PM
56	4	4/5/2022 1:02 PM
57	1	4/5/2022 12:22 PM
58	15	4/5/2022 10:52 AM
59	50	4/5/2022 10:46 AM
60	0	4/5/2022 10:28 AM
61	8	4/5/2022 10:24 AM
62	5	4/5/2022 9:44 AM
63	2	4/3/2022 1:20 PM
64	6	4/3/2022 9:54 AM
65	15	4/2/2022 7:36 PM
66	6	4/2/2022 8:51 AM
67	5	4/1/2022 9:29 PM
68	5	4/1/2022 9:28 PM
69	8	3/28/2022 7:08 PM
70	4	3/28/2022 12:33 PM
71	15	3/28/2022 10:36 AM
72	3	3/27/2022 10:40 PM
73	2	3/27/2022 7:23 PM
74	7	3/27/2022 12:28 AM
75	20	3/26/2022 10:38 PM
76	1-3	3/26/2022 9:42 PM
77	2	3/26/2022 8:27 PM
78	Cure Park, well done. 20 times this year.	3/26/2022 4:57 PM
79	1	3/26/2022 3:21 PM
80	5	3/26/2022 3:03 PM
81	8	3/26/2022 2:53 PM
82	10	3/26/2022 2:04 PM
83	5	3/26/2022 12:58 PM
84	2	3/26/2022 11:51 AM
85	5	3/26/2022 11:03 AM
86	10	3/26/2022 10:54 AM
87	1	3/26/2022 10:47 AM
88	5-10	3/26/2022 9:41 AM
89	6	3/26/2022 8:37 AM
90	1	3/26/2022 7:53 AM
91	12	3/26/2022 6:09 AM
92	1	3/26/2022 5:24 AM
93	20	3/26/2022 2:21 AM
94	34	3/25/2022 11:12 PM
95	1	3/25/2022 11:01 PM
96	20	3/25/2022 10:26 PM
97	2	3/25/2022 10:12 PM
98	3	3/25/2022 10:11 PM
99	20	3/25/2022 10:06 PM
100	4	3/25/2022 9:51 PM
101	5	3/25/2022 9:30 PM
102	0	3/25/2022 8:54 PM
103	5	3/25/2022 8:48 PM
104	10	3/25/2022 8:48 PM
105	10	3/25/2022 8:37 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

106	0	3/25/2022 8:35 PM
107	10	3/25/2022 7:58 PM
108	15	3/25/2022 7:35 PM
109	2	3/25/2022 7:09 PM
110	1	3/25/2022 6:59 PM
111	2	3/25/2022 6:42 PM
112	0	3/25/2022 5:33 PM
113	2	3/25/2022 5:31 PM
114	3	3/25/2022 5:24 PM
115	4	3/25/2022 5:06 PM
116	2	3/25/2022 5:01 PM
117	4-5	3/25/2022 4:58 PM
118	4	3/25/2022 4:54 PM
119	15	3/25/2022 4:51 PM
120	1	3/25/2022 4:39 PM
121	20 times per year	3/25/2022 4:27 PM
122	10	3/25/2022 4:24 PM
123	10+	3/25/2022 4:05 PM
124	2	3/25/2022 4:00 PM
125	4	3/25/2022 4:00 PM
126	5	3/25/2022 3:54 PM
127	6	3/25/2022 3:52 PM
128	15	3/25/2022 3:50 PM
129	10+	3/25/2022 3:41 PM
130	10	3/25/2022 3:36 PM
131	1	3/25/2022 3:36 PM
132	4	3/25/2022 3:35 PM
133	20	3/25/2022 3:33 PM
134	1	3/25/2022 3:32 PM
135	10	3/25/2022 3:25 PM
136	24	3/25/2022 3:24 PM
137	2	3/25/2022 3:20 PM
138	10	3/25/2022 3:19 PM
139	2	3/25/2022 3:09 PM
140	12	3/25/2022 3:08 PM
#	RAYMOND WORTH PARK	DATE
1	0	4/25/2022 3:26 PM
2	0	4/24/2022 9:19 PM
3	0	4/24/2022 7:19 PM
4	0	4/24/2022 6:52 PM
5	2	4/24/2022 2:02 PM
6	3x per year	4/24/2022 10:13 AM
7	0	4/19/2022 9:13 AM
8	15	4/18/2022 9:23 AM
9	2	4/15/2022 3:41 PM
10	0	4/15/2022 11:34 AM
11	10	4/15/2022 7:06 AM
12	0	4/14/2022 10:36 PM
13	0	4/8/2022 8:49 AM
14	0	4/7/2022 9:28 PM
15	0	4/7/2022 12:25 PM
16	0	4/7/2022 9:29 AM
17	10	4/5/2022 11:28 PM
18	3	4/5/2022 2:54 PM
19	0	4/5/2022 10:46 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

20	0	4/5/2022 10:28 AM
21	0	4/3/2022 1:20 PM
22	0	4/3/2022 9:54 AM
23	10	4/2/2022 6:51 AM
24	6	3/28/2022 7:08 PM
25	30	3/28/2022 4:25 PM
26	8	3/28/2022 10:36 AM
27	0	3/27/2022 10:40 PM
28	1	3/27/2022 8:04 PM
29	300	3/27/2022 6:33 PM
30	0	3/27/2022 12:28 AM
31	0	3/26/2022 9:42 PM
32	300	3/26/2022 5:57 PM
33	5	3/26/2022 3:03 PM
34	0	3/26/2022 2:04 PM
35	9	3/26/2022 10:54 AM
36	5	3/26/2022 10:01 AM
37	2	3/26/2022 9:30 AM
38	0	3/26/2022 8:37 AM
39	0	3/26/2022 7:53 AM
40	0	3/26/2022 6:09 AM
41	0	3/26/2022 5:24 AM
42	0	3/26/2022 2:21 AM
43	23	3/25/2022 11:12 PM
44	0	3/25/2022 11:01 PM
45	0	3/25/2022 10:26 PM
46	0	3/25/2022 10:06 PM
47	3	3/25/2022 9:30 PM
48	0	3/25/2022 8:54 PM
49	0	3/25/2022 8:35 PM
50	0	3/25/2022 7:35 PM
51	0	3/25/2022 5:33 PM
52	0	3/25/2022 5:06 PM
53	0	3/25/2022 5:01 PM
54	0	3/25/2022 4:58 PM
55	2	3/25/2022 4:04 PM
56	0	3/25/2022 4:00 PM
57	0	3/25/2022 3:50 PM
58	3	3/25/2022 3:36 PM
59	0	3/25/2022 3:33 PM
60	15	3/25/2022 3:25 PM
61	0	3/25/2022 3:24 PM
62	0	3/25/2022 3:20 PM
#	SIMON MOON PARK	DATE
1	1	4/26/2022 8:54 PM
2	2	4/26/2022 4:37 PM
3	1	4/26/2022 3:53 PM
4	6	4/25/2022 3:26 PM
5	100+	4/25/2022 2:21 PM
6	3	4/25/2022 5:45 AM
7	8	4/24/2022 10:24 PM
8	0	4/24/2022 9:19 PM
9	1	4/24/2022 7:19 PM
10	2	4/24/2022 6:52 PM
11	1	4/24/2022 5:46 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

12	2	4/24/2022 2:02 PM
13	1	4/24/2022 12:52 PM
14	5x per year	4/24/2022 10:13 AM
15	2	4/24/2022 9:01 AM
16	Once a month when the weather is nice.	4/24/2022 8:47 AM
17	4	4/23/2022 11:49 AM
18	2	4/23/2022 10:33 AM
19	3	4/19/2022 9:13 AM
20	5	4/18/2022 9:23 AM
21	2	4/17/2022 6:21 PM
22	15	4/17/2022 8:10 AM
23	12	4/16/2022 8:25 AM
24	5	4/15/2022 10:00 PM
25	5	4/15/2022 3:41 PM
26	25	4/15/2022 1:01 PM
27	2	4/15/2022 11:45 AM
28	2	4/15/2022 11:34 AM
29	25+	4/15/2022 10:50 AM
30	12	4/15/2022 8:21 AM
31	8	4/15/2022 8:08 AM
32	10	4/15/2022 7:06 AM
33	1	4/14/2022 10:36 PM
34	Yes	4/14/2022 6:33 PM
35	15	4/14/2022 4:46 PM
36	3	4/11/2022 4:14 PM
37	20	4/8/2022 8:49 AM
38	5	4/7/2022 9:28 PM
39	2	4/7/2022 9:13 PM
40	5	4/7/2022 2:51 PM
41	0	4/7/2022 12:25 PM
42	0	4/7/2022 9:29 AM
43	5	4/5/2022 11:28 PM
44	2	4/5/2022 1:42 PM
45	3	4/5/2022 1:02 PM
46	4	4/5/2022 12:22 PM
47	2	4/5/2022 10:46 AM
48	0	4/5/2022 10:28 AM
49	10	4/5/2022 10:27 AM
50	6	4/5/2022 9:52 AM
51	1	4/3/2022 1:20 PM
52	1	4/3/2022 9:54 AM
53	25	4/2/2022 7:36 PM
54	1	4/2/2022 8:51 AM
55	2	4/1/2022 9:28 PM
56	Once a quarter	3/29/2022 11:01 AM
57	1	3/28/2022 10:36 AM
58	1	3/27/2022 10:40 PM
59	2	3/27/2022 12:28 AM
60	2	3/26/2022 11:48 PM
61	20	3/26/2022 10:38 PM
62	5 and up.	3/26/2022 9:42 PM
63	2	3/26/2022 8:27 PM
64	20	3/26/2022 6:44 PM
65	5	3/26/2022 5:32 PM
66	3 times	3/26/2022 4:57 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

67	20	3/26/2022 3:22 PM
68	5	3/26/2022 3:03 PM
69	10	3/26/2022 2:53 PM
70	15	3/26/2022 2:04 PM
71	3 - sledding	3/26/2022 11:51 AM
72	10	3/26/2022 11:03 AM
73	0	3/26/2022 10:54 AM
74	2	3/26/2022 10:47 AM
75	2-3	3/26/2022 9:41 AM
76	1	3/26/2022 9:30 AM
77	1	3/26/2022 8:37 AM
78	1	3/26/2022 7:53 AM
79	1	3/26/2022 7:35 AM
80	6	3/26/2022 6:09 AM
81	1	3/26/2022 5:24 AM
82	10	3/26/2022 2:21 AM
83	5	3/25/2022 11:57 PM
84	Weekly	3/25/2022 11:36 PM
85	32	3/25/2022 11:12 PM
86	0	3/25/2022 11:01 PM
87	0	3/25/2022 10:26 PM
88	6	3/25/2022 10:11 PM
89	2	3/25/2022 10:06 PM
90	2	3/25/2022 9:51 PM
91	5	3/25/2022 9:30 PM
92	0	3/25/2022 8:54 PM
93	For sledding	3/25/2022 8:48 PM
94	4	3/25/2022 8:48 PM
95	1	3/25/2022 8:40 PM
96	8	3/25/2022 8:37 PM
97	0	3/25/2022 8:35 PM
98	10	3/25/2022 7:35 PM
99	52	3/25/2022 7:17 PM
100	6	3/25/2022 7:09 PM
101	2	3/25/2022 6:42 PM
102	1	3/25/2022 5:33 PM
103	7	3/25/2022 5:06 PM
104	2	3/25/2022 5:01 PM
105	2	3/25/2022 4:58 PM
106	Yes	3/25/2022 4:42 PM
107	2-4 times per year	3/25/2022 4:27 PM
108	2	3/25/2022 4:24 PM
109	5	3/25/2022 4:16 PM
110	6	3/25/2022 4:05 PM
111	1	3/25/2022 4:04 PM
112	1-2	3/25/2022 4:00 PM
113	2	3/25/2022 3:52 PM
114	3	3/25/2022 3:50 PM
115	6+	3/25/2022 3:41 PM
116	5	3/25/2022 3:36 PM
117	2	3/25/2022 3:35 PM
118	20	3/25/2022 3:33 PM
119	2	3/25/2022 3:24 PM
120	3	3/25/2022 3:20 PM
121	1	3/25/2022 3:18 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

#	COOL CREEK PARK (HAMILTON COUNTY PARKS)	DATE
1	10	4/26/2022 8:54 PM
2	20	4/26/2022 3:53 PM
3	5	4/25/2022 9:58 PM
4	6	4/25/2022 3:26 PM
5	60+	4/25/2022 2:21 PM
6	5	4/25/2022 7:14 AM
7	24	4/25/2022 5:45 AM
8	3	4/24/2022 11:20 PM
9	2	4/24/2022 11:05 PM
10	30	4/24/2022 10:24 PM
11	4	4/24/2022 10:16 PM
12	4	4/24/2022 9:19 PM
13	20	4/24/2022 7:40 PM
14	2	4/24/2022 7:19 PM
15	3	4/24/2022 6:52 PM
16	12	4/24/2022 6:24 PM
17	10	4/24/2022 5:46 PM
18	5	4/24/2022 5:07 PM
19	6	4/24/2022 3:40 PM
20	4	4/24/2022 2:02 PM
21	3	4/24/2022 1:56 PM
22	5	4/24/2022 12:52 PM
23	5x per year	4/24/2022 10:13 AM
24	10	4/24/2022 9:11 AM
25	2	4/24/2022 9:01 AM
26	5	4/24/2022 8:55 AM
27	More then once a month when the weather is nice.	4/24/2022 6:47 AM
28	5	4/23/2022 10:49 PM
29	5	4/23/2022 10:40 PM
30	2	4/23/2022 11:49 AM
31	12	4/23/2022 10:33 AM
32	Yes	4/23/2022 10:14 AM
33	12	4/20/2022 12:07 PM
34	12	4/19/2022 9:13 AM
35	1	4/19/2022 7:00 AM
36	10	4/18/2022 9:23 AM
37	10	4/17/2022 6:21 PM
38	1	4/17/2022 11:08 AM
39	25	4/17/2022 8:10 AM
40	20	4/16/2022 2:55 PM
41	10	4/16/2022 9:59 AM
42	2	4/16/2022 9:28 AM
43	3	4/16/2022 8:25 AM
44	15	4/15/2022 10:45 PM
45	10	4/15/2022 10:00 PM
46	20	4/15/2022 3:41 PM
47	15	4/15/2022 1:20 PM
48	5	4/15/2022 11:59 AM
49	5+	4/15/2022 11:45 AM
50	25	4/15/2022 11:34 AM
51	5	4/15/2022 10:50 AM
52	10	4/15/2022 8:56 AM
53	20	4/15/2022 8:42 AM
54	5	4/15/2022 8:21 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

55	12	4/15/2022 8:08 AM
56	20	4/15/2022 7:06 AM
57	1	4/14/2022 10:36 PM
58	10	4/14/2022 10:30 PM
59	Yes	4/14/2022 6:33 PM
60	6	4/14/2022 5:25 PM
61	4	4/11/2022 4:14 PM
62	15	4/8/2022 8:49 AM
63	10	4/7/2022 9:28 PM
64	20	4/7/2022 9:13 PM
65	10	4/7/2022 2:51 PM
66	0	4/7/2022 12:25 PM
67	4	4/7/2022 9:29 AM
68	15	4/7/2022 7:59 AM
69	12	4/7/2022 12:14 AM
70	10	4/6/2022 10:22 PM
71	20	4/5/2022 11:28 PM
72	2	4/5/2022 11:20 PM
73	45	4/5/2022 2:54 PM
74	6	4/5/2022 1:42 PM
75	3	4/5/2022 1:02 PM
76	4	4/5/2022 12:22 PM
77	1	4/5/2022 11:54 AM
78	2	4/5/2022 10:56 AM
79	10	4/5/2022 10:52 AM
80	0	4/5/2022 10:46 AM
81	0	4/5/2022 10:28 AM
82	5	4/5/2022 10:27 AM
83	10	4/5/2022 10:27 AM
84	4	4/5/2022 10:27 AM
85	10	4/5/2022 10:24 AM
86	20	4/5/2022 10:23 AM
87	5	4/5/2022 10:21 AM
88	6	4/5/2022 9:52 AM
89	8	4/5/2022 9:44 AM
90	10	4/5/2022 9:41 AM
91	10+	4/4/2022 9:31 AM
92	1	4/4/2022 8:06 AM
93	1	4/3/2022 1:20 PM
94	8	4/3/2022 9:54 AM
95	100	4/2/2022 7:36 PM
96	10	4/2/2022 8:51 AM
97	5	4/1/2022 9:29 PM
98	Twice a month	3/29/2022 11:01 AM
99	4	3/28/2022 7:08 PM
100	1	3/28/2022 5:09 PM
101	10	3/28/2022 4:25 PM
102	2	3/28/2022 12:33 PM
103	24	3/28/2022 10:36 AM
104	4	3/28/2022 5:48 AM
105	5	3/28/2022 3:28 AM
106	6	3/27/2022 10:40 PM
107	6	3/27/2022 7:28 PM
108	2	3/27/2022 7:23 PM
109	2	3/27/2022 12:28 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

110	2	3/26/2022 11:48 PM
111	6	3/26/2022 10:54 PM
112	48	3/26/2022 10:38 PM
113	1	3/26/2022 9:42 PM
114	50	3/26/2022 8:27 PM
115	4	3/26/2022 5:57 PM
116	5	3/26/2022 5:32 PM
117	5 times	3/26/2022 4:57 PM
118	2	3/26/2022 3:21 PM
119	12	3/26/2022 3:03 PM
120	8	3/26/2022 2:53 PM
121	Often	3/26/2022 2:06 PM
122	10	3/26/2022 2:04 PM
123	10- hiking	3/26/2022 11:51 AM
124	6	3/26/2022 11:03 AM
125	5	3/26/2022 10:54 AM
126	1	3/26/2022 10:01 AM
127	5-6	3/26/2022 9:41 AM
128	10	3/26/2022 9:32 AM
129	4	3/26/2022 9:30 AM
130	3	3/26/2022 8:50 AM
131	1	3/26/2022 8:37 AM
132	12+	3/26/2022 8:32 AM
133	4	3/26/2022 7:53 AM
134	5	3/26/2022 6:53 AM
135	6	3/26/2022 6:09 AM
136	5	3/26/2022 5:24 AM
137	20	3/26/2022 2:21 AM
138	5	3/25/2022 11:57 PM
139	Weekly	3/25/2022 11:36 PM
140	7	3/25/2022 11:12 PM
141	2	3/25/2022 11:01 PM
142	8	3/25/2022 10:54 PM
143	5	3/25/2022 10:31 PM
144	7	3/25/2022 10:26 PM
145	8	3/25/2022 10:12 PM
146	2	3/25/2022 10:11 PM
147	10	3/25/2022 10:06 PM
148	10	3/25/2022 9:51 PM
149	5	3/25/2022 9:30 PM
150	1	3/25/2022 8:54 PM
151	15	3/25/2022 8:48 PM
152	12	3/25/2022 8:48 PM
153	5	3/25/2022 8:40 PM
154	20	3/25/2022 8:37 PM
155	0	3/25/2022 8:35 PM
156	9	3/25/2022 8:19 PM
157	65	3/25/2022 7:58 PM
158	10	3/25/2022 7:35 PM
159	Twice	3/25/2022 7:20 PM
160	2	3/25/2022 7:12 PM
161	2	3/25/2022 7:09 PM
162	5	3/25/2022 6:59 PM
163	12	3/25/2022 6:42 PM
164	4	3/25/2022 6:21 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

165	2	3/25/2022 5:33 PM
166	10	3/25/2022 5:31 PM
167	0	3/25/2022 5:06 PM
168	1	3/25/2022 5:01 PM
169	2	3/25/2022 4:58 PM
170	5	3/25/2022 4:51 PM
171	10+	3/25/2022 4:39 PM
172	5-8 times per year	3/25/2022 4:27 PM
173	10	3/25/2022 4:24 PM
174	1	3/25/2022 4:19 PM
175	12	3/25/2022 4:16 PM
176	60	3/25/2022 4:15 PM
177	20+	3/25/2022 4:05 PM
178	8	3/25/2022 4:04 PM
179	12	3/25/2022 4:03 PM
180	30+	3/25/2022 4:00 PM
181	24	3/25/2022 3:52 PM
182	10	3/25/2022 3:50 PM
183	5	3/25/2022 3:46 PM
184	10+	3/25/2022 3:41 PM
185	5	3/25/2022 3:36 PM
186	5	3/25/2022 3:36 PM
187	6	3/25/2022 3:35 PM
188	20	3/25/2022 3:33 PM
189	5	3/25/2022 3:32 PM
190	2	3/25/2022 3:31 PM
191	6	3/25/2022 3:25 PM
192	6	3/25/2022 3:24 PM
193	1	3/25/2022 3:20 PM
194	10	3/25/2022 3:19 PM
195	1	3/25/2022 3:18 PM
196	5	3/25/2022 3:08 PM
197	12	3/25/2022 3:08 PM
198	3	3/25/2022 3:06 PM
#	MACGREGOR PARK (WESTFIELD WASHINGTON TOWNSHIP PARKS & RECREATION)	DATE
1	4	4/26/2022 8:54 PM
2	4	4/26/2022 3:53 PM
3	2	4/25/2022 9:58 PM
4	0	4/25/2022 3:26 PM
5	100+	4/25/2022 2:21 PM
6	2	4/25/2022 7:14 AM
7	12	4/25/2022 5:45 AM
8	10	4/24/2022 10:24 PM
9	4	4/24/2022 10:16 PM
10	6	4/24/2022 9:19 PM
11	8	4/24/2022 7:40 PM
12	3	4/24/2022 7:19 PM
13	0	4/24/2022 6:52 PM
14	4	4/24/2022 6:24 PM
15	2	4/24/2022 5:46 PM
16	3	4/24/2022 3:40 PM
17	0	4/24/2022 2:02 PM
18	1	4/24/2022 12:52 PM
19	30	4/24/2022 9:11 AM
20	2	4/24/2022 9:01 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

21	2	4/24/2022 8:55 AM
22	4	4/23/2022 10:33 AM
23	12	4/20/2022 12:07 PM
24	2	4/19/2022 9:13 AM
25	5	4/19/2022 7:00 AM
26	10	4/18/2022 9:23 AM
27	10	4/17/2022 8:10 AM
28	20	4/16/2022 2:55 PM
29	5	4/16/2022 9:59 AM
30	8	4/16/2022 8:25 AM
31	5	4/15/2022 10:45 PM
32	0	4/15/2022 11:34 AM
33	6	4/15/2022 8:56 AM
34	1	4/15/2022 8:21 AM
35	2	4/15/2022 7:06 AM
36	1	4/14/2022 10:36 PM
37	5	4/14/2022 10:30 PM
38	Yes	4/14/2022 6:33 PM
39	10	4/8/2022 8:49 AM
40	5	4/7/2022 9:28 PM
41	6	4/7/2022 9:13 PM
42	15	4/7/2022 2:51 PM
43	0	4/7/2022 12:25 PM
44	3	4/7/2022 9:29 AM
45	8	4/7/2022 7:59 AM
46	12	4/7/2022 12:14 AM
47	1	4/6/2022 10:22 PM
48	25	4/5/2022 11:28 PM
49	6	4/5/2022 11:20 PM
50	25	4/5/2022 2:54 PM
51	15	4/5/2022 1:02 PM
52	10	4/5/2022 10:52 AM
53	0	4/5/2022 10:46 AM
54	0	4/5/2022 10:28 AM
55	20	4/5/2022 10:27 AM
56	12	4/5/2022 10:23 AM
57	6	4/5/2022 9:52 AM
58	2	4/5/2022 9:44 AM
59	0	4/3/2022 1:20 PM
60	2	4/3/2022 9:54 AM
61	200	4/2/2022 7:36 PM
62	10	4/2/2022 8:51 AM
63	8	3/28/2022 7:08 PM
64	5	3/28/2022 4:25 PM
65	4	3/28/2022 10:36 AM
66	4	3/28/2022 5:48 AM
67	2	3/27/2022 10:40 PM
68	2	3/27/2022 7:23 PM
69	1	3/27/2022 12:28 AM
70	6	3/26/2022 10:38 PM
71	1	3/26/2022 9:42 PM
72	2	3/26/2022 8:27 PM
73	3	3/26/2022 5:57 PM
74	12	3/26/2022 3:03 PM
75	12	3/26/2022 2:53 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

76	10	3/26/2022 2:04 PM
77	15-hiking	3/26/2022 11:51 AM
78	3	3/26/2022 11:03 AM
79	8	3/26/2022 10:54 AM
80	5	3/26/2022 10:01 AM
81	5-6	3/26/2022 9:41 AM
82	10	3/26/2022 9:32 AM
83	2	3/26/2022 9:30 AM
84	3	3/26/2022 8:37 AM
85	10+	3/26/2022 8:32 AM
86	0	3/26/2022 7:53 AM
87	5	3/26/2022 6:53 AM
88	6	3/26/2022 6:09 AM
89	0	3/26/2022 5:24 AM
90	20	3/26/2022 2:21 AM
91	9	3/25/2022 11:12 PM
92	10	3/25/2022 11:01 PM
93	3	3/25/2022 10:31 PM
94	7	3/25/2022 10:26 PM
95	0	3/25/2022 10:06 PM
96	5	3/25/2022 9:51 PM
97	5	3/25/2022 9:30 PM
98	0	3/25/2022 8:54 PM
99	2	3/25/2022 8:48 PM
100	5	3/25/2022 8:48 PM
101	2	3/25/2022 8:40 PM
102	5	3/25/2022 8:37 PM
103	6-12	3/25/2022 8:35 PM
104	2	3/25/2022 6:19 PM
105	5	3/25/2022 7:58 PM
106	10	3/25/2022 7:35 PM
107	2	3/25/2022 7:17 PM
108	12	3/25/2022 6:42 PM
109	0	3/25/2022 5:33 PM
110	6	3/25/2022 5:06 PM
111	1	3/25/2022 5:01 PM
112	0	3/25/2022 4:58 PM
113	4	3/25/2022 4:39 PM
114	10-15 times per year	3/25/2022 4:27 PM
115	2	3/25/2022 4:24 PM
116	12	3/25/2022 4:16 PM
117	25	3/25/2022 4:15 PM
118	6-10	3/25/2022 4:00 PM
119	6	3/25/2022 3:54 PM
120	6	3/25/2022 3:52 PM
121	0	3/25/2022 3:50 PM
122	5	3/25/2022 3:46 PM
123	5	3/25/2022 3:36 PM
124	12	3/25/2022 3:36 PM
125	6	3/25/2022 3:35 PM
126	5	3/25/2022 3:33 PM
127	0	3/25/2022 3:24 PM
128	2	3/25/2022 3:20 PM
129	1	3/25/2022 3:18 PM
130	5	3/25/2022 3:09 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

#	OTHER NEARBY PARKS (PLEASE SPECIFY)	DATE
1	Carey Grove Park (5) Founders Park (4)	4/24/2022 5:07 PM
2	Monon trail	4/18/2022 5:11 PM
3	Carey Grove 50	4/17/2022 8:10 AM
4	0	4/14/2022 10:36 PM
5	Eagle Creek	4/7/2022 9:28 PM
6	0	4/7/2022 12:25 PM
7	0	4/7/2022 9:29 AM
8	Pendleton Falls Park	4/6/2022 10:22 PM
9	Carmel parks, Hague Road Nature Preserve, Ritchey Woods	4/5/2022 11:28 PM
10	0	4/5/2022 10:28 AM
11	Morse	4/3/2022 1:20 PM
12	River Rd, Founders, Dillon, Koteewi, Coxhill Gardens	4/2/2022 7:36 PM
13	Whichever one is behind the police station. We go weekly to that one	4/1/2022 9:29 PM
14	Coxhall 6	3/28/2022 4:25 PM
15	Centennial HOA park/playground, West Park in Carmel, Central Park in Carmel	3/28/2022 10:36 AM
16	Lawrence Inlow	3/27/2022 10:40 PM
17	0	3/27/2022 12:28 AM
18	Carey ridge, Bridgewater Park, lots of Carmel parks	3/26/2022 5:32 PM
19	Fishers Agri Park	3/26/2022 10:01 AM
20	Lots of Carmel parks	3/26/2022 6:53 AM
21	Carey Grove Park / Founders Park	3/25/2022 11:36 PM
22	Northview church for frisbee golf, Cox Hall Gardens, Monon center	3/25/2022 10:26 PM
23	0	3/25/2022 10:06 PM
24	Holiday and Starkey Park	3/25/2022 8:40 PM
25	Forest, Potters Bridge	3/25/2022 7:35 PM
26	4 Carmel	3/25/2022 5:33 PM
27	5	3/25/2022 4:51 PM
28	Biddle Park 20 times per summer	3/25/2022 4:27 PM
29	Monon Central Park, Caret Grove Park, Fishers and Noblesville parks	3/25/2022 4:24 PM
30	Founders (Carmel), Flowing Well (Carmel), Fort Ben	3/25/2022 4:05 PM
31	Our neighborhood park in Merrimac	3/25/2022 4:00 PM
32	Carey Grove	3/25/2022 3:52 PM
33	0	3/25/2022 3:50 PM
34	Central Park - 5	3/25/2022 3:46 PM
35	Morse Reserve Park, Sheridan park off Monon Trail	3/25/2022 3:46 PM
36	Coxhall, west (when open), inlow (when open), holiday, flat fork, flowing well	3/25/2022 3:33 PM

Q8 Which City of Westfield Trails have you visited, and how often do you visit? Please list number of visits per year for each trail below.

Answered: 201 Skipped: 31

ANSWER CHOICES	RESPONSES	
Grassy Branch Trail	28.86%	58
Cool Creek Trail	59.20%	119
Midland Trace Trail	75.62%	152
Monon Trail	88.06%	177
Natalie Wheeler Trail	32.34%	65

#	GRASSY BRANCH TRAIL	DATE
1	15	4/26/2022 8:54 PM
2	0	4/25/2022 3:26 PM
3	5	4/24/2022 10:24 PM
4	0	4/24/2022 9:19 PM
5	0	4/24/2022 7:19 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

6	0	4/24/2022 6:52 PM
7	0	4/24/2022 2:02 PM
8	Yes and it depends	4/24/2022 8:47 AM
9	6	4/20/2022 12:07 PM
10	0	4/19/2022 9:13 AM
11	0	4/18/2022 9:23 AM
12	0	4/15/2022 11:34 AM
13	0	4/15/2022 7:06 AM
14	0	4/14/2022 10:36 PM
15	0	4/8/2022 8:49 AM
16	0	4/7/2022 9:28 PM
17	None	4/7/2022 12:25 PM
18	0	4/7/2022 9:29 AM
19	0	4/5/2022 11:28 PM
20	15	4/5/2022 10:46 AM
21	0	4/5/2022 10:28 AM
22	1	4/4/2022 9:31 AM
23	20	4/2/2022 7:36 PM
24	0	3/27/2022 10:40 PM
25	3	3/27/2022 7:23 PM
26	20	3/27/2022 8:25 AM
27	0	3/27/2022 12:28 AM
28	0	3/26/2022 9:42 PM
29	5	3/26/2022 8:27 PM
30	20 times	3/26/2022 4:57 PM
31	6	3/26/2022 2:53 PM
32	0	3/26/2022 10:54 AM
33	12	3/26/2022 8:37 AM
34	0	3/26/2022 7:53 AM
35	1	3/26/2022 7:35 AM
36	2	3/26/2022 6:53 AM
37	0	3/26/2022 6:09 AM
38	0	3/26/2022 5:24 AM
39	0	3/26/2022 2:21 AM
40	34	3/25/2022 11:12 PM
41	0	3/25/2022 11:01 PM
42	0	3/25/2022 10:26 PM
43	0	3/25/2022 10:06 PM
44	0	3/25/2022 8:54 PM
45	2	3/25/2022 8:35 PM
46	5	3/25/2022 7:35 PM
47	0	3/25/2022 5:33 PM
48	2	3/25/2022 5:06 PM
49	0	3/25/2022 5:01 PM
50	0	3/25/2022 4:58 PM
51	0	3/25/2022 4:00 PM
52	2	3/25/2022 3:54 PM
53	0	3/25/2022 3:50 PM
54	0	3/25/2022 3:33 PM
55	0	3/25/2022 3:24 PM
56	0	3/25/2022 3:20 PM
57	8	3/25/2022 3:18 PM
58	2	3/25/2022 3:08 PM
#	COOL CREEK TRAIL	DATE
1	5	4/26/2022 8:54 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

2	2	4/26/2022 3:53 PM
3	50	4/25/2022 9:58 PM
4	0	4/25/2022 3:26 PM
5	2	4/25/2022 7:14 AM
6	10	4/25/2022 5:45 AM
7	3	4/24/2022 11:20 PM
8	5	4/24/2022 10:24 PM
9	4	4/24/2022 9:19 PM
10	5	4/24/2022 7:40 PM
11	1	4/24/2022 7:19 PM
12	0	4/24/2022 6:52 PM
13	4	4/24/2022 5:07 PM
14	0	4/24/2022 2:02 PM
15	3	4/24/2022 1:56 PM
16	3	4/24/2022 12:52 PM
17	2	4/24/2022 8:55 AM
18	Yes	4/24/2022 8:47 AM
19	3	4/23/2022 10:40 PM
20	35	4/23/2022 10:33 AM
21	6	4/20/2022 12:07 PM
22	4	4/19/2022 9:13 AM
23	1	4/19/2022 7:00 AM
24	2	4/18/2022 5:11 PM
25	10	4/18/2022 9:23 AM
26	1	4/17/2022 6:21 PM
27	25	4/17/2022 8:10 AM
28	20	4/16/2022 2:55 PM
29	20	4/15/2022 3:41 PM
30	10	4/15/2022 1:20 PM
31	10+	4/15/2022 11:59 AM
32	5+	4/15/2022 11:45 AM
33	0	4/15/2022 11:34 AM
34	8	4/15/2022 8:56 AM
35	3	4/15/2022 8:42 AM
36	5	4/15/2022 7:06 AM
37	1	4/14/2022 10:36 PM
38	Yes	4/14/2022 6:33 PM
39	6	4/14/2022 5:25 PM
40	3	4/8/2022 8:49 AM
41	10	4/7/2022 9:28 PM
42	8	4/7/2022 9:13 PM
43	None	4/7/2022 12:25 PM
44	2	4/7/2022 9:29 AM
45	0	4/5/2022 11:28 PM
46	2	4/5/2022 1:02 PM
47	1	4/5/2022 12:22 PM
48	2	4/5/2022 11:54 AM
49	0	4/5/2022 10:46 AM
50	0	4/5/2022 10:28 AM
51	10	4/5/2022 10:27 AM
52	10	4/5/2022 10:24 AM
53	10	4/5/2022 9:41 AM
54	10+	4/4/2022 9:31 AM
55	3	4/3/2022 9:54 AM
56	20	4/2/2022 7:36 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

57	2	3/28/2022 12:33 PM
58	15	3/28/2022 10:36 AM
59	2	3/28/2022 5:48 AM
60	5	3/28/2022 3:28 AM
61	2	3/27/2022 10:40 PM
62	2	3/27/2022 7:23 PM
63	1	3/27/2022 12:28 AM
64	0	3/26/2022 9:42 PM
65	100	3/26/2022 8:27 PM
66	3 times	3/26/2022 4:57 PM
67	12	3/26/2022 3:03 PM
68	6	3/26/2022 2:53 PM
69	Often	3/26/2022 2:06 PM
70	10	3/26/2022 11:51 AM
71	5	3/26/2022 11:03 AM
72	0	3/26/2022 10:54 AM
73	1	3/26/2022 9:41 AM
74	1	3/26/2022 9:30 AM
75	2	3/26/2022 8:50 AM
76	2	3/26/2022 8:37 AM
77	12+	3/26/2022 8:32 AM
78	2	3/26/2022 7:53 AM
79	0	3/26/2022 6:09 AM
80	5	3/26/2022 5:24 AM
81	0	3/26/2022 2:21 AM
82	Weekly	3/25/2022 11:36 PM
83	67	3/25/2022 11:12 PM
84	1	3/25/2022 11:01 PM
85	4	3/25/2022 10:54 PM
86	4	3/25/2022 10:31 PM
87	7	3/25/2022 10:26 PM
88	2	3/25/2022 10:06 PM
89	8	3/25/2022 9:51 PM
90	3	3/25/2022 9:30 PM
91	0	3/25/2022 8:54 PM
92	5	3/25/2022 8:48 PM
93	5	3/25/2022 8:40 PM
94	3	3/25/2022 8:19 PM
95	15	3/25/2022 7:58 PM
96	5	3/25/2022 7:35 PM
97	5	3/25/2022 6:42 PM
98	4	3/25/2022 6:21 PM
99	1	3/25/2022 5:33 PM
100	10	3/25/2022 5:31 PM
101	2	3/25/2022 5:06 PM
102	1	3/25/2022 5:01 PM
103	3	3/25/2022 4:58 PM
104	10+	3/25/2022 4:39 PM
105	Few times	3/25/2022 4:24 PM
106	30	3/25/2022 4:15 PM
107	8	3/25/2022 4:04 PM
108	30+	3/25/2022 4:00 PM
109	15	3/25/2022 3:54 PM
110	10	3/25/2022 3:50 PM
111	3	3/25/2022 3:46 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

112	1	3/25/2022 3:36 PM
113	6	3/25/2022 3:35 PM
114	20	3/25/2022 3:33 PM
115	2	3/25/2022 3:24 PM
116	0	3/25/2022 3:20 PM
117	12	3/25/2022 3:18 PM
118	5	3/25/2022 3:08 PM
119	12	3/25/2022 3:08 PM
#	MIDLAND TRACE TRAIL	DATE
1	30	4/26/2022 8:54 PM
2	Almost daily	4/26/2022 4:37 PM
3	2	4/26/2022 3:53 PM
4	20	4/25/2022 9:58 PM
5	12	4/25/2022 3:26 PM
6	2	4/25/2022 7:14 AM
7	10	4/25/2022 5:45 AM
8	15	4/24/2022 10:24 PM
9	12	4/24/2022 10:16 PM
10	100?	4/24/2022 9:40 PM
11	6	4/24/2022 9:19 PM
12	5	4/24/2022 7:19 PM
13	1	4/24/2022 6:52 PM
14	10	4/24/2022 5:46 PM
15	15	4/24/2022 5:07 PM
16	20	4/24/2022 2:02 PM
17	10	4/24/2022 10:39 AM
18	50	4/24/2022 9:11 AM
19	40	4/24/2022 9:01 AM
20	3	4/24/2022 8:55 AM
21	Yes	4/24/2022 8:47 AM
22	15	4/23/2022 11:49 AM
23	25	4/23/2022 10:33 AM
24	Yes	4/23/2022 10:14 AM
25	6	4/20/2022 12:07 PM
26	2	4/19/2022 9:13 AM
27	Weekly	4/19/2022 7:00 AM
28	60	4/18/2022 9:23 AM
29	2	4/17/2022 6:21 PM
30	20	4/17/2022 8:10 AM
31	20	4/16/2022 2:55 PM
32	20	4/16/2022 9:59 AM
33	8	4/16/2022 9:28 AM
34	30	4/16/2022 8:25 AM
35	40	4/15/2022 10:45 PM
36	10	4/15/2022 1:20 PM
37	300	4/15/2022 1:01 PM
38	20+	4/15/2022 11:45 AM
39	50	4/15/2022 11:34 AM
40	25+	4/15/2022 10:50 AM
41	6	4/15/2022 8:56 AM
42	20	4/15/2022 8:42 AM
43	2	4/15/2022 8:21 AM
44	5	4/15/2022 8:08 AM
45	0	4/15/2022 7:06 AM
46	10	4/14/2022 10:36 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

47	Yes	4/14/2022 6:33 PM
48	20	4/14/2022 5:25 PM
49	10	4/14/2022 4:46 PM
50	25	4/11/2022 4:14 PM
51	60	4/8/2022 8:49 AM
52	10	4/7/2022 9:28 PM
53	4	4/7/2022 9:13 PM
54	None	4/7/2022 12:25 PM
55	4	4/7/2022 9:29 AM
56	10	4/7/2022 7:59 AM
57	24	4/7/2022 12:14 AM
58	20	4/6/2022 10:22 PM
59	1	4/5/2022 11:28 PM
60	36	4/5/2022 11:20 PM
61	60+	4/5/2022 1:42 PM
62	15	4/5/2022 1:02 PM
63	15	4/5/2022 12:42 PM
64	15	4/5/2022 12:22 PM
65	1	4/5/2022 11:54 AM
66	75	4/5/2022 10:56 AM
67	150	4/5/2022 10:46 AM
68	3	4/5/2022 10:28 AM
69	2	4/5/2022 10:27 AM
70	100+	4/5/2022 10:27 AM
71	30	4/5/2022 10:23 AM
72	25	4/5/2022 10:21 AM
73	6	4/5/2022 9:52 AM
74	1	4/3/2022 1:20 PM
75	20	4/2/2022 7:36 PM
76	10	4/2/2022 8:51 AM
77	3 times a week	3/29/2022 11:01 AM
78	1	3/28/2022 7:08 PM
79	8	3/28/2022 5:09 PM
80	2	3/28/2022 4:25 PM
81	8	3/28/2022 10:36 AM
82	1	3/27/2022 10:40 PM
83	6	3/27/2022 7:28 PM
84	120	3/27/2022 7:23 PM
85	52	3/27/2022 9:30 AM
86	50	3/27/2022 8:25 AM
87	4	3/27/2022 12:28 AM
88	10	3/26/2022 11:48 PM
89	26	3/26/2022 10:54 PM
90	120	3/26/2022 10:38 PM
91	5 and up	3/26/2022 9:42 PM
92	100	3/26/2022 8:27 PM
93	250	3/26/2022 6:44 PM
94	5	3/26/2022 5:57 PM
95	20 times	3/26/2022 4:57 PM
96	100	3/26/2022 3:22 PM
97	6	3/26/2022 2:53 PM
98	40	3/26/2022 12:58 PM
99	15	3/26/2022 11:51 AM
100	12	3/26/2022 11:03 AM
101	0	3/26/2022 10:54 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

102	5	3/26/2022 10:47 AM
103	10-15	3/26/2022 9:41 AM
104	2	3/26/2022 9:30 AM
105	4	3/26/2022 8:37 AM
106	15	3/26/2022 7:53 AM
107	3	3/26/2022 7:35 AM
108	30	3/26/2022 6:53 AM
109	26	3/26/2022 6:09 AM
110	5	3/26/2022 5:24 AM
111	Daily	3/26/2022 2:21 AM
112	15	3/25/2022 11:57 PM
113	10	3/25/2022 11:34 PM
114	130	3/25/2022 11:12 PM
115	50	3/25/2022 11:01 PM
116	120	3/25/2022 10:26 PM
117	2	3/25/2022 10:06 PM
118	6	3/25/2022 10:05 PM
119	4	3/25/2022 9:51 PM
120	5	3/25/2022 9:30 PM
121	0	3/25/2022 8:54 PM
122	50	3/25/2022 8:48 PM
123	6	3/25/2022 8:35 PM
124	5	3/25/2022 7:35 PM
125	30	3/25/2022 7:17 PM
126	5	3/25/2022 6:42 PM
127	1	3/25/2022 5:33 PM
128	2	3/25/2022 5:31 PM
129	30	3/25/2022 5:24 PM
130	100+	3/25/2022 5:06 PM
131	0	3/25/2022 5:01 PM
132	2	3/25/2022 4:58 PM
133	1	3/25/2022 4:19 PM
134	200	3/25/2022 4:16 PM
135	25+	3/25/2022 4:05 PM
136	6	3/25/2022 4:04 PM
137	0	3/25/2022 4:00 PM
138	300	3/25/2022 3:54 PM
139	12	3/25/2022 3:52 PM
140	300	3/25/2022 3:50 PM
141	5	3/25/2022 3:46 PM
142	3x week in summer	3/25/2022 3:46 PM
143	6+	3/25/2022 3:41 PM
144	10	3/25/2022 3:36 PM
145	1	3/25/2022 3:36 PM
146	6	3/25/2022 3:35 PM
147	0	3/25/2022 3:33 PM
148	6	3/25/2022 3:24 PM
149	20	3/25/2022 3:20 PM
150	17	3/25/2022 3:18 PM
151	5	3/25/2022 3:09 PM
152	5	3/25/2022 3:08 PM
#	MONON TRAIL	DATE
1	25	4/26/2022 8:54 PM
2	Weekly	4/26/2022 4:37 PM
3	30	4/26/2022 3:53 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

4	100	4/25/2022 9:58 PM
5	24	4/25/2022 3:26 PM
6	100	4/25/2022 7:14 AM
7	20	4/25/2022 5:45 AM
8	3	4/24/2022 11:20 PM
9	50	4/24/2022 10:24 PM
10	48	4/24/2022 10:16 PM
11	15	4/24/2022 9:40 PM
12	100+	4/24/2022 9:19 PM
13	5	4/24/2022 7:40 PM
14	5	4/24/2022 7:19 PM
15	0	4/24/2022 6:52 PM
16	12	4/24/2022 6:24 PM
17	100	4/24/2022 5:46 PM
18	4	4/24/2022 5:07 PM
19	15	4/24/2022 3:40 PM
20	20	4/24/2022 2:02 PM
21	3 times per year	4/24/2022 10:47 AM
22	25	4/24/2022 9:11 AM
23	60	4/24/2022 9:01 AM
24	12	4/24/2022 8:55 AM
25	Yes	4/24/2022 8:47 AM
26	3	4/23/2022 10:40 PM
27	25+	4/23/2022 6:33 PM
28	70	4/23/2022 10:33 AM
29	Yes	4/23/2022 10:14 AM
30	6	4/20/2022 12:07 PM
31	175	4/19/2022 9:13 AM
32	5	4/19/2022 7:00 AM
33	Daily	4/18/2022 5:11 PM
34	25	4/18/2022 9:23 AM
35	20	4/17/2022 8:10 AM
36	20	4/16/2022 2:55 PM
37	30	4/16/2022 9:59 AM
38	350	4/16/2022 9:28 AM
39	5	4/15/2022 10:45 PM
40	20	4/15/2022 3:41 PM
41	25	4/15/2022 1:20 PM
42	20	4/15/2022 1:01 PM
43	20+	4/15/2022 11:59 AM
44	50+	4/15/2022 11:45 AM
45	50+	4/15/2022 11:34 AM
46	3	4/15/2022 8:56 AM
47	40	4/15/2022 8:42 AM
48	10	4/15/2022 7:06 AM
49	15	4/14/2022 10:36 PM
50	Yes	4/14/2022 6:33 PM
51	20	4/14/2022 5:25 PM
52	5	4/11/2022 4:14 PM
53	60	4/8/2022 8:49 AM
54	50	4/7/2022 9:28 PM
55	20	4/7/2022 9:13 PM
56	300 - almost daily	4/7/2022 2:51 PM
57	Weekly	4/7/2022 12:25 PM
58	4	4/7/2022 9:29 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

59	24	4/7/2022 12:14 AM
60	40	4/6/2022 10:22 PM
61	0	4/5/2022 11:28 PM
62	24	4/5/2022 11:20 PM
63	12	4/5/2022 2:54 PM
64	60+	4/5/2022 1:42 PM
65	1	4/5/2022 1:02 PM
66	12	4/5/2022 12:22 PM
67	5	4/5/2022 11:54 AM
68	40	4/5/2022 10:56 AM
69	20	4/5/2022 10:52 AM
70	90	4/5/2022 10:46 AM
71	3	4/5/2022 10:28 AM
72	30	4/5/2022 10:27 AM
73	10	4/5/2022 10:27 AM
74	3	4/5/2022 10:27 AM
75	5	4/5/2022 10:24 AM
76	35	4/5/2022 10:21 AM
77	6	4/5/2022 9:52 AM
78	200	4/5/2022 9:44 AM
79	20	4/5/2022 9:41 AM
80	2	4/4/2022 9:31 AM
81	1	4/3/2022 1:20 PM
82	1	4/3/2022 9:54 AM
83	10	4/2/2022 8:51 AM
84	Once a week	3/29/2022 11:01 AM
85	20	3/28/2022 5:09 PM
86	6	3/28/2022 4:25 PM
87	25	3/28/2022 10:36 AM
88	4	3/28/2022 5:48 AM
89	10	3/28/2022 3:28 AM
90	10	3/27/2022 10:40 PM
91	3	3/27/2022 8:04 PM
92	50	3/27/2022 7:28 PM
93	30	3/27/2022 7:23 PM
94	5	3/27/2022 9:30 AM
95	1	3/27/2022 12:28 AM
96	2	3/26/2022 11:48 PM
97	18	3/26/2022 10:54 PM
98	120	3/26/2022 10:38 PM
99	1-3	3/26/2022 9:42 PM
100	400	3/26/2022 8:27 PM
101	150	3/26/2022 6:44 PM
102	20	3/26/2022 5:57 PM
103	40 times - we walk trails 4 miles a day. Even in winter. If no snow or ice.	3/26/2022 4:57 PM
104	100	3/26/2022 3:22 PM
105	6	3/26/2022 3:21 PM
106	10	3/26/2022 3:03 PM
107	12	3/26/2022 2:53 PM
108	Often	3/26/2022 2:06 PM
109	40	3/26/2022 12:58 PM
110	15	3/26/2022 11:51 AM
111	10	3/26/2022 11:03 AM
112	10	3/26/2022 10:54 AM
113	5	3/26/2022 10:47 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

114	10-15	3/26/2022 9:41 AM
115	20	3/26/2022 8:50 AM
116	100+	3/26/2022 8:37 AM
117	100+	3/26/2022 8:32 AM
118	2	3/26/2022 7:53 AM
119	4	3/26/2022 7:35 AM
120	30	3/26/2022 6:53 AM
121	52	3/26/2022 6:09 AM
122	25	3/26/2022 5:24 AM
123	Daily	3/26/2022 2:21 AM
124	25	3/25/2022 11:57 PM
125	5	3/25/2022 11:34 PM
126	79	3/25/2022 11:12 PM
127	10	3/25/2022 11:01 PM
128	20	3/25/2022 10:54 PM
129	6	3/25/2022 10:31 PM
130	60	3/25/2022 10:26 PM
131	2	3/25/2022 10:06 PM
132	2	3/25/2022 9:51 PM
133	50	3/25/2022 9:30 PM
134	12	3/25/2022 8:54 PM
135	6	3/25/2022 8:48 PM
136	5	3/25/2022 8:40 PM
137	3	3/25/2022 8:19 PM
138	50	3/25/2022 7:58 PM
139	40	3/25/2022 7:40 PM
140	50+	3/25/2022 7:35 PM
141	Multiple	3/25/2022 7:20 PM
142	15	3/25/2022 7:17 PM
143	10	3/25/2022 7:09 PM
144	10	3/25/2022 6:59 PM
145	5	3/25/2022 6:42 PM
146	4	3/25/2022 6:21 PM
147	2	3/25/2022 5:33 PM
148	5	3/25/2022 5:31 PM
149	15	3/25/2022 5:24 PM
150	4	3/25/2022 5:06 PM
151	0	3/25/2022 5:01 PM
152	5	3/25/2022 4:58 PM
153	2	3/25/2022 4:54 PM
154	10	3/25/2022 4:51 PM
155	4	3/25/2022 4:27 PM
156	Our neighborhood is connected so we are on here a lot	3/25/2022 4:24 PM
157	1	3/25/2022 4:19 PM
158	100	3/25/2022 4:16 PM
159	60	3/25/2022 4:15 PM
160	10+	3/25/2022 4:05 PM
161	30	3/25/2022 4:04 PM
162	12	3/25/2022 4:00 PM
163	25	3/25/2022 3:54 PM
164	24	3/25/2022 3:52 PM
165	100	3/25/2022 3:50 PM
166	20	3/25/2022 3:46 PM
167	3x week in summer	3/25/2022 3:46 PM
168	6+	3/25/2022 3:41 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

169	10	3/25/2022 3:36 PM
170	100+	3/25/2022 3:36 PM
171	3	3/25/2022 3:33 PM
172	6	3/25/2022 3:24 PM
173	15	3/25/2022 3:20 PM
174	24	3/25/2022 3:18 PM
175	100	3/25/2022 3:09 PM
176	5	3/25/2022 3:08 PM
177	12	3/25/2022 3:08 PM
#	NATALIE WHEELER TRAIL	DATE
1	Almost everyday	4/26/2022 4:37 PM
2	12	4/25/2022 3:26 PM
3	5	4/24/2022 10:24 PM
4	0	4/24/2022 9:19 PM
5	1	4/24/2022 7:19 PM
6	0	4/24/2022 6:52 PM
7	0	4/24/2022 2:02 PM
8	3	4/24/2022 8:55 AM
9	15	4/23/2022 10:33 AM
10	6	4/20/2022 12:07 PM
11	0	4/19/2022 9:13 AM
12	5	4/18/2022 9:23 AM
13	20	4/17/2022 8:10 AM
14	5	4/16/2022 9:59 AM
15	0	4/15/2022 7:06 AM
16	2	4/14/2022 10:36 PM
17	15	4/14/2022 4:46 PM
18	180	4/8/2022 8:49 AM
19	5	4/7/2022 9:28 PM
20	None	4/7/2022 12:25 PM
21	2	4/7/2022 9:29 AM
22	24	4/7/2022 12:14 AM
23	1	4/5/2022 11:28 PM
24	15	4/5/2022 1:42 PM
25	30	4/5/2022 10:56 AM
26	0	4/5/2022 10:46 AM
27	0	4/5/2022 10:28 AM
28	5	4/5/2022 10:27 AM
29	6	4/5/2022 9:52 AM
30	0	3/27/2022 10:40 PM
31	1	3/27/2022 7:23 PM
32	365	3/27/2022 9:30 AM
33	0	3/27/2022 12:28 AM
34	6	3/26/2022 10:54 PM
35	24	3/26/2022 10:38 PM
36	5 and up	3/26/2022 9:42 PM
37	200	3/26/2022 8:27 PM
38	6	3/26/2022 2:53 PM
39	0	3/26/2022 10:54 AM
40	1	3/26/2022 9:30 AM
41	2	3/26/2022 8:37 AM
42	1	3/26/2022 7:53 AM
43	5	3/26/2022 6:53 AM
44	0	3/26/2022 6:09 AM
45	0	3/26/2022 5:24 AM

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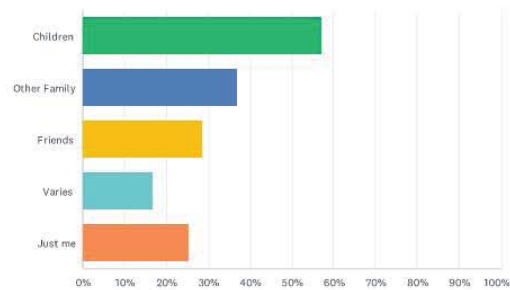
City of Westfield Parks & Recreation Department 2022 Public Survey

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46	0	3/26/2022 2:21 AM
47	5	3/25/2022 11:57 PM
48	34	3/25/2022 11:12 PM
49	0	3/25/2022 11:01 PM
50	0	3/25/2022 10:26 PM
51	2	3/25/2022 10:06 PM
52	0	3/25/2022 8:54 PM
53	5	3/25/2022 7:35 PM
54	0	3/25/2022 5:33 PM
55	32	3/25/2022 5:06 PM
56	0	3/25/2022 5:01 PM
57	2	3/25/2022 4:58 PM
58	20	3/25/2022 4:15 PM
59	4	3/25/2022 4:00 PM
60	20	3/25/2022 3:50 PM
61	5	3/25/2022 3:46 PM
62	0	3/25/2022 3:33 PM
63	0	3/25/2022 3:24 PM
64	1	3/25/2022 3:20 PM
65	4	3/25/2022 3:18 PM

Q9 With whom do you most often visit parks?

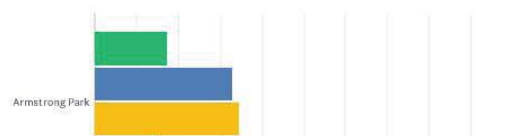
Answered: 228 Skipped: 4



ANSWER CHOICES	RESPONSES	
Children	57.02%	130
Other Family	36.84%	84
Friends	28.51%	65
Varies	16.67%	38
Just me	25.44%	58
Total Respondents: 228		

Q10 Please rate the quality of each park and its facilities:

Answered: 206 Skipped: 26

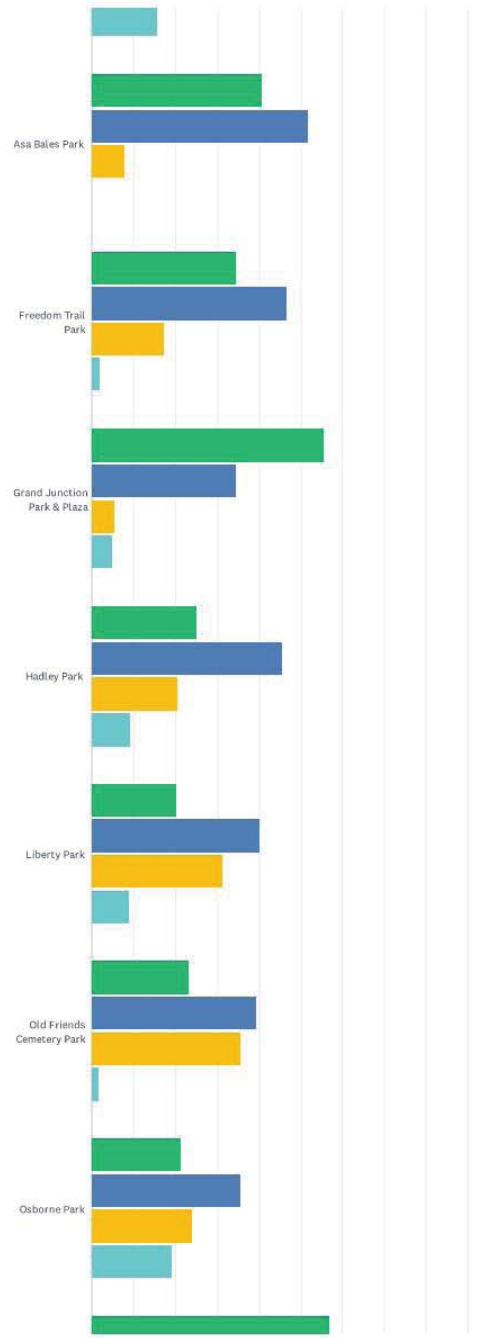


45 / 75

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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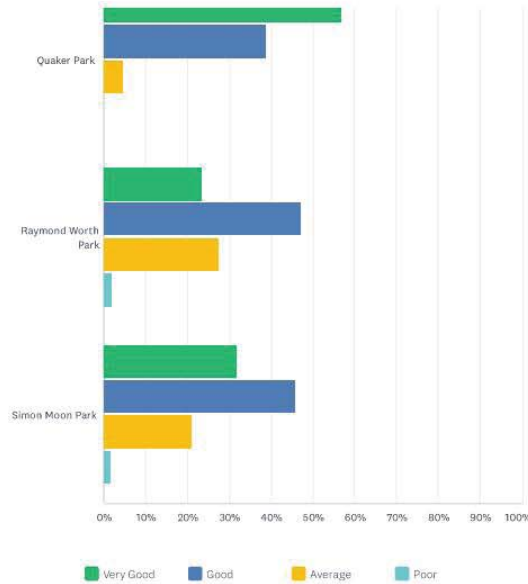


46 / 75

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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	VERY GOOD	GOOD	AVERAGE	POOR	TOTAL
Armstrong Park	17.24% 10	32.76% 19	34.48% 20	15.52% 9	58
Asa Bales Park	40.49% 66	51.53% 84	7.98% 13	0.00% 0	163
Freedom Trail Park	34.34% 34	46.46% 46	17.17% 17	2.02% 2	99
Grand Junction Park & Plaza	55.38% 72	34.62% 45	5.38% 7	4.62% 6	130
Hadley Park	25.00% 11	45.45% 20	20.45% 9	9.09% 4	44
Liberty Park	20.00% 9	40.00% 18	31.11% 14	8.89% 4	45
Old Friends Cemetery Park	23.21% 13	39.29% 22	35.71% 20	1.79% 1	56
Osborne Park	21.43% 9	35.71% 15	23.81% 10	19.05% 8	42
Quaker Park	56.72% 76	38.81% 52	4.48% 6	0.00% 0	134
Raymond Worth Park	23.53% 12	47.06% 24	27.45% 14	1.96% 1	51
Simon Moon Park	31.78% 41	45.74% 59	20.93% 27	1.55% 2	129

#	COMMENTS?	DATE
1	I get the thought with the playground next to the road, but clearly an older group of people, without young children planned that one. We need speed bumps on either side of the park there, possibly a stop where the road meets Old Friends Cemetery. You have to slow traffic there. You have to.	4/25/2022 2:21 PM
2	Haven't had the chance to visit all these parks but am looking forward to exploring them!	4/24/2022 9:40 PM
3	Freedom trail park is right in my neighborhood and it is poorly maintained.	4/24/2022 10:47 AM
4	Wish there were swings and more things for older children	4/24/2022 9:01 AM
5	Freedom trail would be awesome with paved trails instead of gravel in back.	4/23/2022 11:49 AM
6	I absolutely love the new Raymond Worth Park! I hope to see the pond restored for fishing.	4/18/2022 9:23 AM
7	Simon Moon needs more development	4/16/2022 8:25 AM
8	When you installed the turf at Simon moon all the equipment has zero clearance as the ground	4/15/2022 10:50 AM

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City of Westfield Parks & Recreation Department 2022 Public Survey

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	is too high. Definite error in planing. Also it needs a gate because of the sledding hill. And the grassy area to the north side needs flattened so you can play baseball or football	
9	Freedom Trail doesn't have bathrooms. Grand Junction is in need of additional fencing to keep from running into the street or falling down one of many hills into the creek.	4/15/2022 8:08 AM
10	I would love to see bigger/more interactive playgrounds for older kids. Things like fitness stations, or natural wood structures to climb on/zip line, etc.	4/15/2022 7:06 AM
11	Whoever designed the death trap on Union should be fired	4/14/2022 6:33 PM
12	Asa Bales needs to finish the Gaga ball court. Simon moon needs to grease the spinning equipment.	4/14/2022 4:46 PM
13	No	4/7/2022 12:25 PM
14	There are many invasive species in the parks, esp Raymond Worth	4/5/2022 11:28 PM
15	Grand junction is kind of new to rate.	4/5/2022 10:46 AM
16	I would love for Liberty Park to be accessible from the south ie: a crosswalk & entrance so you could walk from Cool Creek or Nancy Wheeler.	4/2/2022 7:36 PM
17	Would love to see a fence at Raymond between road and playground! Also would love for restrooms to be cleaner at Asa and Quaker. Wish Quaker had slides for big kids.	3/28/2022 7:08 PM
18	Need more benches for parents to sit by playgrounds, more restrooms, and shade trees near playgrounds	3/28/2022 10:36 AM
19	Simon Moon was great before it was redone 6-7 years ago. No swings and now the carpet is so high you can't hardly spin.	3/26/2022 9:42 PM
20	Raymond Worth sometimes has trash which I try to help pick up	3/26/2022 5:57 PM
21	Need bathrooms and water at all.	3/26/2022 3:03 PM
22	Please add more Pickleball courts at any/all parks - the sport is growing and in high demand!	3/26/2022 12:58 PM
23	We love, and appreciate, our great parks!	3/25/2022 11:57 PM
24	I have been a residence since 6/2021. We moved here with considering the many park & trails. We are still navigating, would like more walking areas around parks for children , longer distance. More nature	3/25/2022 11:36 PM
25	We need more pickleball courts	3/25/2022 11:12 PM
26	I live right between asa bales park and freedom trail park. Love both parks. Love grand junction plaza as well. I'm very excited for it to help elevate downtown. Please fix the play area. In the time I put a pacifier in my baby's mouth my toddler climbed over the concrete ledge and ran toward Union street. I have not been able to go back since.	3/25/2022 10:06 PM
27	Please prohibit golf carts and motorized vehicles from all city trails.	3/25/2022 5:06 PM
28	Grand junction is awesome, the new splash pad is great at Quaker, but most other parks outside of Cool creek need to be updated. Camel parks that have been updated are amazing	3/25/2022 4:24 PM
29	There are many smaller, newer parks that really need some more native trees.	3/25/2022 4:15 PM
30	We would love to see bathrooms at freedom trail, the shelter portion of Simon moon trips kids constantly. I saw part of it is sloping, but the other side trips them too. As a mom of young ones, I'd love to see parks built further from the road, maybe even one with a fence around it.	3/25/2022 3:33 PM

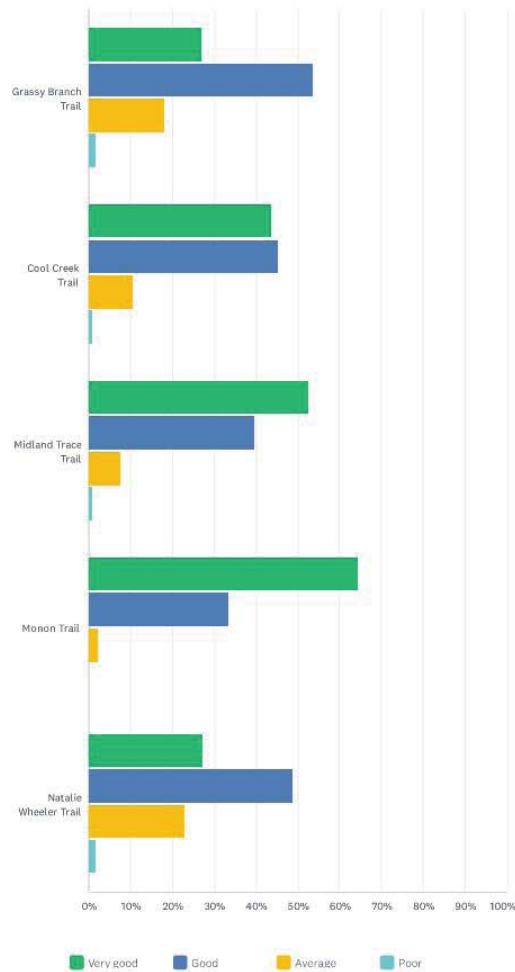
Q11 Please rate the quality of each trail:

Answered: 201 Skipped: 31

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City of Westfield Parks & Recreation Department 2022 Public Survey

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	VERY GOOD	GOOD	AVERAGE	POOR	TOTAL
Grassy Branch Trail	26.79% 15	53.57% 30	17.86% 10	1.79% 1	56
Cool Creek Trail	43.55% 54	45.16% 56	10.48% 13	0.81% 1	124
Midland Trace Trail	52.50% 84	39.39% 63	7.50% 12	0.63% 1	160
Monon Trail	64.44% 116	33.33% 60	2.22% 4	0.00% 0	180
Natalie Wheeler Trail	27.14% 19	48.57% 34	22.86% 16	1.43% 1	70

#	COMMENTS?	DATE
1	The trails near us are fantastic, even as a mom of a special needs kiddo with trouble walking. You are great about keeping the trails clear and safely paved/graveled.	4/25/2022 2:21 PM
2	I love the trails. So convenient and a great safe way to get exercise and be outside.	4/24/2022 9:40 PM

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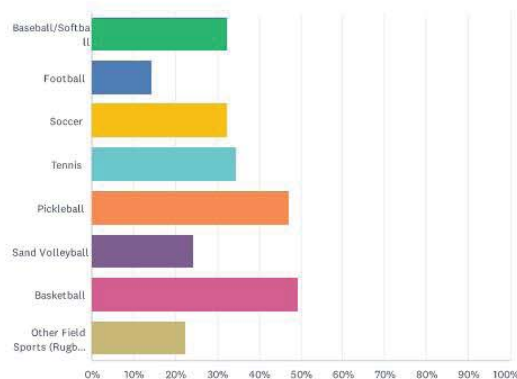
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3	Sad to see all the trees being taken down. That was one of the nice cool spots when walking.	4/24/2022 10:39 AM
4	REALLY need SIDEWALK or trail from Monon to CoolCreek on 156th.	4/23/2022 10:33 AM
5	We frequent the Monon Trail. Crosswalks near grand park are needed and clearing of the trail more frequently	4/19/2022 9:13 AM
6	Monon and 161 crossing is very dangerous HAWk didn't help	4/18/2022 5:11 PM
7	Need to complete 156th trails to connect to Natalie wheeler and cool creek	4/15/2022 1:20 PM
8	No	4/7/2022 12:25 PM
9	natalie wheeler lost appeal due to selling wooded property for development	4/5/2022 10:23 AM
10	I wish there was more landscaping and development around our trails, similar to Carmel. I'm hoping to see it build up over the years!	3/29/2022 11:01 AM
11	Right of way needed for trail users. Spring mill and midland often has a lot of car traffic that can interrupt trail use. Also we need a minimum tunnel under 161st street to encourage more trail use. People will use the trails more if they feel safer at intersections.	3/27/2022 7:23 PM
12	The time we tried the Cool Creek Trail it was poorly marked.	3/26/2022 9:41 AM
13	We love that we can navigate around Westfield by using the various trails. Our plans are to acquire e-bikes and a golf cart in the future as well.	3/25/2022 11:57 PM
14	Unsure of feasible monon entrances & exits / dissatisfied with the lack of inclusive parks & communication for nonverbal (professionally speaking) ; we are hoping to explore more trails.	3/25/2022 11:36 PM
15	Need to expand midland trace trail	3/25/2022 11:12 PM
16	Midland is still Very Disconnected. Not many trees/shade/benches/trash receptacles	3/25/2022 11:01 PM
17	Love the trails! Plan to use them more when my kids are bigger. Husband uses them to walk dog. As a chicago transplant i miss having places to walk to. Would be great to have more places to walk to in addition to all the trails to walk on.	3/25/2022 10:06 PM
18	Wish golf carts weren't allowed on trails.	3/25/2022 9:51 PM
19	Waiting for Midland Trace to be completed	3/25/2022 8:48 PM
20	Connection to trails is essential, especially to the 191st and Grassy Creek area.	3/25/2022 7:17 PM
21	Please stop cutting down all the trees adjacent to the trails.	3/25/2022 5:06 PM
22	Love the Monon	3/25/2022 4:24 PM
23	I love Midland trace. I know it's likely impossible, but it would be amazing if it could connect across 31 straight through Westfield.	3/25/2022 3:54 PM
24	The Natalie wheeler trail becomes a very narrow sidewalk on Union street. Makes it difficult for multiple bikes to ride/ pass	3/25/2022 3:50 PM

Q12 Is there a need for public recreation style athletic fields for youth or adult sports leagues or pick-up games, such as?

Answered: 140 Skipped: 92



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City of Westfield Parks & Recreation Department 2022 Public Survey

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ANSWER CHOICES		RESPONSES
Baseball/Softball		32.14% 45
Football		14.29% 20
Soccer		32.14% 45
Tennis		34.29% 48
Pickleball		47.14% 66
Sand Volleyball		24.29% 34
Basketball		49.29% 69
Other Field Sports (Rugby, Lacrosse, Cricket, Field Hockey, etc.)		22.14% 31
Total Respondents: 140		

#	OTHER FIELD SPORTS (RUGBY, LACROSSE, CRICKET, FIELD HOCKEY, ETC.)	DATE
1	Lacrosse and Field Hockey would be great!	4/25/2022 5:45 AM
2	Field Hockey	4/24/2022 7:19 PM
3	Rugby	4/24/2022 9:11 AM
4	No	4/23/2022 10:40 PM
5	Disc Golf	4/23/2022 10:33 AM
6	Rugby, Lacrosse	4/15/2022 7:06 AM
7	Bocce ball, shuffleboard	4/14/2022 10:30 PM
8	Disc Golf	4/14/2022 5:25 PM
9	Lacrosse	4/7/2022 2:51 PM
10	No	4/6/2022 10:22 PM
11	NA	4/5/2022 10:56 AM
12	Public track	4/5/2022 10:27 AM
13	Don't know	4/3/2022 1:20 PM
14	Rugby	4/1/2022 9:29 PM
15	Grand Park should be for the people who live here first	3/28/2022 5:09 PM
16	Rugby	3/26/2022 6:44 PM
17	We have enough	3/26/2022 3:21 PM
18	Pool	3/26/2022 3:03 PM
19	Lacrosse	3/26/2022 11:51 AM
20	Lacrosse.	3/26/2022 10:47 AM
21	Pickleball is the fastest growing sport. Please expand. We need a pickleball park like Cyntheanne.	3/25/2022 11:12 PM
22	Kickball	3/25/2022 11:01 PM
23	Lacrosse and Cricket	3/25/2022 10:31 PM
24	Frisbee Golf	3/25/2022 10:26 PM
25	Any of those and Hurling	3/25/2022 10:05 PM
26	Stocked fishing ponds	3/25/2022 8:35 PM
27	Disc golf	3/25/2022 7:17 PM
28	Yes. Because Westfield residents do not get to use Grand Park.	3/25/2022 4:51 PM
29	Disc golf	3/25/2022 4:15 PM
30	rugby	3/25/2022 4:03 PM
31	Hockey	3/25/2022 3:08 PM

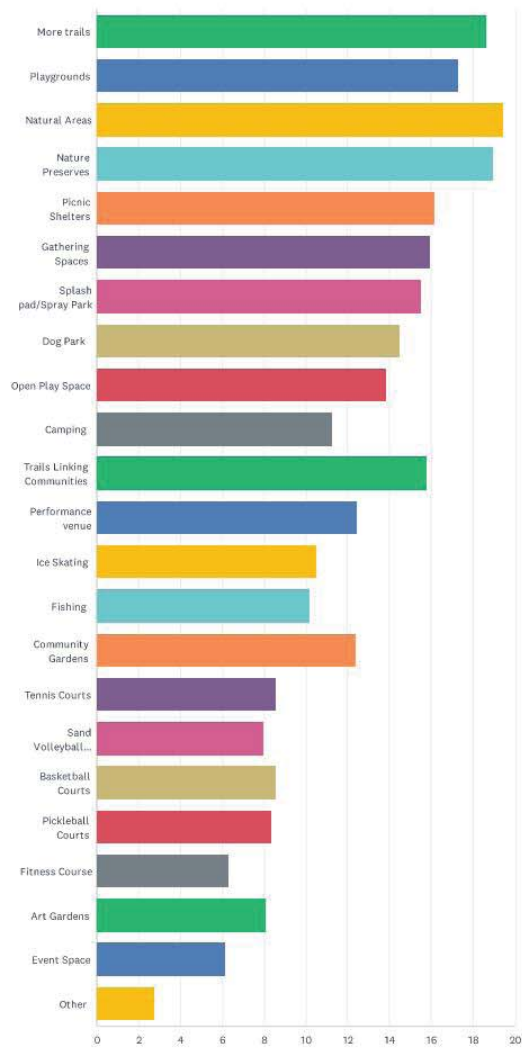
Q13 I would like to see City of Westfield Parks & Recreation add or develop the following things. Rank all that apply, with 1 being most important:

Answered: 226 Skipped: 6

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City of Westfield Parks & Recreation Department 2022 Public Survey

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14
More trails	18.22% 39	17.29% 37	16.82% 36	11.68% 25	2.80% 6	6.07% 13	3.27% 7	4.21% 9	2.34% 5	0.47% 1	2.34% 5	2.34% 5	1.87% 4	1.87% 4
Playgrounds	10.53% 22	15.31% 32	10.53% 22	10.05% 21	7.66% 16	6.22% 13	7.18% 15	3.83% 8	2.87% 6	2.87% 6	2.87% 6	2.87% 6	2.87% 6	2.87% 6
Natural Areas	19.82% 43	16.13% 35	16.13% 35	11.06% 24	8.76% 19	7.37% 16	5.07% 11	3.69% 8	1.84% 4	1.38% 3	2.30% 5	0.46% 1	0.46% 1	1.38% 3
Nature Preserves	16.13% 35	13.82% 30	11.06% 24	13.82% 30	12.44% 27	10.60% 23	3.69% 8	2.30% 5	4.15% 9	3.23% 7	1.38% 3	1.84% 4	0.92% 2	0.46% 1
Picnic Shelters	1.92% 4	3.85% 8	5.77% 12	7.21% 15	13.94% 29	10.58% 22	10.10% 21	12.98% 27	6.25% 13	4.33% 9	3.37% 7	6.73% 14	2.88% 6	1.44% 3
Gathering Spaces	0.97% 2	1.46% 3	4.85% 10	5.83% 12	15.05% 31	16.99% 35	12.14% 25	11.17% 23	6.31% 13	4.85% 10	3.88% 8	3.40% 7	1.46% 3	1.46% 3
Splash pad/Spray Park	7.73% 16	7.73% 16	5.31% 11	2.90% 6	3.86% 8	4.83% 10	10.63% 22	10.14% 21	10.14% 21	5.31% 11	8.21% 17	4.35% 9	4.83% 10	2.42% 5
Dog Park	9.57% 20	5.26% 11	2.87% 6	4.78% 10	5.74% 12	3.83% 8	4.78% 10	10.05% 21	6.70% 14	7.66% 16	6.70% 14	5.74% 12	4.31% 9	2.39% 5
Open Play Space	1.46% 3	0.98% 2	1.95% 4	3.41% 7	7.32% 15	1.95% 4	4.88% 10	6.34% 13	14.15% 29	16.59% 34	9.76% 20	8.29% 17	5.85% 12	3.41% 7
Camping	0.00% 0	0.97% 2	0.97% 2	2.42% 5	3.86% 8	3.38% 7	4.83% 10	3.38% 7	6.76% 14	9.66% 20	6.28% 13	7.73% 16	8.21% 17	10.14% 21
Trails Linking Communities	8.06% 17	8.06% 17	5.69% 12	9.48% 20	5.21% 11	4.74% 10	6.64% 14	4.27% 9	4.27% 9	8.53% 18	11.37% 24	4.27% 9	5.21% 11	1.90% 4
Performance venue	2.40% 5	1.92% 4	3.37% 7	3.37% 7	4.33% 9	1.92% 4	2.88% 6	2.88% 6	6.25% 13	4.33% 9	8.17% 17	15.87% 33	9.62% 20	10.58% 22
Ice Skating	0.00% 0	1.45% 3	1.93% 4	1.45% 3	1.93% 4	2.42% 5	2.90% 6	2.42% 5	1.93% 4	1.45% 3	4.35% 9	6.70% 14	22.22% 46	11.59% 24
Fishing	0.96% 2	0.48% 1	0.96% 2	3.85% 8	1.44% 3	3.37% 7	1.44% 3	2.88% 6	2.88% 6	3.85% 8	3.85% 8	1.44% 3	4.33% 9	22.22% 46
Community Gardens	0.95% 2	1.42% 3	6.16% 13	1.90% 4	4.74% 10	5.69% 12	5.21% 11	4.74% 10	3.79% 8	3.79% 8	5.21% 11	5.69% 12	3.32% 7	6.16% 13
Tennis Courts	0.49% 1	1.46% 3	0.49% 1	0.49% 1	1.46% 3	1.46% 3	0.98% 2	0.98% 2	0.49% 1	2.44% 5	1.46% 3	4.39% 9	1.95% 4	3.90% 8
Sand Volleyball Courts	0.00% 0	0.49% 1	1.97% 4	0.49% 1	0.00% 0	0.49% 1	0.99% 2	2.96% 6	1.97% 4	2.46% 5	1.97% 4	0.99% 2	4.43% 9	1.97% 4
Basketball Courts	2.42% 5	0.48% 1	2.90% 6	0.97% 2	0.97% 2	1.45% 3	1.45% 3	1.93% 4	3.86% 8	2.90% 6	1.93% 4	3.86% 8	1.93% 4	1.93% 4
Pickleball Courts	2.40% 5	2.40% 5	1.44% 3	2.88% 6	3.37% 7	2.40% 5	2.40% 5	0.48% 1	1.44% 3	1.44% 3	4.33% 9	0.48% 1	2.40% 5	0.96% 2
Fitness Course	0.98% 2	0.00% 0	0.00% 0	0.00% 0	1.95% 4	1.46% 3	0.98% 2	1.46% 3	1.46% 3	0.98% 2	2.44% 5	3.41% 7	2.93% 6	1.46% 3
Art Gardens	0.00% 0	1.92% 4	0.00% 0	2.40% 5	3.85% 8	4.33% 9	3.37% 7	4.33% 9	1.92% 4	3.85% 8	1.92% 4	3.37% 7	1.92% 4	4.33% 9
Event Space	0.00% 0	0.97% 2	0.49% 1	1.94% 4	0.97% 2	2.43% 5	0.97% 2	0.97% 2	1.94% 4	5.34% 11	2.43% 5	2.43% 5	1.94% 4	3.40% 7
Other	0.99% 2	0.99% 2	0.99% 2	0.49% 1	0.49% 1	0.00% 0	0.49% 1	0.99% 2	0.99% 2	0.00% 0	0.49% 1	0.49% 1	0.49% 1	0.00% 0

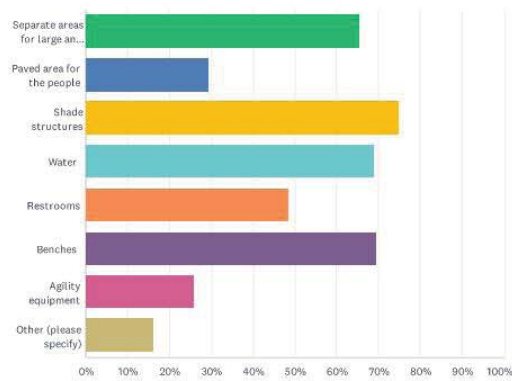
Q14 If Westfield were to develop a dog park, what amenities would you prefer?

Answered: 167 Skipped: 65

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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ANSWER CHOICES	RESPONSES	
Separate areas for large and small dogs	65.27%	109
Paved area for the people	29.34%	49
Shade structures	74.85%	125
Water	68.86%	115
Restrooms	48.50%	81
Benches	69.46%	116
Agility equipment	25.75%	43
Other (please specify)	16.17%	27
Total Respondents: 167		

#	OTHER (PLEASE SPECIFY)	DATE
1	Basketball courts	4/26/2022 8:54 PM
2	Bag dispensers and a garbage can	4/25/2022 2:21 PM
3	Poop cans with scooper and bags	4/24/2022 7:40 PM
4	Great concept but no.	4/24/2022 9:11 AM
5	Tired of dogs allowed everywhere	4/23/2022 6:33 PM
6	No Thanks.	4/23/2022 10:33 AM
7	Dog wash station	4/15/2022 8:56 AM
8	Way to keep aggressive dogs out	4/14/2022 4:46 PM
9	None - should be private enterprise	4/7/2022 7:59 AM
10	na	4/5/2022 10:56 AM
11	Low cost to Westfield residents	4/5/2022 10:27 AM
12	Natural areas (see Duck Farm Dog Park and Independence Grove Dog Park in IL for examples)	4/5/2022 9:44 AM
13	Stated rules regarding safety	4/4/2022 9:31 AM
14	Vaccination requirements w/of key fob program - similar to Broadripple Dog Park	3/28/2022 5:48 AM
15	Dog Waste Receptacles and bags	3/26/2022 12:58 PM
16	Would not like a dog park	3/26/2022 10:54 AM
17	NO mulch. They eat it	3/26/2022 9:32 AM
18	Shot records , sign up for dogs & owners - added into the system - needs to be big - safety measures in place - a fee to use it	3/25/2022 11:36 PM
19	Large wooded area for dogs to explore	3/25/2022 11:01 PM
20	None	3/25/2022 10:31 PM
21	Self service dog bath would be great	3/25/2022 10:06 PM
22	Waste bins	3/25/2022 8:35 PM
23	A nice surface to prevent mud	3/25/2022 7:58 PM

APPENDIX - PUBLIC SURVEY

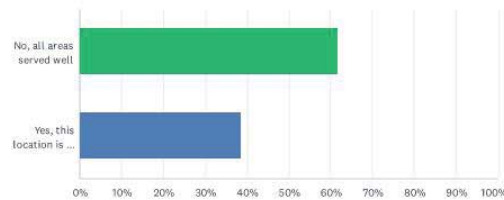
City of Westfield Parks & Recreation Department 2022 Public Survey

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24	We don't need a dog park :)	3/25/2022 3:52 PM
25	Away from regular parks and areas with kids	3/25/2022 3:33 PM
26	Absolutely essential to have small and large sides with separate entrances. A dog park is desperately needed!	3/25/2022 3:31 PM
27	Not a priority	3/25/2022 3:25 PM

Q15 Are there areas of the city that are currently underserved by park facilities? If so, where?

Answered: 141 Skipped: 91



ANSWER CHOICES	RESPONSES
No, all areas served well	61.70% 87
Yes, this location is not well served	38.30% 54
TOTAL	141

#	YES, THIS LOCATION IS NOT WELL SERVED	DATE
1	Grand Park and west	4/25/2022 3:26 PM
2	The area around Quaker Park. The location and park is fantastic. Amenities are great, but with all the development on Ditch and more homes coming near Grand Park, the park is too crowded, specifically in the summer with the splash pad. Possibly follow the idea of Simon Moon, more of a toddler park with a splash pad out toward Eagletown or a giant splash pad with a bigger play area than Quaker Park to make more room for all the families moving in.	4/25/2022 2:21 PM
3	Midland Trace Path by Maple Glen Elementary School	4/24/2022 7:19 PM
4	Far west side of Westfield	4/24/2022 2:02 PM
5	There is no sidewalk or trail on 156th to get to cool creek from the monon	4/23/2022 10:33 AM
6	The west side, i.e., Towne Rd area, north of 146th	4/20/2022 12:07 PM
7	At Grand Park - playground is needed.	4/19/2022 9:13 AM
8	Carey Road north of 32	4/18/2022 9:23 AM
9	West side of Westfield	4/17/2022 6:21 PM
10	South side of Westfield - 151st/ditch	4/15/2022 11:59 AM
11	good	4/11/2022 4:14 PM
12	Dog Park	4/8/2022 8:49 AM
13	Grand park area needs public use park available	4/7/2022 2:51 PM
14	Carey road area	4/7/2022 7:59 AM
15	In general, keep more natural habitat and stop plowing down trees.	4/6/2022 10:22 PM
16	West	4/5/2022 1:42 PM
17	downtown where we built a poorly designed park with wide open pits for drainage rather than installing culverts to allow usable space over the top for the music venue, etc. Oh, and where is everyone to park? how to get there on already backlogged streets? POORLY DESIGNED AND EXCECUTED	4/5/2022 12:42 PM
18	Harmony and Centennial district	4/5/2022 10:52 AM
19	We need larger venues to support all the high density housing developments	4/5/2022 10:21 AM
20	NE quadrant, NW quadrant	4/3/2022 1:20 PM
21	western parts of Westfield	4/3/2022 9:54 AM
22	Southwest corner	3/28/2022 12:33 PM
23	Southwest part of the city is limited to just Raymond Worth, needs additional facilities	3/28/2022 10:36 AM
24	Far western area	3/27/2022 8:04 PM
25	Ditch and 32	3/27/2022 12:28 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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26	Further West along 32 and further east along 32. Also west along 146th street. Lots of strip development but no parks.	3/26/2022 5:57 PM
27	MO	3/26/2022 5:32 PM
28	I live in Morgan Woods and at one point, there were plans to extend Cool Creek trail behind our home so we'd be connected to trail system, but that appears to have been scrapped. As all of the new construction happens around 191st/East St and Northpoint, traffic has gotten super busy where it's not very safe for us to ride our bikes from our house on East St.	3/26/2022 2:53 PM
29	East of Grassy Branch	3/26/2022 2:04 PM
30	NE side	3/26/2022 10:47 AM
31	The northwest area is lacking parks.	3/26/2022 10:01 AM
32	While there are lots of trails connecting wealthy communities to businesses and other communities, I wish there were more for the middle and low income neighborhoods. This would be even more beneficial to these community members as they may have less access to their own transportation and would give an opportunity for free, health benefiting recreation.	3/26/2022 9:41 AM
33	The whole western side of Westfield. So many new communities with no near facilities.	3/26/2022 9:30 AM
34	There are no public bathrooms along the monon north of Quaker Park and no public bathrooms at Grand Junction either. I would be much more likely to head north on the trail if there were bathrooms & drinking fountains available.	3/26/2022 8:37 AM
35	West of 32 and south of 169th	3/26/2022 6:53 AM
36	Far west side	3/26/2022 2:21 AM
37	Unable to answer	3/25/2022 11:36 PM
38	Midland trace should be expanded	3/25/2022 11:12 PM
39	191st and Grassy Branch area. We don't want commercial buildings and facilities.	3/25/2022 8:35 PM
40	Near serenade and hamony	3/25/2022 7:20 PM
41	191st and Grassy Branch would love connecting to trails and parks	3/25/2022 7:17 PM
42	Freedom Trails Restroom Facility	3/25/2022 6:42 PM
43	West side	3/25/2022 5:33 PM
44	There is little parks beyond Oakridge Rd. After Quaker Park, there is little beyond the trails.	3/25/2022 5:31 PM
45	North and west area of Westfield	3/25/2022 4:27 PM
46	Far west side; Asa Bales is the closest park to the west side.	3/25/2022 4:05 PM
47	West-Westfield. West of 31. We are expanding, few parks.	3/25/2022 3:52 PM
48	Gathering Spaces; Event venues	3/25/2022 3:41 PM
49	West side north of 32	3/25/2022 3:36 PM
50	The residential areas off of 191st, east of 31.	3/25/2022 3:31 PM
51	Westside	3/25/2022 3:25 PM
52	As the city continue to grow west, parks will be needed west of ditch rd.	3/25/2022 3:24 PM
53	North by Towne and 171	3/25/2022 3:08 PM
54	All of Westfield is lacking in public green space - gardens, nature preserves, hiking trails, etc.	3/25/2022 3:08 PM

Q16 What makes Westfield's parks and trails unique from other communities?

Answered: 76 Skipped: 156

#	RESPONSES	DATE
1	Many small parks makes Westfield different. Carmel parks are larger, but very crowded	4/25/2022 3:26 PM
2	I love the turf. We can play even after a rain. Through Covid, that's been especially important for my family. We go right after a rain. I don't mind the water. The mud gets me. 🤩	4/25/2022 2:21 PM
3	Not a thing	4/24/2022 10:16 PM
4	The interconnectivity. Hopped on the midland trace trail today and made it to noblesville. Can also access the Monon and other trails. I think the ability to get to places on foot or bike is a huge community asset!	4/24/2022 9:40 PM
5	Nice parking and restroom facilities	4/24/2022 7:40 PM
6	Very well-maintained	4/24/2022 7:19 PM
7	Quantity	4/24/2022 6:24 PM
8	It's nice to have a place to walk your dogs or go for a bike ride. My last community did not have these options.	4/24/2022 10:47 AM
9	I don't think they are unique. Sorry	4/24/2022 9:11 AM
10	It has been the abundance of natural trees that lined the trails and paths. Unfortunately more trees are being cut down along the paths and the 161st monon is uniquely bad compared to the rest of the Monon. Westfield is treating pedestrians as an afterthought in our trail and road infrastructure.	4/23/2022 10:33 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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11	The Monon Trail.	4/19/2022 9:13 AM
12	Always clean and not overly crowded typically	4/18/2022 9:23 AM
13	Not all the same	4/17/2022 6:21 PM
14	Multiple trails and connectivity. Each park us unique.	4/16/2022 9:59 AM
15	Unique concepts	4/15/2022 10:45 PM
16	Well taken care of	4/15/2022 10:00 PM
17	Clean, well kept, safe	4/15/2022 11:34 AM
18	Trail connectivity. Grand Junction	4/14/2022 10:36 PM
19	We have a skate park	4/14/2022 10:30 PM
20	Some look so trashy but i am sure the designers think they are grand	4/14/2022 6:33 PM
21	Cleanliness upkeep	4/14/2022 4:46 PM
22	cleanliness and spacious	4/7/2022 9:13 PM
23	Ability to connect through Monon trail	4/7/2022 2:51 PM
24	Na	4/7/2022 12:25 PM
25	No public swimming facility, limited picnicking	4/7/2022 7:59 AM
26	Clean and welcoming facilities and staff	4/7/2022 12:14 AM
27	Parks are well tended and maintained	4/6/2022 10:22 PM
28	How poorly thought through they are...from Grand Park that is unusable by the citizens who pay the taxes to support it to the downtown park which is a colossal error in judgment	4/5/2022 12:42 PM
29	Sensory friendly would like to see that be a standard across all parks for inclusiveness.	4/5/2022 10:52 AM
30	They are clean and well maintained	4/5/2022 10:46 AM
31	I appreciate that Freedom Trails is accessible. Please make parks accessible to all	4/5/2022 10:23 AM
32	Grand Park	4/5/2022 10:21 AM
33	Easy access	4/5/2022 9:44 AM
34	We recently moved to Westfield and enjoy that the parks are of a variety of types, locations, and uses.	4/4/2022 9:31 AM
35	Many are owned/maintained by HOAs, some are not developed	4/3/2022 1:20 PM
36	idk	4/3/2022 9:54 AM
37	MacGregor: crushed limestone trails in nature preserve.	4/2/2022 7:36 PM
38	There is so much growth potential.	3/29/2022 11:01 AM
39	Bad Administration wasting our money on one park thinking about outsiders first as usual.	3/28/2022 5:09 PM
40	Nothing.. all cities are very similar	3/28/2022 4:25 PM
41	We have some nice small natural parks but we could use larger natural areas for peaceful walking and passive recreation	3/26/2022 5:57 PM
42	I love the way the trails are all connected. Nice playground for kids.	3/26/2022 4:57 PM
43	Nothing	3/26/2022 3:21 PM
44	No pool	3/26/2022 3:03 PM
45	Lot of areas are very well connected, and parks / trails seem to be a priority in all planning vs. an afterthought.	3/26/2022 2:53 PM
46	We do not have as much native areas as Carmel or Noblesville. We are lagging behind in native/natural areas for wildlife and the environment	3/26/2022 10:54 AM
47	It seems like we have more trails than other communities. We have an abundance of parks in the downtown area.	3/26/2022 10:01 AM
48	I like that there are many options for playgrounds and that they go beyond your basic swings and slides.	3/26/2022 9:41 AM
49	Variety	3/26/2022 9:32 AM
50	Nothing	3/26/2022 9:30 AM
51	I love how interconnected several key areas of the city are by paved trail. Plenty of nature, too!	3/26/2022 8:37 AM
52	We love that we have so many to use. As downtown becomes even more developed and walkable, we feel it will get even better!town	3/25/2022 11:57 PM
53	I have not lived here long enough to observe this - however more walking at current parks like Simon Moon - this is a hugely used park for kids & parents - very little parking & other activities to do there then the playground.	3/25/2022 11:36 PM
54	No unique break aways vs surrounding cities	3/25/2022 10:31 PM
55	The abundance of options. We're very lucky.	3/25/2022 10:06 PM
56	Well maintained and each is unique	3/25/2022 7:58 PM
57	Not a lot so far, we definitely need to work on it.	3/25/2022 7:20 PM
58	Each park has a neighborhood feel	3/25/2022 7:17 PM

APPENDIX - PUBLIC SURVEY

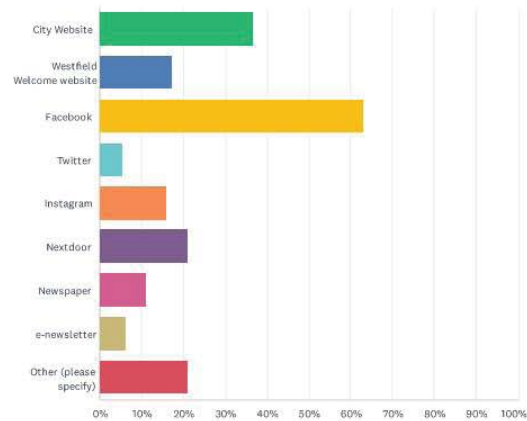
City of Westfield Parks & Recreation Department 2022 Public Survey

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59	The way they blend into nature!	3/25/2022 6:59 PM
60	They have been updated recently	3/25/2022 5:31 PM
61	Love Grand Junction, Asa Bales and Quaker. So much thought and creativity went into creating.	3/25/2022 4:58 PM
62	The different types of playgrounds and all of the new playground equipment.	3/25/2022 4:54 PM
63	Love that the Monon is connected to neighborhoods and you can get to restaurants and parks easily	3/25/2022 4:24 PM
64	variety of terrain, playgrounds are unique, trails are more extensive than many in other communities	3/25/2022 4:05 PM
65	nothing	3/25/2022 4:03 PM
66	I love when they connect and it makes it easier to walk from one area to another.	3/25/2022 3:54 PM
67	Not much difference. They are unique in that I live near them.	3/25/2022 3:46 PM
68	Well kept, wide trails, easy access	3/25/2022 3:46 PM
69	Love the cleanliness of the playgrounds	3/25/2022 3:41 PM
70	Not sure	3/25/2022 3:36 PM
71	I do think our parks are outstanding and have a varied of equipment for kids. The bathrooms are great for public parks.	3/25/2022 3:33 PM
72	Nothing...you are behind	3/25/2022 3:25 PM
73	Each park seems to have certain things they specialize in or have a quality unique to them.	3/25/2022 3:24 PM
74	Midland Trace not as well kept as Noblesville stretch, Monon Trail not as well kept as Carmel portion	3/25/2022 3:20 PM
75	I'm not sure there is a unique feature as I'm not familiar with other cities.	3/25/2022 3:09 PM
76	It feels like the Westfield parks department doesn't have the budget or available land to create the type of parks department that Carmel has.	3/25/2022 3:08 PM

Q17 How do you learn about parks, trails and events in Westfield?

Answered: 210 Skipped: 22



APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

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ANSWER CHOICES	RESPONSES
City Website	36.67% 77
Westfield Welcome website	17.14% 36
Facebook	62.86% 132
Twitter	5.24% 11
Instagram	15.71% 33
Nextdoor	20.95% 44
Newspaper	10.95% 23
e-newsletter	6.19% 13
Other (please specify)	20.95% 44
Total Respondents: 210	

#	OTHER (PLEASE SPECIFY)	DATE
1	Westfield Welcome events at different parks.	4/25/2022 2:21 PM
2	Word of mouth	4/24/2022 10:16 PM
3	Neighbors	4/24/2022 5:07 PM
4	Google	4/24/2022 3:40 PM
5	Walking around	4/24/2022 8:47 AM
6	Exploring	4/23/2022 6:33 PM
7	Word of mouth	4/23/2022 11:49 AM
8	Driving around	4/23/2022 10:14 AM
9	Indiana Native Plant Society activities	4/20/2022 12:07 PM
10	Word of mouth	4/17/2022 6:21 PM
11	YouTube	4/16/2022 8:25 AM
12	Google search	4/14/2022 10:30 PM
13	Word of mouth	4/14/2022 5:25 PM
14	Drive-By	4/8/2022 8:49 AM
15	Current	4/7/2022 7:59 AM
16	Driving and biking around	4/5/2022 10:56 AM
17	Word of mouth	4/5/2022 10:46 AM
18	Friends as we don't receive the correct Current edition	4/5/2022 10:27 AM
19	Neighbors / exploring	4/4/2022 9:31 AM
20	Multiple means	4/3/2022 1:20 PM
21	word of mouth	4/3/2022 9:54 AM
22	Friends...WParks news doesn't reach me much	4/2/2022 7:36 PM
23	Friends and driving around	4/1/2022 9:29 PM
24	Exploring	3/27/2022 7:28 PM
25	I don't hear about them. Started going to Raymond Worth park when it was just a field.	3/27/2022 6:33 PM
26	Nothing specific, google search	3/26/2022 8:27 PM
27	I keep my eyes open	3/26/2022 5:57 PM
28	Google	3/26/2022 5:32 PM
29	Other parents	3/26/2022 3:03 PM
30	Driving around	3/26/2022 6:53 AM
31	Indy with Kids website	3/26/2022 2:21 AM
32	Google	3/25/2022 11:36 PM
33	We are new. Heard from neighbors	3/25/2022 11:12 PM
34	Current Newspaper	3/25/2022 10:26 PM
35	All trails app	3/25/2022 8:40 PM
36	Walking around	3/25/2022 5:06 PM
37	Friends	3/25/2022 4:58 PM
38	Internet	3/25/2022 4:24 PM
39	Driving / searching	3/25/2022 4:04 PM
40	Google	3/25/2022 4:00 PM
41	Neighbors	3/25/2022 4:00 PM

APPENDIX - PUBLIC SURVEY

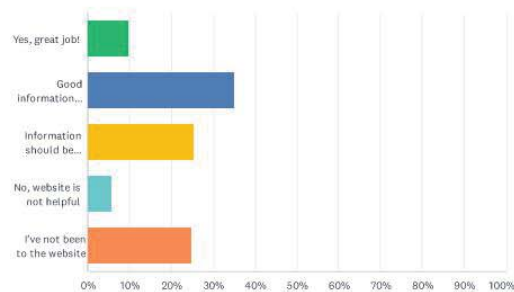
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42	Trail book:	3/25/2022 3:46 PM
43	Google	3/25/2022 3:41 PM
44	Driving by	3/25/2022 3:06 PM

Q18 Is the City of Westfield website (westfield.in.gov) informative and useful?

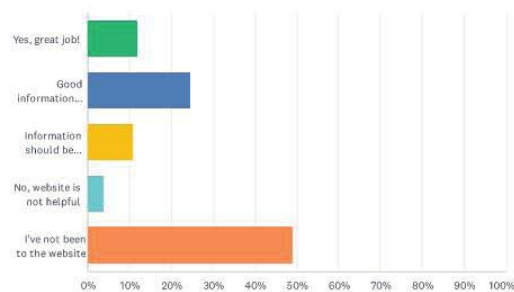
Answered: 218 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes, great job!	9.63%	21
Good information presented well	34.86%	76
Information should be updated more frequently	25.23%	55
No, website is not helpful	5.50%	12
I've not been to the website	24.77%	54
TOTAL		218

Q19 Is the Westfield Welcome website (westfieldwelcome.com) informative and useful?

Answered: 216 Skipped: 16



APPENDIX - PUBLIC SURVEY

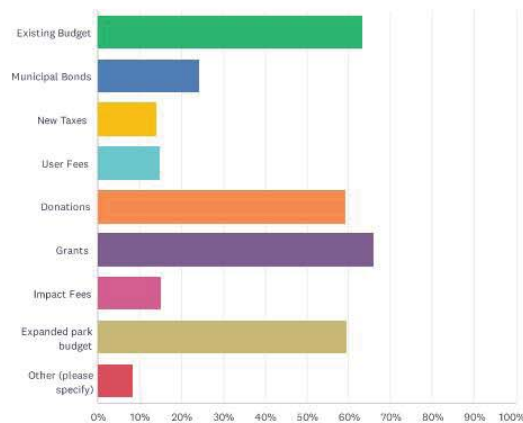
City of Westfield Parks & Recreation Department 2022 Public Survey

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ANSWER CHOICES	RESPONSES	
Yes, great job!	12.04%	26
Good information presented well	24.54%	53
Information should be updated more frequently	10.65%	23
No, website is not helpful	3.70%	8
I've not been to the website	49.07%	106
TOTAL		216

Q20 Knowing funding is limited, which of the following are reasonable funding sources for City of Westfield to pay for new amenities in the parks?

Answered: 205 Skipped: 27



ANSWER CHOICES	RESPONSES	
Existing Budget	63.41%	130
Municipal Bonds	24.39%	50
New Taxes	14.15%	29
User Fees	14.63%	30
Donations	59.02%	121
Grants	65.85%	135
Impact Fees	15.12%	31
Expanded park budget	59.51%	122
Other (please specify)	8.29%	17
Total Respondents: 205		

#	OTHER (PLEASE SPECIFY)	DATE
1	Definitely expanding the budget as the city grows. More equipment is broken and not being replaced. It need better maintenance.	4/25/2022 2:21 PM
2	Please no more taxes but understand that things cost money so any creative way to get things done without raising taxes is a win!	4/24/2022 9:40 PM
3	No more taxes	4/23/2022 10:40 PM
4	Require developers of sizable areas (40 acres or more) to include green spaces or pay fees that go to parks and natural areas.	4/20/2022 12:07 PM
5	Program fees	4/5/2022 11:28 PM
6	Quit spending money on poorly designed and not well thought out projects.	4/5/2022 12:42 PM

APPENDIX - PUBLIC SURVEY

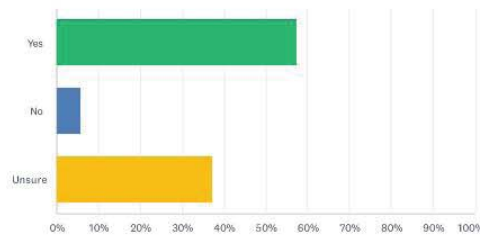
City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

7	The new housing going up in every inch of this town should provide more than enough of a tax base for parks & rec	4/5/2022 10:27 AM
8	From new housing and development community. Maybe tax from Grand Park to support other public parks	4/5/2022 10:21 AM
9	Park foundation	4/3/2022 1:20 PM
10	You have enough money you keep wasting our money fighting with people. How about representing the taxpayers for once instead of your ego.	3/28/2022 5:09 PM
11	Fundraising	3/27/2022 8:25 AM
12	Parks and natural areas improve quality of life. Ideally almost every person should be in walking distance of a park.	3/26/2022 5:57 PM
13	ARPA	3/26/2022 10:01 AM
14	None. Live within your means. Could use the food and beverage tax now that Grand Park is in the black and going to be sold.	3/25/2022 5:06 PM
15	no new taxes	3/25/2022 4:03 PM
16	Raffles and fundraisers	3/25/2022 3:46 PM
17	Taxes from all the new businesses or stop wasteful spending and redirect to parks	3/25/2022 3:08 PM

Q21 Would you support a City of Westfield Parks & Recreation Foundation?

Answered: 216 Skipped: 16



ANSWER CHOICES	RESPONSES	
Yes	57.41%	124
No	5.56%	12
Unsure	37.04%	80
TOTAL		216

Q22 If you had \$100 to spend for Parks & Recreation facilities, how would you distribute funds for the following categories:(Entered amounts should add up to equal \$100)

Answered: 189 Skipped: 43

ANSWER CHOICES		RESPONSES	
Maintain existing facilities		66.25%	129
Develop new amenities within existing parks		52.91%	100
Invest in new park property		56.08%	106
Develop new greenways/trails throughout the city		60.85%	115
Upgrade existing facilities		56.08%	106

#	MAINTAIN EXISTING FACILITIES	DATE
1	20	4/26/2022 3:53 PM
2	\$25.00	4/25/2022 2:21 PM
3	5	4/25/2022 7:14 AM
4	20	4/24/2022 11:20 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

5	10	4/24/2022 10:24 PM
6	20	4/24/2022 9:40 PM
7	15	4/24/2022 9:19 PM
8	25	4/24/2022 7:40 PM
9	20	4/24/2022 7:19 PM
10	50	4/24/2022 5:46 PM
11	\$100	4/24/2022 10:47 AM
12	50	4/24/2022 10:13 AM
13	50	4/24/2022 8:55 AM
14	50	4/23/2022 10:49 PM
15	50	4/23/2022 10:40 PM
16	50	4/23/2022 6:33 PM
17	40	4/23/2022 11:49 AM
18	10	4/23/2022 10:33 AM
19	5	4/18/2022 5:11 PM
20	50	4/18/2022 9:23 AM
21	\$25	4/17/2022 6:21 PM
22	30	4/17/2022 8:10 AM
23	30	4/16/2022 2:55 PM
24	25	4/16/2022 8:25 AM
25	40	4/15/2022 10:45 PM
26	40	4/15/2022 10:00 PM
27	30	4/15/2022 1:01 PM
28	25	4/15/2022 11:59 AM
29	20	4/15/2022 11:45 AM
30	20	4/15/2022 11:34 AM
31	100	4/15/2022 8:21 AM
32	10	4/15/2022 8:08 AM
33	25	4/15/2022 7:06 AM
34	50	4/14/2022 10:36 PM
35	30	4/14/2022 10:30 PM
36	100	4/14/2022 6:33 PM
37	20	4/14/2022 5:25 PM
38	10	4/14/2022 4:46 PM
39	20	4/8/2022 8:49 AM
40	25	4/7/2022 9:13 PM
41	20	4/7/2022 2:51 PM
42	20	4/7/2022 12:25 PM
43	25	4/7/2022 9:29 AM
44	30	4/7/2022 7:59 AM
45	40	4/7/2022 12:14 AM
46	25	4/5/2022 11:28 PM
47	50	4/5/2022 2:54 PM
48	50	4/5/2022 1:02 PM
49	50	4/5/2022 12:42 PM
50	40	4/5/2022 12:22 PM
51	50	4/5/2022 11:54 AM
52	10	4/5/2022 10:52 AM
53	25	4/5/2022 10:28 AM
54	20	4/5/2022 10:27 AM
55	20	4/5/2022 10:27 AM
56	25	4/5/2022 9:52 AM
57	34	4/5/2022 9:44 AM
58	50	4/5/2022 9:41 AM
59	\$30	4/4/2022 9:31 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

60	25	4/4/2022 8:06 AM
61	20	4/3/2022 1:20 PM
62	25	4/3/2022 9:54 AM
63	20	4/2/2022 8:51 AM
64	75	4/1/2022 9:28 PM
65	\$50	3/28/2022 7:08 PM
66	100	3/28/2022 5:09 PM
67	80	3/28/2022 4:25 PM
68	15	3/28/2022 12:33 PM
69	25	3/28/2022 10:36 AM
70	100	3/28/2022 3:28 AM
71	20	3/27/2022 10:40 PM
72	30	3/27/2022 7:28 PM
73	100	3/27/2022 6:33 PM
74	100	3/27/2022 9:30 AM
75	50	3/27/2022 8:25 AM
76	10	3/27/2022 12:28 AM
77	50	3/26/2022 10:54 PM
78	100	3/26/2022 10:38 PM
79	25	3/26/2022 9:42 PM
80	\$20	3/26/2022 4:57 PM
81	25,00	3/26/2022 3:21 PM
82	5	3/26/2022 2:04 PM
83	25	3/26/2022 11:03 AM
84	0	3/26/2022 10:54 AM
85	10	3/26/2022 10:01 AM
86	20	3/26/2022 9:30 AM
87	50	3/26/2022 8:50 AM
88	40	3/26/2022 8:37 AM
89	100	3/26/2022 8:32 AM
90	100	3/26/2022 7:53 AM
91	100	3/26/2022 6:53 AM
92	30	3/26/2022 2:21 AM
93	20	3/25/2022 11:57 PM
94	20	3/25/2022 11:01 PM
95	25	3/25/2022 10:54 PM
96	25	3/25/2022 10:26 PM
97	25	3/25/2022 10:06 PM
98	100	3/25/2022 10:05 PM
99	40	3/25/2022 9:51 PM
100	40	3/25/2022 8:48 PM
101	10	3/25/2022 8:35 PM
102	100	3/25/2022 8:19 PM
103	50	3/25/2022 7:58 PM
104	10	3/25/2022 7:40 PM
105	33	3/25/2022 7:35 PM
106	25	3/25/2022 7:17 PM
107	50	3/25/2022 7:09 PM
108	50	3/25/2022 5:31 PM
109	100 will get you nothing.	3/25/2022 5:06 PM
110	25	3/25/2022 5:01 PM
111	10	3/25/2022 4:58 PM
112	\$30	3/25/2022 4:54 PM
113	40	3/25/2022 4:27 PM
114	20	3/25/2022 4:19 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

115	15	3/25/2022 4:16 PM
116	20	3/25/2022 4:15 PM
117	30	3/25/2022 4:05 PM
118	20	3/25/2022 4:04 PM
119	20	3/25/2022 4:00 PM
120	20	3/25/2022 3:54 PM
121	10	3/25/2022 3:52 PM
122	20	3/25/2022 3:50 PM
123	25	3/25/2022 3:35 PM
124	25	3/25/2022 3:33 PM
125	30	3/25/2022 3:31 PM
126	25	3/25/2022 3:25 PM
127	50	3/25/2022 3:24 PM
128	50	3/25/2022 3:18 PM
129	20	3/25/2022 3:09 PM
#	DEVELOP NEW AMENITIES WITHIN EXISTING PARKS	DATE
1	50	4/26/2022 8:54 PM
2	100	4/26/2022 4:37 PM
3	5	4/26/2022 3:53 PM
4	15	4/25/2022 7:14 AM
5	20	4/24/2022 11:20 PM
6	10	4/24/2022 10:24 PM
7	35	4/24/2022 9:40 PM
8	25	4/24/2022 9:19 PM
9	25	4/24/2022 7:40 PM
10	25	4/24/2022 7:19 PM
11	20	4/24/2022 10:13 AM
12	50	4/23/2022 6:33 PM
13	12	4/23/2022 10:33 AM
14	100	4/19/2022 9:13 AM
15	40	4/17/2022 8:10 AM
16	50	4/16/2022 8:25 AM
17	20	4/15/2022 10:45 PM
18	10	4/15/2022 10:00 PM
19	30	4/15/2022 1:01 PM
20	50 to add dog parks	4/15/2022 11:59 AM
21	20	4/15/2022 11:45 AM
22	30	4/15/2022 11:34 AM
23	30	4/15/2022 8:08 AM
24	50	4/15/2022 7:06 AM
25	15	4/14/2022 10:30 PM
26	10	4/14/2022 5:25 PM
27	50	4/14/2022 4:46 PM
28	\$50	4/11/2022 4:14 PM
29	20	4/8/2022 8:49 AM
30	25	4/7/2022 9:13 PM
31	20	4/7/2022 12:25 PM
32	25	4/7/2022 9:29 AM
33	20	4/7/2022 12:14 AM
34	20	4/5/2022 11:28 PM
35	10	4/5/2022 1:02 PM
36	20	4/5/2022 10:52 AM
37	0	4/5/2022 10:28 AM
38	50	4/5/2022 10:27 AM
39	20	4/5/2022 10:27 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

40	\$10	4/4/2022 9:31 AM
41	20	4/4/2022 8:06 AM
42	50	4/3/2022 1:20 PM
43	10	4/3/2022 9:54 AM
44	100	4/1/2022 9:29 PM
45	15	4/1/2022 9:28 PM
46	\$50	3/28/2022 7:08 PM
47	0	3/28/2022 4:25 PM
48	50	3/28/2022 12:33 PM
49	25	3/28/2022 10:36 AM
50	Dog Park	3/28/2022 5:48 AM
51	20	3/27/2022 10:40 PM
52	15	3/27/2022 7:28 PM
53	5	3/27/2022 12:28 AM
54	20	3/26/2022 10:54 PM
55	\$30	3/26/2022 4:57 PM
56	25.00	3/26/2022 3:21 PM
57	10	3/26/2022 2:04 PM
58	50	3/26/2022 12:58 PM
59	0	3/26/2022 10:54 AM
60	20	3/26/2022 10:01 AM
61	25	3/26/2022 9:30 AM
62	50	3/26/2022 8:50 AM
63	20	3/26/2022 8:37 AM
64	70	3/26/2022 6:09 AM
65	10	3/26/2022 2:21 AM
66	30	3/25/2022 11:57 PM
67	100	3/25/2022 11:34 PM
68	More pickleball courts	3/25/2022 11:12 PM
69	25	3/25/2022 10:54 PM
70	25	3/25/2022 10:26 PM
71	25	3/25/2022 10:06 PM
72	10	3/25/2022 9:51 PM
73	50	3/25/2022 9:30 PM
74	70	3/25/2022 8:48 PM
75	10	3/25/2022 8:48 PM
76	25	3/25/2022 7:58 PM
77	15	3/25/2022 7:40 PM
78	20	3/25/2022 7:17 PM
79	25	3/25/2022 5:31 PM
80	This survey is too long	3/25/2022 5:06 PM
81	50	3/25/2022 5:01 PM
82	20	3/25/2022 4:58 PM
83	\$20	3/25/2022 4:54 PM
84	\$50	3/25/2022 4:51 PM
85	100	3/25/2022 4:39 PM
86	30	3/25/2022 4:27 PM
87	20	3/25/2022 4:19 PM
88	10	3/25/2022 4:16 PM
89	20	3/25/2022 4:15 PM
90	30	3/25/2022 4:05 PM
91	20	3/25/2022 4:04 PM
92	20	3/25/2022 4:00 PM
93	10	3/25/2022 3:54 PM
94	20	3/25/2022 3:52 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

95	25	3/25/2022 3:50 PM
96	25	3/25/2022 3:35 PM
97	25	3/25/2022 3:33 PM
98	20	3/25/2022 3:24 PM
99	5	3/25/2022 3:18 PM
100	20	3/25/2022 3:09 PM
#	INVEST IN NEW PARK PROPERTY	DATE
1	25	4/26/2022 8:54 PM
2	50	4/26/2022 3:53 PM
3	25	4/25/2022 9:58 PM
4	\$75.00	4/25/2022 2:21 PM
5	10	4/25/2022 7:14 AM
6	40	4/24/2022 11:20 PM
7	30	4/24/2022 10:24 PM
8	5	4/24/2022 9:40 PM
9	20	4/24/2022 7:19 PM
10	100	4/24/2022 6:52 PM
11	25	4/24/2022 5:46 PM
12	5	4/24/2022 10:13 AM
13	100	4/24/2022 9:11 AM
14	60	4/23/2022 11:49 AM
15	40	4/23/2022 10:33 AM
16	\$100	4/20/2022 12:07 PM
17	50	4/18/2022 9:23 AM
18	\$25	4/17/2022 6:21 PM
19	30	4/16/2022 2:55 PM
20	5	4/16/2022 8:25 AM
21	10	4/15/2022 10:45 PM
22	30	4/15/2022 10:00 PM
23	10	4/15/2022 1:01 PM
24	20	4/15/2022 11:45 AM
25	10	4/15/2022 11:34 AM
26	100	4/15/2022 8:56 AM
27	20	4/15/2022 8:08 AM
28	20	4/14/2022 10:36 PM
29	15	4/14/2022 10:30 PM
30	60	4/14/2022 5:25 PM
31	20	4/8/2022 8:49 AM
32	50	4/7/2022 2:51 PM
33	20	4/7/2022 12:25 PM
34	40	4/7/2022 7:59 AM
35	10	4/7/2022 12:14 AM
36	\$100	4/6/2022 10:22 PM
37	20	4/5/2022 11:28 PM
38	50	4/5/2022 2:54 PM
39	20	4/5/2022 1:02 PM
40	10	4/5/2022 10:52 AM
41	75	4/5/2022 10:28 AM
42	10	4/5/2022 10:27 AM
43	20	4/5/2022 10:27 AM
44	Because I'm sick of every green space becoming more housing	4/5/2022 10:27 AM
45	10	4/5/2022 10:23 AM
46	100	4/5/2022 10:21 AM
47	50	4/5/2022 9:52 AM
48	33	4/5/2022 9:44 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

49	\$0	4/4/2022 9:31 AM
50	20	4/4/2022 8:06 AM
51	30	4/3/2022 1:20 PM
52	25	4/3/2022 9:54 AM
53	100	4/2/2022 7:36 PM
54	50	4/2/2022 8:51 AM
55	5	3/28/2022 4:25 PM
56	0	3/28/2022 12:33 PM
57	25	3/28/2022 10:36 AM
58	10	3/27/2022 10:40 PM
59	100	3/27/2022 8:04 PM
60	15	3/27/2022 7:28 PM
61	50	3/27/2022 12:28 AM
62	80	3/26/2022 5:57 PM
63	100	3/26/2022 2:06 PM
64	50	3/26/2022 2:04 PM
65	25	3/26/2022 11:03 AM
66	0	3/26/2022 10:54 AM
67	50	3/26/2022 10:01 AM
68	100	3/26/2022 9:32 AM
69	25	3/26/2022 9:30 AM
70	5	3/26/2022 8:37 AM
71	10	3/26/2022 6:09 AM
72	10	3/26/2022 2:21 AM
73	40	3/25/2022 11:01 PM
74	25	3/25/2022 10:06 PM
75	10	3/25/2022 9:51 PM
76	50	3/25/2022 9:30 PM
77	10	3/25/2022 8:48 PM
78	50	3/25/2022 8:40 PM
79	60	3/25/2022 8:35 PM
80	10	3/25/2022 7:58 PM
81	25	3/25/2022 7:40 PM
82	34	3/25/2022 7:35 PM
83	50	3/25/2022 7:20 PM
84	5	3/25/2022 7:17 PM
85	50	3/25/2022 4:58 PM
86	\$10	3/25/2022 4:54 PM
87	\$50	3/25/2022 4:51 PM
88	30	3/25/2022 4:27 PM
89	20	3/25/2022 4:19 PM
90	25	3/25/2022 4:16 PM
91	10	3/25/2022 4:15 PM
92	20	3/25/2022 4:05 PM
93	20	3/25/2022 4:04 PM
94	20	3/25/2022 4:00 PM
95	30	3/25/2022 3:54 PM
96	10	3/25/2022 3:52 PM
97	15	3/25/2022 3:50 PM
98	100	3/25/2022 3:46 PM
99	\$100	3/25/2022 3:36 PM
100	25	3/25/2022 3:33 PM
101	40	3/25/2022 3:31 PM
102	25	3/25/2022 3:25 PM
103	10	3/25/2022 3:24 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

104	1	3/25/2022 3:18 PM
105	50	3/25/2022 3:08 PM
106	100	3/25/2022 3:08 PM
#	DEVELOP NEW GREENWAYS/TRAILS THROUGHOUT THE CITY	DATE
1	25	4/26/2022 8:54 PM
2	25	4/26/2022 3:53 PM
3	60	4/25/2022 7:14 AM
4	10	4/24/2022 11:20 PM
5	50	4/24/2022 10:24 PM
6	10	4/24/2022 9:40 PM
7	50	4/24/2022 9:19 PM
8	25	4/24/2022 7:40 PM
9	25	4/24/2022 7:19 PM
10	100	4/24/2022 2:02 PM
11	5	4/24/2022 10:13 AM
12	25	4/24/2022 8:55 AM
13	28	4/23/2022 10:33 AM
14	75	4/18/2022 5:11 PM
15	10	4/16/2022 2:55 PM
16	100	4/16/2022 9:28 AM
17	5	4/16/2022 8:25 AM
18	20	4/15/2022 10:45 PM
19	10	4/15/2022 10:00 PM
20	15	4/15/2022 1:01 PM
21	25	4/15/2022 11:59 AM
22	20	4/15/2022 11:45 AM
23	20	4/15/2022 11:34 AM
24	30	4/15/2022 8:08 AM
25	30	4/14/2022 10:36 PM
26	10	4/14/2022 10:30 PM
27	5	4/14/2022 5:25 PM
28	15	4/14/2022 4:46 PM
29	20	4/8/2022 8:49 AM
30	100	4/7/2022 9:28 PM
31	25	4/7/2022 9:13 PM
32	20	4/7/2022 2:51 PM
33	20	4/7/2022 12:25 PM
34	30	4/7/2022 7:59 AM
35	20	4/7/2022 12:14 AM
36	15	4/5/2022 11:28 PM
37	75	4/5/2022 11:20 PM
38	New Mountain Bike Trails	4/5/2022 3:37 PM
39	100	4/5/2022 1:42 PM
40	5	4/5/2022 1:02 PM
41	40	4/5/2022 12:22 PM
42	10	4/5/2022 10:52 AM
43	100	4/5/2022 10:46 AM
44	0	4/5/2022 10:28 AM
45	10	4/5/2022 10:27 AM
46	20	4/5/2022 10:27 AM
47	30	4/5/2022 10:23 AM
48	33	4/5/2022 9:44 AM
49	50	4/5/2022 9:41 AM
50	\$20	4/4/2022 9:31 AM
51	10	4/4/2022 8:06 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

52	10	4/3/2022 9:54 AM
53	20	4/2/2022 8:51 AM
54	100	3/29/2022 11:01 AM
55	10	3/28/2022 4:25 PM
56	15	3/28/2022 12:33 PM
57	25	3/28/2022 10:36 AM
58	30	3/27/2022 10:40 PM
59	30	3/27/2022 7:28 PM
60	100	3/27/2022 7:23 PM
61	10	3/27/2022 12:28 AM
62	20	3/26/2022 10:54 PM
63	100	3/26/2022 8:27 PM
64	\$50	3/26/2022 6:44 PM
65	20	3/26/2022 5:57 PM
66	\$25	3/26/2022 4:57 PM
67	50.00	3/26/2022 3:21 PM
68	50.00	3/26/2022 3:03 PM
69	100	3/26/2022 2:53 PM
70	15	3/26/2022 2:04 PM
71	50	3/26/2022 12:58 PM
72	100	3/26/2022 11:51 AM
73	50	3/26/2022 11:03 AM
74	100	3/26/2022 10:54 AM
75	10	3/26/2022 10:01 AM
76	\$100	3/26/2022 9:41 AM
77	10	3/26/2022 9:30 AM
78	25	3/26/2022 8:37 AM
79	100	3/26/2022 7:35 AM
80	20	3/26/2022 6:09 AM
81	30	3/26/2022 2:21 AM
82	30	3/25/2022 11:57 PM
83	20	3/25/2022 11:01 PM
84	25	3/25/2022 10:54 PM
85	50	3/25/2022 10:26 PM
86	20	3/25/2022 10:06 PM
87	20	3/25/2022 9:51 PM
88	20	3/25/2022 8:48 PM
89	50	3/25/2022 8:40 PM
90	20	3/25/2022 8:35 PM
91	10	3/25/2022 7:58 PM
92	40	3/25/2022 7:40 PM
93	33	3/25/2022 7:35 PM
94	\$50	3/25/2022 7:20 PM
95	25	3/25/2022 7:17 PM
96	100	3/25/2022 6:59 PM
97	100	3/25/2022 5:33 PM
98	10	3/25/2022 4:58 PM
99	\$20	3/25/2022 4:54 PM
100	20	3/25/2022 4:19 PM
101	25	3/25/2022 4:16 PM
102	10	3/25/2022 4:15 PM
103	10	3/25/2022 4:05 PM
104	20	3/25/2022 4:04 PM
105	20	3/25/2022 4:00 PM
106	30	3/25/2022 3:54 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

107	50	3/25/2022 3:52 PM
108	15	3/25/2022 3:50 PM
109	100	3/25/2022 3:46 PM
110	30	3/25/2022 3:31 PM
111	50	3/25/2022 3:25 PM
112	30	3/25/2022 3:20 PM
113	30	3/25/2022 3:18 PM
114	40	3/25/2022 3:09 PM
115	25	3/25/2022 3:08 PM
#	UPGRADE EXISTING FACILITIES	DATE
1	10	4/25/2022 7:14 AM
2	More community softball/baseball and soccer fields to reduce pressure on Grand Park and allow for pickup games amongst kids in neighborhoods vs always requiring organized sports	4/25/2022 5:45 AM
3	10	4/24/2022 11:20 PM
4	30	4/24/2022 9:40 PM
5	10	4/24/2022 9:19 PM
6	25	4/24/2022 7:40 PM
7	10	4/24/2022 7:19 PM
8	25	4/24/2022 5:46 PM
9	100	4/24/2022 3:40 PM
10	100	4/24/2022 1:56 PM
11	20	4/24/2022 10:13 AM
12	25	4/24/2022 8:55 AM
13	50	4/23/2022 10:49 PM
14	50	4/23/2022 10:40 PM
15	10	4/23/2022 10:33 AM
16	20	4/18/2022 5:11 PM
17	\$50	4/17/2022 6:21 PM
18	30	4/17/2022 8:10 AM
19	30	4/16/2022 2:55 PM
20	100	4/16/2022 9:59 AM
21	10	4/16/2022 8:25 AM
22	10	4/15/2022 10:45 PM
23	10	4/15/2022 10:00 PM
24	15	4/15/2022 1:01 PM
25	20	4/15/2022 11:45 AM
26	20	4/15/2022 11:34 AM
27	10	4/15/2022 8:08 AM
28	25	4/15/2022 7:06 AM
29	30	4/14/2022 10:30 PM
30	5	4/14/2022 5:25 PM
31	25	4/14/2022 4:46 PM
32	50	4/11/2022 4:14 PM
33	20	4/8/2022 8:49 AM
34	25	4/7/2022 9:13 PM
35	10	4/7/2022 2:51 PM
36	20	4/7/2022 12:25 PM
37	50	4/7/2022 9:29 AM
38	10	4/7/2022 12:14 AM
39	20	4/5/2022 11:28 PM
40	25	4/5/2022 11:20 PM
41	15	4/5/2022 1:02 PM
42	50	4/5/2022 12:42 PM
43	20	4/5/2022 12:22 PM
44	50	4/5/2022 11:54 AM
45	50	4/5/2022 10:52 AM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

46	0	4/5/2022 10:28 AM
47	10	4/5/2022 10:27 AM
48	20	4/5/2022 10:27 AM
49	60	4/5/2022 10:23 AM
50	25	4/5/2022 9:52 AM
51	\$40	4/4/2022 9:31 AM
52	25	4/4/2022 8:06 AM
53	20	4/3/2022 9:54 AM
54	10	4/2/2022 8:51 AM
55	10	4/1/2022 9:28 PM
56	5	3/28/2022 4:25 PM
57	20	3/28/2022 12:33 PM
58	20	3/27/2022 10:40 PM
59	10	3/27/2022 7:28 PM
60	50	3/27/2022 8:25 AM
61	20	3/27/2022 12:28 AM
62	10	3/26/2022 10:54 PM
63	75	3/26/2022 9:42 PM
64	\$50	3/26/2022 6:44 PM
65	\$25	3/26/2022 4:57 PM
66	50.00	3/26/2022 3:03 PM
67	20	3/26/2022 2:04 PM
68	0	3/26/2022 10:54 AM
69	10	3/26/2022 10:01 AM
70	20	3/26/2022 9:30 AM
71	10	3/26/2022 8:37 AM
72	20	3/26/2022 2:21 AM
73	20	3/25/2022 11:57 PM
74	Expand midland trace trail	3/25/2022 11:12 PM
75	20	3/25/2022 11:01 PM
76	25	3/25/2022 10:54 PM
77	5	3/25/2022 10:06 PM
78	20	3/25/2022 9:51 PM
79	100	3/25/2022 8:54 PM
80	30	3/25/2022 8:48 PM
81	20	3/25/2022 8:48 PM
82	10	3/25/2022 7:58 PM
83	10	3/25/2022 7:40 PM
84	25	3/25/2022 7:17 PM
85	50	3/25/2022 7:09 PM
86	25	3/25/2022 5:31 PM
87	25	3/25/2022 5:01 PM
88	10	3/25/2022 4:58 PM
89	\$20	3/25/2022 4:54 PM
90	100	3/25/2022 4:24 PM
91	20	3/25/2022 4:19 PM
92	25	3/25/2022 4:16 PM
93	40	3/25/2022 4:15 PM
94	10	3/25/2022 4:05 PM
95	20	3/25/2022 4:04 PM
96	20	3/25/2022 4:00 PM
97	10	3/25/2022 3:54 PM
98	10	3/25/2022 3:52 PM
99	25	3/25/2022 3:50 PM
100	50	3/25/2022 3:35 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

101	25	3/25/2022 3:33 PM
102	20	3/25/2022 3:24 PM
103	70	3/25/2022 3:20 PM
104	14	3/25/2022 3:18 PM
105	20	3/25/2022 3:09 PM
106	25	3/25/2022 3:08 PM

Q23 Do you have any other comments for the City of Westfield Parks & Recreation Department?

Answered: 79 Skipped: 153

#	RESPONSES	DATE
1	Please add some basketball courts and nature areas -no more shopping centers	4/26/2022 8:54 PM
2	More water fountains along the trails. There are no places to get water along the Monon, or around 186th and Grand Park. expect for the restroom at Greyhound pass, and the fountain is off most of the year!	4/25/2022 3:26 PM
3	I think you guys do really well with the parks. We don't enjoy a lot of the city, but definitely make use of the parks and trails. Specifically regarding Simon Moon, can we move the road barriers (wooden poles) closer to the road or paint no parking along the road leading to the park? Some weekends, you can't get out of the parking lot because of cars parked alongside the road to the parking lot. They even park on the trail there.	4/25/2022 2:21 PM
4	My wife and I really enjoy the amenities that Westfield has and we are not even done exploring all of them so far.	4/24/2022 9:40 PM
5	Would love to have more wild flowers planted around the city.	4/24/2022 3:40 PM
6	Grand junction park is not for all ages and TOO close to the road. Not safe to play at all, especially for younger children.	4/24/2022 1:56 PM
7	We desperately need more natural wildlife areas. If Westfield is going to continue to expand at this rate there will be no land within city limits for natural wildlife. We need to make plans NOW. I don't need another fast food joint I need a place for deer and foxes and all the other wildlife.	4/24/2022 9:11 AM
8	We mostly need safer road crossings for our trail systems! This should be the highest priority. They need to be safe without hindering traffic. Need more tunnels or bridges.	4/24/2022 8:55 AM
9	If the city of Westfield maintains owners of Grand Park, small playgrounds should be scattered throughout the baseball and soccer sides so that siblings of players have something to fill their time.	4/23/2022 10:49 PM
10	Would like to see the parks department acquire and retain as much natural space to be used as possible as our city will continue to grow and that will only get harder to do. Would also like to see DiscGolf courses added (CoolCreek, McGregor, other) which has minimal cost with great park usability and minimal impact on the environment.	4/23/2022 10:33 AM
11	More splash pads would be appreciated. We like Quaker Park, but also find we go to Carmel frequently. We really like the 2 areas of play structures at Carey Grove Park in Carmel. Easily visible and something for all age kids.	4/19/2022 9:13 AM
12	Westfield really needs an outdoor public pool like Noblesville has.	4/18/2022 9:23 AM
13	Too many parks have only climbing as a play ground option or mostly climbing. Need more diversified playground equipment within a park and always swings and slide at least. Moms really should be include in playground equipment decisions.	4/17/2022 6:21 PM
14	Please no more mulch parks	4/17/2022 8:10 AM
15	Fix the brick path in Hadley Park.	4/16/2022 9:59 AM
16	Can't wait to see upgrade plans for Simon Moon!	4/15/2022 1:01 PM
17	Q.13 A. Other - indoor play place for kids and gathering space for parents. Similar to Greenwood community center. There is nothing like this in Hamilton Co. so families are traveling outside the county for the type of experience.	4/15/2022 8:56 AM
18	We love our parks!	4/15/2022 8:08 AM
19	Thanks for all that you do!	4/15/2022 7:06 AM
20	The lime greens and ugly color choices makes the community look like Anderson at best.	4/14/2022 6:33 PM
21	Dog Park would be great!!!	4/8/2022 8:49 AM
22	As a family the use of the parks and their amenities is important to us. We fully value the services and accommodations the parks provide our community. Thank you for your efforts to continually improve them and make our city desirable!	4/7/2022 9:13 PM
23	People (including our family) moved to Westfield - in part because of the gems like Monon trail, McGregor Park and Cool Creek. It is critical that we continue to invest in these City attributes. Westfield would also be well served with the acquisition on additional nature and parks before they are all gone or developed.	4/7/2022 2:51 PM
24	I am new to the area and have dogs looking to run and play. They are loveable rescues who like meeting other dogs. I love the Eagle Creek Dog park but it is far. I look forward to exploring the westfield parks as the weather warms!	4/7/2022 12:25 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

25	Leverage township, state, national and political support.	4/7/2022 7:59 AM
26	Thanks for making our community great!	4/7/2022 12:14 AM
27	We moved from Westfield because of over-development.	4/6/2022 10:22 PM
28	More emphasis on nature, remove invasive species, make use of citizen science like Camel Parks Dept	4/5/2022 11:28 PM
29	If possible, create (new) mountain bike trails	4/5/2022 3:37 PM
30	Mayor and City Council need to resolve their differences or exit the building. Also, take the approach of measure twice, cut once. Building a downtown park that has no parking, loses most of its usable space to a ravine, and already backlogged streets which won't be able to support incoming traffic trying to find nonexistent parking for an event there is utterly ridiculous. Grand Park is beautiful, I hear. Can't go see what my taxes support without paying admission. So local folks can't use this facility and we need to build more? NO!	4/5/2022 12:42 PM
31	Please consider Autism and sensory/ADA friendly amenities for both existing and new parks. The turf surfaces are also very nice!	4/5/2022 10:52 AM
32	Encourage development of walking paths along existing streets, and maintain the existing paths.	4/5/2022 10:46 AM
33	The 75 for "invest in new park property" would be to purchase and not develop land that current is wooded and provides natural habitat for wildlife	4/5/2022 10:28 AM
34	For parking issues, Grand Park events, consider a trolley to transport Westfield residents	4/5/2022 10:24 AM
35	please continue to limit trails which allow golf carts	4/5/2022 10:23 AM
36	Picnic Shelters in Cool Creek Park would be widely utilized. Expansion of Park District Youth and Adult sports leagues is a great idea as well!	4/5/2022 9:41 AM
37	Happy to have Chris leading Parks! Would like current park assets built out and increase park impact fees to catch us up. Consider greater accessibility	4/3/2022 1:20 PM
38	more green space, stop building so many damn houses	4/3/2022 9:54 AM
39	Some kind of bike Park or natural surface bike Trail. Maple knoll park has a good opportunity. Lebanon zionsville and fishers are will be opening Bike facilities soon.	4/2/2022 8:51 AM
40	The mayor has been terrible over the last year. Can he not work with anyone besides the people he employs.	3/28/2022 5:09 PM
41	Get developers to donate more land when they seek variances or approvals of their projects	3/28/2022 4:25 PM
42	Need more nature preserves with connected trails, more parks in the Southwest	3/28/2022 10:36 AM
43	It is important that we invest in trails to link our community. Making trails that are safe will get more people out of their cars and onto the trails. Westfield should be a more walkable, bikeable community. The city should also encourage mixed use developments along the monon and midland trails to get more people to choose walking and biking over driving.	3/27/2022 7:23 PM
44	There shouldn't be golf carts on the trails. Children ride their bikes and are not stable and A LOT of the golf carts speed. They don't pay attention to the children on the trail. Plus there are bike riders that ride way too fast for walkers and runners on the trails. I know WPD is busy, but something needs to be done before someone gets hurt.	3/26/2022 9:42 PM
45	Yes, there are too many trails almost done, but not. It creates quite a hazard. For example, 156th street as it approaches cool creek. Trail just ends under the 31 bridge. You have to ride or walk in the street to get to Matslie wheeler or cool creek. Dangerous intersection to walk in	3/26/2022 8:27 PM
46	Stop light for the Midland Trace Trail at Carey Road	3/26/2022 6:44 PM
47	We need a City pool.	3/26/2022 3:03 PM
48	I would like to see preservation of our wildlife and wooded area(what's left of it). Require builders to replant what they take down and move wildlife to safer areas.	3/26/2022 2:06 PM
49	Great start! Now let's keep it going and make Westfield the model for improving the parks/trails & therefore the health of our community.	3/26/2022 12:58 PM
50	When you google Westfield Rocks the 4th - it takes you to a place on the city website that says details are coming soon - can you fix that?	3/26/2022 10:01 AM
51	Dog park PLEASE!	3/26/2022 9:32 AM
52	I live in Westfield but go to Camel for parks and rec. Not a lot of pride in that!	3/26/2022 9:30 AM
53	I'd like to see Westfield offer a diverse experience for residence similar to Camel. Different things to do and see to keep the community engaged. Also, as a new resident, I don't feel like I know much about the Westfield parks and rec... perhaps that's marketing? Or just visibility?	3/26/2022 8:50 AM
54	We love Westfield's trails and parks! Keep up the awesome work :)	3/26/2022 8:37 AM
55	I would prefer more non paved/ natural trails	3/26/2022 7:35 AM
56	Thanks for all you do to make Westfield a great place to live!	3/25/2022 11:57 PM
57	Please consider adding tennis courts. Pickleball would also be nice but really tennis courts are important for youth development.	3/25/2022 11:34 PM
58	Thanks for listening. We are new and your city amenities drew us to Westfield	3/25/2022 11:12 PM
59	Please build a dog park. Better or Any lighting on the trails. PLANT MORE TREES	3/25/2022 11:01 PM
60	Thanks for all you do!	3/25/2022 10:06 PM
61	New parks or update current parks to accommodate both younger and older children	3/25/2022 9:30 PM
62	Thank you and great job! We love Westfield! Please keep some green space areas & don't overbuild like Camel!	3/25/2022 8:48 PM

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey

SurveyMonkey

63	More hiking parks would be great.	3/25/2022 8:40 PM
64	I'd love for a park/amenity geared towards fishing and promoting teaching fishing and sustainable/safe fishing practices. Should also be kayak/canoe friendly.	3/25/2022 8:35 PM
65	Mountain Bike Trails would be nice in Cool Creek Park.	3/25/2022 8:19 PM
66	We love you! Our parks are wonderful.	3/25/2022 7:17 PM
67	No	3/25/2022 5:31 PM
68	How do I go about utilizing the stages at Grand Junction for public events? Thank you for all the memories.	3/25/2022 5:06 PM
69	Please keep a focus on preserving our virgin forests. PLEASE.	3/25/2022 4:15 PM
70	addition of bathrooms that are open year around are key concerns for families with kids who want to use parks in the winter.	3/25/2022 4:05 PM
71	I love the available parks and the interconnected trails. I just wish more of the trails connected. Also, the section of road between the corner shopping center on 32 and grassy branch and willow creek way NEEDS a sidewalk. It is very dangerous.	3/25/2022 3:54 PM
72	Keep it up. I'm excited to see events like concerts and farmers markets at the grand junction plaza. It would be a huge addition if we could get more pickle ball courts in the community because it is such a booming sport.	3/25/2022 3:50 PM
73	Definitely need more places to play basketball, other than subdivisions	3/25/2022 3:46 PM
74	A tunnel for the Monon trail under 161st Street should be a priority.	3/25/2022 3:36 PM
75	Thank you for your hard work. We have a lovely city with great parks! I have always thought it would be great to have a "mom group" for some of the parks to make suggestions. Sometimes it's the little things like dark equipment getting too hot in the sun, preferring natural ground materials over recycled foam and plastics, and keeping little kids safe on bigger types of equipment and away from the road. All that said, with my out of town friends we frequently will choose a Westfield park over meeting at one in their town. Thank you!!	3/25/2022 3:33 PM
76	I would love to see a dog park build around the SR32 area. Dog parks offer a great sense of community and I would like to meet my neighbors when I'm at the dog park. Currently, I'm driving to Carmel or Fishers to access dog parks for my small dogs.	3/25/2022 3:31 PM
77	Eagletown needs a trail that connects south to 146th that more or less runs down Towne Rd.	3/25/2022 3:25 PM
78	No	3/25/2022 3:20 PM
79	More green spaces is always better.	3/25/2022 3:08 PM

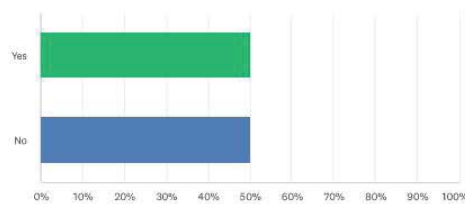
APPENDIX - COMMUNITY PARTNERS SURVEY

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Q1 Are you a Westfield resident?

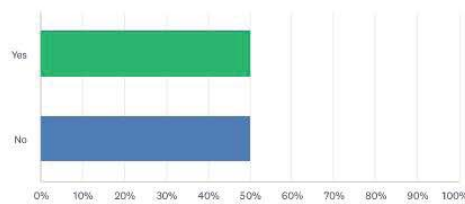
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	50.00% 2
No	50.00% 2
TOTAL	4

Q2 Is your company/organization based in Westfield?

Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	50.00% 2
No	50.00% 2
TOTAL	4

Q3 What services are provided by your company/organization? Please select all that apply.

Answered: 0 Skipped: 4

⚠ No matching responses.

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ANSWER CHOICES	RESPONSES
General Recreation	0.00% 0
Kids' Camps	0.00% 0
Childcare	0.00% 0
Personal Training	0.00% 0
Pilates/Yoga/Fitness Classes	0.00% 0
Youth Athletics/Sports (please specify sport(s) and whether it is recreational or competitive in comments section below)	0.00% 0
Adult Athletics/Sports (please specify sport(s) and whether it is recreational or competitive in comments section below)	0.00% 0
Running	0.00% 0
Cycling	0.00% 0
Scouting Activities	0.00% 0
Outdoor Skills	0.00% 0
Dogs/Petcare	0.00% 0
Events (please specify event(s) comments section below)	0.00% 0
Total Respondents: 0	

#	COMMENTS?	DATE
1	Financial Planning & Medicare	3/31/2022 2:40 PM
2	Posts Secondary Education	3/31/2022 1:47 PM

Q4 How long has your company/organization been in business/active in Westfield?

Answered: 4 Skipped: 0

#	RESPONSES	DATE
1	7-10 years	4/7/2022 10:08 AM
2	Two months	3/31/2022 4:22 PM
3	2 years	3/31/2022 2:40 PM
4	1 Year	3/31/2022 1:47 PM

Q5 Does your company/organization utilize Westfield Parks or other City facilities? If so, please provide the number of uses per year.

Answered: 2 Skipped: 2

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ANSWER CHOICES	RESPONSES
We run our own facilities and do not utilize Parks/City facilities	100.00% 2
Armstrong Park	0.00% 0
Asa Bales Park	0.00% 0
Freedom Trail Park	0.00% 0
Grand Junction Park & Plaza	0.00% 0
Hadley Park	0.00% 0
Liberty Park	0.00% 0
Old Friends Cemetery Park	0.00% 0
Osborne Park	0.00% 0
Quaker Park	0.00% 0
Raymond Worth Park	0.00% 0
Simon Moon Park	0.00% 0
Grassy Branch Trail	0.00% 0
Cool Creek Trail	0.00% 0
Midland Trace Trail	0.00% 0
Monon Trail	0.00% 0
Natalie Wheeler Trail	0.00% 0
Other (please specify)	0.00% 0

#	WE RUN OUR OWN FACILITIES AND DO NOT UTILIZE PARKS/CITY FACILITIES	DATE
1	We receive many injuries from Grand Park sports at our Urgent Care Clinic	4/7/2022 10:08 AM
2	We are based at our own campus	3/31/2022 1:47 PM
#	ARMSTRONG PARK	DATE
	There are no responses.	
#	ASA BALES PARK	DATE
	There are no responses.	
#	FREEDOM TRAIL PARK	DATE
	There are no responses.	
#	GRAND JUNCTION PARK & PLAZA	DATE
	There are no responses.	
#	HADLEY PARK	DATE
	There are no responses.	
#	LIBERTY PARK	DATE
	There are no responses.	
#	OLD FRIENDS CEMETERY PARK	DATE
	There are no responses.	
#	OSBORNE PARK	DATE
	There are no responses.	
#	QUAKER PARK	DATE
	There are no responses.	
#	RAYMOND WORTH PARK	DATE
	There are no responses.	
#	SIMON MOON PARK	DATE
	There are no responses.	
#	GRASSY BRANCH TRAIL	DATE
	There are no responses.	
#	COOL CREEK TRAIL	DATE
	There are no responses.	
#	MIDLAND TRACE TRAIL	DATE
	There are no responses.	
#	MONON TRAIL	DATE
	There are no responses.	
#	NATALIE WHEELER TRAIL	DATE

APPENDIX - COMMUNITY PARTNERS SURVEY

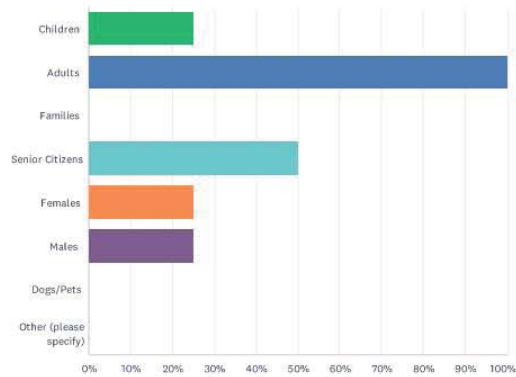
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There are no responses.		
#	OTHER (PLEASE SPECIFY)	DATE
There are no responses.		

Q6 Who are your primary users, who does your company/organization serve? Please select all that apply.

Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Children	25.00%	1
Adults	100.00%	4
Families	0.00%	0
Senior Citizens	50.00%	2
Females	25.00%	1
Males	25.00%	1
Dogs/Pets	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 4		

#	OTHER (PLEASE SPECIFY)	DATE
There are no responses.		

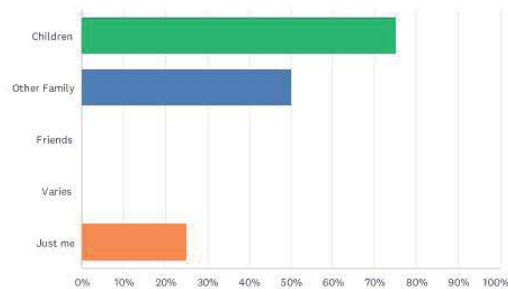
Q7 With whom do you most often visit parks?

Answered: 4 Skipped: 0

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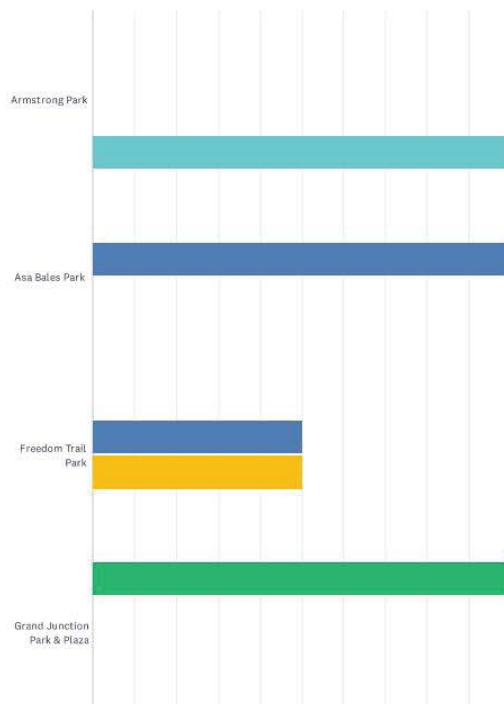
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ANSWER CHOICES	RESPONSES	
Children	75.00%	3
Other Family	50.00%	2
Friends	0.00%	0
Varies	0.00%	0
Just me	25.00%	1
Total Respondents: 4		

Q8 Please rate the quality of each park and its facilities:

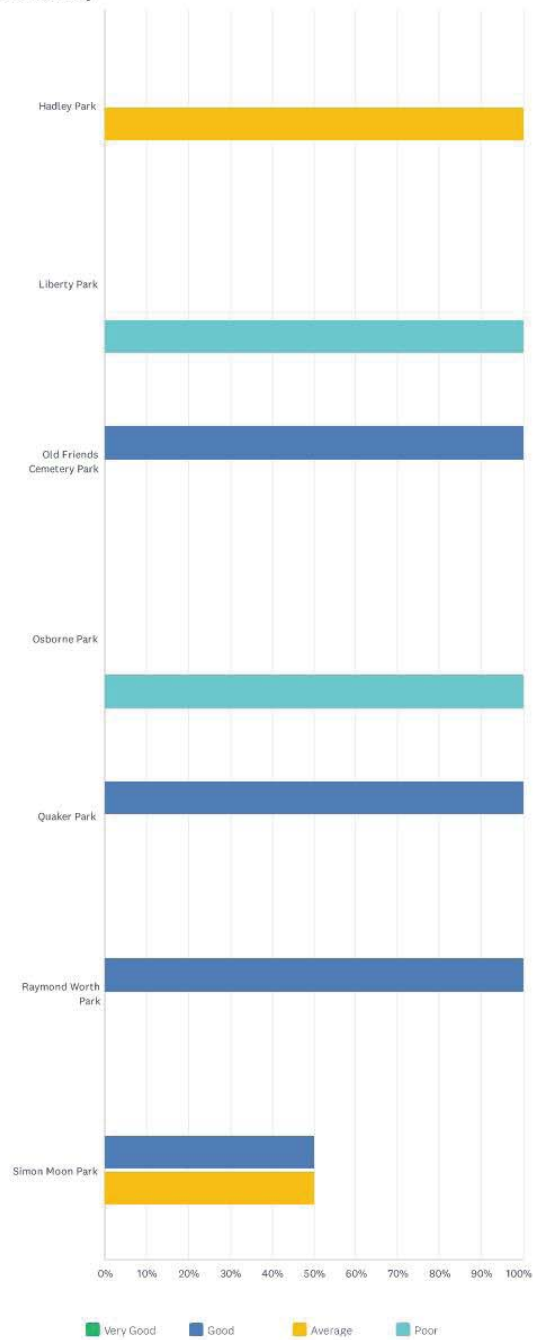
Answered: 2 Skipped: 2



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	VERY GOOD	GOOD	AVERAGE	POOR	TOTAL
Armstrong Park	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Asa Bales Park	0.00% 0	100.00% 2	0.00% 0	0.00% 0	2
Freedom Trail Park	0.00% 0	50.00% 1	50.00% 1	0.00% 0	2
Grand Junction Park & Plaza	100.00% 2	0.00% 0	0.00% 0	0.00% 0	2
Hadley Park	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Liberty Park	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Old Friends Cemetery Park	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Osborne Park	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Quaker Park	0.00% 0	100.00% 2	0.00% 0	0.00% 0	2
Raymond Worth Park	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Simon Moon Park	0.00% 0	50.00% 1	50.00% 1	0.00% 0	2

#	COMMENTS?	DATE
1	Never been	3/31/2022 4:22 PM

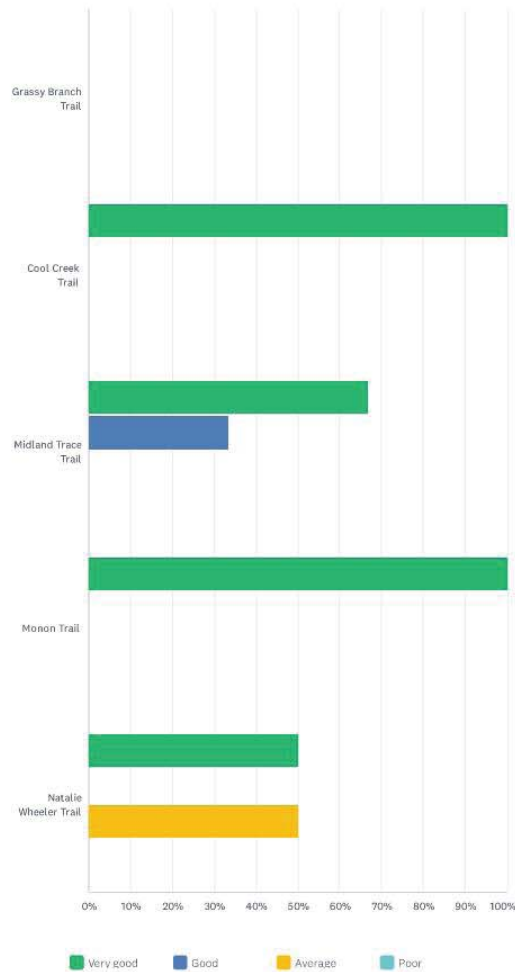
Q9 Please rate the quality of each trail:

Answered: 3 Skipped: 1

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	VERY GOOD	GOOD	AVERAGE	POOR	TOTAL
Grassy Branch Trail	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Cool Creek Trail	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Midland Trace Trail	66.67% 2	33.33% 1	0.00% 0	0.00% 0	3
Monon Trail	100.00% 3	0.00% 0	0.00% 0	0.00% 0	3
Natalie Wheeler Trail	50.00% 1	0.00% 0	50.00% 1	0.00% 0	2

#	COMMENTS?	DATE
1	Never been	3/31/2022 4:22 PM

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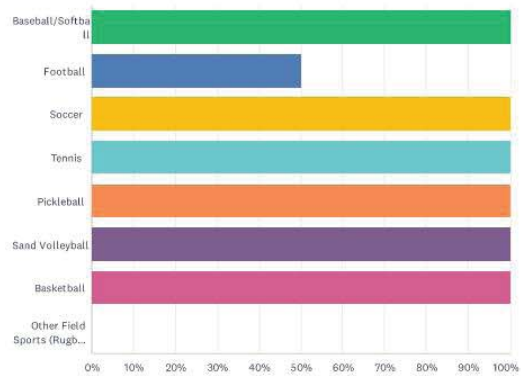
Q10 How can existing Westfield Parks/Trails/Facilities better serve your needs? For example, what new amenities, features, or activities would be helpful for your company/organization?

Answered: 2 Skipped: 2

#	RESPONSES	DATE
1	I absolutely love that Westfield is dedicated to it's Parks and Trail systems. I can't wait for the trails to be completed to allow easier access to anywhere in the city. I think there is some great opportunity to update and utilize Freedom Trail Park and Washington Woods Elementary to provide a way for kids to ride their bikes to school. I also feel there is enough space between those two entities to put in a few baseball/softball fields to help with providing youth rec sports a place to go with the sale of Grand Park. I would love to assist in any way possible, including finding funding / sponsorships to help fund any of these projects. I've already been working on a baseball field renovation project with WWES, and have had an architect put the plans together. There's opportunity there, let's take advantage of it.	4/7/2022 10:08 AM
2	dog parks, public pool and indoor event space would be my recommendations!	3/31/2022 2:40 PM

Q11 Is there a need for public recreation style athletic fields for youth or adult sports leagues or pick-up games, such as?

Answered: 2 Skipped: 2



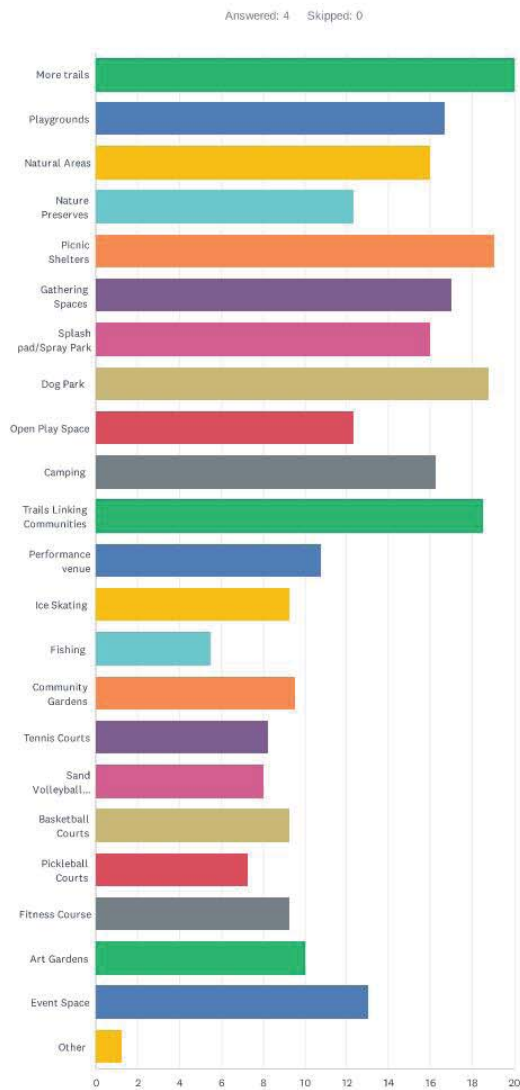
ANSWER CHOICES		RESPONSES
Baseball/Softball		100.00% 2
Football		50.00% 1
Soccer		100.00% 2
Tennis		100.00% 2
Pickleball		100.00% 2
Sand Volleyball		100.00% 2
Basketball		100.00% 2
Other Field Sports (Rugby, Lacrosse, Cricket, Field Hockey, etc.)		0.00% 0
Total Respondents: 2		
#	OTHER FIELD SPORTS (RUGBY, LACROSSE, CRICKET, FIELD HOCKEY, ETC.)	DATE
	There are no responses.	

Q12 I would like to see City of Westfield Parks & Recreation add or develop the following things. Rank all that apply, with 1 being most important:

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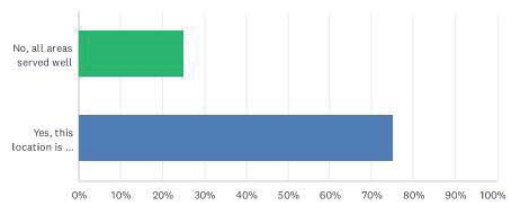
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14
More trails	25.00% 1	25.00% 1	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00%
Playgrounds	0.00% 0	0.00% 0	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	33.33% 1	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00%
Natural Areas	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00%
Nature Preserves	0.00% 0	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Picnic Shelters	0.00% 0	0.00% 0	25.00% 1	25.00% 1	25.00% 1	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Gathering Spaces	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	50.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00%
Splash pad/Spray Park	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1	25.00% 1	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00%
Dog Park	0.00% 0	50.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Open Play Space	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	33.33% 1	0.00% 0	0.00% 0	0.00% 0	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00%
Camping	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	50.00% 2	0.00% 0	0.00%
Trails Linking Communities	25.00% 1	0.00% 0	25.00% 1	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00%
Performance venue	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1	0.00% 0	0.00%
Ice Skating	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00%
Fishing	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00%
Community Gardens	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00%
Tennis Courts	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00%
Sand Volleyball Courts	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Basketball Courts	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00%
Pickleball Courts	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%
Fitness Course	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00%
Art Gardens	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00%
Event Space	0.00% 0	0.00% 0	0.00% 0	25.00% 1	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00%
Other	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00%

Q13 Are there areas of the city that are currently underserved by park facilities? If so, where?

Answered: 4 Skipped: 0



APPENDIX - COMMUNITY PARTNERS SURVEY

Copy of City of Westfield Parks & Recreation Department 2022
Community Partners Survey

SurveyMonkey

ANSWER CHOICES	RESPONSES
No, all areas served well	25.00% 1
Yes, this location is not well served	75.00% 3
TOTAL	4

#	YES, THIS LOCATION IS NOT WELL SERVED	DATE
1	Freedom Trail Park - lots of opportunity here	4/7/2022 10:08 AM
2	no dog parks that I am aware of!	3/31/2022 2:40 PM
3	161st and Springmill area	3/31/2022 1:47 PM

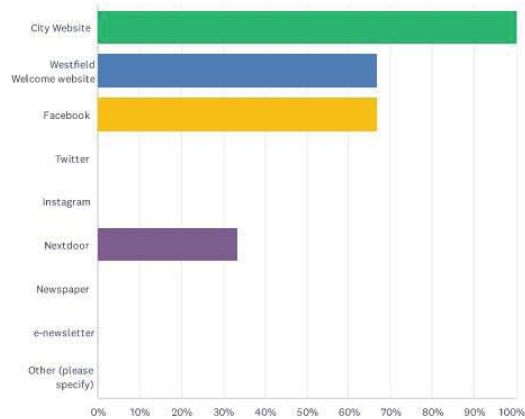
Q14 What makes Westfield's parks and trails unique from other communities?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	Definitely can tell it's a priority to the city / community.	4/7/2022 10:08 AM

Q15 How do you learn about parks, trails and events in Westfield?

Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES
City Website	100.00% 3
Westfield Welcome website	66.67% 2
Facebook	66.67% 2
Twitter	0.00% 0
Instagram	0.00% 0
Nextdoor	33.33% 1
Newspaper	0.00% 0
e-newsletter	0.00% 0
Other (please specify)	0.00% 0
Total Respondents: 3	

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

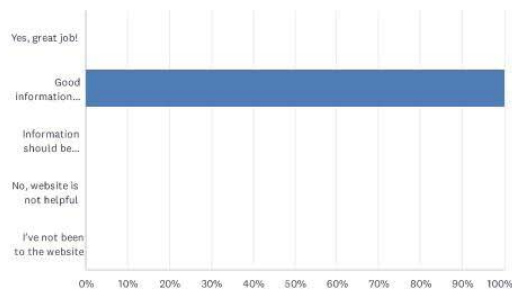
APPENDIX - COMMUNITY PARTNERS SURVEY

Copy of City of Westfield Parks & Recreation Department 2022
Community Partners Survey

SurveyMonkey

Q16 Is the City of Westfield website (westfield.in.gov) informative and useful?

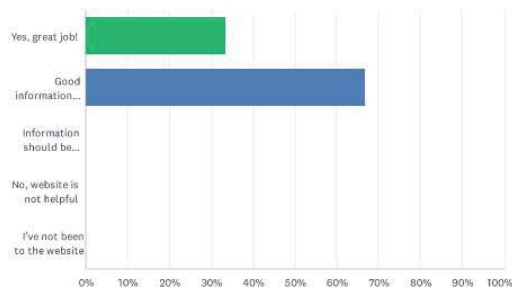
Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes, great job!	0.00% 0
Good information presented well	100.00% 3
Information should be updated more frequently	0.00% 0
No, website is not helpful	0.00% 0
I've not been to the website	0.00% 0
TOTAL	3

Q17 Is the Westfield Welcome website (westfieldwelcome.com) informative and useful?

Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes, great job!	33.33% 1
Good information presented well	66.67% 2
Information should be updated more frequently	0.00% 0
No, website is not helpful	0.00% 0
I've not been to the website	0.00% 0
TOTAL	3

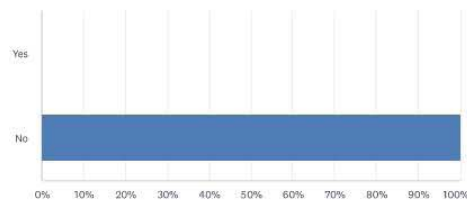
APPENDIX - COMMUNITY PARTNERS SURVEY

Copy of City of Westfield Parks & Recreation Department 2022
Community Partners Survey

SurveyMonkey

Q18 Does your company/organization currently pay fees for utilizing the parks?

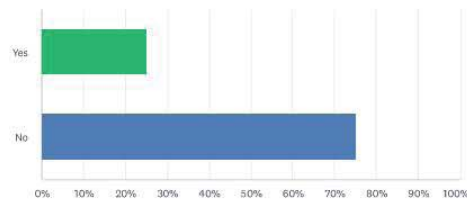
Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	0.00% 0
No	100.00% 3
TOTAL	3

Q19 Would your company/organization be willing to pay a fee in order to utilize the parks?

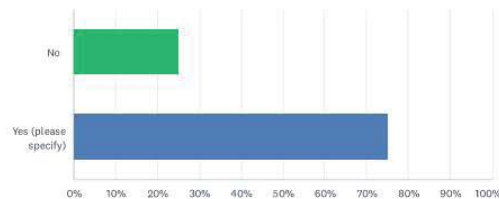
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	25.00% 1
No	75.00% 3
TOTAL	4

Q20 Are there any potential partnership opportunities between your company/organization and the Parks/City?

Answered: 4 Skipped: 0



APPENDIX - COMMUNITY PARTNERS SURVEY

Copy of City of Westfield Parks & Recreation Department 2022
Community Partners Survey

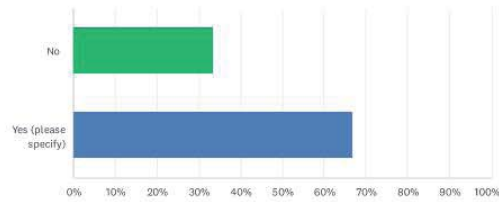
SurveyMonkey

ANSWER CHOICES	RESPONSES
No	25.00% 1
Yes (please specify)	75.00% 3
TOTAL	4

#	YES (PLEASE SPECIFY)	DATE
1	Possibly. My company is expanding their footprint in Westfield, so there could be opportunity there.	4/7/2022 10:08 AM
2	Assisted living activity	3/31/2022 4:22 PM
3	free financial wellness & medicare 101 seminars for the community!	3/31/2022 2:40 PM

Q21 Are there opportunities for advertising/promotion between your company/organization and the Parks/City?

Answered: 3 Skipped: 1

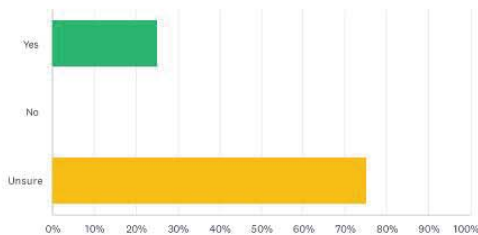


ANSWER CHOICES	RESPONSES
No	33.33% 1
Yes (please specify)	66.67% 2
TOTAL	3

#	YES (PLEASE SPECIFY)	DATE
1	same as above	4/7/2022 10:08 AM
2	My website	3/31/2022 4:22 PM

Q22 Would you support a City of Westfield Parks & Recreation Foundation?

Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	25.00% 1
No	0.00% 0
Unsure	75.00% 3
TOTAL	4

APPENDIX - COMMUNITY PARTNERS SURVEY

Copy of City of Westfield Parks & Recreation Department 2022
Community Partners Survey

SurveyMonkey

Q23 If you had \$100 to spend for Parks & Recreation facilities, how would you distribute funds for the following categories:(Amounts should add up to equal \$100)

Answered: 3 Skipped: 1

ANSWER CHOICES		RESPONSES
Maintain existing facilities	66.67%	2
Develop new amenities within existing parks	66.67%	2
Invest in new park property	66.67%	2
Develop new greenways/trails throughout the city	66.67%	2
Upgrade existing facilities	66.67%	2

#	MAINTAIN EXISTING FACILITIES	DATE
1	10	4/7/2022 10:08 AM
2	20	3/31/2022 1:47 PM

#	DEVELOP NEW AMENITIES WITHIN EXISTING PARKS	DATE
1	30	4/7/2022 10:08 AM
2	30	3/31/2022 1:47 PM

#	INVEST IN NEW PARK PROPERTY	DATE
1	100	3/31/2022 4:22 PM
2	5	3/31/2022 1:47 PM

#	DEVELOP NEW GREENWAYS/TRAILS THROUGHOUT THE CITY	DATE
1	50	4/7/2022 10:08 AM
2	5	3/31/2022 1:47 PM

#	UPGRADE EXISTING FACILITIES	DATE
1	10	4/7/2022 10:08 AM
2	40	3/31/2022 1:47 PM

Q24 Do you have any other comments for the City of Westfield Parks & Recreation Department?

Answered: 1 Skipped: 3

#	RESPONSES	DATE
1	None	3/31/2022 4:22 PM

Q25 If desired, please provide your company/organization name and contact information for follow-up and coordination purposes. This information will only be used by Westfield Parks and Recreation.

Answered: 2 Skipped: 2

ANSWER CHOICES	RESPONSES
Name	100.00% 2
Company	100.00% 2
Address	50.00% 1
Address 2	0.00% 0
City/Town	100.00% 2
State/Province	50.00% 1
ZIP/Postal Code	100.00% 2
Country	50.00% 1
Email Address	100.00% 2
Phone Number	100.00% 2

APPENDIX - COMMUNITY PARTNERS SURVEY

Copy of City of Westfield Parks & Recreation Department 2022
Community Partners Survey

SurveyMonkey

#	NAME	DATE
1	Tyler Enyart	4/7/2022 10:08 AM
2	John Beeker	3/31/2022 4:22 PM
#	COMPANY	DATE
1	OrthoIndy	4/7/2022 10:08 AM
2	Caring Transitions of Noblesville	3/31/2022 4:22 PM
#	ADDRESS	DATE
1	2609 Millwood Circle	4/7/2022 10:08 AM
#	ADDRESS 2	DATE
	There are no responses.	
#	CITY/TOWN	DATE
1	Westfield	4/7/2022 10:08 AM
2	Westfield	3/31/2022 4:22 PM
#	STATE/PROVINCE	DATE
1	IN	4/7/2022 10:08 AM
#	ZIP/POSTAL CODE	DATE
1	46074	4/7/2022 10:08 AM
2	46074	3/31/2022 4:22 PM
#	COUNTRY	DATE
1	USA	4/7/2022 10:08 AM
#	EMAIL ADDRESS	DATE
1	tyler.enyart@gmail.com	4/7/2022 10:08 AM
2	johnbeeker09@gmail.com	3/31/2022 4:22 PM
#	PHONE NUMBER	DATE
1	317-431-0213	4/7/2022 10:08 AM
2	7655383143	3/31/2022 4:22 PM



CITY OF WESTFIELD, INDIANA PARK AND RECREATIONAL IMPACT FEE **ZONE IMPROVEMENT PLAN** 2023-2028

PREPARED FOR:

City of Westfield
Hamilton County, Indiana

PREPARED BY:

City of Westfield
Dept. of Community Development

WITH REVIEW BY:

Johnathon Nail, P.E.
City Engineer, City of Westfield

Manny Herceg
Taft/

OCTOBER 2022

ACKNOWLEDGEMENTS

MAYOR:

J. Andrew Cook

CLERK TREASURER:

Cindy Gossard

CITY COUNCIL:

Mike Johns, President

Scott Willis

Jake Gilbert

James J. Edwards

Scott Frei

Cindy L. Spoljaric

Troy Patton

PLAN COMMISSION:

Robert L. Horkay, President

Dr. Ginny Kelleher, Vice President

Kristen Burkman

Matt Deck

Mike Johns

Andre Maue

Victor McCarty

David Schmitz

Cindy L. Spoljaric

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Jeremy Lollar, Chief of Staff

Johnathon Nail, Public Works

Kevin M. Todd, Community Development

Kai Chuck, Economic Development

Christopher Larson, Informatics

Joel Rush, Chief of Police

Robert Gaylor, Fire Chief

Chris Proffitt, Communications

Kayla Arnold, Westfield Welcome

Christopher McConnell, Parks and Trails

**CITY OF WESTFIELD,
HAMILTON COUNTY, INDIANA**

**PARK AND RECREATIONAL
ZONE IMPROVEMENT PLAN 2023-2028**

PREPARED FOR:

City of Westfield

PREPARED BY:

City of Westfield
Dept. of Community Development

WITH REVIEW BY:

Johnathon Nail, P.E.
City Engineer, City of Westfield
Manny Herceg
Taft/

OCTOBER 2022

TABLE OF CONTENTS

ACKNOWLEDGEMENTS 2

FRAMEWORK 4

Purpose of Impact Fees 4

Impact Fee Update 4

Impact Zone 5

Zone Improvement Plan 6

COMMUNITY PROFILE 6

Community Background 6

Demographics 7

Comprehensive Plan 7

Growth Projections 9

PARKS AND RECREATION DEPARTMENT 9

Goals and Objectives 10

Department Structure 10

Department Budget 11

Funding Sources 11

EXISTING INFRASTRUCTURE 12

Existing Facilities 12

Recent Improvements (2012-2017) 13

NEW INFRASTRUCTURE 13

Trends + Community Input 13

Capital Improvement Priorities 13

Other Recreation Providers 18

INFRASTRUCTURE OVERVIEW 18

Named Trails 20

Asa Bales Park 22

Freedom Trail Park 24

Hadley Park 26

Liberty Park 28

Quaker Park 30

Simon Moon Park 32

Armstrong Park 34

Woods at Maples Park 36

Raymond Worth Park 38

Osborne Park 40

Old Friends Cemetery Park 42

Grand Junction Plaza 44

LEVEL OF SERVICE 46

Current Level of Service 46

Community Level of Service 46

IMPACT FEE 46

County + State Comparable Fees 46

Inflation Variable 47

Calculations 47

Recommendation 48

APPENDIX 49

Indiana Code 36-7-4-1300 49

Stakeholders Summary 58

Survey Results 59

FRAMEWORK

PURPOSE OF IMPACT FEES

Indiana Code 36-7-4-1300 et seq. (“Indiana Code”) enables communities to impose an impact fee on new development to defray or mitigate the capital costs of infrastructure that is required by, necessitated by, or needed to serve new development. This document

IC 36-7-4-1305 “Impact fee” and “capital costs” defined Sec. 1305. (a) As used in this series, “impact fee” means a monetary charge imposed on new development by a unit to defray or mitigate the capital costs of infrastructure that is required by, necessitated by, or needed to serve the new development.
(b) As used in this section, “capital costs” means the costs incurred to provide additional infrastructure to serve new development, including the following:
(1) Directly related costs of construction or expansion of infrastructure that is necessary to serve the new development, including reasonable design, survey, engineering, environmental, and other professional fees that are directly related to the construction or expansion.
(2) Directly related land acquisition costs, including costs incurred for the following:
(A) Purchases of interests in land.
(B) Court awards or settlements.
(C) Reasonable appraisal, relocation service, negotiation service, title insurance, expert witness, attorney, and other professional fees that are directly related to the land acquisition.
(3) Directly related debt service, subject to section 1330 of this chapter.
(4) Directly related expenses incurred in preparing or updating the comprehensive plan or zone improvement plan, including all administrative, consulting, attorney, and other professional fees, as limited by section 1330 of this chapter.

serves as a zone improvement plan specifically addressing capital improvements and infrastructure that comprise of park and recreational facilities owned for a public purpose by the City of Westfield, Hamilton County, Indiana (the “City”).

Impact fees defray the cost of maintaining the community’s level of service for park and recreational facilities. Impact fees for new development are assessed based on the proportionate share of the reasonable estimate of costs to be incurred by the City to provide park and recreational facilities for new development.

The amount of impact costs may not include costs needed to raise the current level of service in the community that is existing at the time the impact fee is assessed (as further defined herein).

IC 36-7-4-1308 “Infrastructure” defined Sec. 1308. As used in this series, “infrastructure” means the capital improvements that:
(1) comprise:
(A) a sanitary sewer system or wastewater treatment facility;
(B) a park or recreational facility;
(C) a road or bridge;
(D) a drainage or flood control facility; or
(E) a water treatment, water storage, or water distribution facility;
(2) are:
(A) owned solely for a public purpose by:
(i) a unit; or
(ii) a corporation created by a unit; or
(B) leased by a unit solely for a public purpose; and
(3) are included in the zone improvement plan of the impact zone in which the capital improvements are located.
The term includes site improvements or interests in real property needed for a facility listed in subdivision (1).

In summary, impact fees assessed to new development allow the community to make capital improvements to park and recreational facilities without unnecessarily burdening existing residents.

IMPACT FEE UPDATE

The City’s current park and recreational impact fee ordinance was adopted on January 10, 2018, and became effective on July 10, 2018 (Ordinance No. 17-49) (the “2018 Impact Fee Ordinance”). Indiana Code provides that an impact fee ordinance is effective for five (5) years from its effective date (IC 36-7-4-1340(b)). The effective date of an impact fee ordinance may be no earlier than six (6) months after the date on which the ordinance was adopted (IC 36-7-4-1340(a)).

The 2018 Impact Fee Ordinance established a park and recreational impact fee per dwelling unit as set out in the following fee schedule:

July 8, 2018 to July 7, 2019:	\$1,427.00
July 8, 2019 to July 7, 2020:	\$1,455.00
July 8, 2020 to July 7, 2021:	\$1,485.00
July 8, 2021 to July 7, 2022:	\$1,515.00
July 8, 2022 to July 7, 2023:	\$1,545.00

Impact fees are assessed and collected at the time an improvement location permit (building permit) is obtained from the City for the new development (IC 36-7-1322).

As a result, this document serves as an updated zone improvement plan for the City’s adoption of a new park and recreational impact fee ordinance.

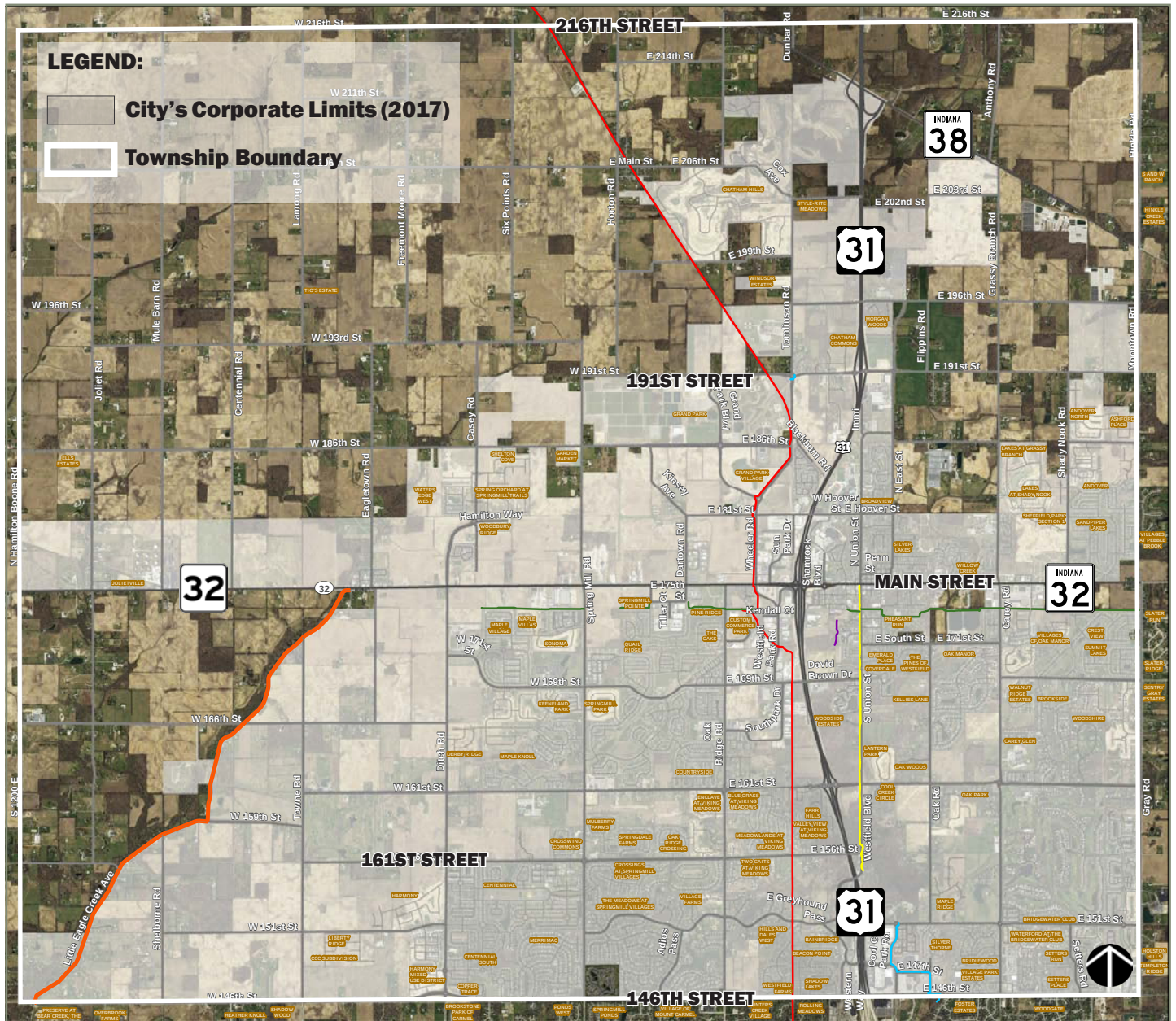


Figure 1: Existing Corporate Limits
IMPACT ZONE

Indiana Code requires the geographic area for the park and recreational infrastructure analyzed in the zone improvement plan to be defined (the “impact zone”).

IC 36-7-4-1316 Impact zones; geographical area Sec. 1316. A unit must include in an impact zone designated under section 1315 of this chapter the geographical area necessary to ensure that:

- (1) there is a functional relationship between the components of the infrastructure type in the impact zone;
- (2) the infrastructure type provides a reasonably uniform benefit throughout the impact zone; and
- (3) all areas included in the impact zone are contiguous.

The study area for this zone improvement plan is all of Washington Township, Hamilton County, Indiana, including land incorporated into the City of Westfield (see [Figure 1: Existing Corporate Limits](#)). Washington Township is the anticipated growth boundary of this zone improvement plan for the next ten (10) years.

This area coincides with the planning and zoning jurisdiction of the Westfield-Washington Township Advisory Plan Commission (the “Planning and Zoning Jurisdiction”). Accordingly, the Westfield-Washington Township Comprehensive Plan, as adopted and amended in accordance with IC 26-7-4-500 et seq. (see [Figure 6: Comprehensive Plan Land Use Plan Map](#)), includes all of the study area.

The City’s first park and recreational impact fee was established in 1997 (Ordinance No. 97-23), and defined a single impact zone coinciding with the boundaries of the corporate limits of the Town of Westfield, subject to expansion from time to time through annexation.

Year	2000	2010	2020	2022	2030
Corporate Limits Area (sq. mi.)	7.78	26.8	31.3	32.3	39.9*
Washington Township (sq. mi.)	49.7				

*As projected by the City’s Economic and Community Development Department.

Chart 1: Corporate Limits & Township Area

For purposes of this zone improvement plan, a single impact zone will be maintained. The impact zone’s boundary shall be co-terminus with the corporate boundaries of the City, as such boundaries may expand from time to time through annexations.

ZONE IMPROVEMENT PLAN

Indiana Code provides that a City may not adopt an impact fee ordinance unless it has prepared or substantially updated its zone improvement plan for the corresponding infrastructure during the immediately preceding one (1) year period.

IC 36-7-4-1318 Ordinance; zone improvement plan preparation; contents of plan

Sec. 1318. (b) Each zone improvement plan must contain the following information:

(1) A description of the nature and location of existing infrastructure in the impact zone.

(2) A determination of the current level of service.

(3) Establishment of a community level of service. A unit may provide that the unit’s current level of service is the unit’s community level of service in the zone improvement plan.

(4) An estimate of the nature and location of development that is expected to occur in the impact zone during the following ten (10) year period.

(5) An estimate of the nature, location, and cost of infrastructure that is necessary to provide the community level of service for the development described in subdivision. The plan must indicate the proposed timing and sequencing of infrastructure installation.

(6) A general description of the sources and amounts of money used to pay for infrastructure during the previous five (5) years.

A zone improvement plan becomes effective after its adoption as part of the City’s comprehensive plan or the City’s capital improvements program.

This document hereby serves as an updated zone improvement plan for the City’s adoption of a new park and recreational impact fee ordinance.

COMMUNITY PROFILE

COMMUNITY BACKGROUND

The City of Westfield is located in Washington Township, Hamilton County, Indiana, just north of Indianapolis (see [Figure 2: Regional Context Exhibit](#)). It is bordered by the City of Noblesville to the east, the Town of Sheridan to the north, the City of Carmel to the south, and the Town of Zionsville to the west (Boone County).



Figure 2: Regional Context Exhibit

Westfield was founded on May 6, 1834, by North Carolina Quakers Asa Bales, Ambrose Osborne and Simon Moon, and incorporated as a town in 1848. On January 1, 2008, Westfield was incorporated as a city.

U.S. Highway 31 is the primary highway leading north and south through the community. State Highway 32 leads east and west through downtown Westfield as Main Street (see [Figure 1: Existing Corporate Limits](#)).

DEMOGRAPHICS

The City has experienced record growth from residential development over the last five (5) years, culminating in a record number of 1,417 single-family residential home starts in 2021.

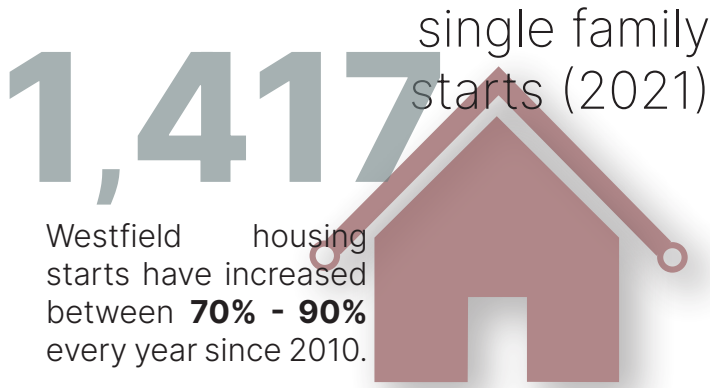


Figure 3: Single-Family Starts

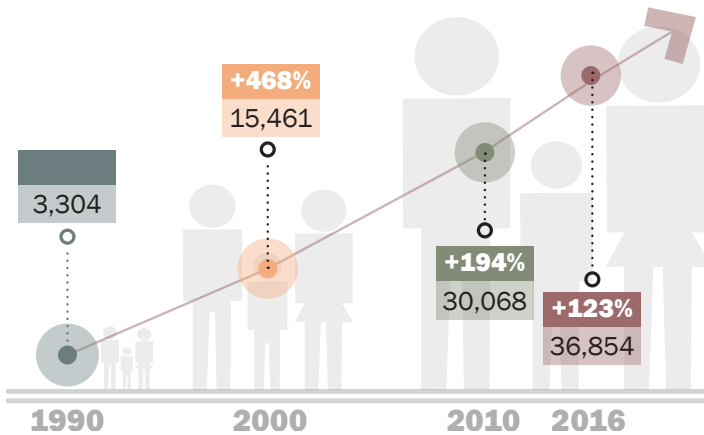


Figure 4: Rapid Population Growth

The City's population was 46,427, as of the 2020 Census (see [Figure 4: Rapid Population Growth](#) and [Figure 5: Housing, Income + Education](#)). This represents an average annual increase of 1,636 people since a City population of 30,068 in 2010.

The total households in the City, according to the 2020 Census, was 15,572 (with an average household size of 2.66 people), an increase from 11,209 households in 2010.

An update to the impact fee will allow the City to further invest in park and recreational facilities to accommodate the impact on the infrastructure from the City's anticipated population growth

COMPREHENSIVE PLAN

The Westfield - Washington Township Comprehensive Plan was adopted in 2007 (the "Comprehensive Plan"). Major themes and implementation steps within the Comprehensive Plan relating to park and recreation include the following:

- Adopt a community-wide pedestrian and bicycle connectivity plan.
- Design of open space areas to form interconnected networks with linkages to existing and proposed open space.
- Maintain stream corridors and other natural and historic resources.
- Locate open space to maintain visual qualities of scenic roads.
- Require usable open space in all new developments.
- Preservation of natural features including woodlands, water bodies and wetlands.
- Provide passive and active recreation for community residents.
- Provide park and recreation facilities in new development to meet growth needs.

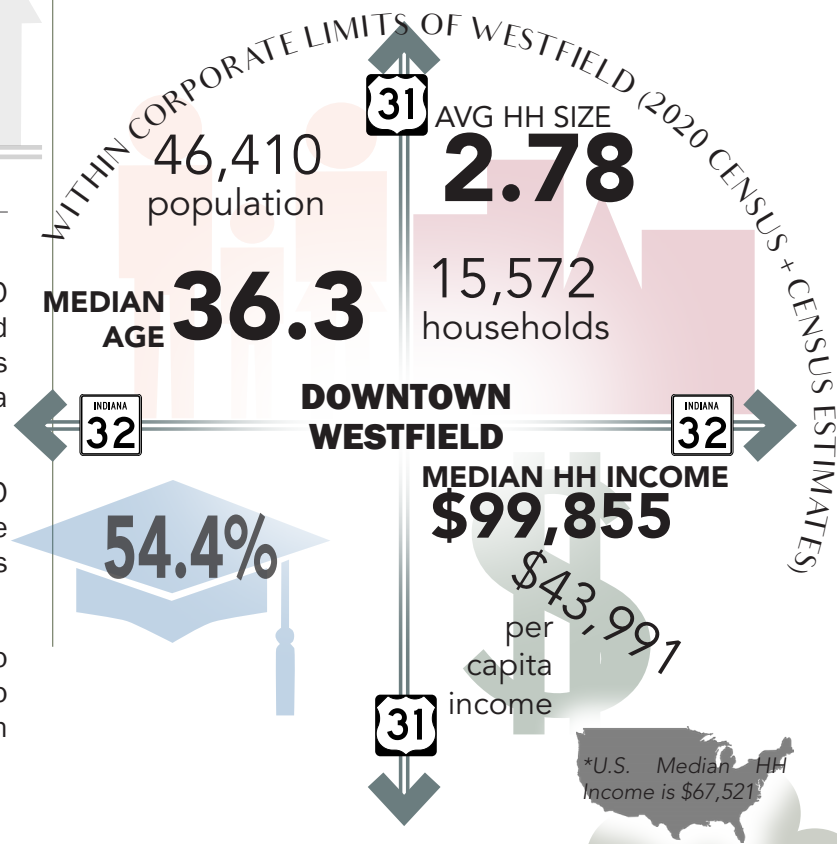


Figure 5: Housing, Income + Education

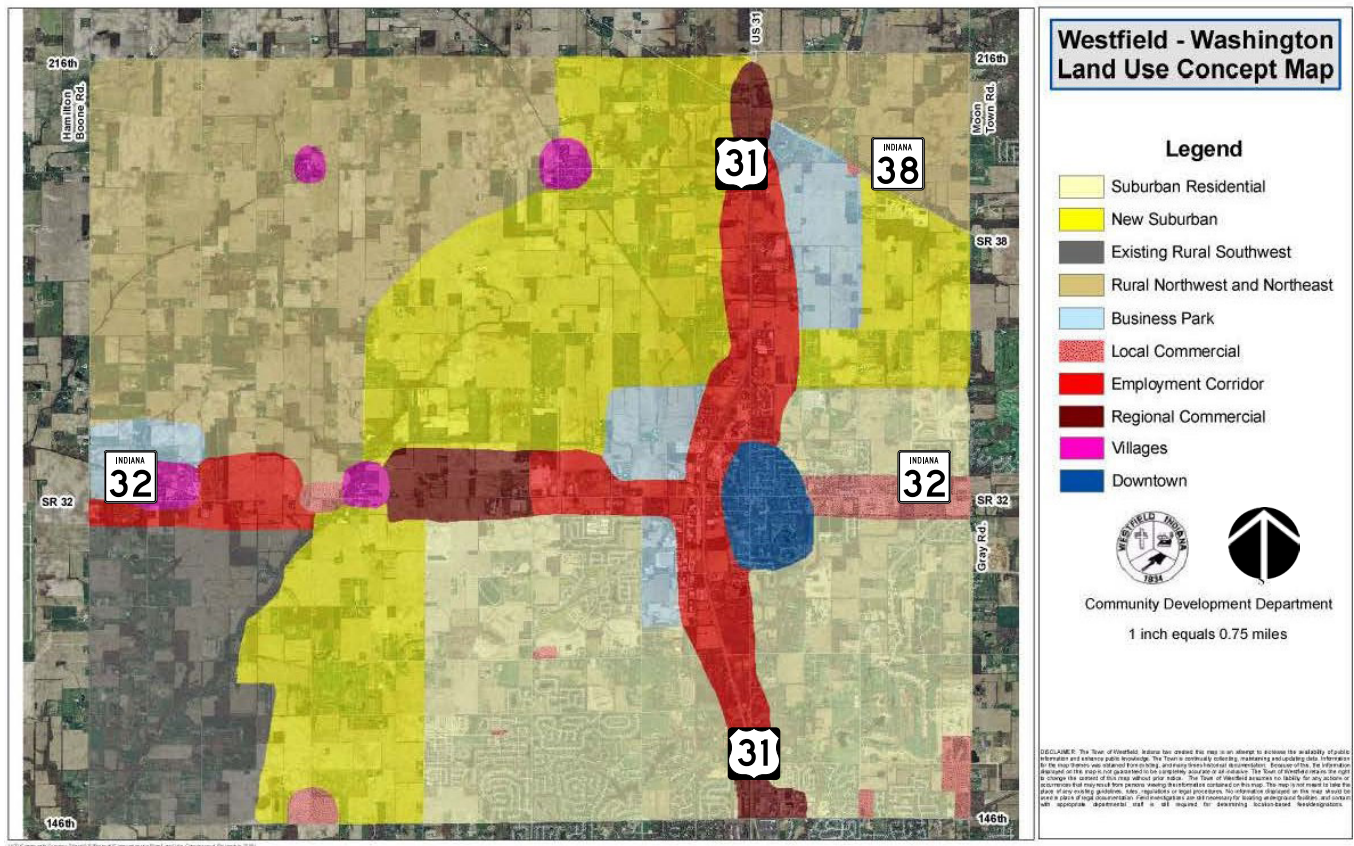


Figure 6: Comprehensive Plan Land Use Plan Map

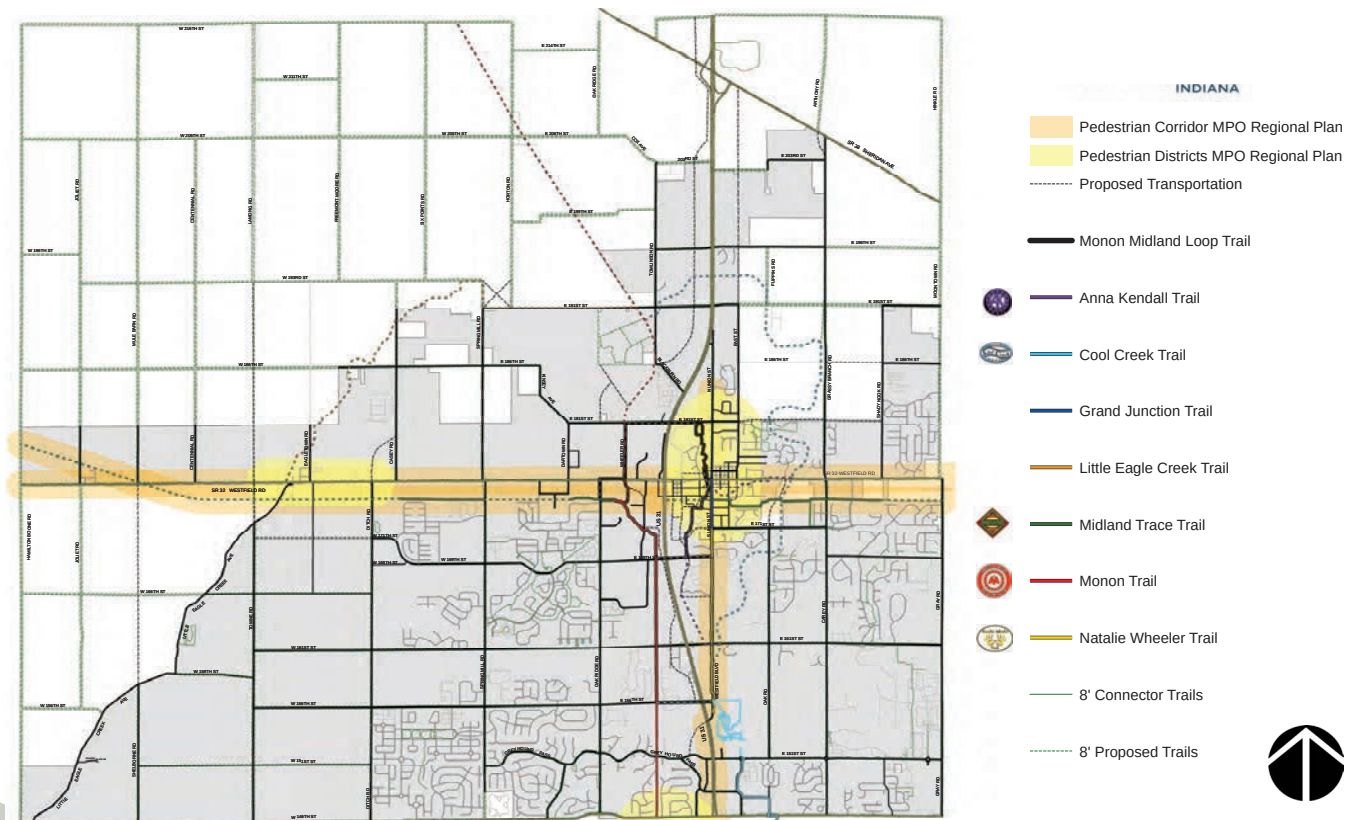


Figure 7: Alternate Transportation Plan

The Westfield Thoroughfare Plan, a part of the Comprehensive Plan, includes an Alternative Transportation Plan (see [Figure 7: Alternative Transportation Plan](#)). The Alternative Transportation Plan is one resource that guides the implementation of trails throughout the impact zone.

The Comprehensive Plan provides guidance for the projected nature of the anticipated development within the impact zone. Furthermore, the Comprehensive Plan was consulted as part of the Parks and Recreation Master Plan update by Mader Designs, as further referenced herein.

GROWTH PROJECTIONS

New residents directly impact park and recreational facilities by increasing demand on that infrastructure. This impact can be quantitatively measured through the issuance of building permits for new dwelling units or households.

The City’s projected growth can be forecasted using a number of factors including, but not limited to: residential permits (single-family and multi-family); population benchmarks from the 2020 Census; availability of land for new development; anticipated regional growth patterns; regional mobility; housing trends; and job market trends.

For purposes of this zone improvement plan, a linear trend analysis was used to calculate the City’s baseline (2017) and projected growth potential. The projected annual growth rate over the next ten (10) years is between 3.4% to 4.8%, as illustrated in [Figure 8: Projected Growth Potential](#).

The anticipated location of development during the next ten (10) year period is identified in [Figure 9: Location of Anticipated Development](#) (as prepared by A&F Engineering in consultation with the City’s Economic and Community Development Department as part of the City’s adopted zone improvement plan for road infrastructure, 2017).

PARKS AND RECREATION DEPARTMENT

The City’s Parks and Recreation Department is responsible for acquiring, developing, providing and maintaining the City’s park and recreational facilities. The Department has offices and maintenance facilities located at the City Services Building.

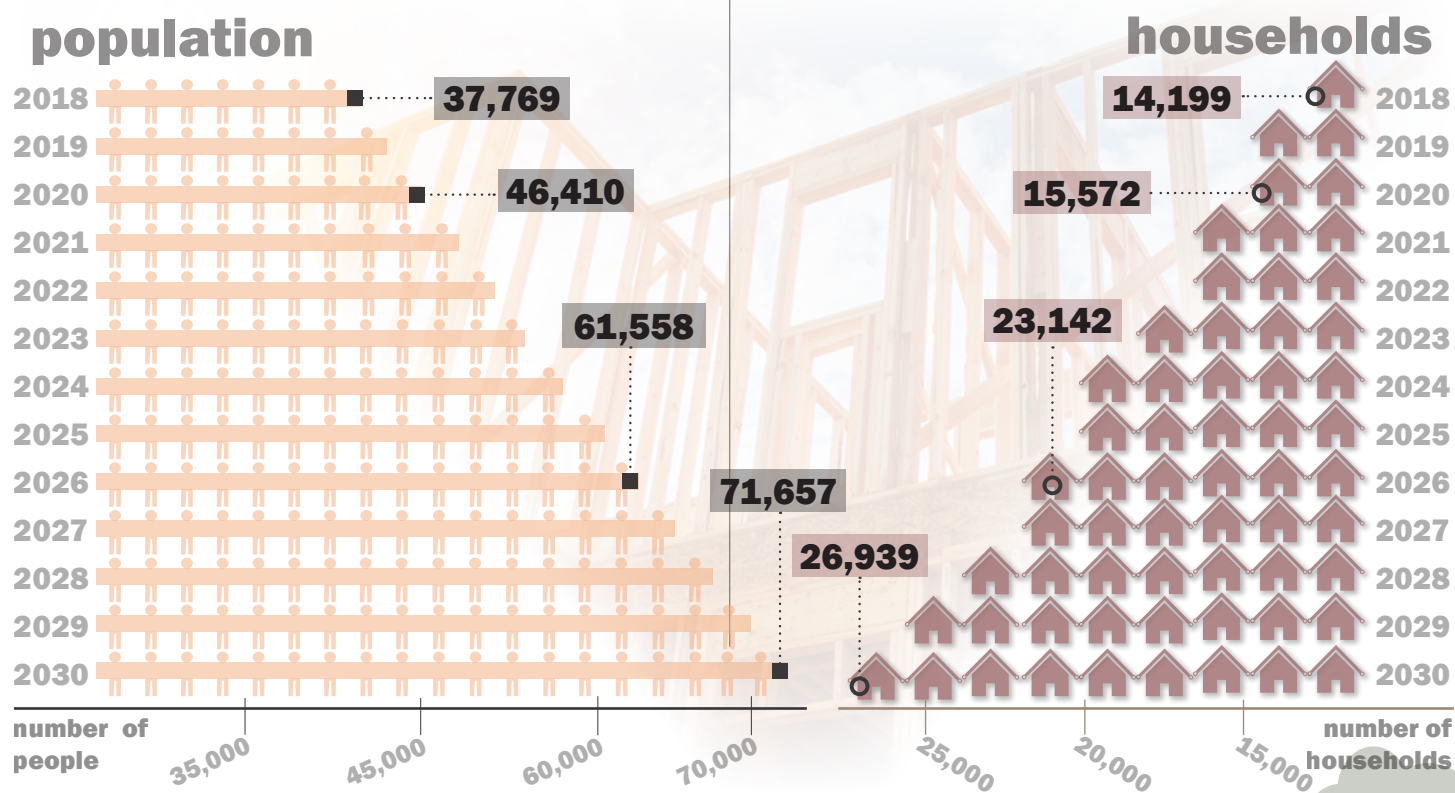


Figure 8: Projected Growth Potential

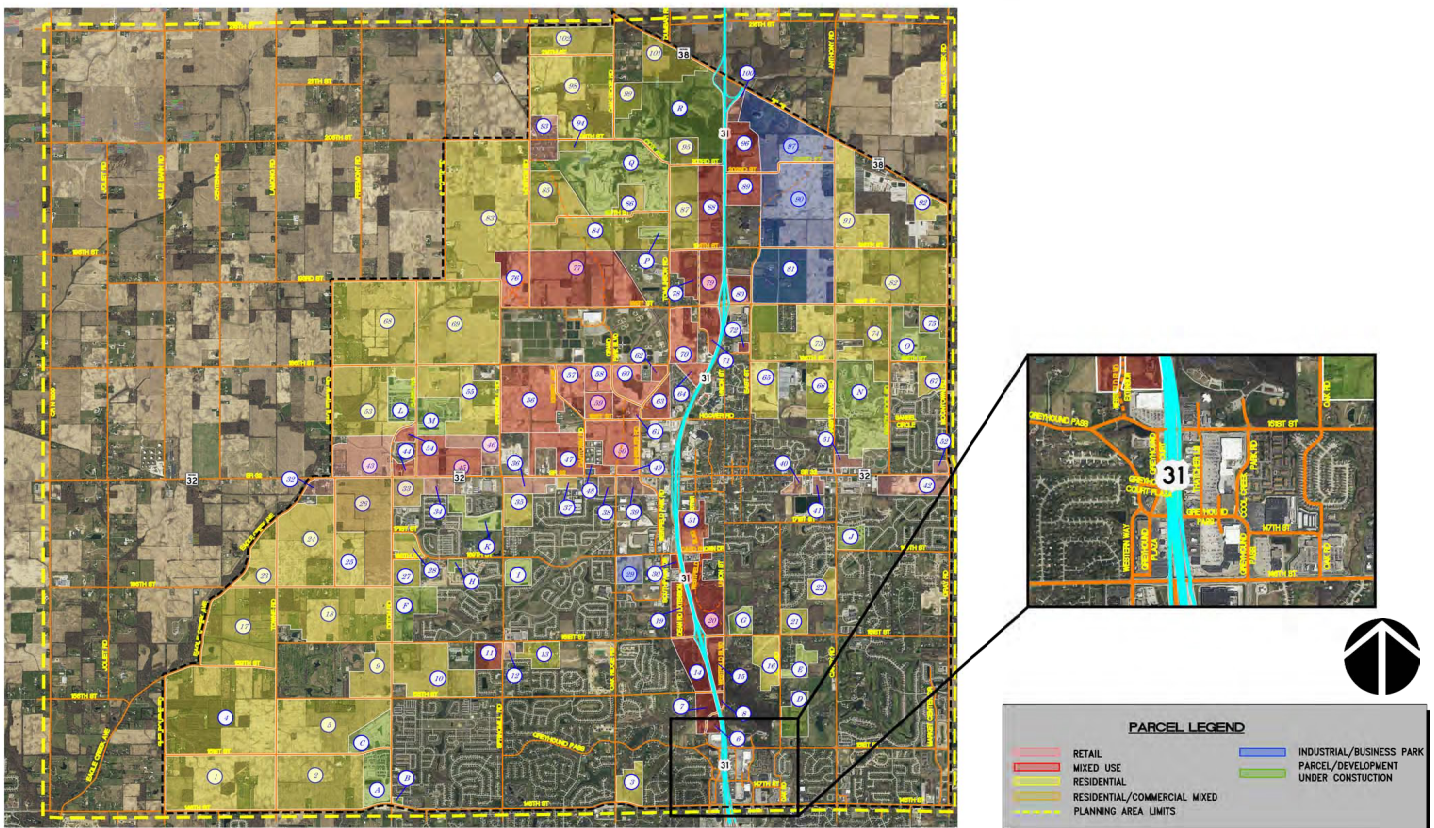


Figure 9: Location of Anticipated Development

Other parks and recreation providers in the study area include Washington Township Parks and Recreation, Hamilton County Parks, and Westfield Washington Schools. Current programs and activities currently provided by each entity are complementary with very little overlap to those provided by the Department. The Department is a member of the Hamilton Parks Association, a consortium of park and recreation providers and tourism organizations in Hamilton County.

GOALS AND OBJECTIVES

The mission of the Department is to: stimulate recreation; respect the natural environment; preserve history; provide an avenue for people to reach their full potential through recreation, wellness, culture, education; and, grow by connecting people to the natural world, to each other, and to fun, physical and social opportunities.

The Department's goals include:

- Continue to provide high level recreational amenities and opportunities for residents.

- Continue to enhance connectivity between residential, commercial, and parks through an interconnected system of walks, paths and trails.
- Utilize parks as opportunities for community and economic development.
- Collaborate and coordinate with like-minded organizations and other recreation providers.
- Protect and enhance cultural resources important to the community.
- Prepare for capital and departmental improvements.

DEPARTMENT STRUCTURE

The Department's structure consists of administrative and maintenance personnel (see [Figure 10: Department Structure](#)).

The Department's functions requires collaboration with the City's other departments (e.g., Communications, Informatics, Customer Service, Police Department, Fire Department, Department of Public Works, Economic and Community Development Department) to coordinate the Department's responsibilities.

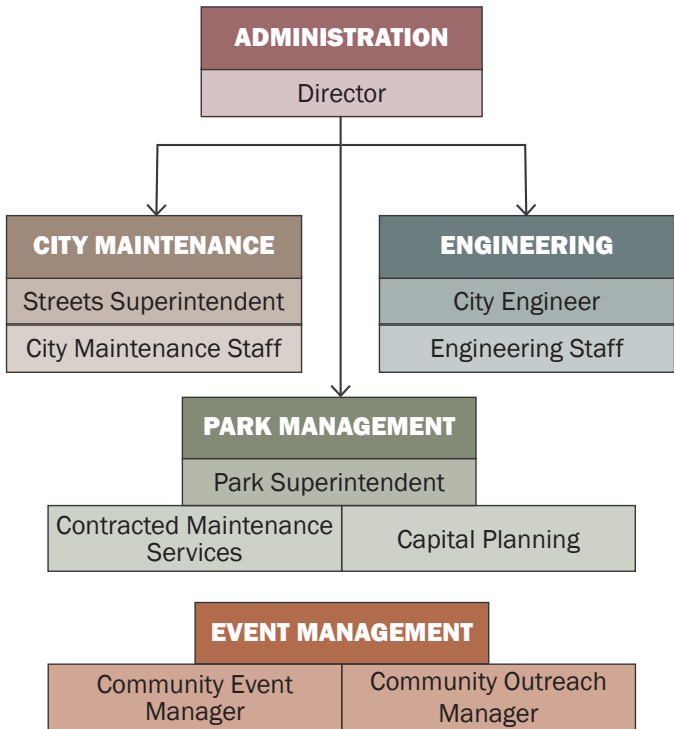


Figure 10: Department Structure

The Department’s responsibilities generally include the following functions:

- Preparing operating and capital budgets, fundraising, and grant writing.
- Long-range planning, program design, special events, and volunteer management; public relations and marketing; manage sponsorships.
- Facility maintenance and safety issues oversight including, but not limited to: mowing, plantings, tree trimming and removal; snow removal; fertilization and herbicide applications; maintaining irrigation system, including watering downtown hanging flower baskets; traffic roundabout maintenance; playground inspections; ongoing repair of indoor and outdoor facilities; restroom maintenance; vandalism repairs and graffiti removal.
- Managing and overseeing all capital projects; assistance with capital improvements, playgrounds, park equipment, and landscaping; managing maintenance by skilled trades from outside contractors.
- Urban forestry, including tree assessments and inventories; specifying plant materials in parks.

DEPARTMENT BUDGET

The 2022 Department budget was \$3,792,062. The current capital budget represents an appropriated amount dependent on revenues from outside grants, donations, and impact fees. None of the budget is derived from tax revenues dedicated to parks and recreation. The Department’s historical budget is depicted in [Chart 2: Department Budget](#).

Year	Operating Budget	Capital Budget	Total Budget
2016	\$ 1,280,675	\$ 396,300	\$ 1,677,080
2017	\$ 1,133,395	\$ 92,800	\$ 1,226,195
2018	\$ 1,378,365	\$ 87,150	\$ 1,465,515
2019	\$ 1,463,054	\$ 1,550,000	\$ 3,043,054
2020	\$ 1,293,648	\$ 2,250,000	\$ 3,543,648
2021	\$ 1,305,055	\$ 2,500,000	\$ 3,805,055
2022	\$ 1,392,062	\$ 2,400,000	\$ 3,792,062
2023	\$ 1,514,838	\$ 3,600,000	\$ 5,114,838

Chart 2: Department Budget

FUNDING SOURCES

The Department is reliant on a combination of outside grants, donations, proceeds from the existing impact fee revenues, and City budget allocations for Department funding. Additional considerations to enhance Department funding includes programming, user fees, potential separate park taxes, potential formation of a parks foundation, and tapping into additional outside fund sources.

Washington Township has a park tax levy that is utilized for Washington Township Parks operations and capital improvements; however, while City residents pay a portion of this tax levy, proceeds are not used for City park and recreational facilities.

Grants, donations and impact fees fund park and recreational capital improvements. The City has been successful in garnering outside grants to fund trails currently owned, maintained and operated by the City.

One source of non-local funds that have been used were through the Indianapolis Metropolitan Planning Organization (the “MPO”). The City is on the northern fringe of and a part of the MPO planning area. The MPO coordinates regional transportation and alternative transportation planning and distributes federal transportation funds.

In addition, land has been donated by residents and businesses for parkland and trail corridors, with land for future trail segments relying in large part on donations. Community support for park and recreational facilities has included partnerships with various civic organizations and has resulted in in-kind donations of volunteers and improvements.

Aggressively seeking outside grants is a priority and will minimize the need for local funding of capital improvements for park and recreational facilities.

EXISTING INFRASTRUCTURE

An analysis and inventory of existing park and recreational infrastructure will establish a basis of the community's current level of service for park and recreational facilities (as further defined herein). As such, this section includes a brief summary of the existing infrastructure in the impact zone. A detailed description of each facility, including existing and planned improvements, is included in the "Infrastructure Overview" section of this document.

EXISTING FACILITIES

The City currently provides 171 acres± of parkland throughout twelve (12) locations and 120 miles± of total trails, which includes 20 miles± of named trails and 10 miles± within the Grand Park trail network.

Existing park and recreational infrastructure primarily includes a combination of neighborhood parks (1/2-mile service area radius), community parks (2-mile service area radius), and trail corridors. Park and recreational facility locations are depicted in [Figure 11: Park + Recreational Facilities Map](#).

The City's existing park and recreation infrastructure has an estimated total value of \$41,001,929. A summary of those facilities and estimated values are listed in [Chart 3: Existing Infrastructure Summary](#).

Assumed land values are according to the Hamilton County Assessor's Office (2022) for parkland, and assumed land values for trail corridors is the average assessed value of the City's parkland (\$28,952.89/acre).

Parkland			
	Acres (±)	Est. Value of Improvements	Est. Total Value
Armstrong Park	15.41	\$ 107,186	\$ 523,286
Asa Bales Park	13.24	\$ 467,700	\$ 1,790,600
Freedom Trails Park	29.95	\$ 750,091	\$ 1,154,591
Hadley Park	0.15	\$ 65,000	\$ 147,500
Liberty Park	14.79	\$ 100,000	\$ 125,100
Old Friends Cemetery	0.79	\$ 332,063	\$ 347,063
Osborne Park	22.00	\$ -	\$ 60,600
Quaker Park	6.89	\$ 1,420,150	\$ 2,018,027
Raymond Worth Park	29.60	\$ 150,000	\$ 713,300
Simon Moon Park	26.00	\$ 998,662	\$ 1,430,962
Woods at Maples Park	6.03	\$ -	\$ 124,000
Grand Junction	6.50	\$ 31,650,000	\$ 32,566,900
Other	n/a	\$ -	\$ -
Trail Corridors			
	Miles (±)	Est. Value of Improvements	Est. Total Value
Monon Trail	7.92	\$ 2,052,864	\$ 3,998,498
Midland Trace Trail	4.96	\$ 1,660,032	\$ 2,878,510
Natalie Wheeler Trail/Grand Junction Trail	2.00	\$ 887,040	\$ 1,097,606
Monon/Midland Loop	2.66	\$ 929,280	\$ 1,209,333
Cool Creek Trail	0.90	\$ 190,080	\$ 284,835
Grassy Branch Trail	0.60	\$ 73,920	\$ 137,090
Perimeter Trails	60.00	\$ 9,504,400	\$ 9,504,400
Grand Park Trails	10.00	\$ 2,112,000	\$ 2,533,264
SR32 Greenway	1.35	\$ 359,040	\$ 501,172

Chart 3: Existing Infrastructure Summary

RECENT IMPROVEMENTS (2018-2022)

Over \$39 million± has been invested over the last five (5) years (2018 to 2022) in the City's park and recreational infrastructure. The City utilized grants, donations and impact fees to fund these capital improvements. Below is a brief summary of those improvements.

Year	Facility	Project	Cost
2018	Asa Bales	Fitness Court	\$ 110,000
2018	Asa Bales	Playground	\$ 155,198
2018	Monon Trail	191st-216th Construction	\$ 1,510,316
2018	M/M Loop	156th Connector	\$ 126,553
2019	Freedom Trail	Playground Surfacing	\$ 129,650
2019	Monon Trail	SR32 Ped Bridge	\$ 4,500,000
2019	Simon Moon	Playground Surfacing	\$ 170,284
2020	Grand Junction Plaza	Grand Junction Plaza Construction	\$ 31,000,000
2020	Grand Junction Plaza	Playground	\$ 600,000
2020	Raymond Worth	Playground	\$ 120,000
2021	Asa Bales/ Freedom Trail Pavement Project	Parking lot/trail surfacing	\$ 77,052
2021	Raymond Worth	Playground Addition	\$ 50,000
2021	Quaker Park	Pickle Ball Court	\$ 29,000
2021	Quaker Park	Shelter	\$ 20,828
2021	Quaker Park	Splash Park Replacement	\$ 299,110
2021	Quaker Park	Sona Arch	\$ 51,147
2022	Hadley Park	Surface Replacement	\$ 44,956
2022	Simon Moon	Lagoon Design and Development	\$ 750,000

Chart 4: 2018-2022 Capital Improvements

NEW INFRASTRUCTURE

TRENDS + COMMUNITY INPUT

As part of the Parks and Recreation Master Plan update by Mader Designs, community surveys were conducted in the spring of 2022. The information received was consistent with past surveys conducted by the City and identified needs and goals of the community. Most responses ranked park and recreational opportunities as “very good” or “good” in quality, condition and value. Specific items and consistent themes in the responses included:

- Trails & connectivity
- Continued development of safe trail crossings at streets
- High interest in adding/developing parkland with a balanced view of maintenance of existing facilities and adding new elements to existing parks
- Need for parks and amenities in the northwestern and southwestern areas of the City
- Combinations of funding sources should be used for park growth, including private investment and donations
- Splash pad/spray parks
- Increase opportunities for nature experiences and passive recreation
- Recreation and multipurpose green space and courts for youth sports
- Dog park

As the City continues to experience new growth that expands the corporate limits, it also has experienced an increased focus on infill development. This has resulted in less new acreage for open space and recreational areas; however, this has allowed the City to focus on further developing and enhancing the infrastructure within existing parklands.

CAPITAL IMPROVEMENT PRIORITIES

This section identifies the nature, location, and estimated cost of improvements necessary to provide the community's level of service (as defined herein) for park and recreational infrastructure.

As part of the Parks and Recreation Master Plan update by Mader Designs in 2022, park and recreational facility needs were identified using input from the community, Department, City leadership, national standards,

neighboring and overlapping park departments. The needs focused primarily on specific improvements that will enhance existing facilities, meet increasing demands from a growing community, and provide new amenities throughout the park system for the overall benefit of the community.

A detailed list of potential expenses to address the community's needs over the next ten (10) years is included in Chart 5: Planned Capital Improvements. The chart assigns a priority of 1 through 4 to indicate the importance and sequencing of expenses, and the likely funding sources.

Identified improvements generally include: trail connectivity; improvements to undeveloped or underdeveloped park properties; development of new and unique amenities at the Lagoons at Simon Moon Park; build out Raymond Worth Park and Osborne Park.

Improvements to Osborne Park and Raymond Worth Park will begin to meet demands in the City's southwest quadrant as new development continues to occur in that area of the City.

The development of Grand Junction Plaza has been identified as a key driver for downtown recreation, trail connectivity and unique park features for the entire community; however, it is anticipated the majority of funding for the build out of the plaza will not include park and recreational impact fees.

		Estimated Cost	Funding Source
Armstrong Park			
Install native plantings	1	\$ 75,000	Budget, Impact Fee
Splash pad	2	\$ 500,000	Budget, Impact Fee
Playground	1	\$ 400,000	Budget, Impact Fee
Parking Lot	1	\$ 400,000	Budget, Impact Fee
Pickleball Courts	1	\$ 250,000	Budget, Impact Fee
Return to natural area	1	\$ 50,000	Budget, Impact Fee
Boardwalk	2	\$ 250,000	Budget, Impact Fee
Frisbee Golf	1	\$ 25,000	Budget, Impact Fee, Donor

		Estimated Cost	Funding Source
Open lawn multipurpose area	1	\$ 250,000	Budget, Impact Fee
Flex Building/ Rental Facility with Restroom	2	\$ 1,500,000	Budget, Impact Fee
Shelters	2	\$ 250,000	Budget, Impact Fee
Fishing Access	1	\$ 75,000	Budget, Impact Fee
Basketball Court	1	\$ 120,000	Budget, Impact Fee
Asa Bales Park			
Light trails and shelters; install electricity and water	1	\$ 450,000	Budget, Impact Fee
Create art in park program	4	\$ 15,000	Department Staff
Replace aging trees	1	\$ 30,000	Budget, Impact Fee
Bike Racks	1	\$ 10,000	Budget, Impact Fee
Golf Cart Parking	2	\$ 50,000	Budget, Impact Fee
Shade at playgrounds	1	\$ 150,000	Budget, Impact Fee
Restoration/ Preservation of Cemetery	3	\$ 50,000	Budget, Impact Fee, In-kind
Freedom Trail Park			
Permanent restroom facility	1	\$ 500,000	Budget, Impact Fee
Shelter with electricity	1	\$ 120,000	Budget, Impact Fee
Transition sports field into dog park	2	\$ 225,000	Budget, Impact Fee
Infill & update playground equipment	1	\$ 800,000	Budget, Impact Fee
Add shade structures	2	\$ 200,000	Budget, Impact Fee
Electricity/ Technology	1	\$ 100,000	Budget, Impact Fee
Redevelop multiuse fields	1	\$ 500,000	Budget, Impact Fee

Chart 5: Planned Capital Improvements

		Estimated Cost	Funding Source
New entry/access drive	3	\$ 3,000,000	Budget, Impact Fee
Signage at Hoover/East St	1	\$ 10,000	Budget, Impact Fee
Grand Junction Plaza			
Band Shell	1	\$ 5,000,000	Budget, Impact Fee, Donations
Phase 2 plaza improvements	3	\$ 3,000,000	Budget, Impact Fee, Donations
Gate Closure Arms on Jersey Street	1	\$ 200,000	Budget, Impact Fee
Shade Structures	2	\$ 100,000	Budget, Impact Fee
Digital Kiosk	1	\$ 15,000	Budget, Impact Fee
Renovation of Mill St House	1	\$ 125,000	Budget, Impact Fee
Grand Park			
Playgrounds (3)	1	\$ 800,000	Budget, Impact Fee
Nature Trails	2	\$ 100,000	Budget, Impact Fee
Splash pad	4	\$ 500,000	Budget, Impact Fee
Hadley Park			
Community Programming Board	3	\$ 15,000	Budget, Impact Fee
Add/improve signage	1	\$ 10,000	Budget, Impact Fee
Centerpiece upgrade (art or kiosk)	1	\$ 25,000	Work with Westfield Schools
Liberty Park			
Restoration & extension of boardwalk	1	\$ 500,000	Budget, Impact Fee
Pedestrian crossings to nearby trail systems	1	\$ 100,000	Transportation. funds, Impact Fee
Interpretive Signage	1	\$ 20,000	Budget, Impact Fee
Old Friends Cemetery Park			
Restoration of Cemetery Stones	3	\$ 100,000	In-kind, Impact Fee

		Estimated Cost	Funding Source
Osborne Park			
Trails/Walkway/Fishing around pond	1	\$ 350,000	Budget, Impact Fee
Plant trees and habitat areas	1	\$ 125,000	Budget, Impact Fee
Trail connections	1	\$ 50,000	Budget, Impact Fee
Open play space	1	\$ 200,000	Budget, Impact Fee
Parking	1	\$ 350,000	Budget, Impact Fee
Playground	1	\$ 400,000	Budget, Impact Fee
Splash pad	1	\$ 450,000	Budget, Impact Fee
Restroom	1	\$ 400,000	Budget, Impact Fee
Picnic Shelters	1	\$ 250,000	Budget, Impact Fee
Quaker Park			
Expand parking	1	\$ 100,000	Budget, Impact Fee
Trail Connectivity	3	\$ 30,000	Budget, Impact Fee
Pickleball courts (3)	1	\$ 200,000	Budget, Impact Fee
Bocce Ball Court Removal	1	\$ 20,000	In House, Impact Fee
Raymond Worth Park			
Archery range	3	\$ 200,000	Budget, Impact Fee, In-kind
Restroom	1	\$ 500,000	Budget, Impact Fee
Shelter	2	\$ 200,000	Budget, Impact Fee
Dredge pond for fishing	3	\$ 75,000	Budget, Impact Fee
Tent/Primitive camping	3	\$ 30,000	Budget, Impact Fee, In-kind
Habitat Restoration	2	\$ 50,000	Budget, Impact Fee, In-kind
Trail signage	1	\$ 20,000	Budget, Impact Fee

Chart 5: Planned Capital Improvements

		Estimated Cost	Funding Source
Parking & trail expansion	1	\$ 600,000	Budget, Impact Fee
High rope course	4	\$ 500,000	Budget, Impact Fee
Simon Moon Park			
Implement master plan	1	\$ 11,000,000	Budget, Impact Fee
Woods at the Maples Park			
Ash removal	2	\$ 5,000- \$ 10,000 (annually)	Maintenance/ Operations
Road Crossing Improvements Study			
Planning/study	1	\$ 400,000	Transportation grant/Impact Fee
Monon Trail Corridor			
Trailhead @ 191st Street (land, restrooms, water)	1	\$ 5,000,000	Budget, Impact Fee
Interpretation (battery power RR station; telegraph; post office)	2	\$ 75,000	Budget, Impact Fee
Full Campground (tent & RV hookup)/Ride In Campground	3	\$ 5,000,000	Budget, Impact Fee
Add Trail Lighting	1	\$ 1,500,000	Budget, Impact Fee
Safe Crossing @ Greyhound Pass	2	\$ 3,000,000	Transportation grant/Impact Fee
Safe Crossing @ 156th Street	2	\$ 500,000	Transportation grant/Impact Fee
Safe Crossing @ 169th Street	2	\$ 4,000,000	Transportation grant/Impact Fee
Safe Crossing @ Westfield Park Road	2	\$ 500,000	Transportation grant/Impact Fee
Safe Crossing @ 181st Street	2	\$ 500,000	Transportation grant/Impact Fee
Safe Crossing @ 186th Street	2	\$ 500,000	Transportation grant/Impact Fee
Safe Crossing @191st Street (Grand Park)	2	\$ 4,000,000	Transportation grant/Impact Fee

		Estimated Cost	Funding Source
Tunnel @ 161st Street	1	\$ 7,00,000	Transportation grant/Impact Fee
Midland Trace Trail			
Trailhead @ Westfield Marketplace	1	\$ 250,000	Budget, Impact Fee
Lighting (Union Street to Gray Road)	2	\$ 825,000	Budget, Impact Fee
Safe Crossing @ Oak Ridge	1	\$ 4,000,000	Transportation grant/Impact Fee
Safe Crossing @ Carey	1	\$ 5,000,000	Transportation grant/Impact Fee
Safe Crossing @ Gray	1	\$ 4,000,000	Transportation grant/Impact Fee
Safe Crossing @ 32 at Jolietville	1	\$ 4,000,000	Transportation grant/Impact Fee
Safe Crossing @ Little Eagle Creek	3	\$ 2,500,000	Transportation grant/Impact Fee
Monon/Midland Loop			
Complete trail loop	1	\$ 750,000	Transportation grant/Impact Fee
Cool Creek Trail			
Connect to Liberty Park	1	\$ 250,000	Transportation grant/Impact Fee
Connect Simon Moon to Cool Creek Park	1	\$ 5,000,000	Transportation grant/Impact Fee
Natalie Wheeler Trail			
SEC trailhead development	1	\$ 450,000	Budget, Impact Fee
Considerations for All Parks			
Pollinator gardens/ plantings	2	\$ 5,000- \$ 25,000 (each)	Maintenance/ Operations
Add / improve signage		\$ 2,000- \$ 5,000 (each)	Maintenance/ Operations
Plant natives to replace invasive		\$ 25,000	Maintenance/ Operations

Chart 5: Planned Capital Improvements

		Estimated Cost	Funding Source
Public Wifi at Facilities & Park Areas	1	tbd	Maintenance/Operations
Hazard Tree Removal		\$ 10,000 (annually)	Maintenance/Operations
Playground Updates		\$ 100,000-\$ 300,000	Maintenance/Operations
Teen Focused Amenities		tbd	Maintenance/Operations
Other			
Light Pole banner/flower basket arms study size and number for new lights		tbd	Department Staff
transit / circulation between parks & Grand Junction		tbd	Department Staff

Chart 5: Planned Capital Improvements

For purposes of this analysis, the expenses from Chart 5: Planned Capital Improvements were further prioritized to only identify capital improvement costs necessary to maintain the community's current level of service over the next ten (10) years. The planned capital improvements include both investing in existing parkland and the acquisition of new parkland.

Facility	Estimated Cost of Improvements
Armstrong Park	\$ 3,870,000
Asa Bales Park	\$ 690,000
Freedom Trail Park	\$ 5,455,000
Grand Junction Plaza	\$ 1,400,000
Grand Park	\$ 4,100,000
Hadley Park	\$ 1,300,000
Liberty Park	\$ 2,600,000
Osborne Park	\$ 450,000
Raymond Worth Park	\$ 200,000
Simon Moon Park	\$ 1,100,000
Woods @ Maple Park	\$ 0
Monon Trail	\$ 11,535,000
Midland Trail	\$ 1,075,000
Natalie Wheeler Trail	\$ 450,000

Chart 6: Estimated Costs of Capital Improvements

As a result, Chart 6: Estimated Costs of Capital Improvements includes the estimated cost and location of infrastructure necessary to provide the community level of service for new development in the City. The estimated cost of this infrastructure is \$49,790,000.

OTHER RECREATION PROVIDERS

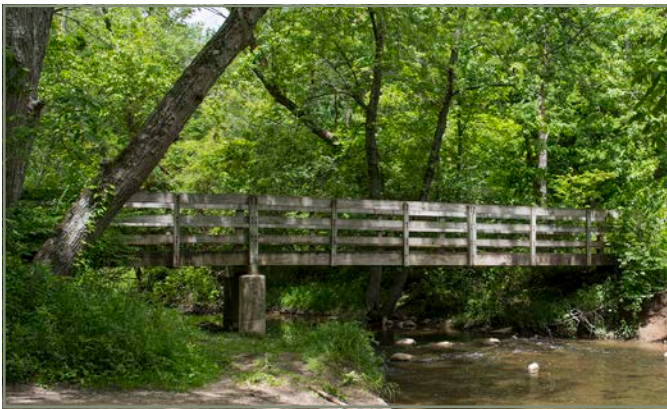
Within Washington Township, other public park and recreational facilities include Cool Creek Park and Nature Center (Hamilton County Parks), Bray Park (Hamilton County Parks), and MacGregor Park (Washington Township Parks and Recreation).

Cool Creek Park is Hamilton County Parks' most popular facility with over ninety (90) acres. The park includes administrative offices, a maintenance facility, and nature center. A variety of passive and active recreation elements are provided, including four (4) miles of nature trails, vehicular drives and parking, playgrounds, softball, soccer, basketball, wetland areas, prairies, and shelters.

MacGregor Park is the primary park facility operated by Washington Township Parks and Recreation, and currently consists of almost one hundred (100) acres. The park currently focuses on natural and passive activities and include a park drive, parking, approximately two (2) miles of nature trails, and restrooms. Areas of the park are located within conservation easements limiting recreational use; however, recreational use areas are provided within other areas of the park.

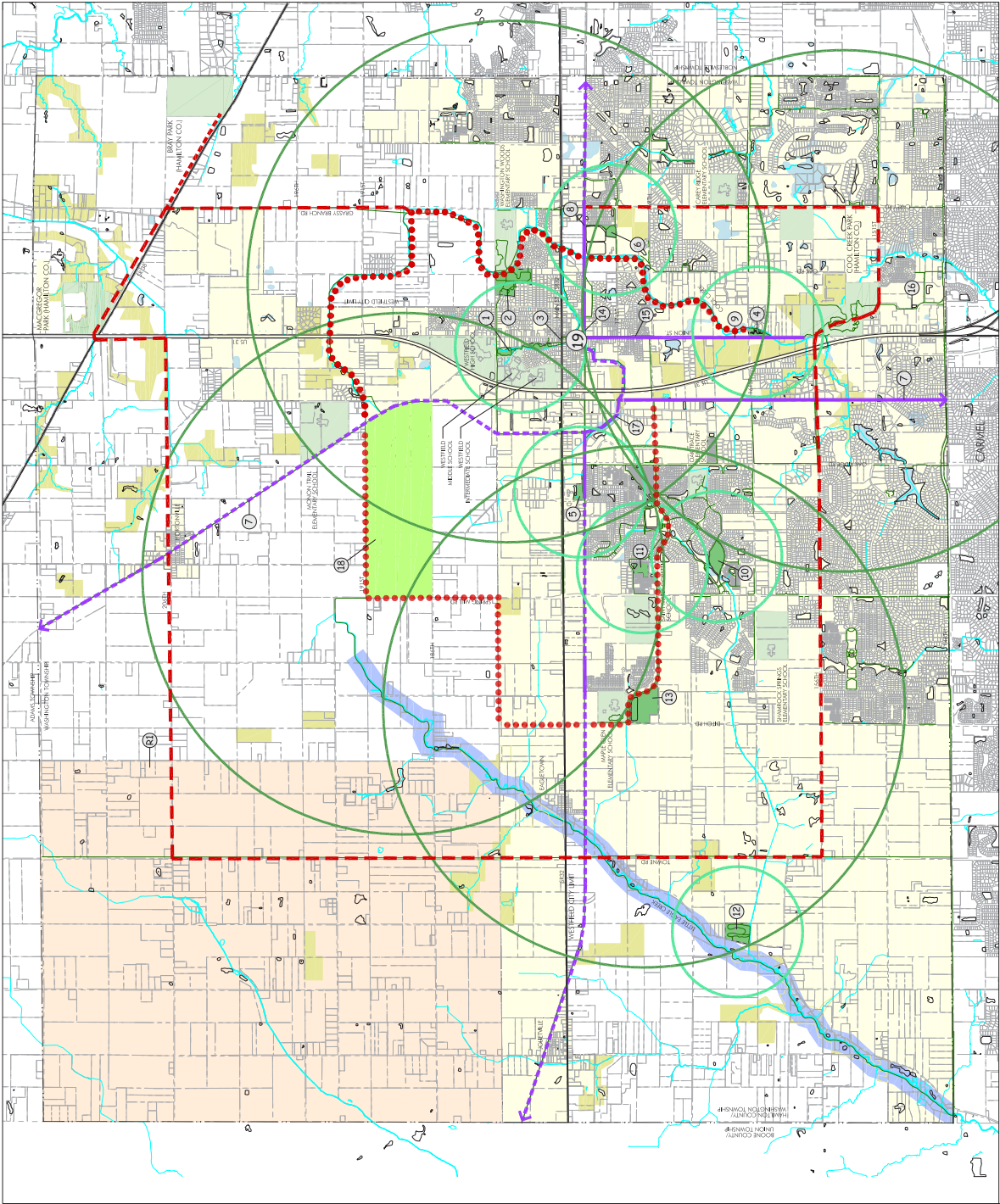
Washington Township's other park facility is Redbud Park. On less than one (1) acre of land, this is a passive park located at the Washington Township offices and consists of a gazebo and sitting area.

Westfield Washington Schools is a large provider of active recreation programming in the community. There are a number of playing fields and ball courts jointly used by local sports groups and the schools.

Cool Creek Park + MacGregor Park:

INFRASTRUCTURE OVERVIEW

This section provides a detailed description of the City's park and recreational facilities. Each facility description includes its location, existing infrastructure, and planned improvements. Locations are depicted in [Figure 11: Park + Recreational Facilities Map](#).



FACILITY LEGEND	
SYM	DESCRIPTION
1	ASA BALES PARK (NP)
2	FREEDOM TRAIL PARK (CP)
3	HADLEY PARK (NP)
4	LIBERTY PARK (NP)
5	QUAKER PARK (NP)
6	SIMON MOON PARK (NP)
7	MONON TRAIL
8	MIDLAND TRACE TRAIL
9	NATALE WHEELER TRAIL
10	ARMSTRONG PARK (NP)
11	MAPLE KNOLL PARK (NP)
12	RAYMOND WORTH PARK (NP)
13	OSBORN PARK (CP)
14	OLD FRIENDS CEMETERY PARK (NP)
15	GRAND JUNCTION TRAIL
16	COOL CREEK TRAIL
17	ANNA KENDALL TRAIL
18	GRAND PARK
19	PROPOSED REGIONAL PARK (RP)
(CP) = COMMUNITY PARK	
(NP) = NEIGHBORHOOD PARK	
(RP) = REGIONAL PARK	
20	GRAND JUNCTION PLAZA

PLAN KEY	
SYM	DESCRIPTION
	WESTFIELD TRAIL NETWORK
	WPRD OPEN SPACE/PARKS (EXISTING)
	OPEN SPACE (EXISTING)
	EXISTING WATER RESOURCES
	GRAND PARK CITY OWNED (PROPOSED)
	EXISTING WOODLAND RESOURCES (20+ ACRES)
	WESTFIELD CITY LIMITS
	GENERAL AREA OF PROPOSED REGIONAL PARK
	TOWNSHIP LIMITS
	CREEK / STREAM
	MULTI-USE TRAIL (EXISTING)
	MULTI-USE TRAIL (PROPOSED)
	GREENWAY TRAIL (PROPOSED)
	PARKWAY TRAIL (PROPOSED)
	EXISTING NEIGHBORHOOD PARK (1/2 MILE SERVICE AREA RADIUS)
	EXISTING COMMUNITY PARK (2 MILE SERVICE AREA RADIUS)
	LITTLE EAGLE CREEK CONSERVATION CORRIDOR



LANDSTORY LSM, Inc.
Figure 4.4 - Parks, Recreation, Facilities and Trails Master Plan
May 2011

NAMED TRAILS

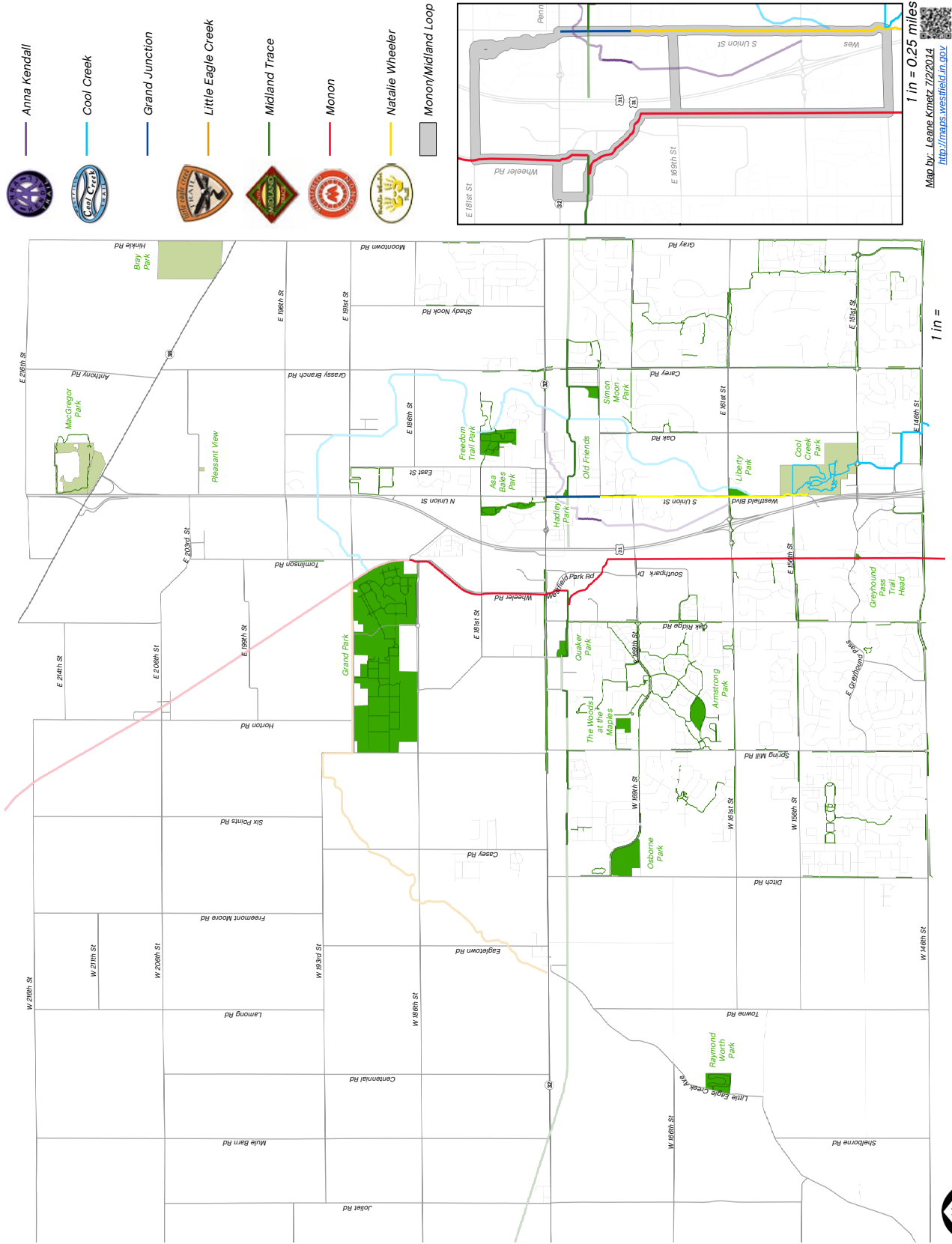


Exhibit Source: Department Trails Map

Facility Photos:**NAMED TRAILS****Facility Description:**

There are over 120 miles± of trails within the City. For purposes of this section, only the 15 miles± of “named” trails are specifically identified.

Existing Facility Inventory:

- Grassy Branch Trail: 0.35 miles; asphalt.
- Cool Creek Trail: 0.90 miles; asphalt.
- Midland Trace Trail: 3.93 miles encompassing 31 acres± of greenway (assuming average right-of-way width of 66 feet); asphalt; amenities and trailheads that include benches, restrooms, bike racks, drinking fountains, dog hydration and waste stations.
- Monon Trail: 8 miles encompassing 39 acres± of greenway (assuming average right-of-way width of 66 feet); asphalt; amenities and trailheads that include benches, restrooms, bike racks, drinking fountains, dog hydration and waste stations.
- Monon/Midland Loop: 3.75 miles; asphalt.
- Natalie Wheeler Trail: 2.1 miles; asphalt; amenities include dog waste stations.
- SR32 Linear Greenway: 0.6 miles encompassing 2.18 acres of greenway (assuming average trail corridor width of 30 feet); asphalt; landscaping that includes approximately three (3) shade trees and one (1) ornamental tree per one hundred (100) lineal feet.

Planned Improvements:

- Monon Trail: bike repair stations; 169th Street trailhead; interpretation stations; campground; trail lighting; safe crossing enhancements at vehicular intersections.
- Midland Trace Trail: Westfield Marketplace trailhead; trail lighting; safe crossing enhancements at vehicular intersections.
- Cool Creek Trail: Safe crossing to connect with Liberty Park.



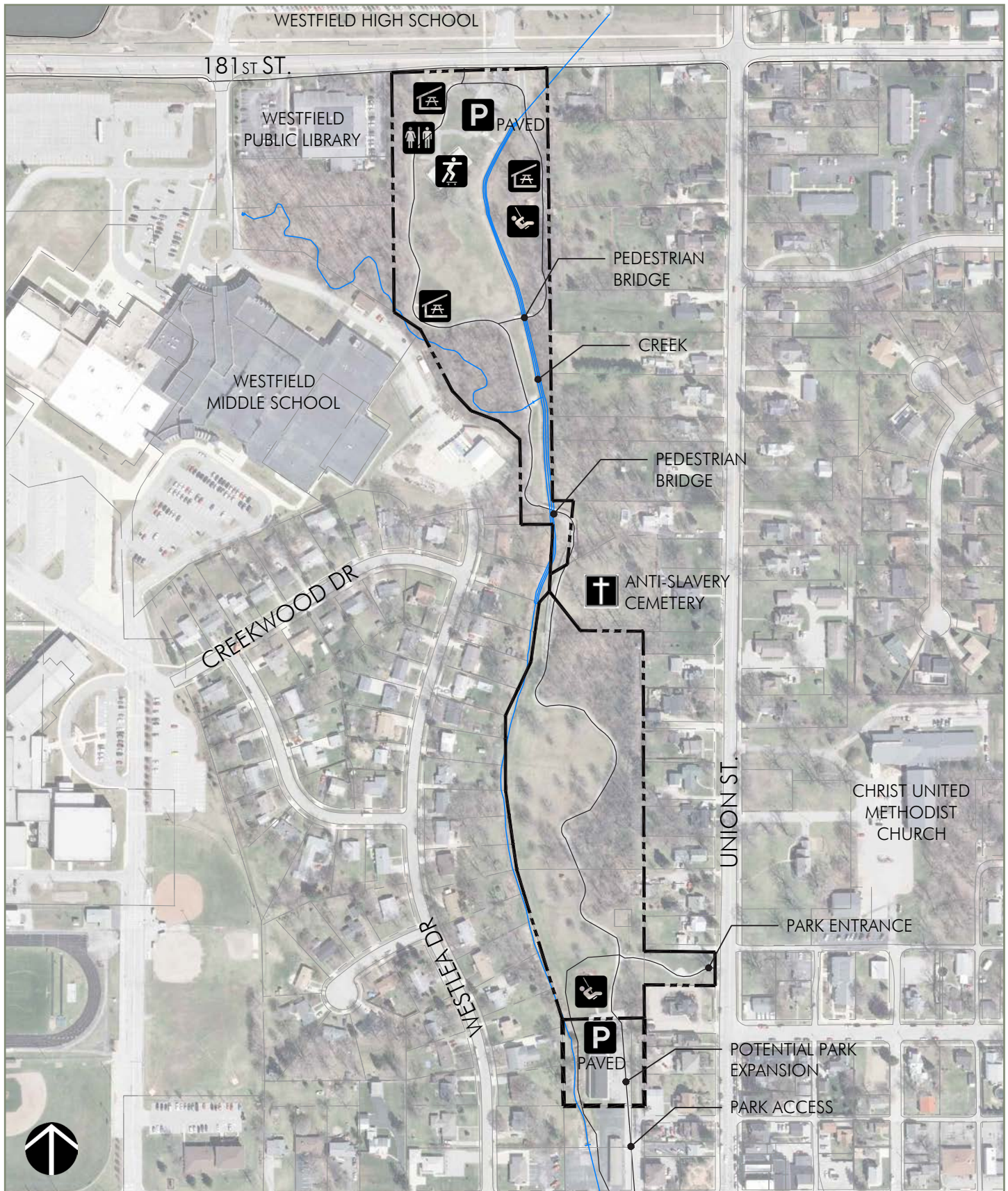
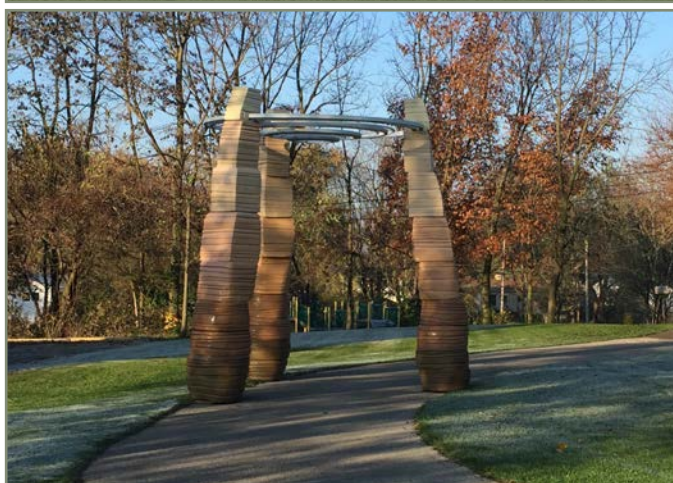
ASA BALES PARK

Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

Facility Photos:**ASA BALES PARK****Location:**

205 West Hoover Street (North Entrance); 200 Camilla Court (South Entrance); 211 North Union Street (Pedestrian Entrance)

Size:

13.05 acres±

Facility Description:

Established linear neighborhood park close to downtown core and adjacent to Westfield Washington Schools' campus that includes the High School, Middle School and Intermediate School.

Park is mostly developed with open lawn with scattered mature tree plantings; bisected by small stream. There is space available for smaller recreation elements such as playgrounds and shelters.

Existing Facility Inventory:

- 3 shelters
- 2 playgrounds; 1 swing bay
- 1 trail, paved
- 1 restroom building
- 1 natural area; 1 natural amphitheater
- 1 skate park
- 1 fitness course
- 2 paved parking areas
- Anti-Slavery Cemetery (historic site)
- Amenities: benches, tables, grills, drinking fountain, dog waste station(s), playground shade

Planned Improvements:

- Install electricity and water
- Widen paved trail to 12 feet
- Golf cart parking
- Cemetery restoration and preservation
- Plant new trees to replace aging trees
- Install bike racks

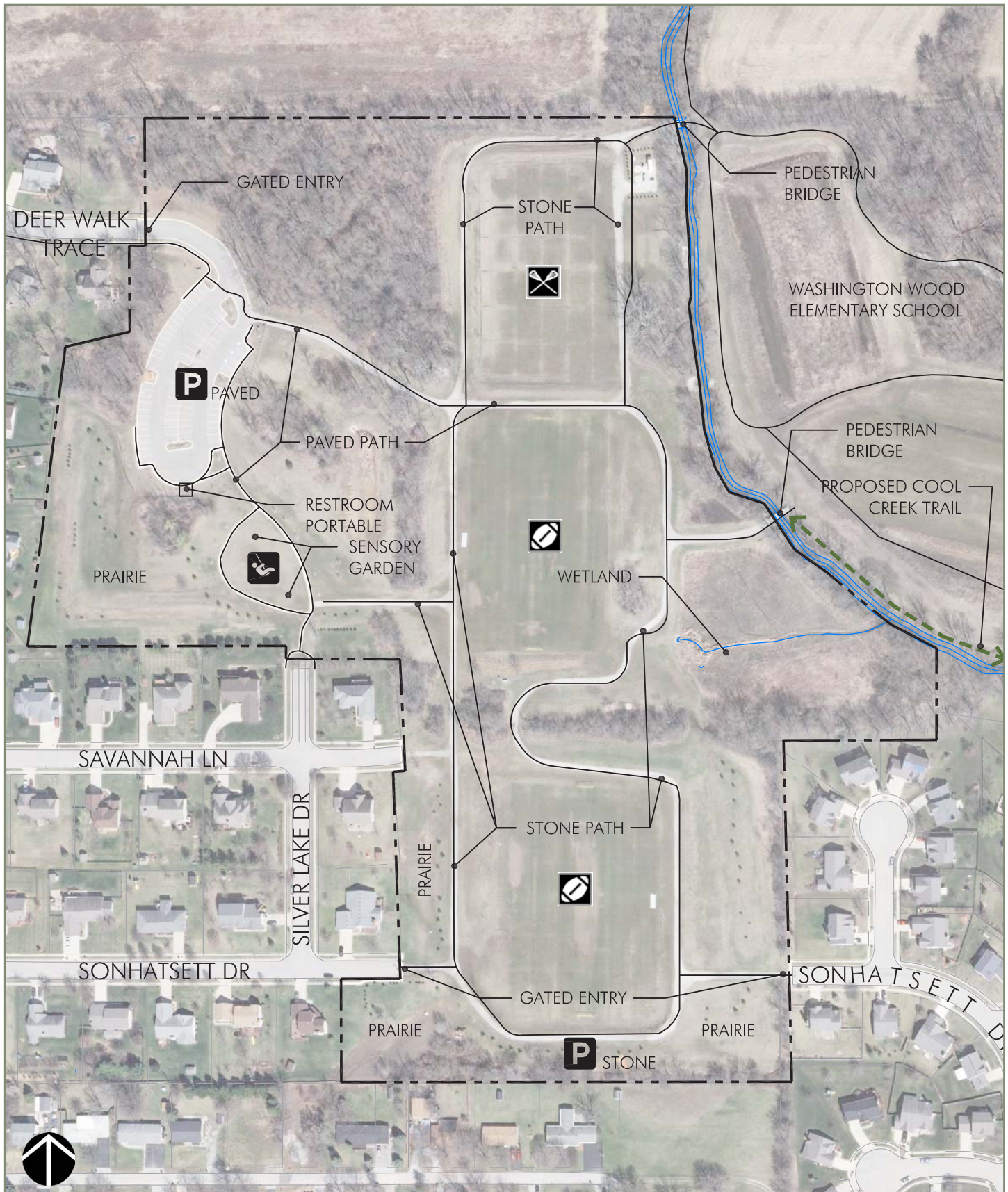
FREEDOM TRAIL PARK

Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

Facility Photos:**FREEDOM TRAIL PARK****Location:**

500 Deer Walk Trace

Size:

29.95 acres±

Facility Description:

A community park that includes a mix of open lawn and sports playing fields, mature tree plantings and native plantings including low stature prairie.

Cool Creek extends along east park boundary, and park is adjacent to Washington Woods Elementary School with pedestrian access.

Existing Facility Inventory:

- Sports fields (2 football fields; 1 lacrosse field)
- 1 playground (all inclusive)
- 2 trails (1 paved; 1 gravel)
- 1 natural area (ongoing prairie restoration; Rotary Club Sensory Garden)
- 2 parking areas (1 paved; 1 gravel)
- Amenities include benches, tables, bike racks, interactive wind chime, sand table, dog waste station(s), portable restroom

Planned Improvements:

- Restroom building
- Install electricity
- Shelter with electricity
- Transform sports field to a dog park
- Update / install additional playground equipment
- Install additional shade structures
- Install splash pad / spray park

HADLEY PARK



Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

Facility Photos:**HADLEY PARK****Location:**

100 West Main Street

Size:

0.15 acres±

Facility Description:

Historic neighborhood pocket park in downtown located on the northwest corner of the intersection of Union Street and Main Street (State Highway 32).

Existing Facility Inventory:

- 1 shelter, landscape structure
- 1 natural / garden area
- 1 brick path and sitting area
- Amenities include decorative lighting, benches

Planned Improvements:

- Install a community programming board
- Install and improve signage

LIBERTY PARK



Exhibit Source: City of Westfield Parks and Recreation Master Plan (2011)

Facility Photos:**LIBERTY PARK****Location:**

16001 Westfield Boulevard

Size:

14.79 acres±

Facility Description:

A passive neighborhood park adjacent to Cool Creek with emphasis on wetland interpretation with boardwalk accessibility.

Existing Inventory:

- 1 boardwalk with observation deck / gazebo and interpretive signs
- 1 natural area (wetland)
- 1 gravel parking area

Planned Improvements:

- Restore and extend boardwalk for connectivity
- Install and enhance pedestrian crossings across adjacent vehicular roads to connect with nearby trail systems

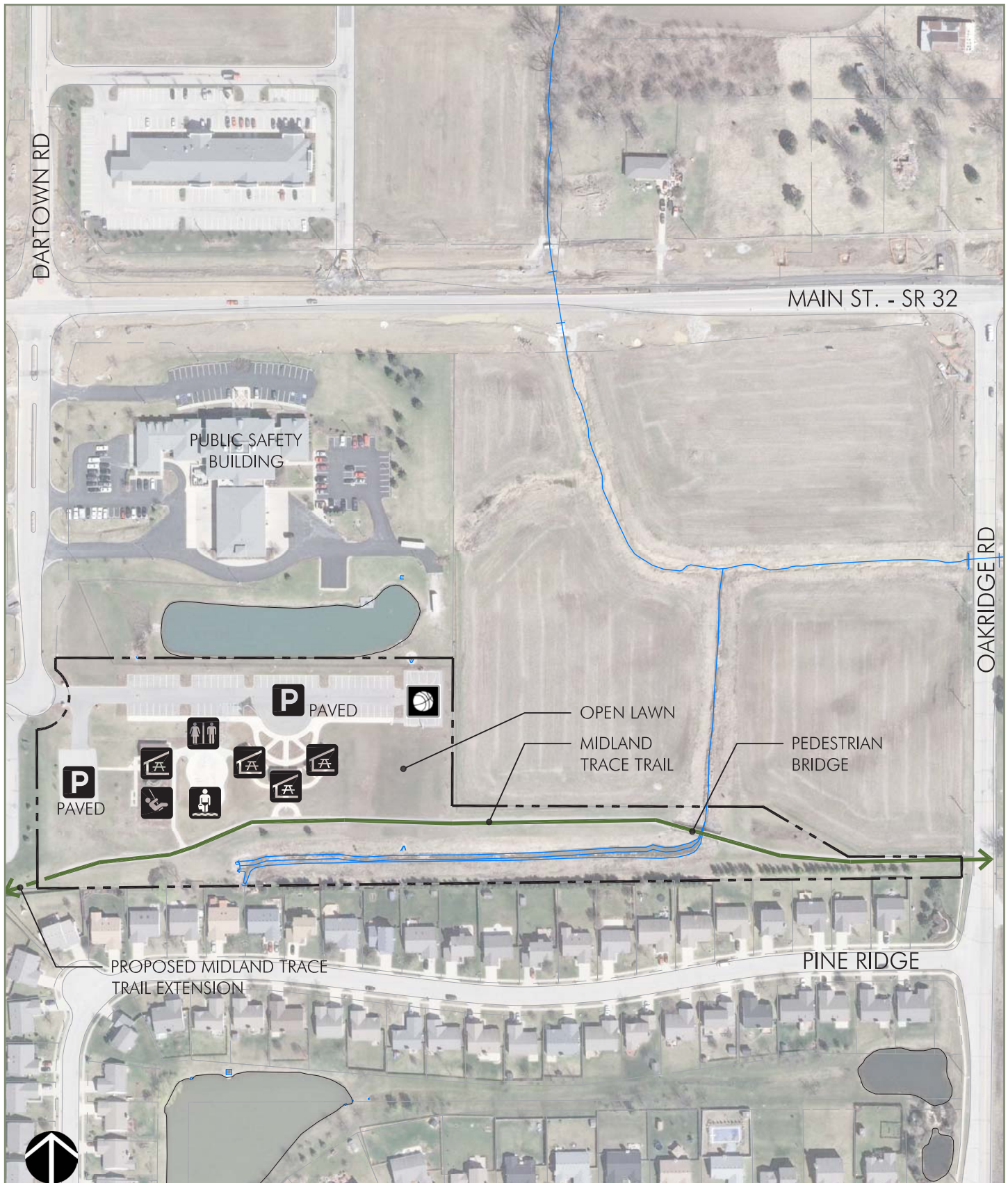
QUAKER PARK

Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

Facility Photos:**QUAKER PARK****Location:**

17501 Dartown Road

Size:

6.89 acres±

Facility Description:

A neighborhood park adjacent to the City's Public Safety Building and Pine Ridge subdivision that includes a segment of the Midland Trace Trail and functions as an additional trail head. Park programming includes YMCA summer camp and programs, Westfield In Bloom site, and past site for Westfield Arbor Day event.

Existing Facility Inventory:

- 1 basketball court
- 1 pickle ball court
- 4 shelters
- 1 playground with Sona arch
- 1 splash pad/spray park
- 1 trail, paved
- 1 restroom building
- 2 paved parking areas.
- Amenities include benches, tables, grills, drinking fountain, bike racks, dog hydration station, Learning Trail

Planned Improvements:

- Expand parking lot
- Update paved trail and install additional trails for connectivity

SIMON MOON PARK

Exhibit Source: City of Westfield Parks + Recreation Master Plan (2022)

Facility Photos:**SIMON MOON PARK****Location:**

2710 East 171st Street

Size:

24.37 acres±

Facility Description:

A neighborhood park adjacent to the City Service Building and Carey Commons subdivision. The park includes open lawn areas with park elements and small tree with path connectivity to the Midland Trace Trail.

Existing Facility Inventory:

- 1 shelter
- 1 restroom building
- 2 playgrounds
- 1 trail, paved
- 1 sledding hill
- 1 paved parking area
- Council Ring with fire pit
- Amenities include benches, tables, drinking fountain, grills, dog wash and hydration stations

Planned Improvements:

Build out and expansion of the park (depicted in exhibit), including:

- Install two (2) bay swings
- Expand parking lot(s)
- Restore and realign Midland Trace Trail connection
- Lagoon improvements to include: expand parking lot; enhance meadow / woodland; install water filters and eco-region zone; install trails for accessibility and connectivity; install boardwalks around wetlands and lagoon.

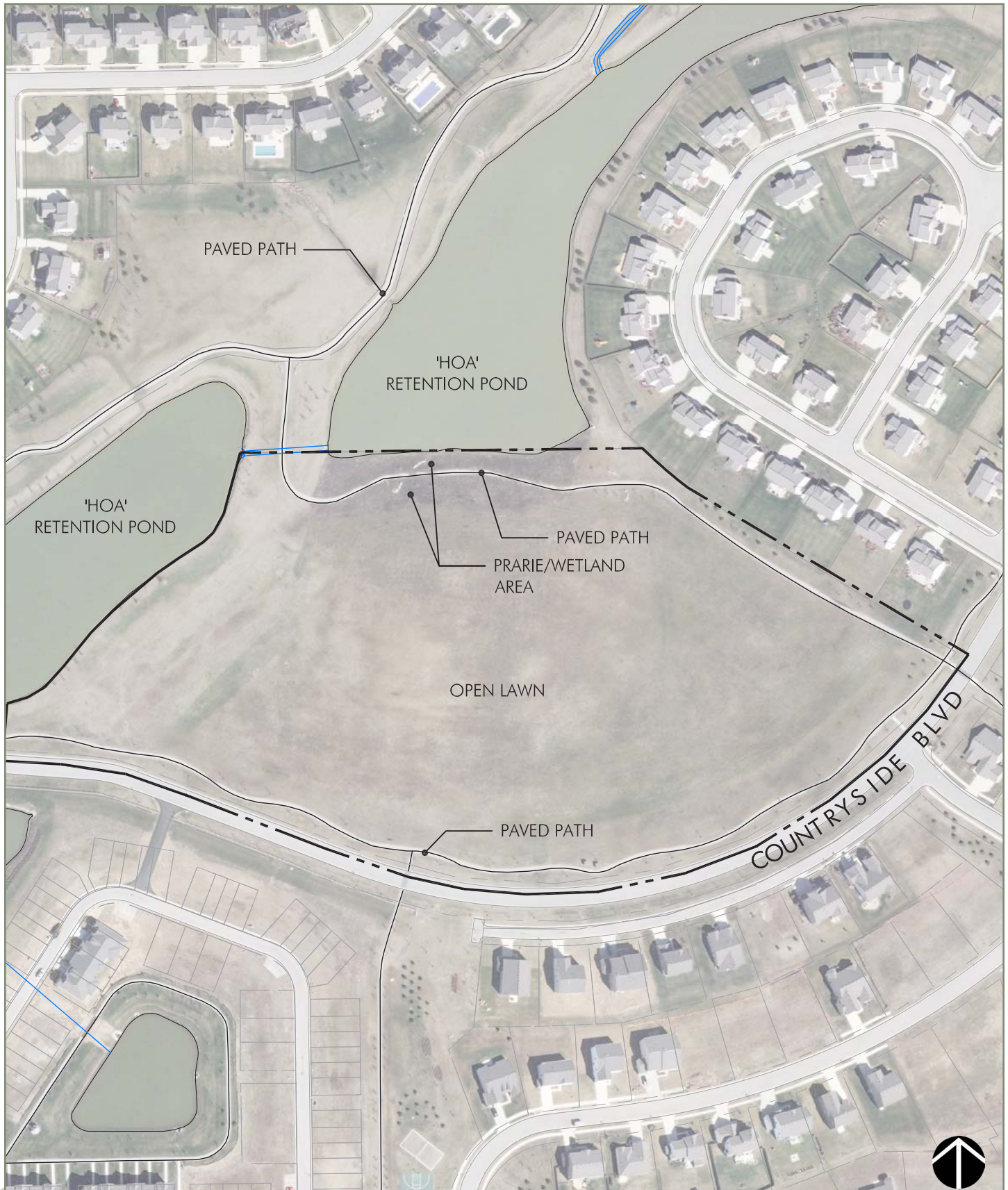
ARMSTRONG PARK

Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

ARMSTRONG PARK**Location:**

16200 Countryside Boulevard

Size:

15.62 acres±

Facility Description:

A neighborhood park internal to Countryside subdivision with two (2) adjacent retention ponds.

The park is currently undeveloped with open lawn and a few small tree plantings.

Existing Facility Inventory:

- 1 trail, paved
- 1 natural area (open lawn; prairie / wetland)

Planned Improvements:

Build out of the park (depicted below) including:

- Native plantings; natural vegetation
- Splash pad / spray park
- Playground
- Parking lot
- Volleyball courts
- Boardwalk
- Frisbee golf course
- Restroom building with flexible use and rental space
- Shelter
- Fishing access to adjacent ponds
- Tennis court(s)



Exhibit Source: Mader Design (2017)

WOODS AT MAPLES PARK



Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

WOODS AT MAPLES PARK

Location:

201 Spring Lake Drive

Size:

6.03 acres±

Facility Description:

A neighborhood park located internally to the Maple Knoll subdivision with frontage on Spring Lake Drive. The site is entirely wooded with a small retention pond adjacent to the property.

Existing Facility Inventory:

- 1 natural area (woodland)

Planned Improvements:

Remove dead ash trees and maintain park in its natural conditions.

Previous timbering has caused considerable damage to existing trees. As such, forestry recommendations are to limit park access for 20 years to allow for the natural restoration of woodland.



Exhibit Source: Mader Design (2017)

RAYMOND WORTH PARK



Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

RAYMOND WORTH PARK

Location:

16301 Little Eagle Creek Road

Size:

16.62 acres±

Facility Description:

An undeveloped neighborhood park near Little Eagle Creek primarily utilized for informal equestrian use.

Existing Facility Inventory:

- 1 lawn surface trail
- 1 gravel parking area

Planned Improvements:

Build out and potential expansion of the park (depicted below) including:

- Archery course; low ropes course
- Restroom facility with single shower
- Shelter with fireplace
- Dredge pond for fishing
- Tent / primitive camping site improvements
- Natural habitat restoration
- Playground / nature play areas
- Park office building and parking area improvements

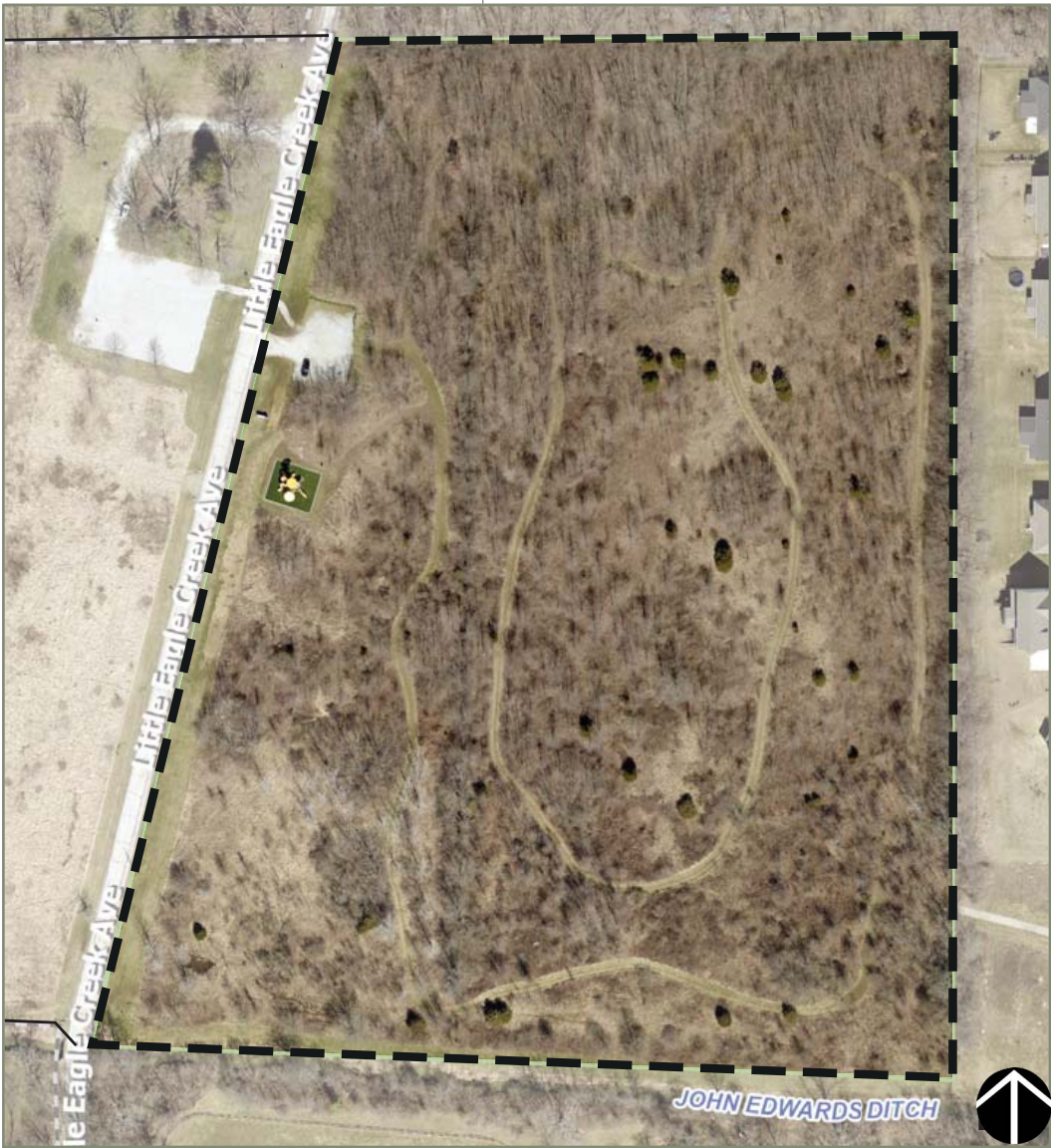


Exhibit Source: Mader Design (2022)

OSBORNE PARK

Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

OSBORNE PARK**Location:**

17001 Ditch Road

Size:

30.45 acres±

Facility Description:

An undeveloped neighborhood park adjacent to Maple Glen Elementary School.

Existing Facility Inventory:

- 5-acre retention pond
- 20 acres of tillable farmland

Planned Improvements:

- Community fishing pond
- Pedestrian facility around pond
- Selectively install plant and habitat areas
- Install trails
- Dog park



Exhibit Source: City of Westfield Parks + Recreation Master Plan (2022)

GRAND JUNCTION

PARK ST.

UNION ST.

GAZEBO

OLD FRIENDS CEMETERY

MIDLAND TRACE TRAIL

TRAILHEAD

FORMAL GARDENS SEATING AREA

GRAND JUNCTION TRAIL

PROPOSED MIDLAND TRACE TRAIL

PAGE 42

Facility Photos:**OLD FRIENDS CEMETERY PARK****Location:**

302 South Union Street

Size:

0.79 acres±

Facility Description:

A neighborhood park located in original town area on South Union Street, adjacent to the Grand Junction Plaza and the Midland Trace Trail.

The site includes an existing Quaker cemetery and the Martha Doan Memorial Garden.

Existing Facility Inventory:

- Existing 1800s Quaker (Friends) Cemetery
- 1 open frame gazebo
- 1 natural area (Martha Doan Memorial Garden)
- 1 trail (gravel)
- 1 paved trail connection to Midland Trace Trail
- Amenities include benches, bike racks, drinking fountain

Planned Improvements:

- Extend trailhead across Union Street
- Restoration of cemetery stones

GRAND JUNCTION PLAZA



Exhibit Source: City of Westfield Parks + Recreation Master Plan (2022)

Illustrative Renderings:



GRAND JUNCTION PLAZA

Location:

Grand Junction Plaza is located in the heart of the City’s downtown and bound by Union Street, Jersey Street, and Mill Street.

Size:

6.5 acres±

Facility Description:

The plaza not only represents the geographic center of downtown, but also the activity center of downtown. The plaza provides key connections with intersecting trail systems and is designed to engage within the plaza while also embracing its surroundings.

The plaza will be a focal point of the community for both local residents, as well as out of town visitors to the community. Surrounding pedestrian-friendly streets will invite visitors and residents to explore the plaza, area restaurants and shops.

Existing Facility Inventory:

- 1 playground
- 1 ice skating loop with support structure
- 1 stage pavilion
- 1 natural area (open lawn; wetland) with boardwalk
- Amenities include benches, tables, drinking fountain, pedestrian bridges

Planned Improvements:

- Band shell
- Trailhead pavilion

LEVEL OF SERVICE

CURRENT LEVEL OF SERVICE

A determination of the “current level of service” for park and recreational facilities within the City is required in order to determine the desired target for the “community level of service” (as defined herein).

IC 36-7-4-1302 “Current level of service” defined Sec. 1302. As used in this series, “current level of service” means a quantitative measure of service provided by existing infrastructure to support existing development.

The most practical quantitative measurement to calculate the current level of service is to divide the current value of existing park and recreational infrastructure by the users of that infrastructure (e.g., residential population, number of households).

As detailed in the “Existing Infrastructure” section of this document, the total estimated value of existing infrastructure is \$41,001,929. As detailed in the “Community Profile” section of this document, the estimated number of households in the impact zone is 15,572.

As a result, and for purposes of this zone improvement plan, the “current level of service” is calculated as \$41,001,929 (infrastructure value) divided by 15,572 (2020 households) = \$2,633 per household.

COMMUNITY LEVEL OF SERVICE

Conversely, the “community level of service” is the community’s desired or target level of service for park and recreational infrastructure, which may or may not be the same as the “current level of service”.

IC 36-7-4-1301 “Community level of service” defined Sec. 1301. As used in this series, “community level of service” means a quantitative measure of the service provided by the infrastructure that is determined by a unit to be appropriate.

If a zone improvement plan provides for raising the community level of service to a level of service greater than the current level of service, then the zone improvement plan shall: (i) provide for completion of the infrastructure that is necessary to raise the current level of service to the community level of service within the following ten (10) year period; (ii) indicate the nature, location, and cost of infrastructure that is necessary to raise the current level of service to the community

level of service; and, (iii) identify the revenue sources and estimate the amount of the revenue sources that the City intends to use to raise the current level of service to the community level of service for existing development (IC 36-7-4-1318(c)).

The City’s capital improvement priorities for parks and recreational infrastructure needed to maintain the current level of service is summarized in the “New Infrastructure” section of this document. Additionally, the analysis detailed in the “Community Profile” section of this document includes the projected residential growth within the City. Based upon this information and analysis, this zone improvement plan proposes to maintain the City’s current level of service as the community’s level of service.

IMPACT FEE

COUNTY + STATE COMPARABLE FEES

For reference purposes only, below are adopted park and recreational impact fees of other communities in Hamilton County and Indiana (as of October 2022).

Community	Impact Fee Rate (per Single-Family Dwelling)
Carmel (2019 Ord.)	\$4,882
Noblesville (2019 Ord.)	\$2,118
Fishers (2021 Ord.)	\$3,513
Brownsburg (2018 Ord.)	\$1,191
Greenwood (2020 Ord.)	\$1,590 (with annual increases tbd)
Valparaiso (2020 Ord.)	\$1,448 (2021); \$1,484 (2022); \$1,521 (2023); \$1,559 (2024); \$1,598 (2025) [2.5% yearly inflation]
Greenfield (2019 Ord.)	\$1,313 (2019); \$1,352 (2020); \$1,392 (2021); \$1,434 (2022); \$1,477 (2023) [3% yearly inflation]
Avon (2022 Ord.)	\$1,227 (2023); \$1,264 (2024); \$1,302 (2025); \$1,341 (2026); \$1,381 (2027) [3% yearly inflation]
Plainfield (2022 Ord.)	\$2,533
Zionsville(2022 Ord.)	\$2,045

Chart 6: Other Park and Recreational Impact Fees

INFLATION VARIABLE

The estimated costs and values used in this plan are based on current (2022) costs and values. Construction and land costs vary annually, as adjusted for construction and consumer price inflation.

Cost indices generally rely on adjusted gross domestic product (GDP) correlating to a specific region and industry as a benchmark. One resource to consider for regional-specific adjustments in inflation is the The Bureau of Economic Analysis: U.S. Department of Commerce’s “County and MSA Gross Domestic Product (GDP) Summary” (the “GDP Report”). The GDP Report lists the following changes in real GDP for the Indianapolis-Carmel-Anderson, IN Metropolitan Area:

2016	2017	2018	2019	2020
2.1%	1.2%	4.0%	2.5%	-2.8%

Chart 7: Metropolitan Area GDP Changes

These changes do not include, however, adjustments for increases in local land acquisition costs.

CALCULATIONS

Indiana Code does not require a particular methodology in preparing the impact fee schedule or formula; however, it does provide that an impact fee imposed on new development may not exceed “impact costs” minus the sum of nonlocal revenues and impact deductions.

The impact costs needed to meet future needs (see “New Infrastructure” section of this document) are estimated at \$49,790,000.

The City has received “non-local revenues” of \$13,500,00 over the last five (5) years. The City aggressively pursues in-kind donations and grants. As such and for purposes of this analysis, the City anticipates receiving non-local revenues over the next ten (10) years generally consistent with those non-local revenues received over the last five (5) years.

The City does not currently have nor does it anticipate a park tax levy within the time frame of this analysis. As a result, no impact deductions are anticipated to be used to cover to defray the capital costs.

The projected growth within the impact zone (see “Growth Projections” section of this document), is 10,620 new households over the next ten (10) years.

IC 36-7-4-1321 Fee schedule or formula; requirements; limitations

Sec. 1321. (b) As used in this section, “impact costs” means a reasonable estimate, made at the time the impact fee is assessed, of the proportionate share of the costs incurred or to be incurred by the unit in providing infrastructure of the applicable type in the impact zone that are necessary to provide the community level of service for the development. The amount of impact costs may not include the costs of infrastructure of the applicable type needed to raise the current level of service in the impact zone to the community level of service in the impact zone for development that is existing at the time the impact fee is assessed.

(c) As used in this section, “nonlocal revenue” means a reasonable estimate, made at the time the impact fee is assessed, of revenue that:

(1) will be received from any source (including but not limited to state or federal grants) other than a local government source; and

(2) is to be used within the impact zone to defray the capital costs of providing infrastructure of the applicable type.

(d) As used in this section, “impact deductions” means a reasonable estimate, made at the time the impact fee is assessed, of the amounts from the following sources that will be paid during the ten (10) year period after assessment of the impact fee to defray the capital costs of providing infrastructure of the applicable types to serve a development:

(1) Taxes levied by the unit or on behalf of the unit by an applicable infrastructure agency that the fee payer and future owners of the development will pay for use within the geographic area of the unit.

(2) Charges and fees, other than fees paid by the fee payer under this chapter, that are imposed by any of the following for use within the geographic area of the unit:

(A) An applicable infrastructure agency.

(B) A governmental entity.

(C) A not-for-profit corporation created for governmental purposes.

As a result, the formula for impact fees is as follows:

Impact Costs	\$ 49,790,000
Minus Non-Local Revenues	\$ 13,500,000
Minus Impact Deductions	\$ 0
Divided by Projected New Households	10,620
Impact Fee per New Household	\$ 3,417

Chart 8: Impact Fee Formula

RECOMMENDATION

The impact fee is not expected to be the sole source of revenue over the next ten (10) years. However, given the rapid pace of projected growth in the City, this zone improvement plan recognizes that impact fees will be the primary source of revenue for capital improvements needed to maintain the community’s level of service for park and recreational infrastructure.

Much like the delay in the collection of property taxes, there is typically a delay when capital improvements for parks and recreation are made following the realized impact of new development. This results in a delay of time from when new development impacts the park and recreational facilities to when improvements are made to return the level of service back to the community’s level of service.

The City prioritizes park and recreational facilities as an important public infrastructure investment that positively contributes to the quality of life and sustainability of the community.

As a result, based upon the analysis herein, the recommended park and recreational impact fee as calculated herein is \$3,417.00 per dwelling unit, with a recommended annual increase adjustment of two percent (2.0%), resulting in a schedule as follows:

Year	Rate per Dwelling Unit
Year 1	\$ 3,417.00
Year 2	\$ 3,485.34
Year 3	\$ 3,555.05
Year 4	\$ 3,626.15
Year 5	\$ 3,698.67

Chart 9: Impact Fee Schedule



APPENDIX

INDIANA CODE 36-7-4-1300

As added by Acts 1981, P.L.309, SEC.23.

IC 36-7-4-1300 1300 Series—Impact Fees

Sec. 1300. This series (sections 1300 through 1399 of this chapter) may be cited as follows: 1300 SERIES — IMPACT FEES.

As added by P.L.221-1991, SEC.1.

IC 36-7-4-1301 "Community level of service" defined

Sec. 1301. As used in this series, "community level of service" means a quantitative measure of the service provided by the infrastructure that is determined by a unit to be appropriate.

As added by P.L.221-1991, SEC.2.

IC 36-7-4-1302 "Current level of service" defined

Sec. 1302. As used in this series, "current level of service" means a quantitative measure of service provided by existing infrastructure to support existing development.

As added by P.L.221-1991, SEC.3.

IC 36-7-4-1303 "Development" defined

Sec. 1303. As used in this series, "development" means an improvement of any kind on land.

As added by P.L.221-1991, SEC.4.

IC 36-7-4-1304 "Fee payer" and "person" defined

Sec. 1304. (a) As used in this series, "fee payer" means the following:

- (1) A person who has paid an impact fee.
- (2) A person to whom a person who paid an impact fee has made a written assignment of rights concerning the impact fee.
- (3) A person who has assumed by operation of law the rights concerning an impact fee.

(b) As used in this series, "person" means an individual, a sole proprietorship, a partnership, an association, a corporation, a fiduciary, or any other entity.

As added by P.L.221-1991, SEC.5.

IC 36-7-4-1305 "Impact fee" and "capital costs" defined

Sec. 1305. (a) As used in this series, "impact fee" means a monetary charge imposed on new development by a unit to defray or mitigate the capital costs of infrastructure that is required by, necessitated by, or needed to serve the new development.

(b) As used in this section, "capital costs" means the costs incurred to provide additional infrastructure to serve new development, including the following:

- (1) Directly related costs of construction or expansion of infrastructure that is necessary to serve the new development, including reasonable design, survey, engineering, environmental, and other professional fees that are directly related to the construction or expansion.
- (2) Directly related land acquisition costs, including costs incurred for the following:
 - (A) Purchases of interests in land.
 - (B) Court awards or settlements.
 - (C) Reasonable appraisal, relocation service, negotiation service, title insurance, expert witness, attorney, and other professional fees that are directly related to the land acquisition.
- (3) Directly related debt service, subject to section 1330 of this chapter.
- (4) Directly related expenses incurred in preparing or updating the comprehensive plan or zone improvement plan, including all administrative, consulting, attorney, and other professional fees, as limited by section 1330 of this chapter.

As added by P.L.221-1991, SEC.6.

IC 36-7-4-1306 "Impact fee ordinance" defined

Sec. 1306. As used in this series, "impact fee ordinance" means an ordinance adopted under section 1311 of this chapter.

As added by P.L.221-1991, SEC.7.

IC 36-7-4-1307 "Impact zone" defined

Sec. 1307. As used in this series, "impact zone" means a geographic area designated under section 1315 of this chapter.

As added by P.L.221-1991, SEC.8.

IC 36-7-4-1308 "Infrastructure" defined

Sec. 1308. As used in this series, "infrastructure" means the capital improvements that:

- (1) comprise:
 - (A) a sanitary sewer system or wastewater treatment facility;
 - (B) a park or recreational facility;
 - (C) a road or bridge;
 - (D) a drainage or flood control facility; or
 - (E) a water treatment, water storage, or water distribution facility;
- (2) are:
 - (A) owned solely for a public purpose by:
 - (i) a unit; or
 - (ii) a corporation created by a unit; or
 - (B) leased by a unit solely for a public purpose; and
- (3) are included in the zone improvement plan of the impact zone in which the capital improvements are located.

The term includes site improvements or interests in real property needed for a facility listed in subdivision (1).

As added by P.L.221-1991, SEC.9.

IC 36-7-4-1309 "Infrastructure type" defined

Sec. 1309. As used in this series, "infrastructure type" means any of the following types of infrastructure covered by an impact fee ordinance:

- (1) Sewer, which includes sanitary sewerage and wastewater treatment facilities.
- (2) Recreation, which includes parks and other recreational facilities.
- (3) Road, which includes public ways and bridges.
- (4) Drainage, which includes drains and flood control facilities.
- (5) Water, which includes water treatment, water storage, and water distribution facilities.

As added by P.L.221-1991, SEC.10.

IC 36-7-4-1310 "Infrastructure agency" defined

Sec. 1310. As used in this series, "infrastructure agency" means a political subdivision or an agency of a political subdivision responsible for acquiring, constructing, or providing a particular infrastructure type.

As added by P.L.221-1991, SEC.11.

IC 36-7-4-1311 Ordinance; jurisdiction to adopt; impact fees and other charges

Sec. 1311. (a) The legislative body of a unit may adopt an ordinance imposing an impact fee on new development in the geographic area over which the unit exercises planning and zoning jurisdiction. The ordinance must aggregate the portions of the impact fee attributable

to the infrastructure types covered by the ordinance so that a single and unified impact fee is imposed on each new development.

(b) If the legislative body of a unit has planning and zoning jurisdiction over the entire geographic area covered by the impact fee ordinance, an ordinance adopted under this section shall be adopted in the same manner that zoning ordinances are adopted under the 600 SERIES of this chapter.

(c) If the legislative body of a unit does not have planning and zoning jurisdiction over the entire geographic area covered by the impact fee ordinance but does have jurisdiction over one (1) or more infrastructure types in the area, the legislative body shall establish the portion of the impact fee schedule or formula for the infrastructure types over which the legislative body has jurisdiction. The legislative body of the unit having planning and zoning jurisdiction shall adopt an impact fee ordinance containing that portion of the impact fee schedule or formula if:

- (1) a public hearing has been held before the legislative body having planning and zoning jurisdiction; and
- (2) each plan commission that has planning jurisdiction over any part of the geographic area in which the impact fee is to be imposed has approved the proposed impact fee ordinance by resolution.

(d) An ordinance adopted under this section is the exclusive means for a unit to impose an impact fee. An impact fee imposed on new development to pay for infrastructure may not be collected after January 1, 1992, unless the impact fee is imposed under an impact fee ordinance adopted under this chapter.

(e) Notwithstanding any other provision of this chapter, the following charges are not impact fees and may continue to be imposed by units:

- (1) Fees, charges, or assessments imposed for infrastructure services under statutes in existence on January 1, 1991, if:
 - (A) the fee, charge, or assessment is imposed upon all users whether they are new users or users requiring additional capacity or services;
 - (B) the fee, charge, or assessment is not used to fund construction of new infrastructure unless the new infrastructure is of the same type for which the fee, charge, or assessment is imposed and will serve the payer; and
 - (C) the fee, charge, or assessment constitutes a reasonable charge for the services provided in accordance with IC 36-1-3-8(a)(6) or other governing statutes requiring that any fees, charges, or assessments bear a reasonable relationship to the infrastructure provided.
- (2) Fees, charges, and assessments agreed upon under a contractual agreement entered into before April 1, 1991, or fees, charges, and assessments agreed upon under a contractual agreement, if the fees, charges, and assessments are treated as impact deductions under section 1321(d) of this chapter if an impact fee ordinance is in effect.

As added by P.L.221-1991, SEC.12. Amended by P.L.149-2016, SEC.97.

IC 36-7-4-1312 Ordinance; prerequisites to adoption

Sec. 1312. (a) A unit may not adopt an impact fee ordinance under section 1311 of this series unless the unit has adopted a comprehensive plan under the 500 SERIES of this chapter for the geographic area over which the unit exercises planning and zoning jurisdiction.

(b) Before the adoption of an impact fee ordinance under section 1311 of this chapter, a unit shall establish an impact fee advisory committee. The advisory committee shall:

- (1) be appointed by the executive of the unit;
- (2) be composed of not less than five (5) and not more than ten (10) members with at least forty percent (40%) of the membership representing the development, building, or real estate industries; and
- (3) serve in an advisory capacity to assist and advise the unit with regard to the

adoption of an impact fee ordinance under section 1311 of this chapter.

(c) A planning commission or other committee in existence before the adoption of an impact fee ordinance that meets the membership requirements of subsection (b) may serve as the advisory committee that subsection (b) requires.

(d) Action of an advisory committee established under subsection (b) is not required as a prerequisite for the unit in adopting an impact fee ordinance under section 1311 of this chapter.

As added by P.L.221-1991, SEC.13.

IC 36-7-4-1313 Other permissible fees and charges of adopting unit

Sec. 1313. This series does not prohibit a unit from doing any of the following:

- (1) Imposing a charge to pay the administrative, plan review, or inspection costs associated with a permit for development.
- (2) Imposing, pursuant to a written commitment or agreement and as a condition or requirement attached to a development approval or authorization (including permitting or zoning decisions), an obligation to dedicate, construct, or contribute goods, services, land or interests in land, or infrastructure to a unit or to an infrastructure agency. However, if the unit adopts or has already adopted an impact fee ordinance under section 1311 of this chapter the following apply:

(A) The person dedicating, contributing, or providing an improvement under this subsection is entitled to a credit for the improvement under section 1335 of this chapter.

(B) The cost of complying with the condition or requirement imposed by the unit under this subdivision may not exceed the impact fee that could have been imposed by the unit under section 1321 of this chapter for the same infrastructure.

- (3) Imposing new permit fees, charges, or assessments or amending existing permit fees, charges, or assessments. However, the permit fees, charges, or assessments must meet the requirements of section 1311(e)(1)(A), 1311(e)(1)(B), and 1311(e)(1)(C) of this chapter.

As added by P.L.221-1991, SEC.14.

IC 36-7-4-1314 Ordinance; application

Sec. 1314. (a) Except as provided in subsections (b) and (c), an impact fee ordinance must apply to any development:

- (1) that is in an impact zone; and
- (2) for which a unit may require a structural building permit.

(b) An impact fee ordinance may not apply to an improvement that does not create a need for additional infrastructure, including the erection of a sign, the construction of a fence, or the interior renovation of a building not resulting in a change in use.

(c) As used in this section, "qualified property" has the meaning set forth in IC 36-1-8-18. Except as provided in subsection (d), an impact fee ordinance may not apply to qualified property, and an impact fee may not be imposed on qualified property.

(d) Upon the request of the owner of qualified property, an impact fee may be imposed on the qualified property.

As added by P.L.221-1991, SEC.15. Amended by P.L.200-2016, SEC.2.

IC 36-7-4-1315 Ordinance; establishment of impact zones

Sec. 1315. (a) An impact fee ordinance must establish an impact zone, or a set of impact zones, for each infrastructure type covered by the ordinance. An impact zone established for a particular infrastructure type is not required to be congruent with an impact zone established for a different infrastructure type.

(b) An impact zone may not extend beyond the jurisdictional boundary of an infrastructure agency responsible for the infrastructure type for which the impact zone was

established, unless an agreement under IC 36-1-7 is entered into by the infrastructure agencies.

(c) If an impact zone, or a set of impact zones, includes a geographic area containing territory from more than one (1) planning and zoning jurisdiction, the applicable legislative bodies and infrastructure agencies shall enter into an agreement under IC 36-1-7 concerning the collection, division, and distribution of the fees collected under the impact fee ordinance.

As added by P.L.221-1991, SEC.16.

IC 36-7-4-1316 Impact zones; geographical area

Sec. 1316. A unit must include in an impact zone designated under section 1315 of this chapter the geographical area necessary to ensure that:

- (1) there is a functional relationship between the components of the infrastructure type in the impact zone;
- (2) the infrastructure type provides a reasonably uniform benefit throughout the impact zone; and
- (3) all areas included in the impact zone are contiguous.

As added by P.L.221-1991, SEC.17.

IC 36-7-4-1317 Ordinance; identification of responsible infrastructure agency

Sec. 1317. A unit must identify in the unit's impact fee ordinance the infrastructure agency that is responsible for acquiring, constructing, or providing each infrastructure type included in the impact fee ordinance.

As added by P.L.221-1991, SEC.18.

IC 36-7-4-1318 Ordinance; zone improvement plan preparation; contents of plan

Sec. 1318. (a) A unit may not adopt an impact fee ordinance under section 1311 of this chapter unless the unit has prepared or substantially updated a zone improvement plan for each impact zone during the immediately preceding one (1) year period. A single zone improvement plan may be used for two (2) or more infrastructure types if the impact zones for the infrastructure types are congruent.

(b) Each zone improvement plan must contain the following information:

- (1) A description of the nature and location of existing infrastructure in the impact zone.
- (2) A determination of the current level of service.
- (3) Establishment of a community level of service. A unit may provide that the unit's current level of service is the unit's community level of service in the zone improvement plan.
- (4) An estimate of the nature and location of development that is expected to occur in the impact zone during the following ten (10) year period.
- (5) An estimate of the nature, location, and cost of infrastructure that is necessary to provide the community level of service for the development described in subdivision (4). The plan must indicate the proposed timing and sequencing of infrastructure installation.
- (6) A general description of the sources and amounts of money used to pay for infrastructure during the previous five (5) years.

(c) If a zone improvement plan provides for raising the current level of service to a higher community level of service, the plan must:

- (1) provide for completion of the infrastructure that is necessary to raise the current level of service to the community level of service within the following ten (10) year period;
- (2) indicate the nature, location, and cost of infrastructure that is necessary to raise the current level of service to the community level of service; and

(3) identify the revenue sources and estimate the amount of the revenue sources that the unit intends to use to raise the current level of service to the community level of service for existing development. Revenue sources include, without limitation, any increase in revenues available from one (1) or more of the following:

(A) Adopting or increasing the following:

- (i) The local income tax (IC 6-3.6-6).
- (ii) The county vehicle excise tax or the municipal vehicle excise tax, as applicable.
- (iii) The county wheel tax or the municipal wheel tax, as applicable.

(B) Imposing the property tax rate per one hundred dollars (\$100) of assessed valuation that the unit may impose to create a cumulative capital improvement fund under IC 36-9-14.5 or IC 36-9-15.5.

(C) Transferring and reserving for infrastructure purposes other general revenues that are currently not being used to pay for capital costs of infrastructure.

(D) Dedicating and reserving for infrastructure purposes any newly available revenues, whether from federal or state revenue sharing programs or from the adoption of newly authorized taxes.

(d) A unit must consult with a qualified engineer licensed to perform engineering services in Indiana when the unit is preparing the portions of the zone improvement plan described in subsections (b)(1), (b)(2), (b)(5), and (c)(2).

(e) A zone improvement plan and amendments and modifications to the zone improvement plan become effective after adoption as part of the comprehensive plan under the 500 SERIES of this chapter or adoption as part of the capital improvements program under section 503(5) of this chapter. If the unit establishing the impact fee schedule or formula and establishing the zone improvement plan is different from the unit having planning and zoning jurisdiction, the unit having planning and zoning jurisdiction shall incorporate the zone improvement plan as part of the unit's comprehensive plan and capital improvement plan.

(f) If a unit's zone improvement plan identifies revenue sources for raising the current level of service to the community level of service, impact fees may not be assessed or collected by the unit unless:

- (1) before the effective date of the impact fee ordinance the unit has available or has adopted the revenue sources that the zone improvement plan specifies will be in effect before the impact fee ordinance becomes effective; and
- (2) after the effective date of the impact fee ordinance the unit continues to provide adequate funds to defray the cost of raising the current level of service to the community level of service, using revenue sources specified in the zone improvement plan or revenue sources other than impact fees.

As added by P.L.221-1991, SEC.19. Amended by P.L.197-2016, SEC.123; P.L.256-2017, SEC.191.

IC 36-7-4-1319 Amendment to ordinance or zone improvement plan

Sec. 1319. (a) A unit shall amend a zone improvement plan to make adjustments in the nature, location, and cost of infrastructure and the timing or sequencing of infrastructure installations to respond to the nature and location of development occurring in the impact zone. Appropriate planning and analysis shall be carried out before an amendment is made to a zone improvement plan.

(b) A unit may not amend an impact fee ordinance if the amendment makes a significant change in an impact fee schedule or formula or if the amendment designates an impact zone or alters the boundary of a zone, unless a new or substantially updated zone improvement plan has been approved within the immediately preceding one (1) year period.

As added by P.L.221-1991, SEC.20.

IC 36-7-4-1320 Ordinance; fee schedule and formula

Sec. 1320. (a) An impact fee ordinance must include:

- (1) a schedule prescribing for each impact zone the amount of the impact fee that is to be imposed for each infrastructure type covered by the ordinance; or
- (2) a formula for each impact zone by which the amount of the impact fee that is to be imposed for each infrastructure type covered by the ordinance may be derived.

(b) A schedule or formula included in an impact fee ordinance must provide an objective and uniform standard for calculating impact fees that allows fee payers to accurately predict the impact fees that will be imposed on new development.

As added by P.L.221-1991, SEC.21.

IC 36-7-4-1321 Fee schedule or formula; requirements; limitations

Sec. 1321. (a) An impact fee schedule or formula described in section 1320 of this chapter shall be prepared so that the impact fee resulting from the application of the schedule or formula to a development meets the requirements of this section. However, this section does not require that a particular methodology be used in preparing the schedule or formula.

(b) As used in this section, "impact costs" means a reasonable estimate, made at the time the impact fee is assessed, of the proportionate share of the costs incurred or to be incurred by the unit in providing infrastructure of the applicable type in the impact zone that are necessary to provide the community level of service for the development. The amount of impact costs may not include the costs of infrastructure of the applicable type needed to raise the current level of service in the impact zone to the community level of service in the impact zone for development that is existing at the time the impact fee is assessed.

(c) As used in this section, "nonlocal revenue" means a reasonable estimate, made at the time the impact fee is assessed, of revenue that:

- (1) will be received from any source (including but not limited to state or federal grants) other than a local government source; and
- (2) is to be used within the impact zone to defray the capital costs of providing infrastructure of the applicable type.

(d) As used in this section, "impact deductions" means a reasonable estimate, made at the time the impact fee is assessed, of the amounts from the following sources that will be paid during the ten (10) year period after assessment of the impact fee to defray the capital costs of providing infrastructure of the applicable types to serve a development:

- (1) Taxes levied by the unit or on behalf of the unit by an applicable infrastructure agency that the fee payer and future owners of the development will pay for use within the geographic area of the unit.
- (2) Charges and fees, other than fees paid by the fee payer under this chapter, that are imposed by any of the following for use within the geographic area of the unit:
 - (A) An applicable infrastructure agency.
 - (B) A governmental entity.
 - (C) A not-for-profit corporation created for governmental purposes.

Charges and fees covered by this subdivision include tap and availability charges paid for extension of services or the provision of infrastructure to the development.

(e) An impact fee on a development may not exceed:

- (1) impact costs; minus
- (2) the sum of nonlocal revenues and impact deductions.

As added by P.L.221-1991, SEC.22.

IC 36-7-4-1322 Fee assessment date; increase or decrease in fees; developments against which fees may not be assessed; existing contracts

Sec. 1322. (a) Except as provided in subsection (b), an impact fee ordinance must require that, if the fee payer requests, an impact fee on a development must be assessed not later than thirty (30) days after the earlier of:

- (1) the date the fee payer obtains an improvement location permit for the development; or
- (2) the date that the fee payer voluntarily submits to the unit a development plan for the development and evidence that the property is properly zoned for the proposed development. The plan shall be in the form prescribed by the unit's zoning ordinance and shall contain reasonably sufficient detail for the unit to calculate the impact fee.

(b) An impact fee ordinance may provide that if a proposed development is of a magnitude that will require revision of the zone improvement plan in order to appropriately serve the new development, the unit shall revise the unit's zone improvement plan and shall assess an impact fee on a development not later than one hundred eighty (180) days after the earlier of the following:

- (1) The date on which the fee payer obtains an improvement location permit for the development.
- (2) The date on which the fee payer submits to the unit a development plan for a development and evidence that the property is properly zoned for the proposed development. The development plan must be in the form prescribed by the unit's zoning ordinance and must contain reasonably sufficient detail for the unit to calculate the impact fee.

(c) An impact fee assessed under subsections (a) or (b) may be increased only if the structural building permit has not been issued for the development and the requirements of subsection (d) are satisfied. In the case of a phased development, only a portion of an impact fee assessed under subsection (a) or (b) that is attributable to the portion of the development for which a permit has not been issued may be increased if the requirements of subsection (d) are satisfied.

(d) Unless the improvement location permit or development plan originally submitted for the development is changed so that the amount of impact on infrastructure the development creates in the impact zone is significantly increased, an impact fee assessed under:

- (1) subsection (a)(1) or (b)(1) may not be increased for the period of the improvement location permit's validity; and
- (2) subsection (a)(2) or (b)(2) may not be increased for three (3) years.

(e) An impact fee assessed under subsection (a) or (b) shall be decreased if the improvement location permit or development plan originally submitted for the development is changed so that the amount of impact on infrastructure that the development creates in the impact zone is significantly decreased. If a change occurs in the permit or plan that results in a decrease in the amount of the impact fee after the fee has been paid, the unit that collected the fee shall immediately refund the amount of the overpayment to the fee payer.

(f) If the unit fails to assess an impact fee within the period required by subsection (a) or (b), the unit may not assess an impact fee on the development unless the development plan originally submitted for the development is materially and substantially changed.

(g) Notwithstanding other provisions in this chapter, a unit may not assess an impact fee against a development if:

- (1) an improvement location permit has been issued for all or a part of a development before adoption of an impact fee ordinance that is in compliance with this chapter; and
- (2) the development satisfies all of the following criteria:
 - (A) The development is zoned for commercial or industrial use before January 1, 1991.
 - (B) The development will consist primarily of new buildings or structures. As used in this clause, the term "new buildings or structures" does not include additions or expansions of existing buildings or structures.
 - (C) The parts of the development for which a structural building permit has not been issued are owned or controlled by the person that owned or controlled the development on January 1, 1991.
 - (D) A structural building permit is issued for the development not more than four (4)

years after the effective date of the impact fee ordinance.

(E) The development is part of a common scheme of development that:

- (i) involves land that is contiguous;
- (ii) involves a plan for development that includes a survey of the land, engineering drawings, and a site plan showing the anticipated size, location, and use of buildings and the anticipated location of streets, sewers, and drainage;
- (iii) if plan approval is required, resulted in an application being filed with an appropriate office, commission, or official of the unit before January 1, 1991, that resulted or may result in approval of any phase of the development plan referred to in item (ii);
- (iv) has been diligently pursued since January 1, 1991;
- (v) resulted before January 1, 1991, in a substantial investment in creating, publicizing, or implementing the common scheme of development; and
- (vi) involved the expenditure of significant funds before January 1, 1991, for the provision of improvements, such as roads, sewers, water treatment facilities, water storage facilities, water distribution facilities, drainage systems, or parks, that are on public lands or are available for other development in the area.

(h) Notwithstanding any other provision of this chapter, this chapter does not impair the validity of any contract between a unit and a fee payer that was:

- (1) entered into before January 1, 1991; and
- (2) executed in consideration of zoning amendments or annexations requested by the fee payer.

As added by P.L.221-1991, SEC.23.

IC 36-7-4-1323 Fee due date; proration; repeal or lapse of ordinance

Sec. 1323. (a) Except as provided in section 1324 of this chapter, an impact fee assessed in compliance with section 1322 of this chapter is due and payable on the date of issuance of the structural building permit for the new development on which the impact fee is imposed.

(b) For a phased development, an impact fee shall be prorated for purposes of payment according to the impact of the parcel for which a structural building permit is issued in relation to the total impact of the development. In accordance with section 1324 of this chapter, only the prorated portion of the assessed impact fee is due and payable on the issuance of the permit.

(c) If an impact fee ordinance is repealed, lapses, or becomes ineffective after the assessment of an impact fee on a development but before the issuance of the structural building permit for part or all of the development:

- (1) any part of the impact fee attributable to the part of the development for which a structural building permit has not been issued is void and is not due and payable, in the case of a phased development; and
- (2) the entire impact fee is void and is not due and payable, in the case of a development other than a phased development.

As added by P.L.221-1991, SEC.24.

IC 36-7-4-1324 Ordinance; installment payment plan; fee upon permit issuance; interest; penalty for late payment

Sec. 1324. (a) An impact fee ordinance must include an installment payment plan. The installment payment plan must at least offer a fee payer the option of paying part of an impact fee in equal installment payments if the impact fee is greater than five thousand dollars (\$5,000). In an installment plan under this section:

- (1) a maximum of five thousand dollars (\$5,000) or five percent (5%) of the impact fee, whichever is greater, may become payable on the date the structural building permit is issued for the development on which the fee is imposed;

(2) the first installment may not become due and payable less than one (1) year after the date the structural building permit is issued for the development on which the fee is imposed; and

(3) the last installment may not be due and payable less than two (2) years after the date the structural building permit is issued for the development on which the fee is imposed.

(b) An impact fee ordinance may require an impact fee of five thousand dollars (\$5,000) or less to be paid in full on the date the structural building permit is issued for the development on which the impact fee is imposed.

(c) An impact fee ordinance may provide that a reasonable rate of interest, not to exceed the prejudgment rate of interest in effect at the time the interest accrues, may be charged if the fee payer elects to pay in installments. If interest is charged, the ordinance must provide that interest accrues only on the portion of the impact fee that is outstanding and does not begin to accrue until the date the structural building permit is issued for the development or the part of the development on which the impact fee is imposed.

(d) An impact fee ordinance may provide that if all or part of an installment is not paid when due and payable, the amount of the installment shall be increased on the first day after the installment is due and payable by a penalty amount equal to ten percent (10%) of the installment amount that is overdue. If interest is charged under subsection (c), the interest shall be charged on the penalty amount.

As added by P.L.221-1991, SEC.25.

IC 36-7-4-1325 Collection of unpaid fees; lien; receipt for payments

Sec. 1325. (a) A unit may use any legal remedy to collect an impact fee imposed by the unit. A unit must bring an action to collect an impact fee and all penalties, costs, and collection expenses associated with a fee not later than ten (10) years after the fee or the prorated portion of the impact fee first becomes due and payable.

(b) On the date a structural building permit is issued for the development of property on which the impact fee is assessed, the unit acquires a lien on the real property for which the permit is issued. For a phased development, the amount of the lien may not exceed the prorated portion of the impact fee due and payable in one (1) or more installments at the time the structural building permit is issued.

(c) A lien acquired by a unit under this section is not affected by a sale or transfer of the real property subject to the lien, including the sale, exchange, or lease of the real property under IC 36-1-11.

(d) A lien acquired by a unit under this section continues for ten (10) years after the impact fee or the prorated portion of the impact fee becomes due and payable. However, if an action to enforce the lien is filed within the ten (10) year period, the lien continues until the termination of the proceeding.

(e) A holder of a lien of record on any real property on which an impact fee is delinquent may pay the delinquent impact fee and any penalties and costs. The amount paid by the lien holder is an additional lien on the real property in favor of the lien holder and is collectible in the same manner as the original lien.

(f) If a person pays an impact fee assessed against any real property, the person is entitled to a receipt for the payment that is:

- (1) on a form prescribed by the impact fee ordinance; and
- (2) issued by a person designated in the impact fee ordinance.

As added by P.L.221-1991, SEC.26.

IC 36-7-4-1326 Ordinance; special reduced rates for affordable housing development

Sec. 1326. (a) An impact fee ordinance may provide for a reduction in an impact fee for housing development that provides sale or rental housing, or both, at a price that is affordable

to an individual or a family earning less than eighty percent (80%) of the median income for the county in which the housing development is located. If the housing development comprises more than one (1) residential unit, the impact fee reduction shall apply only to the residential units that are affordable to an individual or a family earning less than eighty percent (80%) of the median income of the county.

(b) If the impact fee ordinance provides for a reduction in an impact fee under subsection (a), the ordinance must:

- (1) contain a schedule or formula that sets forth the amount of the fee reduction for various types of housing development specified in subsection (a);
- (2) require that, as a condition of receiving the fee reduction, the owner execute an agreement that:
 - (A) is binding for a period of at least five (5) years on the owner and subsequent owners; and
 - (B) limits the tenancy of residential units receiving the fee reduction to individuals or families who at the time the tenancy is initiated are earning less than eighty percent (80%) of the median income of the county;
- (3) contain standards to be used in determining if a particular housing development specified in subsection (a) will receive a fee reduction; and
- (4) designate a board or an official of the unit to conduct the hearing required by subsection (c).

(c) A fee reduction authorized by this section must be approved by a board or official of the unit at a public hearing.

As added by P.L.221-1991, SEC.27.

IC 36-7-4-1327 Fee reduction; appeal procedures

Sec. 1327. An impact fee ordinance must provide a procedure through which the fee reduction decision made under section 1326 of this chapter may be appealed by the following persons:

- (1) The person requesting the fee reduction.
- (2) An infrastructure agency responsible for infrastructure of the applicable type for the impact zone in which the impact fee reduction is granted.

As added by P.L.221-1991, SEC.28.

IC 36-7-4-1328 Fee reduction; complementary payment by granting unit

Sec. 1328. A unit that provides a fee reduction under section 1326 of this chapter shall pay into the account or accounts established for the impact zone in which the fee was reduced an amount equal to the amount of the fee reduction.

As added by P.L.221-1991, SEC.29.

IC 36-7-4-1329 Fund for impact fee collections; establishment; management; reports

Sec. 1329. (a) A unit imposing an impact fee shall establish a fund to receive amounts collected under this series.

(b) Money in a fund established under subsection (a) at the end of the unit's fiscal year remains in the fund. Interest earned by the fund shall be deposited in the fund.

(c) The fiscal officer of the unit shall manage the fund according to the provisions of this series. The fiscal officer shall annually report to the unit's plan commission and to each infrastructure agency responsible for infrastructure in an impact zone. The report must include the following:

- (1) The amount of money in accounts established for the impact zone.
- (2) The total receipts and disbursements of the accounts established for the impact zone.
- (d) A separate account shall be established in the fund for each impact zone established

by the unit and for each infrastructure type within each zone. Interest earned by an account shall be deposited in that account.

As added by P.L.221-1991, SEC.30.

IC 36-7-4-1330 Use of fees

Sec. 1330. An impact fee collected under this series shall be used for the following purposes:

- (1) Providing funds to an infrastructure agency for the provision of new infrastructure that:
 - (A) is necessary to serve the new development in the impact zone from which the fee was collected; and
 - (B) is identified in the zone improvement plan.
- (2) In an amount not to exceed five percent (5%) of the annual collections of an impact fee, for expenses incurred by the unit that paid for the consulting services that were used to establish the impact fee ordinance.
- (3) Payment of a refund under section 1332 of this chapter.
- (4) Payment of debt service on an obligation issued to provide infrastructure described in subdivision (1).

As added by P.L.221-1991, SEC.31.

IC 36-7-4-1331 Infrastructure construction

Sec. 1331. (a) An infrastructure agency shall, within the time described in the zone improvement plan, construct infrastructure for which:

- (1) a zone improvement plan has been adopted;
- (2) an impact zone has been established; and
- (3) an impact fee has been collected.

(b) A unit may amend the unit's zone improvement plan, including the time provided in the plan for construction of infrastructure, only if the amount of expenditures provided for the construction of infrastructure in the original plan does not decrease in any year and the benefit to the overall impact zone does not decrease because of the amendment.

As added by P.L.221-1991, SEC.32.

IC 36-7-4-1332 Impact fee refunds

Sec. 1332. (a) A fee payer is entitled to a refund of an impact fee if an infrastructure agency:

- (1) has failed to complete a part of the infrastructure for which the impact fee was imposed not later than:
 - (A) twenty-four (24) months after the time described in section 1331 of this chapter; or
 - (B) a longer time as is reasonably necessary to complete the infrastructure if unforeseeable and extraordinary circumstances that are not in whole or in part caused by the unit have delayed the construction;
- (2) has unreasonably denied the fee payer the use and benefit of the infrastructure during the useful life of the infrastructure; or
- (3) has failed within the earlier of:

- (A) six (6) years after issuance of the structural building permit; or
 - (B) the anticipated infrastructure completion date as specified in the zone improvement plan existing on the date the impact fee was collected;
- to make reasonable progress toward completion of the specific infrastructure for which the impact fee was imposed or thereafter fails to make reasonable progress toward completion.

(b) An application for a refund under subsection (a) must be filed with the unit that imposed the impact fee not later than two (2) years after the right to a refund accrues. A unit

shall issue a refund in part or in full or shall reject the application for refund not later than thirty (30) days after receiving an application for a refund.

(c) If a unit approves a refund in whole or in part, the unit shall pay the amount approved, plus interest from the date on which the impact fee was paid to the date the refund is issued. The interest rate shall be the same rate as the rate that the unit's impact fee ordinance provides for impact fee payments paid in installments.

(d) If a unit rejects an application for refund or approves only a partial refund, the fee payer may appeal not later than sixty (60) days after the rejection or partial approval to the unit's impact fee review board established under section 1338 of this chapter by filing with the board an appeal on a form prescribed by the board. The board shall issue instructions for completion of the form. The form and the instructions must be clear, simple, and understandable to a lay person.

(e) An impact fee ordinance shall designate the employee or official of the unit who is responsible for accepting, rejecting, and paying a refund and interest.

(f) A unit's impact fee review board shall hold a hearing on all appeals for a refund under this section. The hearing shall be held not later than forty-five (45) days after the application for appeal is filed with the board. A unit's impact fee review board shall provide notice of the application for refund to the infrastructure agency responsible for the infrastructure for which the impact fee was imposed.

(g) An impact fee review board holding a hearing under subsection (f) shall determine the amount of a refund that shall be made to the fee payer from the account established for the infrastructure for which the fee was imposed. A refund ordered by the board must include interest from the date the impact fee was paid to the date the refund is issued at the same rate the ordinance provides for impact fee payments paid in installments.

(h) A party aggrieved by a final decision of an impact fee review board in a hearing under subsection (f) may appeal to the circuit or superior court of the county in which the unit is located and is entitled to a trial de novo.

As added by P.L.221-1991, SEC.33.

IC 36-7-4-1333 Impact fees; appeal of amount before impact review board; judicial review; effect on pending fee payments

Sec. 1333. (a) A person against whom an impact fee has been assessed may appeal the amount of the impact fee. A unit may not deny issuance of a structural building permit on the basis that an impact fee has not been paid or condition issuance of the permit on the payment of an impact fee. However, in the case of an impact fee of one thousand dollars (\$1,000) or less a unit may require a fee payer to:

- (1) pay the impact fee; or
- (2) bring an appeal under this section;

before the unit issues a structural building permit for the development for which the impact fee was assessed.

(b) A person must file a petition for a review of the amount of an impact fee with the unit's impact fee review board not later than thirty (30) days after issuance of the structural building permit for the development for which the impact fee was assessed. An impact fee ordinance may require a petition to be accompanied by payment of a reasonable fee not to exceed one hundred dollars (\$100). A fee payer shall receive a full refund of the filing fee if:

- (1) the fee payer prevails;
- (2) the amount of the impact fee or the reductions or credits against the fee is adjusted by the unit, the board, or a court; and
- (3) the body ordering the adjustment finds that the amount of the fee, reductions, or credits were arbitrary or capricious.

(c) A unit's impact fee review board shall prescribe the form of the petition for review of an impact fee under subsection (b). The board shall issue instructions for completion of the form. The form and the instructions must be clear, simple, and understandable to a lay

person. The form must require the petitioner to specify:

- (1) a description of the new development on which the impact fee has been assessed;
- (2) all facts related to the assessment of the impact fee; and
- (3) the reasons the petitioner believes that the amount of the impact fee assessed is erroneous or is greater than the amount allowed by the fee limitations set forth in this series.

(d) A unit's impact fee review board shall prescribe a form for a response by a unit to a petition for review under this section. The board shall issue instructions for completion of the form. The form must require the unit to indicate:

- (1) agreement or disagreement with each item indicated on the petition for review under subsection (c); and
- (2) the reasons the unit believes that the amount of the fee assessed is correct.

(e) Immediately upon the receipt of a timely filed petition on the form prescribed under subsection (c), a unit's impact fee review board shall provide a copy of the petition to the unit assessing the impact fee. The unit shall not later than thirty (30) days after the receipt of the petition provide to the board a completed response to the petition on the form prescribed under subsection (d). The board shall immediately forward a copy of the response form to the petitioner.

(f) An impact fee review board shall:

- (1) review the petition and the response submitted under this section; and
- (2) determine the appropriate amount of the impact fee not later than thirty (30) days after submission of both petitions.

(g) A fee payer aggrieved by a final determination of an impact fee review board may appeal to the circuit or superior court of the county in which the unit is located and is entitled to a trial de novo. If the assessment of a fee is vacated by judgment of the court, the assessment of the impact fee shall be remanded to the board for correction of the impact fee assessment and further proceedings in accordance with law.

(h) If a petition for a review or an appeal of an impact fee assessment is pending, the impact fee is not due and payable until after the petition or appeal is finally adjudicated and the amount of the fee is determined.

As added by P.L.221-1991, SEC.34.

IC 36-7-4-1334 Ordinance; appeal provision for amount of fees

Sec. 1334. An impact fee ordinance must set forth the reasons for which an appeal of the amount of an impact fee may be made. The impact fee ordinance must provide that an appeal of the amount of an impact fee may be made for the following reasons:

- (1) A fact assumption used in determining the amount of an impact fee is incorrect.
- (2) The amount of the impact fee is greater than the amount allowed under sections 1320, 1321, and 1322 of this chapter.

As added by P.L.221-1991, SEC.35.

IC 36-7-4-1335 Fee payer credits; infrastructure or improvements; amount of credit

Sec. 1335. (a) As used in this section, "improvement" means an improvement under section 1313(2) of this chapter or a site improvement, land, or real property interest as follows:

- (1) That is to be used for at least one (1) of the infrastructure purposes specified in section 1309 of this chapter.
- (2) That is included in or intended to be used relative to an infrastructure type for which the unit has imposed an impact fee in the impact zone.
- (3) That is not a type of improvement that is uniformly required by law or rule for the type of development on which the impact fee has been imposed.
- (4) That is or will be:

- (A) public property; or
 - (B) furnished or constructed under requirements of the unit and is or will be available for use by other development in the area.
 - (5) That is beneficial to existing development and future development in the impact zone and is not beneficial to only one (1) development.
 - (6) That either:
 - (A) allows the removal of a component of infrastructure planned for the impact zone;
 - (B) is a useful addition to the zone improvement plan; or
 - (C) is reasonably likely to be included in a future zone improvement plan for the impact zone.
 - (7) That is:
 - (A) constructed, furnished, or guaranteed by a bond or letter of credit under a request by an authorized official of the:
 - (i) applicable infrastructure agency; or
 - (ii) unit that imposed the impact fee; or
 - (B) required to be constructed or furnished under a written commitment that:
 - (i) is requested by an authorized official of the applicable infrastructure agency or the unit that imposed the impact fee;
 - (ii) concerns the use or developing of the development against which the impact fee is imposed; and
 - (iii) is made under section 1015 of this chapter.
 - (b) A fee payer is entitled to a credit against an impact fee if the owner or developer of the development constructs or provides:
 - (1) infrastructure that is an infrastructure type for which the unit imposed an impact fee in the impact zone; or
 - (2) an improvement.
 - (c) A fee payer is entitled to a credit under this section for infrastructure or an improvement that:
 - (1) is constructed or furnished relative to a development after January 1, 1989; and
 - (2) meets the requirements of this section.
 - (d) The amount of a credit allowed under this section shall be determined at the date the impact fee is assessed. However, if an assessment is not requested, the amount of the credit shall be determined at the time the structural building permit is issued. The amount of the credit shall be:
 - (1) determined by the:
 - (A) person constructing or providing the infrastructure or improvement; and
 - (B) applicable infrastructure agency; and
 - (2) equal to the sum of the following:
 - (A) The cost of constructing or providing the infrastructure or improvement.
 - (B) The fair market value of land, real property interests, and site improvements provided.
 - (e) The amount of a credit may be increased or decreased after the date the impact fee is assessed if, between the date the impact fee is assessed and the date the structural building permit is issued, there is a substantial and material change in the cost or value of the infrastructure or improvement that is constructed or furnished from the cost or value determined under subsection (d). However, at the time the amount of a credit is determined under subsection (d), the person providing the infrastructure or improvement and the applicable infrastructure agency may agree that the amount of the credit may not be changed. The person providing the infrastructure or improvement may waive the person's right to a credit under this section.
- As added by P.L.221-1991, SEC.36. Amended by P.L.126-2011, SEC.43.*

IC 36-7-4-1336 Fee payer credits; petition to determine amount; proceeding

before impact review board

Sec. 1336. (a) If the parties cannot agree on the cost or fair market value under section 1335(d) of this chapter, the fee payer or the person constructing or providing the infrastructure or improvement may file a petition for determination of the amount of the credit with the unit's impact fee review board not later than thirty (30) days after the structural building permit is issued for the development on which the impact fee is imposed. A petition under this subsection may be made as part of an appeal proceeding under section 1334 of this chapter or may be made under this section.

(b) An impact fee review board shall prescribe the form of the petition for determination of the amount of a credit under this section. The board shall issue instructions for completion of the form. The form and the instructions must be clear, simple, and understandable to a lay person.

(c) An impact fee review board shall prescribe a form for a response by the applicable infrastructure agency to a petition under this section for determination of a credit amount. The board shall issue instructions for completion of the form.

(d) Immediately after receiving a timely filed petition under this section for determination of a credit amount, an impact fee review board shall provide a copy of the petition to the applicable infrastructure agency. Not later than thirty (30) days after receiving a copy of the petition, the infrastructure agency shall provide to the board a response on the form prescribed under subsection (c). The board shall immediately provide the petitioner with a copy of the infrastructure agency's response.

(e) The impact fee review board shall:

- (1) review a petition and response filed under this section; and
- (2) determine the amount of the credit not later than thirty (30) days after the response is filed.

(f) A fee payer aggrieved by a final determination of an impact fee review board under this section:

- (1) may appeal to the circuit or superior court of the county in which the unit is located; and
- (2) is entitled to a trial de novo.

As added by P.L.221-1991, SEC.37.

IC 36-7-4-1337 Ordinance; allocation of credits to fee payer provisions

Sec. 1337. An impact fee ordinance shall do the following:

- (1) Establish a method for reasonably allocating credits to fee payers in situations in which the person providing infrastructure or an improvement is not the fee payer.
- (2) Allow the person providing infrastructure or an improvement to designate in writing a reasonable and administratively feasible method of allocating credits to future fee payers.

As added by P.L.221-1991, SEC.38.

IC 36-7-4-1338 Impact fee review board; membership; powers and duties

Sec. 1338. (a) Each unit that adopts an impact fee ordinance shall establish an impact fee review board consisting of three (3) citizen members appointed by the executive of the unit. A member of the board may not be a member of the plan commission. An impact fee ordinance must do the following:

- (1) Set the terms the members shall serve on the board.
- (2) Establish a procedure through which the unit's executive shall appoint a temporary replacement member meeting the qualifications of the member being replaced in the case of conflict of interest.

(b) An impact fee review board must consist of the following members:

- (1) One (1) member who is a real estate broker licensed in Indiana.
- (2) One (1) member who is an engineer licensed in Indiana.

(3) One (1) member who is a certified public accountant.

(c) An impact fee review board shall review the amount of an impact fee assessed, the amount of a refund, and the amount of a credit using the following procedures:

- (1) The board shall fix a reasonable time for the hearing of appeals.
- (2) At a hearing, each party may appear and present evidence in person, by agent, or by attorney.
- (3) A person may not communicate with a member of the board before the hearing with intent to influence the member's action on a matter pending before the board.
- (4) The board may reverse, affirm, modify, or otherwise establish the amount of an impact fee, a credit, a refund, or any combination of fees, credits, or refunds. For purposes of this subdivision, the board has all the powers of the official of the unit from which the appeal is taken.
- (5) The board shall decide a matter that the board is required to hear:
 - (A) at the hearing at which the matter is first presented; or
 - (B) at the conclusion of the hearing on the matter, if the matter is continued.
- (6) Within five (5) days after making a decision, the board shall provide a copy of the decision to the unit and the fee payer involved in the appeal.
- (7) The board shall make written findings of fact to support the board's decision.

As added by P.L.221-1991, SEC.39.

IC 36-7-4-1339 Declaratory relief; challenge of ordinance

Sec. 1339. (a) This section applies to a person having an interest in real property that may be subject to an impact fee ordinance if the development occurs on the property.

(b) A person may seek to:

- (1) have a court determine under IC 34-26-1 any question of construction or validity arising under the impact fee ordinance; and
- (2) obtain a declaration of rights, status, or other legal relations under the ordinance.

(c) The validity of an impact fee ordinance adopted by a unit or the validity of the application of the ordinance in a specific impact zone may be challenged under this section on any of the following grounds:

- (1) The unit has not provided for a zone improvement plan in the unit's comprehensive plan.
- (2) The unit did not prepare or substantially update the unit's zone improvement plan in the year preceding the adoption of the impact fee ordinance.
- (3) The unit has not identified the revenue sources the unit intends to use to implement the zone improvement plan, if identification of the revenue sources is required under section 1318(c) of this chapter.
- (4) The unit has not complied with the requirements of section 1318(f) of this chapter.
- (5) The unit has not made adequate revenue available to complete infrastructure improvements identified in the unit's zone improvement plan.
- (6) The impact fee ordinance imposes fees on new development that will not create a need for additional infrastructure.
- (7) The impact fee ordinance imposes on new development fees that are excessive in relation to the infrastructure needs created by the new development.
- (8) The impact fee ordinance does not allow for reasonable credits to fee payers.
- (9) The unit imposed a prohibition or delay on new development to enable the unit to complete the adoption of an impact fee ordinance.
- (10) The unit otherwise fails to comply with this series in the adoption of an impact fee ordinance.

As added by P.L.221-1991, SEC.40. Amended by P.L.1-1998, SEC.206.

IC 36-7-4-1340 Ordinance; effective date; duration; replacement

Sec. 1340. (a) An impact fee ordinance may take effect not earlier than six (6) months

after the date on which the impact fee ordinance is adopted by a legislative body.

(b) An impact fee may not be collected under an impact fee ordinance more than five (5) years after the effective date of the ordinance. However, a unit may adopt a replacement impact fee ordinance if the replacement impact fee ordinance complies with the provisions of this series.

As added by P.L.221-1991, SEC.41.

IC 36-7-4-1341 Delay of new development pending fee process

Sec. 1341. A unit may not prohibit or delay new development to wait for the completion of all or a part of the process necessary for the development, adoption, or updating of an impact fee.

As added by P.L.221-1991, SEC.42.

IC 36-7-4-1342 Application of 1300 Series to certain towns; expiration of provision

Sec. 1342. The general assembly finds that the powers of a local governmental unit to permit and provide for infrastructure are not limited by the provisions of this chapter except as expressly provided in this chapter.

As added by P.L.221-1991, SEC.43.

IC 36-7-4-1400 1400 Series—Development Plans; application of certain amendments to chapter

Sec. 1400. (a) This section and sections 1401, 1401.5, 1402, 1403, 1404, 1405, and 1406 of this chapter apply only to development plans initially submitted after December 31, 1995.

(b) This series (sections 1400 through 1499 of this chapter) may be cited as follows: 1400 SERIES—DEVELOPMENT PLANS.

As added by P.L.320-1995, SEC.22. Amended by P.L.220-2011, SEC.662.

IC 36-7-4-1401 "Development requirement" defined

Sec. 1401. As used in this series, "development requirement" means a requirement:

- (1) for development of real property in a zoning district for which a development plan is required; and
- (2) that conforms to section 1403 of this chapter.

As added by P.L.320-1995, SEC.23.

IC 36-7-4-1401.5 Power of legislative body to designate zoning districts where plan required

Sec. 1401.5. (a) A legislative body may, in a zoning ordinance, designate zoning districts in which a development plan is required. If a zoning district is designated under this section, the plan commission must approve or disapprove a development plan under this series for real property within the zoning district.

(b) The plan commission has exclusive authority to approve or disapprove a development plan for real property located within the plan commission's jurisdiction.

As added by P.L.320-1995, SEC.24. Amended by P.L.126-2011, SEC.44.

IC 36-7-4-1402 Designation by zoning ordinance

Sec. 1402. (a) This section applies if a zoning district is designated in a zoning ordinance under section 1401.5(a) of this chapter.

(b) In the zoning ordinance, the legislative body adopting the ordinance must specify the following:

- (1) Development requirements that must be satisfied before the plan commission may approve a development plan.
- (2) Plan documentation and supporting information that must be supplied to the plan

Indiana Code 2017

STAKEHOLDERS SUMMARY

Between March 25th and April 29th, 2022, a community survey was available through SurveyMonkey. The City posted links to social media and utilized email blasts to distribute links to the survey. It was open to the public, but is not to be considered a randomized or statistically accurate survey. A separate survey was also sent to stakeholders and private businesses with missions or focus compatible with the Park Department.

The Department received 236 completed responses online. The survey included detailed questions about the Parks Department, facilities, parks, trails, programs, community parks and recreation needs, and demographic information. The survey was formatted in multiple choice, ranking, and open-ended style questions.

The information received was consistent with past surveys and identified the needs and goals of the Department. Most of the respondents appear to be families, especially younger

families, with multiple children. Over 60 percent of respondents were in the 35-54 age range with nearly 20 percent over 55 years old. Nearly all provided their family income range, with approximately 85 percent indicating over \$80,000 in income, including over 35 percent making over \$160,000. Just over 2% indicated a family income less than \$40,000.

Parks close to downtown are highly used, while some outlying and undeveloped properties see significantly fewer visitors. The Monon Trail has been used by nearly 90% of respondents, and over 75% for the Midland Trace Trail. Other trails are highly utilized as well, with numerous comments related to high levels of connectivity and some comments requesting some trail linkages be completed soon. Over 55% visit parks with children, 35% with family, and 25% visit parks by themselves.

Most ranked the parks, facilities, and trails as 'Very Good' or 'Good' in quality, condition and value. The highest ranking recreational athletic fields/courts were basketball and pickleball. It should also be noted that baseball/softball, soccer and other multi-use field sports (football, rugby, lacrosse) should also be considered as the City continues the process of evaluating proposals for selling or privatizing Grand Park. Grand Park is currently utilized primarily for travel and club sports, but do provide facilities for use by Westfield Youth Sports (WYSI). If Grand Park is sold,

the City and Park Department will need to consider and plan for new or existing properties to accommodate WYSI practices and competitions.

Some specific park and recreation items to add or develop include:

- Trails & Connectivity
- Natural areas and Nature Preserves
- Splash Pad/Spray Parks
- Playgrounds
- Dog Parks

Some specific themes that came up in the survey include:

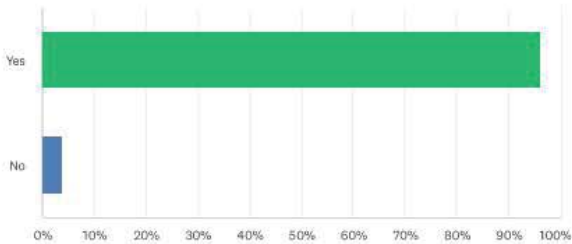
- Adding/developing parkland ranked high with a lower but balanced view of
- maintenance of existing facilities, adding new elements to existing parks.
- Need for Parks/Amenities in the western portions of the city, including northwest and
- southwest areas.
- Combinations of funding sources should be used for park growth, including private
- investment and donations.
- Nearly 60% of respondents indicated they would support a park foundation, with only
- 5% indicating they would not.
- Increase opportunities for nature experiences and passive recreation.
- Continue to develop Safe Trail crossings at streets
- Recreation/Multipurpose green space and courts for youth sports.

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey SurveyMonkey

Q1 Are you a Westfield resident?

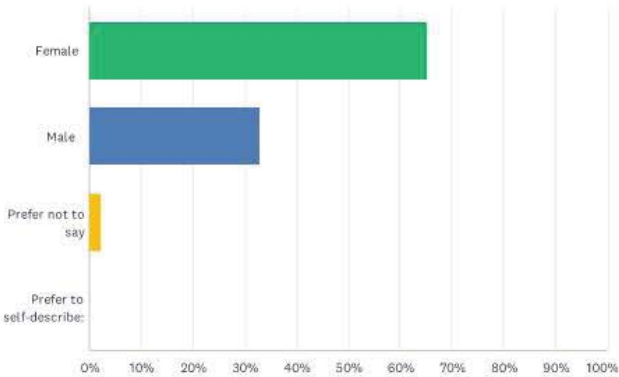
Answered: 232 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	96.12%	223
No	3.88%	9
TOTAL		232

Q2 Gender

Answered: 232 Skipped: 0



ANSWER CHOICES	RESPONSES	
Female	65.09%	151
Male	32.76%	76
Prefer not to say	2.16%	5
Prefer to self-describe:	0.00%	0
TOTAL		232

#

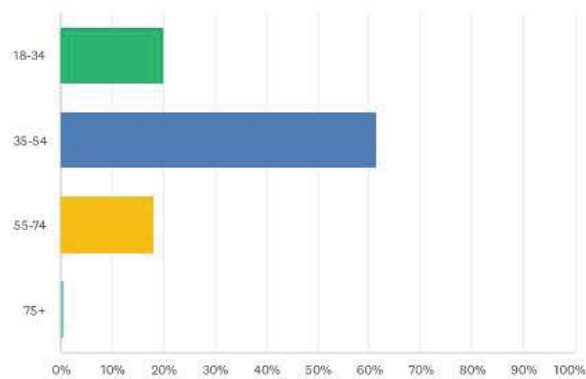
PREFER TO SELF-DESCRIBE:

DATE

There are no responses.

Q3 What is your age?

Answered: 231 Skipped: 1



ANSWER CHOICES	RESPONSES
18-34	19.91%46
35-54	61.47%142
55-74	18.18%42
75+	0.43%1
TOTAL	231

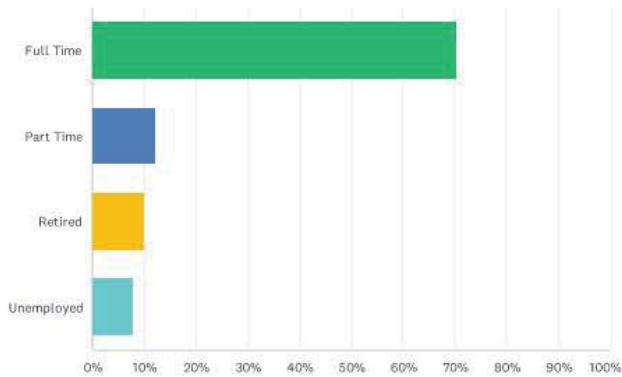
Q4 Please list the number of people in your household by age:

Answered: 230 Skipped: 2

0-9						
	1	2	3	4	5	TOTAL
How many in each age range?	43.12%47	44.95%49	8.26%9	3.67%4	0.00%0	109
10-18						
	1	2	3	4	5	TOTAL
How many in each age range?	53.62%37	36.23%25	10.14%7	0.00%0	0.00%0	69
19-34						
	1	2	3	4	5	TOTAL
How many in each age range?	32.39%23	63.38%45	4.23%3	0.00%0	0.00%0	71
35-54						
	1	2	3	4	5	TOTAL
How many in each age range?	20.14%28	79.86%111	0.00%0	0.00%0	0.00%0	139
55+						
	1	2	3	4	5	TOTAL
How many in each age range?	41.51%22	58.49%31	0.00%0	0.00%0	0.00%0	53

Q5 What is your employment status?

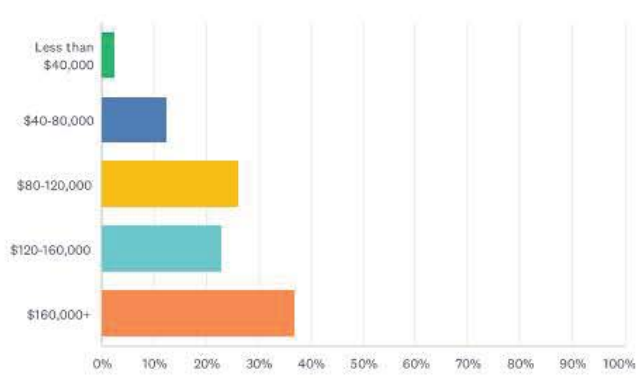
Answered: 231 Skipped: 1



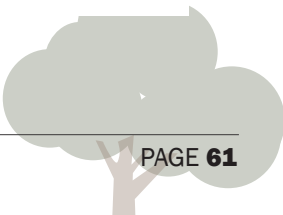
ANSWER CHOICES	RESPONSES	
Full Time	70.13%	162
Part Time	12.12%	28
Retired	9.96%	23
Unemployed	7.79%	18
TOTAL		231

Q6 What is your annual household income range?

Answered: 220 Skipped: 12



ANSWER CHOICES	RESPONSES	
Less than \$40,000	2.27%	5
\$40-80,000	12.27%	27
\$80-120,000	25.91%	57
\$120-160,000	22.73%	50
\$160,000+	36.82%	81
TOTAL		220



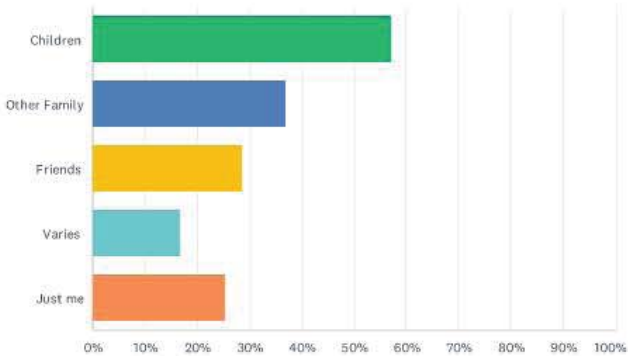
Q7 Which City of Westfield Parks* have you visited, and how often do you visit? Please list number of visits per year for each park below.*unless noted otherwise

Answered: 226 Skipped: 6

ANSWER CHOICES	RESPONSES	
Armstrong Park	25.22%	57
Asa Bales Park	71.68%	162
Freedom Trail Park	47.35%	107
Grand Junction Park & Plaza	53.54%	121
Hadley Park	21.68%	49
Liberty Park	25.66%	58
Old Friends Cemetery Park	27.88%	63
Osborne Park	21.24%	48
Quaker Park	61.95%	140
Raymond Worth Park	27.43%	62
Simon Moon Park	53.54%	121
Cool Creek Park (Hamilton County Parks)	87.61%	198
MacGregor Park (Westfield Washington Township Parks & Recreation)	57.52%	130
Other nearby parks (please specify)	15.93%	36

Q9 With whom do you most often visit parks?

Answered: 228 Skipped: 4



ANSWER CHOICES	RESPONSES	
Children	57.02%	130
Other Family	36.84%	84
Friends	28.51%	65
Varies	16.67%	38
Just me	25.44%	58
Total Respondents: 228		

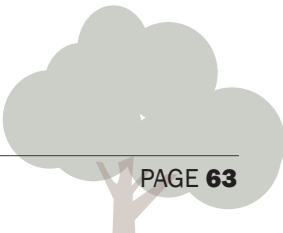
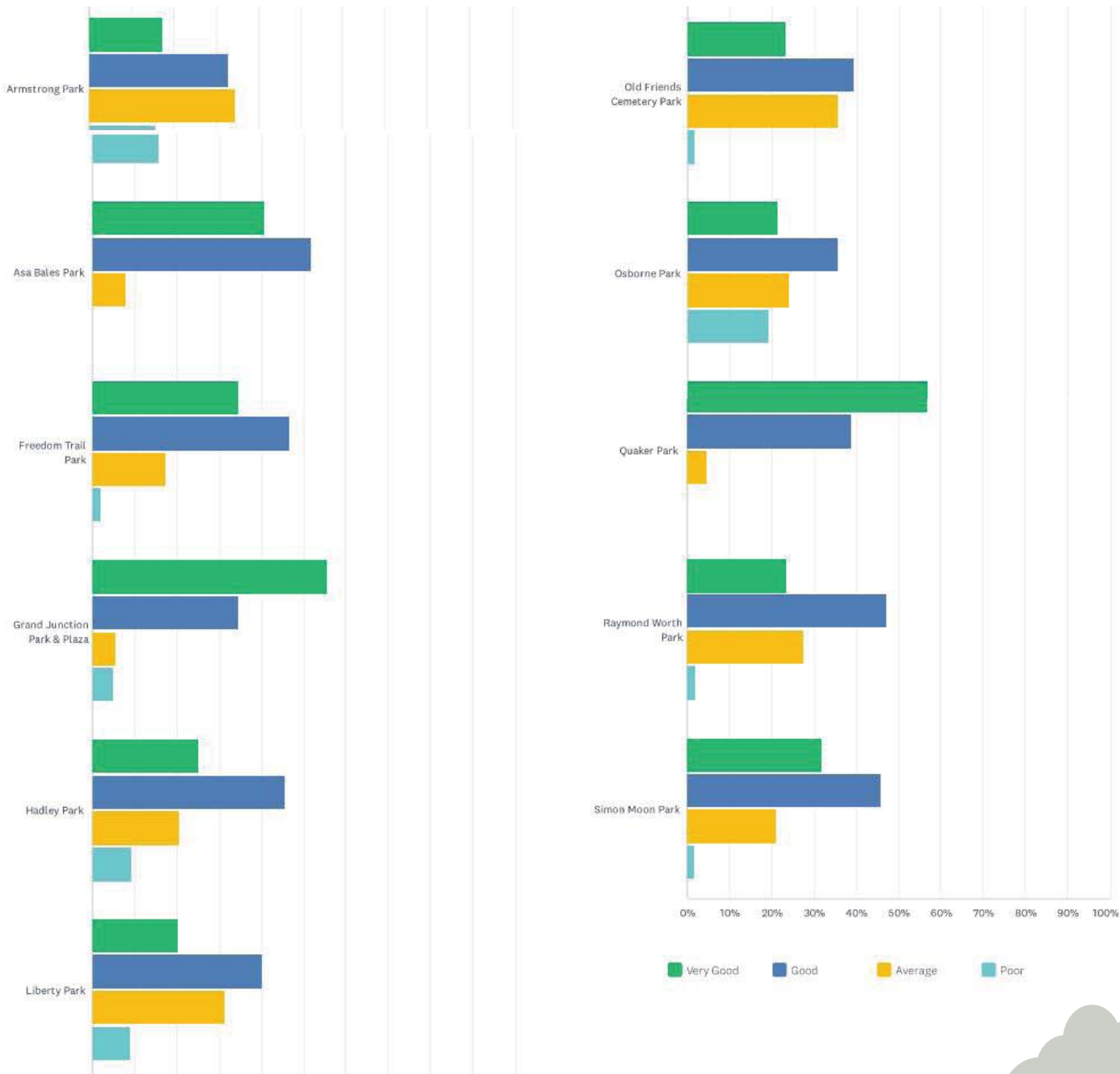
Q8 Which City of Westfield Trails have you visited, and how often do you visit? Please list number of visits per year for each trail below.

Answered: 201 Skipped: 31

ANSWER CHOICES	RESPONSES	
Grassy Branch Trail	28.86%	58
Cool Creek Trail	59.20%	119
Midland Trace Trail	75.62%	152
Monon Trail	88.06%	177
Natalie Wheeler Trail	32.34%	65

Q10 Please rate the quality of each park and its facilities:

Answered: 206 Skipped: 26



Q10 Please rate the quality of each park and its facilities:

Answered: 206 Skipped: 26

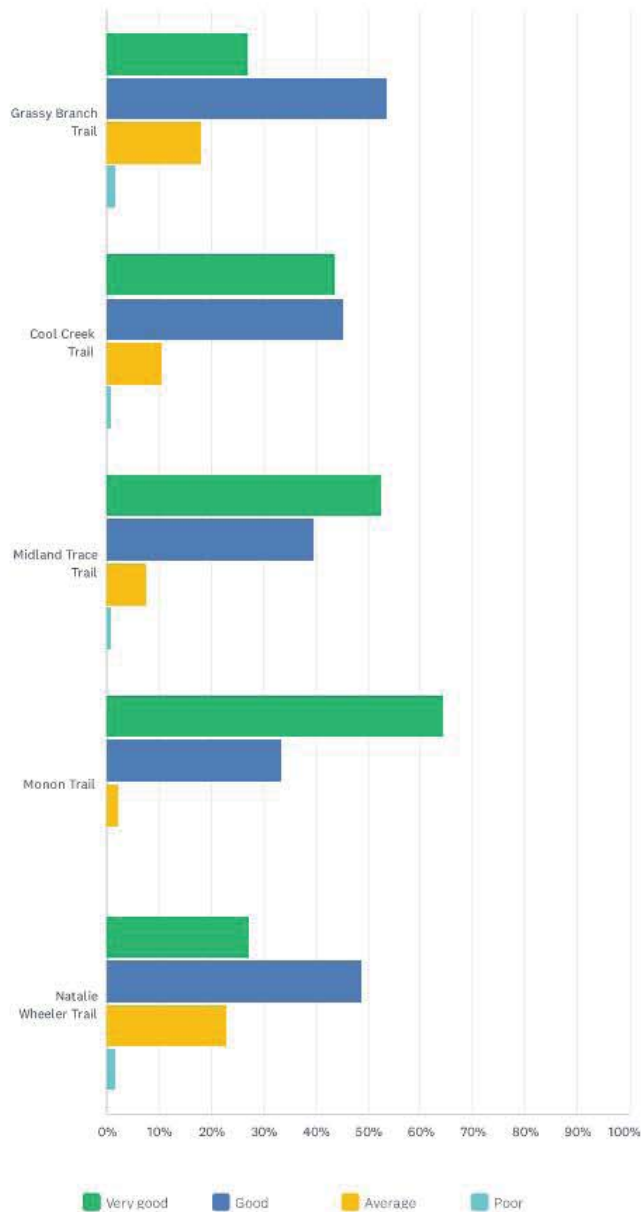
	VERY GOOD	GOOD	AVERAGE	POOR	TOTAL
Armstrong Park	17.24% 10	32.76% 19	34.48% 20	15.52% 9	58
Asa Bales Park	40.49% 66	51.53% 84	7.98% 13	0.00% 0	163
Freedom Trail Park	34.34% 34	46.46% 46	17.17% 17	2.02% 2	99
Grand Junction Park & Plaza	55.38% 72	34.62% 45	5.38% 7	4.62% 6	130
Hadley Park	25.00% 11	45.45% 20	20.45% 9	9.09% 4	44
Liberty Park	20.00% 9	40.00% 18	31.11% 14	8.89% 4	45
Old Friends Cemetery Park	23.21% 13	39.29% 22	35.71% 20	1.79% 1	56
Osborne Park	21.43% 9	35.71% 15	23.81% 10	19.05% 8	42
Quaker Park	56.72% 76	38.81% 52	4.48% 6	0.00% 0	134
Raymond Worth Park	23.53% 12	47.06% 24	27.45% 14	1.96% 1	51
Simon Moon Park	31.78% 41	45.74% 59	20.93% 27	1.55% 2	129

#	COMMENTS?	DATE
1	I get the thought with the playground next to the road, but clearly an older group of people, without young children planned that one. We need speed bumps on either side of the park there, possibly a stop where the road meets Old Friends Cemetery. You have to slow traffic there. You have to.	4/25/2022 2:21 PM
2	Haven't had the chance to visit all these parks but am looking forward to exploring them!	4/24/2022 9:40 PM
3	Freedom trail park is right in my neighborhood and it is poorly maintained.	4/24/2022 10:47 AM
4	Wish there were swings and more things for older children.	4/24/2022 9:01 AM
5	Freedom trail would be awesome with paved trails instead of gravel in back	4/23/2022 11:49 AM
6	I absolutely love the new Raymond Worth Park! I hope to see the pond restored for fishing.	4/18/2022 9:23 AM
7	Simon Moon needs more development	4/16/2022 8:25 AM
8	When you installed the turf at Simon moon all the equipment has zero clearance as the ground is too high. Definite error in planing. Also it needs a gate because of the sledding hill. And the grassy area to the north side needs flattened so you can play baseball or football	4/15/2022 10:50 AM
9	Freedom Trail doesn't have bathrooms. Grand Junction is in need of additional fencing to keep from running into the street or falling down one of many hills into the creek.	4/15/2022 8:08 AM
10	I would love to see bigger/more interactive playgrounds for older kids. Things like fitness stations, or natural wood structures to climb on/zip line, etc.	4/15/2022 7:06 AM
11	Whoever designed the death trap on Union should be fired	4/14/2022 6:33 PM
12	Asa Bales needs to finish the Gaga ball court. Simon moon needs to grease the spinning equipment.	4/14/2022 4:46 PM
13	No	4/7/2022 12:25 PM
14	There are many invasive species in the parks, esp Raymond Worth	4/5/2022 11:28 PM
15	Grand junction is kind of new to rate.	4/5/2022 10:46 AM
16	I would love for Liberty Park to be accessible from the south ie: a crosswalk & entrance so you could walk from Cool Creek or Nancy Wheeler.	4/2/2022 7:36 PM
17	Would love to see a fence at Raymond between road and playground. Also would love for restrooms to be cleaner at Asa and Quaker. Wish Quaker had slides for big kids.	3/28/2022 7:08 PM
18	Need more benches for parents to sit by playgrounds, more restrooms, and shade trees near playgrounds	3/28/2022 10:36 AM
19	Simon Moon was great before it was redone 6-7 years ago. No swings and now the carpet is so high you can't hardly spin.	3/26/2022 9:42 PM
20	Raymond Worth sometimes has trash which I try to help pick up.	3/26/2022 5:57 PM
21	Need bathrooms and water at all.	3/26/2022 3:03 PM
22	Please add more Pickleball courts at any/all parks - the sport is growing and in high demand!	3/26/2022 12:58 PM
23	We love, and appreciate, our great parks!	3/25/2022 11:57 PM
24	I have been a residence since 6/2021. We moved here with considering the many park & trails. We are still navigating, would like more walking areas around parks for children, longer distance. More nature	3/25/2022 11:36 PM
25	We need more pickleball courts	3/25/2022 11:12 PM

26	I live right between asa bales park and freedom trail park. Love both parks. Love grand junction plaza as well. I'm very excited for it to help elevate downtown. Please fix the play area. In the time I put a pacifier in my baby's mouth my toddler climbed over the concrete ledge and ran toward Union street. I have not been able to go back since.	3/25/2022 10:06 PM
27	Please prohibit golf carts and motorized vehicles from all city trails.	3/25/2022 5:06 PM
28	Grand junction is awesome, the new splash pad is great at Quaker, but most other parks outside of Cool creek need to be updated. Camel parks that have been updated are amazing	3/25/2022 4:24 PM
29	There are many smaller, newer parks that really need some more native trees.	3/25/2022 4:15 PM
30	We would love to see bathrooms at freedom trail, the shelter portion of Simon moon trips kids constantly. I saw part of it is sloping, but the other side trips them too. As a mom of young ones, I'd love to see parks built further from the road, maybe even one with a fence around it.	3/25/2022 3:33 PM

Q11 Please rate the quality of each trail:

Answered: 201 Skipped: 31

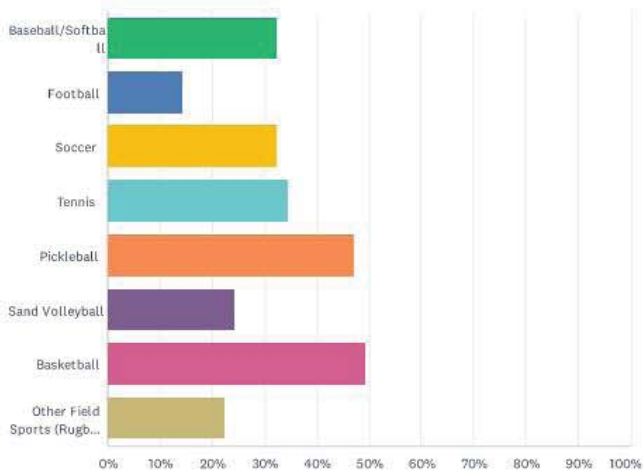


	VERY GOOD	GOOD	AVERAGE	POOR	TOTAL
Grassy Branch Trail	26.79% 15	53.57% 30	17.86% 10	1.79% 1	56
Cool Creek Trail	43.55% 54	45.16% 56	10.48% 13	0.81% 1	124
Midland Trace Trail	52.50% 84	39.38% 63	7.50% 12	0.63% 1	160
Monon Trail	64.44% 116	33.33% 60	2.22% 4	0.00% 0	180
Natalie Wheeler Trail	27.14% 19	48.57% 34	22.86% 16	1.43% 1	70

#	COMMENTS?	DATE
1	The trails near us are fantastic, even as a mom of a special needs kiddo with trouble walking. You are great about keeping the trails clear and safely paved/graveled.	4/25/2022 2:21 PM
2	I love the trails. So convenient and a great safe way to get exercise and be outside.	4/24/2022 9:40 PM
3	Sad to see all the trees being taken down. That was one of the nice cool spots when walking.	4/24/2022 10:39 AM
4	REALLY need SIDEWALK or trail from Monon to CoolCreek on 156th.	4/23/2022 10:33 AM
5	We frequent the Monon Trail. Crosswalks near grand park are needed and clearing of the trail more frequently	4/19/2022 9:13 AM
6	Monon and 161 crossing is very dangerous HAWK didn't help	4/18/2022 5:11 PM
7	Need to complete 156th trails to connect to Natalie wheeler and cool creek	4/15/2022 1:20 PM
8	No	4/7/2022 12:25 PM
9	natalie wheeler lost appeal due to selling wooded property for development	4/5/2022 10:23 AM
10	I wish there was more landscaping and development around our trails, similar to Carmel. I'm hoping to see it build up over the years!	3/29/2022 11:01 AM
11	Right of way needed for trail users. Spring mill and midland often has a lot of car traffic that can interrupt trail use. Also we need a minimum tunnel under 161st street to encourage more trail use. People will use the trails more if they feel safer at intersections.	3/27/2022 7:23 PM
12	The time we tried the Cool Creek Trail it was poorly marked.	3/26/2022 9:41 AM
13	We love that we can navigate around Westfield by using the various trails. Our plans are to acquire e-bikes and a golf cart in the future as well.	3/25/2022 11:57 PM
14	Unsure of feasible monon entrances & exits / dissatisfied with the lack of inclusive parks & communication for nonverbal (professionally speaking) : we are hoping to explore more trails.	3/25/2022 11:36 PM
15	Need to expand midland trace trail	3/25/2022 11:12 PM
16	Midland is still Very Disconnected. Not many trees/shade/benches/trash receptacles	3/25/2022 11:01 PM
17	Love the trails! Plan to use them more when my kids are bigger. Husband uses them to walk dog. As a chicago transplant I miss having places to walk to. Would be great to have more places to walk to in addition to all the trails to walk on.	3/25/2022 10:06 PM
18	Wish golf carts weren't allowed on trails	3/25/2022 9:51 PM
19	Waiting for Midland Trace to be completed	3/25/2022 8:48 PM
20	Connection to trails is essential, especially to the 191st and Grassy Creek area	3/25/2022 7:17 PM
21	Please stop cutting down all the trees adjacent to the trails.	3/25/2022 5:06 PM
22	Love the Monon	3/25/2022 4:24 PM
23	I love Midland trace. I know it's likely impossible, but it would be amazing if it could connect across 31 straight through Westfield.	3/25/2022 3:54 PM
24	The Natalie wheeler trail becomes a very narrow sidewalk on Union street. Makes it difficult for multiple bikes to ride/ pass	3/25/2022 3:50 PM

Q12 Is there a need for public recreation style athletic fields for youth or adult sports leagues or pick-up games, such as?

Answered: 140 Skipped: 92

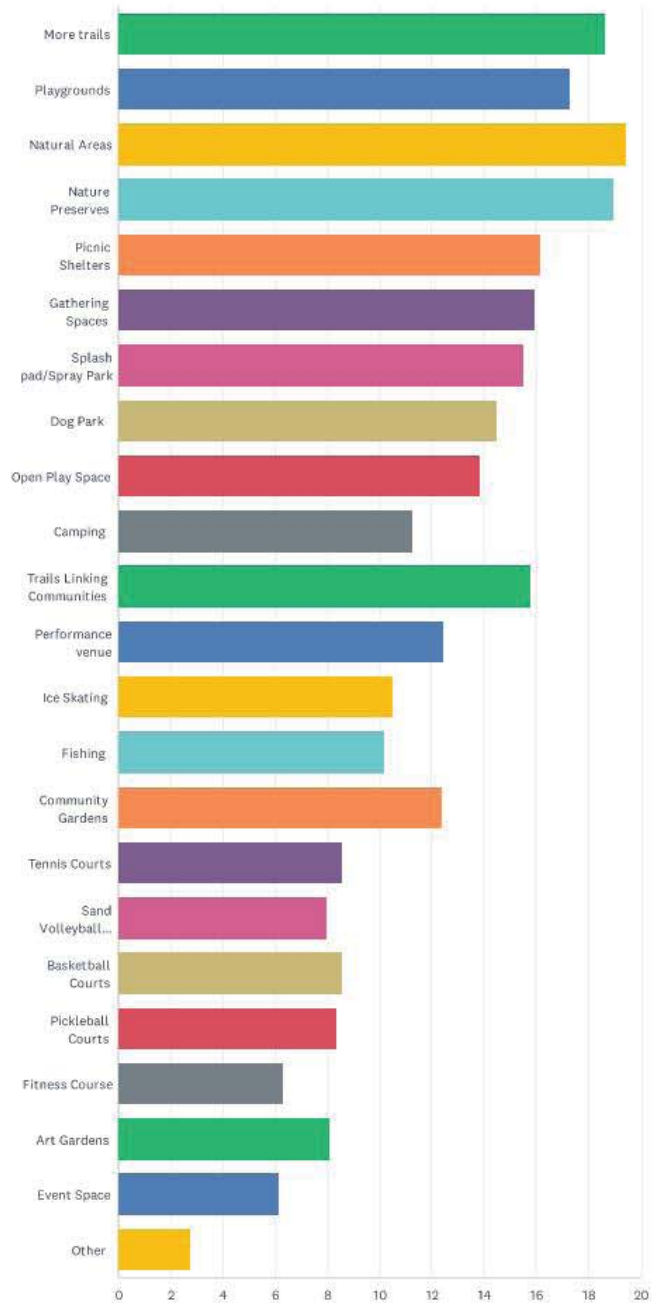


ANSWER CHOICES	RESPONSES
Baseball/Softball	32.14% 45
Football	14.29% 20
Soccer	32.14% 45
Tennis	34.29% 48
Pickleball	47.14% 66
Sand Volleyball	24.29% 34
Basketball	49.29% 69
Other Field Sports (Rugby, Lacrosse, Cricket, Field Hockey, etc.)	22.14% 31
Total Respondents: 140	

#	OTHER FIELD SPORTS (RUGBY, LACROSSE, CRICKET, FIELD HOCKEY, ETC.)	DATE
1	Lacrosse and Field Hockey would be great!	4/25/2022 5:45 AM
2	Field Hockey	4/24/2022 7:19 PM
3	Rugby	4/24/2022 9:11 AM
4	No	4/23/2022 10:40 PM
5	Disc Golf	4/23/2022 10:33 AM
6	Rugby, Lacrosse	4/15/2022 7:06 AM
7	Bocce ball, shuffleboard	4/14/2022 10:30 PM
8	Disc Golf	4/14/2022 5:25 PM
9	Lacrosse	4/7/2022 2:51 PM
10	No	4/6/2022 10:22 PM
11	NA	4/5/2022 10:56 AM
12	Public track	4/5/2022 10:27 AM
13	Don't know	4/3/2022 1:20 PM
14	Rugby	4/1/2022 9:29 PM
15	Grand Park should be for the people who live here first	3/28/2022 5:09 PM
16	Rugby	3/26/2022 6:44 PM
17	We have enough	3/26/2022 3:21 PM
18	Pool	3/26/2022 3:03 PM
19	Lacrosse	3/26/2022 11:51 AM
20	Lacrosse,	3/26/2022 10:47 AM
21	Pickleball is the fastest growing sport. Please expand. We need a pickleball park like Cynthearne.	3/25/2022 11:12 PM
22	Kickball	3/25/2022 11:01 PM
23	Lacrosse and Cricket	3/25/2022 10:31 PM
24	Frisbee Golf	3/25/2022 10:26 PM
25	Any of those and Hurling	3/25/2022 10:05 PM
26	Stocked fishing ponds	3/25/2022 8:35 PM
27	Disc golf	3/25/2022 7:17 PM
28	Yes. Because Westfield residents do not get to use Grand Park.	3/25/2022 4:51 PM
29	Disc golf	3/25/2022 4:15 PM
30	rugby	3/25/2022 4:03 PM
31	Hockey	3/25/2022 3:08 PM

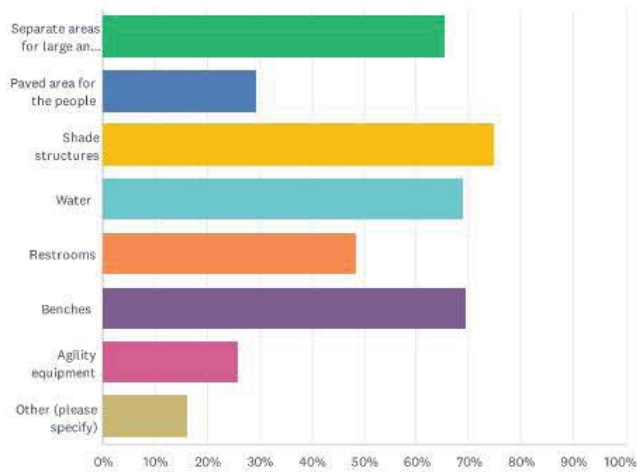
Q13 I would like to see City of Westfield Parks & Recreation add or develop the following things. Rank all that apply, with 1 being most important:

Answered: 226 Skipped: 6



Q14 If Westfield were to develop a dog park, what amenities would you prefer?

Answered: 167 Skipped: 65

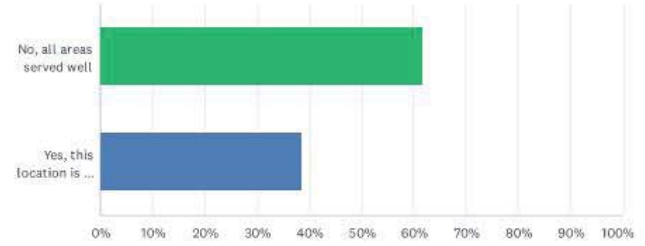


ANSWER CHOICES	RESPONSES
Separate areas for large and small dogs	65.27% 109
Paved area for the people	29.34% 49
Shade structures	74.85% 125
Water	68.86% 115
Restrooms	48.50% 81
Benches	69.46% 116
Agility equipment	25.75% 43
Other (please specify)	16.17% 27
Total Respondents: 167	

OTHER (PLEASE SPECIFY)	DATE
Basketball courts	4/26/2022 8:54 PM
Bag dispensers and a garbage can	4/25/2022 2:21 PM
Poop cans with scooper and bags	4/24/2022 7:40 PM
Great concept but no.	4/24/2022 9:11 AM
Tired of dogs allowed everywhere	4/23/2022 6:33 PM
No Thanks.	4/23/2022 10:33 AM
Dog wash station	4/15/2022 8:56 AM
Way to keep aggressive dogs out	4/14/2022 4:46 PM
None - should be private enterprise	4/7/2022 7:59 AM
na	4/5/2022 10:56 AM
Low cost to Westfield residents	4/5/2022 10:27 AM
Natural areas (see Duck Farm Dog Park and Independence Grove Dog Park in IL for examples)	4/5/2022 9:44 AM
Stated rules regarding safety	4/4/2022 9:31 AM
Vaccination requirements w/of key fob program - similar to Broadripple Dog Park	3/28/2022 5:48 AM
Dog Waste Receptacles and bags	3/26/2022 12:58 PM
Would not like a dog park	3/26/2022 10:54 AM
NO mulch. They eat it	3/26/2022 9:32 AM
Shot records , sign up for dogs & owners - added into the system - needs to be big - safety measures in place - a fee to use it	3/25/2022 11:36 PM
Large wooded area for dogs to explore	3/25/2022 11:01 PM
None	3/25/2022 10:31 PM
Self service dog bath would be great	3/25/2022 10:06 PM
Waste bins	3/25/2022 8:35 PM
A nice surface to prevent mud	3/25/2022 7:58 PM
We don't need a dog park :)	3/25/2022 3:52 PM
Away from regular parks and areas with kids	3/25/2022 3:33 PM
Absolutely essential to have small and large sides with separate entrances. A dog park is desperately needed!	3/25/2022 3:31 PM
Not a priority	3/25/2022 3:25 PM

Q15 Are there areas of the city that are currently underserved by park facilities? If so, where?

Answered: 141 Skipped: 91



YES, THIS LOCATION IS NOT WELL SERVED	DATE
Grand Park and west	4/25/2022 3:26 PM
The area around Quaker Park. The location and park is fantastic. Amenities are great, but with all the development on Ditch and more homes coming near Grand Park, the park is too crowded, specifically in the summer with the splash pad. Possibly follow the idea of Simon Moon, more of a toddler park with a splash pad out toward Eagletown or a giant splash pad with a bigger play area than Quaker Park to make more room for all the families moving in.	4/25/2022 2:21 PM
Midland Trace Path by Maple Glen Elementary School	4/24/2022 7:19 PM
Far west side of Westfield	4/24/2022 2:02 PM
There is no sidewalk or trail on 156th to get to cool creek from the monon	4/23/2022 10:33 AM
The west side, i.e., Towne Rd area, north of 146th	4/20/2022 12:07 PM
At Grand Park - playground is needed.	4/19/2022 9:13 AM
Carey Road north of 32	4/18/2022 9:23 AM
West side of Westfield	4/17/2022 6:21 PM
South side of Westfield - 151st/ditch	4/15/2022 11:59 AM
good	4/11/2022 4:14 PM
Dog Park	4/8/2022 8:49 AM
Grand park area needs public use park available	4/7/2022 2:51 PM
Carey road area	4/7/2022 7:59 AM
In general, keep more natural habitat and stop plowing down trees.	4/6/2022 10:22 PM
West	4/5/2022 1:42 PM
downtown where we built a poorly designed park with wide open pits for drainage rather than installing culverts to allow usable space over the top for the music venue, etc. Oh, and where is everyone to park? how to get there on already backlogged streets? POORLY DESIGNED AND EXECUTED	4/5/2022 12:42 PM
Hamory and Centennial district	4/5/2022 10:52 AM
We need larger venues to support all the high density housing developments	4/5/2022 10:21 AM
NE quadrant, NW quadrant	4/3/2022 1:20 PM
western parts of Westfield	4/3/2022 9:54 AM
Southwest corner	3/28/2022 12:33 PM
Southwest part of the city is limited to just Raymond Worth, needs additional facilities	3/28/2022 10:36 AM
Far western area	3/27/2022 8:04 PM
Ditch and 32	3/27/2022 12:28 AM
Further West along 32 and further east along 32. Also west along 146th street. Lots of strip development but no parks.	3/26/2022 5:57 PM
MO	3/26/2022 5:32 PM
I live in Morgan Woods and at one point, there were plans to extend Cool Creek trail behind our home so we'd be connected to trail system, but that appears to have been scrapped. As all of the new construction happens around 191st/East St and Northpoint, traffic has gotten super busy where it's not very safe for us to ride our bikes from our house on East St.	3/26/2022 2:53 PM
East of Grassy Branch	3/26/2022 2:04 PM
NE side	3/26/2022 10:47 AM
The northwest area is lacking parks.	3/26/2022 10:01 AM
While there are lots of trails connecting wealthy communities to businesses and other communities, I wish there were more for the middle and low income neighborhoods. This would be even more beneficial to these community members as they may have less access to their own transportation and would give an opportunity for free, health benefiting recreation.	3/26/2022 9:41 AM
The whole western side of Westfield. So many new communities with no near facilities.	3/26/2022 9:30 AM
There are no public bathrooms along the monon north of Quaker Park and no public bathrooms at Grand Junction either. I would be much more likely to head north on the trail if there were bathrooms & drinking fountains available.	3/26/2022 8:37 AM
West of 32 and south of 169th	3/26/2022 6:53 AM
Far west side	3/26/2022 2:21 AM
Unable to answer	3/25/2022 11:36 PM
Midland trace should be expanded	3/25/2022 11:12 PM
191st and Grassy Branch area. We don't want commercial buildings and facilities.	3/25/2022 8:35 PM
Near serenade and hamory	3/25/2022 7:20 PM
191st and Grassy Branch would love connecting to trails and parks	3/25/2022 7:17 PM
Freedom Trails Restroom Facility	3/25/2022 6:42 PM
West side	3/25/2022 5:33 PM

43	West side
44	There is little parks beyond Oakridge Rd. After Quaker Park, there is little beyond the trails.
45	North and west area of Westfield
46	Far west side; Asa Bales is the closest park to the west side.
47	West-Westfield. West of 31. We are expanding, few parks.
48	Gathering Spaces; Event venues
49	West side north of 32
50	The residential areas off of 191st, east of 31.
51	Westside
52	As the city continue to grow west, parks will be needed west of ditch rd.
53	North by Towne and 171
54	All of Westfield is lacking in public green space - gardens, nature preserves, hiking trails, etc .

Q16 What makes Westfield's parks and trails unique from other communities?

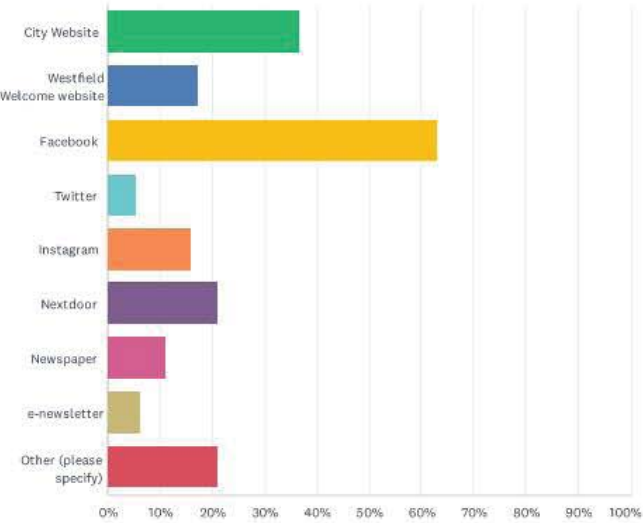
Answered: 76 Skipped: 156

#	RESPONSES
1	Many small parks makes Westfield different. Carmel parks are larger, but very crowded
2	I love the turf. We can play even after a rain. Through Covid, that's been especially important for my family. We go right after a rain. I don't mind the water. The mud gets me. 🤩
3	Not a thing
4	The interconnectivity. Hopped on the midland trace trail today and made it to noblesville. Can also access the Monon and other trails. I think the ability to get to places on foot or bike is a huge community asset!
5	Nice parking and restroom facilities
6	Very well-maintained
7	Quantity
8	It's nice to have a place to walk your dogs or go for a bike ride. My last community did not have these options.
9	I don't think they are unique. Sorry
10	It has been the abundance of natural trees that lined the trails and paths. Unfortunately more trees are being cut down along the paths and the 161st monon is uniquely bad compared to the rest of the Monon. Westfield is treating pedestrians as an afterthought in our trail and road infrastructure.
11	The Monon Trail.
12	Always clean and not overly crowded typically
13	Not all the same
14	Multiple trails and connectivity. Each park us unique.
15	Unique concepts
16	Well taken care of
17	Clean, well kept, safe
18	Trail connectivity. Grand Junction
19	We have a skate park
20	Some look so trashy but I am sure the designers think they are grand
21	Cleanliness upkeep
22	cleanliness and spacious
23	Ability to connect through Monon trail
24	Na
25	No public swimming facility, limited picnicking
26	Clean and welcoming facilities and staff
27	Parks are well tended and maintained
28	How poorly thought through they are...from Grand Park that is unusable by the citizens who pay the taxes to support it to the downtown park which is a colossal error in judgment
29	Sensory friendly would like to see that be a standard across all parks for inclusiveness.
30	They are clean and well maintained
31	I appreciate that Freedom Trails is accessible. Please make parks accessible to all
32	Grand Park
33	Easy access
34	We recently moved to Westfield and enjoy that the parks are of a variety of types, locations, and uses.
35	Many are owned/maintained by HOAs, some are not developed
36	idk
37	MacGregor: crushed limestone trails in nature preserve..
38	There is so much growth potential,
39	Bad Administratuon wasting our money on one park thinking about outsiders first as usual,
40	Nothing.. all cities are very similar
41	We have some nice small natural parks but we could use larger natural areas for peaceful walking and passive recreation
42	I love the way the trails are all connected. Nice playground for kids.
43	Nothing
44	No pool
45	Lot of areas are very well connected, and parks / trails seem to be a priority in all planning vs. an afterthought
46	We do not have as much native areas as Carmel or Noblesville. We are lagging behind in native/natural areas for wildlife and the environment
47	It seems like we have more trails than other communities. We have an abundance of parks in the downtown area.
48	I like that there are many options for playgrounds and that they go beyond your basic swings and slides.
49	Variety
50	Nothing
51	I love how interconnected several key areas of the city are by paved trail. Plenty of nature, too!
52	We love that we have so many to use. As downtown becomes even more developed and walkable, we feel it will get even better!town
53	I have not lived here long enough to observe this - however more walking at current parks like Simon Moon - this is a hugely used park for kids & parents - very little parking & other activities to do there then the playground.

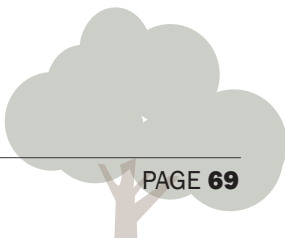
53	I have not lived here long enough to observe this - however more walking at current parks like Simon Moon - this is a hugely used park for kids & parents - very little parking & other activities to do there then the playground.
54	No unique break aways vs surrounding cities
55	The abundance of options. We're very lucky.
56	Well maintained and each is unique
57	Not a lot so far, we definitely need to work on it.
58	Each park has a neighborhood feel
59	The way they blend into nature!
60	They have been updated recently
61	Love Grand Junction, Asa Bales and Quaker. So much thought and creativity went into creating.
62	The different types of playgrounds and all of the new playground equipment.
63	Love that the Monon is connected to neighborhoods and you can get to restaurants and parks easily
64	variety of terrain, playgrounds are unique, trails are more extensive than many in other communities
65	nothing
66	I love when they connect and it makes it easier to walk from one area to another.
67	Not much difference. They are unique in that I live near them.
68	Well kept, wide trails, easy access
69	Love the cleanliness of the playgrounds
70	Not sure
71	I do think our parks are outstanding and have a varied of equipment for kids. The bathrooms are great for public parks.
72	Nothing...you are behind
73	Each park seems to have certain things they specialize in or have a quality unique to them.
74	Midland Trace not as well kept as Noblesville stretch, Monon Trail not as well kept as Carmel portion
75	I'm not sure there is a unique feature as I'm not familiar with other cities.
76	It feels like the Westfield parks department doesn't have the budget or available land to create the type of parks department that Carmel has.

Q17 How do you learn about parks, trails and events in Westfield?

Answered: 210 Skipped: 22

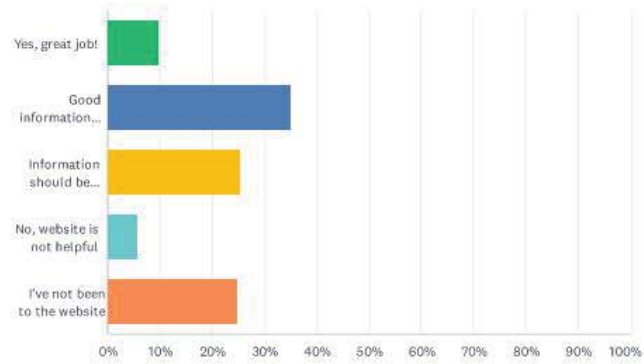


ANSWER CHOICES	RESPONSES
City Website	36.67% 77
Westfield Welcome website	17.14% 36
Facebook	62.86% 132
Twitter	5.24% 11
Instagram	15.71% 33
Nextdoor	20.95% 44
Newspaper	10.95% 23
e-newsletter	6.19% 13
Other (please specify)	20.95% 44
Total Respondents: 210	



Q18 Is the City of Westfield website (westfield.in.gov) informative and useful?

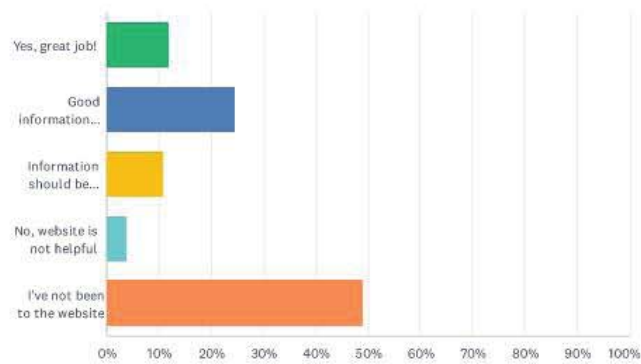
Answered: 218 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes, great job!	9.63%	21
Good information presented well	34.86%	76
Information should be updated more frequently	25.23%	55
No, website is not helpful	5.50%	12
I've not been to the website	24.77%	54
TOTAL		218

Q19 Is the Westfield Welcome website (westfieldwelcome.com) informative and useful?

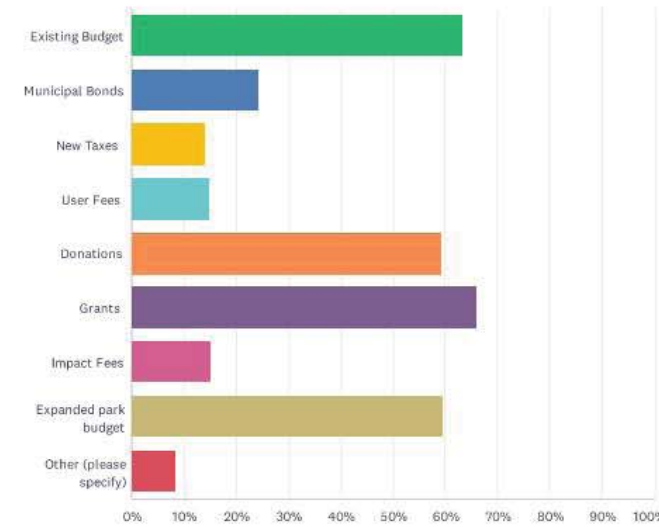
Answered: 216 Skipped: 16



ANSWER CHOICES	RESPONSES	
Yes, great job!	12.04%	26
Good information presented well	24.54%	53
Information should be updated more frequently	10.65%	23
No, website is not helpful	3.70%	8
I've not been to the website	49.07%	106
TOTAL		216

Q20 Knowing funding is limited, which of the following are reasonable funding sources for City of Westfield to pay for new amenities in the parks?

Answered: 205 Skipped: 27

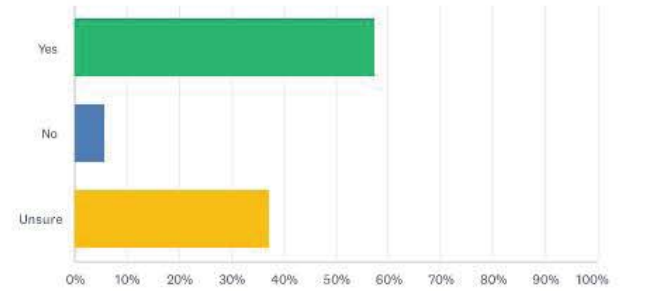


ANSWER CHOICES	RESPONSES
Existing Budget	63.41%130
Municipal Bonds	24.39%50
New Taxes	14.15%29
User Fees	14.63%30
Donations	59.02%121
Grants	65.85%135
Impact Fees	15.12%31
Expanded park budget	59.51%122
Other (please specify)	8.29%17
Total Respondents: 205	

#	OTHER (PLEASE SPECIFY)
1	Definitely expanding the budget as the city grows. More equipment is broken and not being replaced. It need better maintenance.
2	Please no more taxes but understand that things cost money so any creative way to get things done without raising taxes is a win!
3	No more taxes
4	Require developers of sizable areas (40 acres or more) to include green spaces or pay fees that go to parks and natural areas.
5	Program fees
6	Quit spending money on poorly designed and not well thought out projects.
7	The new housing going up in every inch of this town should provide more than enough of a tax base for parks & rec
8	From new housing and development community. Maybe tax from Grand Park to support other public parks
9	Park foundation
10	You have enough money you keep wasting our money fighting with people. How about representing the taxpayers for once instead of your ego.
11	Fundraising
12	Parks and natural areas improve quality of life. Ideally almost every person should be in walking distance of a park.
13	ARPA
14	None. Live within your means. Could use the food and beverage tax now that Grand Park is in the black and going to be sold.
15	no new taxes
16	Raffles and fundraisers
17	Taxes from all the new businesses or stop wasteful spending and redirect to parks

Q21 Would you support a City of Westfield Parks & Recreation Foundation?

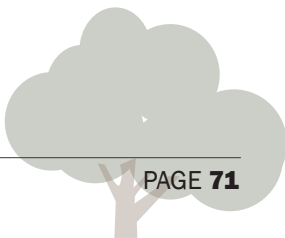
Answered: 216 Skipped: 16



ANSWER CHOICES	RESPONSES	
Yes	57.41%	124
No	5.56%	12
Unsure	37.04%	80
TOTAL		216

Q22 If you had \$100 to spend for Parks & Recreation facilities, how would you distribute funds for the following categories:(Entered amounts should add up to equal \$100)

ANSWER CHOICES	RESPONSES
Maintain existing facilities	68.25%
Develop new amenities within existing parks	52.91%
Invest in new park property	56.08%
Develop new greenways/trails throughout the city	60.85%
Upgrade existing facilities	56.08%



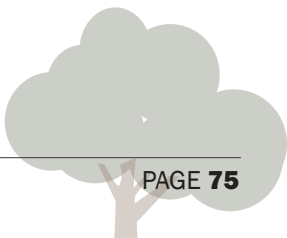
Q23 Do you have any other comments for the City of Westfield Parks & Recreation Department?

Answered: 79 Skipped: 153

#	RESPONSES	DATE
1	Please add some basketball courts and nature areas -no more shopping centers	4/26/2022 8:54 PM
2	More water fountains along the trails. There are no places to get water along the Monon, or around 186th and Grand Park. expect for the restroom at Greyhound pass, and the fountain is off most of the year!	4/25/2022 3:26 PM
3	I think you guys do really well with the parks. We don't enjoy a lot of the city, but definitely make use of the parks and trails. Specifically regarding Simon Moon, can we move the road barriers (wooden poles) closer to the road or paint no parking along the road leading to the park? Some weekends, you can't get out of the parking lot because of cars parked alongside the road to the parking lot. They even park on the trail there.	4/25/2022 2:21 PM
4	My wife and I really enjoy the amenities that Westfield has and we are not even done exploring all of them so far.	4/24/2022 9:40 PM
5	Would love to have more wild flowers planted around the city.	4/24/2022 3:40 PM
6	Grand junction park is not for all ages and TOO close to the road. Not safe to play at all, especially for younger children.	4/24/2022 1:56 PM
7	We desperately need more natural wildlife areas. If Westfield is going to continue to expand at this rate there will be no land within city limits for natural wildlife. We need to make plans NOW. I don't need another fast food joint I need a place for deer and foxes and all the other wildlife.	4/24/2022 9:11 AM
8	We mostly need safer road crossings for our trail systems! This should be the highest priority. They need to be safe without hindering traffic. Need more tunnels or bridges.	4/24/2022 8:55 AM
9	If the city of Westfield maintains owners of Grand Park, small playgrounds should be scattered throughout the baseball and soccer sides so that siblings of players have something to fill their time.	4/23/2022 10:49 PM
10	Would like to see the parks department acquire and retain as much natural space to be used as possible as our city will continue to grow and that will only get harder to do. Would also like to see DiscGolf courses added (CoolCreek, McGregor, other) which has minimal cost with great park usability and minimal impact on the environment.	4/23/2022 10:33 AM
11	More splash pads would be appreciated. We like Quaker Park, but also find we go to Carmel frequently. We really like the 2 areas of play structures at Carey Grove Park in Carmel. Easily visible and something for all age kids.	4/19/2022 9:13 AM
12	Westfield really needs an outdoor public pool like Noblesville has.	4/18/2022 9:23 AM
13	Too many parks have only climbing as a play ground option or mostly climbing. Need more diversified playground equipment within a park and always swings and slide at least. Moms really should be include in playground equipment decisions.	4/17/2022 6:21 PM
14	Please no more mulch parks	4/17/2022 8:10 AM
15	Fix the brick path in Hadley Park.	4/16/2022 9:59 AM
16	Can't wait to see upgrade plans for Simon Moon!	4/15/2022 1:01 PM
17	Q.13 A. Other - indoor play place for kids and gathering space for parents. Similar to Greenwood community center. There is nothing like this in Hamilton Co. so families are traveling outside the county for the type of experience.	4/15/2022 8:56 AM
18	We love our parks!	4/15/2022 8:08 AM
19	Thanks for all that you do!	4/15/2022 7:06 AM
20	The lime greens and ugly color choices makes the community look like Anderson at best	4/14/2022 6:33 PM
21	Dog Park would be great!!!	4/8/2022 8:49 AM
22	As a family the use of the parks and their amenities is important to us. We fully value the services and accommodations the parks provide our community. Thank you for your efforts to continually improve them and make our city desirable!	4/7/2022 9:13 PM
23	People (including our family) moved to Westfield - in part because of the gems like Monon trail, McGregor Park and Cool Creek. It is critical that we continue to invest in these City attributes. Westfield would also be well served with the acquisition on additional nature and parks before they are all gone or developed.	4/7/2022 2:51 PM
24	I am new to the area and have dogs looking to run and play. They are loveable rescues who like meeting other dogs. I love the Eagle Creek Dog park but it is far. I look forward to exploring the westfield parks as the weather warms!	4/7/2022 12:25 PM
25	Leverage township, state, national and political support.	4/7/2022 7:59 AM
26	Thanks for making our community great!	4/7/2022 12:14 AM
27	We moved from Westfield because of over-development.	4/6/2022 10:22 PM
28	More emphasis on nature, remove invasive species, make use of citizen science like Carmel Parks Dept	4/5/2022 11:28 PM
29	If possible, create (new) mountain bike trails	4/5/2022 3:37 PM
30	Mayor and City Council need to resolve their differences or exit the building. Also, take the approach of measure twice, cut once. Building a downtown park that has no parking, loses most of its usable space to a ravine, and already backlogged streets which won't be able to support incoming traffic trying to find nonexistent parking for an event there is utterly ridiculous. Grand Park is beautiful. I hear. Can't go see what my taxes support without paying admission. So local folks can't use this facility and we need to build more? NO!	4/5/2022 12:42 PM
31	Please consider Autism and sensory/ADA friendly amenities for both existing and new parks. The turf surfaces are also very nice!	4/5/2022 10:52 AM
32	Encourage development of walking paths along existing streets, and maintain the existing paths.	4/5/2022 10:46 AM
33	The 75 for "invest in new park property" would be to purchase and not develop land that current is wooded and provides natural habitat for wildlife	4/5/2022 10:28 AM

33	The 75 for "invest in new park property" would be to purchase and not develop land that current is wooded and provides natural habitat for wildlife	4/5/2022 10:28 AM
34	For parking issues, Grand Park events, consider a trolley to transport Westfield residents	4/5/2022 10:24 AM
35	please continue to limit trails which allow golf carts	4/5/2022 10:23 AM
36	Picnic Shelters in Cool Creek Park would be widely utilized. Expansion of Park District Youth and Adult sports leagues is a great idea as well!	4/5/2022 9:41 AM
37	Happy to have Chris leading Parks! Would like current park assets built out and increase park impact fees to catch us up. Consider greater accessibility	4/3/2022 1:20 PM
38	more green space, stop building so many damn houses	4/3/2022 9:54 AM
39	Some kind of bike Park or natural surface bike Trail. Maple knoll park has a good opportunity. Lebanon zionsville and fishers are will be opening Bike facilities soon.	4/2/2022 8:51 AM
40	The mayor has been terrible over the last year. Can he not work with anyone besides the people he employs.	3/28/2022 5:09 PM
41	Get developers to donate more land when they seek variances or approvals of their projects	3/28/2022 4:25 PM
42	Need more nature preserves with connected trails, more parks in the Southwest	3/28/2022 10:36 AM
43	It is important that we invest in trails to link our community. Making trails that are safe will get more people out of their cars and onto the trails. Westfield should be a more walkable, bikeable community. The city should also encourage mixed use developments along the monon and midland trails to get more people to choose walking and biking over driving.	3/27/2022 7:23 PM
44	There shouldn't be golf carts on the trails. Children ride their bikes and are not stable and A LOT of the golf carts speed. They don't pay attention to the children on the trail. Plus there are bike riders that ride way too fast for walkers and runners on the trails. I know WPD is busy, but something needs to be done before someone gets hurt.	3/26/2022 9:42 PM
45	Yes, there are too many trails almost done, but not. It creates quite a hazard. For example, 156th street as it approaches cool creek. Trail just ends under the 31 bridge. You have to ride or walk in the street to get to Matslie wheeler or cool creek. Dangerous intersection to walk in	3/26/2022 8:27 PM
46	Stop light for the Midland Trace Trail at Carey Road	3/26/2022 6:44 PM
47	We need a City pool.	3/26/2022 3:03 PM
48	I would like to see preservation of our wildlife and wooded area(what's left of it). Require builders to replant what they take down and move wildlife to safer areas.	3/26/2022 2:06 PM
49	Great start! Now let's keep it going and make Westfield the model for improving the parks/trails & therefore the health of our community.	3/26/2022 12:58 PM
50	When you google Westfield Rocks the 4th - it takes you to a place on the city website that says details are coming soon - can you fix that?	3/26/2022 10:01 AM
51	Dog park PLEASE!	3/26/2022 9:32 AM
52	I live in Westfield but go to Carmel for parks and rec. Not a lot of pride in that!	3/26/2022 9:30 AM
53	I'd like to see Westfield offer a diverse experience for residence similar to Carmel. Different things to do and see to keep the community engaged. Also, as a new resident, I don't feel like I know much about the Westfield parks and rec... perhaps that's marketing? Or just visibility?	3/26/2022 8:50 AM
54	We love Westfield's trails and parks! Keep up the awesome work :)	3/26/2022 8:37 AM
55	I would prefer more non paved/ natural trails	3/26/2022 7:35 AM
56	Thanks for all you do to make Westfield a great place to live!	3/25/2022 11:57 PM
57	Please consider adding tennis courts. Pickleball would also be nice but really tennis courts are important for youth development.	3/25/2022 11:34 PM
58	Thanks for listening. We are new and your city amenities drew us to Westfield	3/25/2022 11:12 PM
59	Please build a dog park. Better or Any lighting on the trails. PLANT MORE TREES	3/25/2022 11:01 PM
60	Thanks for all you do!	3/25/2022 10:06 PM
61	New parks or update current parks to accommodate both younger and older children	3/25/2022 9:30 PM
62	Thank you and great job! We love Westfield! Please keep some green space areas & don't overbuild like Carmel!	3/25/2022 8:48 PM
63	More hiking parks would be great	3/25/2022 8:40 PM
64	I'd love for a park/amenity geared towards fishing and promoting teaching fishing and sustainable/safe fishing practices. Should also be kayak/canoe friendly.	3/25/2022 8:35 PM
65	Mountain Bike Trails would be nice in Cool Creek Park.	3/25/2022 8:19 PM
66	We love you! Our parks are wonderful.	3/25/2022 7:17 PM
67	No	3/25/2022 5:31 PM
68	How do I go about utilizing the stages at Grand Junction for public events? Thank you for all the memories.	3/25/2022 5:06 PM
69	Please keep a focus on preserving our virgin forests. PLEASE.	3/25/2022 4:15 PM
70	addition of bathrooms that are open year around are key concerns for families with kids who want to use parks in the winter.	3/25/2022 4:05 PM
71	I love the available parks and the interconnected trails. I just wish more of the trails connected. Also, the section of road between the corner shopping center on 32 and grassy branch and willow creek way NEEDS a sidewalk. It is very dangerous.	3/25/2022 3:54 PM
72	Keep it up. I'm excited to see events like concerts and farmers markets at the grand junction plaza. It would be a huge addition if we could get more pickle ball courts in the community because it is such a booming sport.	3/25/2022 3:50 PM
73	Definitely need more places to play basketball, other than subdivisions	3/25/2022 3:46 PM
74	A tunnel for the Monon trail under 161st Street should be a priority.	3/25/2022 3:36 PM

75	Thank you for your hard work. We have a lovely city with great parks! I have always thought it would be great to have a "mom group" for some of the parks to make suggestions. Sometimes it's the little things like dark equipment getting too hot in the sun, preferring natural ground materials over recycled foam and plastics, and keeping little kids safe on bigger types of equipment and away from the road. All that said, with my out of town friends we frequently will choose a Westfield park over meeting at one in their town. Thank you!!	3/25/2022 3:33 PM
76	I would love to see a dog park build around the SR32 area. Dog parks offer a great sense of community and I would like to meet my neighbors when I'm at the dog park. Currently, I'm driving to Carmel or Fishers to access dog parks for my small dogs.	3/25/2022 3:31 PM
77	Eagletown needs a trail that connects south to 146th that more or less runs down Towne Rd.	3/25/2022 3:25 PM
78	No	3/25/2022 3:20 PM
79	More green spaces is always better.	3/25/2022 3:08 PM





CITY OF WESTFIELD, INDIANA PARK AND RECREATIONAL IMPACT FEE **ZONE IMPROVEMENT PLAN** 2023-2028

PREPARED FOR:

City of Westfield
Hamilton County, Indiana

PREPARED BY:

City of Westfield
Dept. of Community Development

WITH REVIEW BY:

Johnathon Nail, P.E.
City Engineer, City of Westfield

Manny Herceg
Taft/

OCTOBER 2022

ACKNOWLEDGEMENTS

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Robert Gaylor, Fire Chief

Chris Proffitt, Communications

Kayla Arnold, Westfield Welcome

Christopher McConnell, Parks and Trails

**CITY OF WESTFIELD,
HAMILTON COUNTY, INDIANA**

**PARK AND RECREATIONAL
ZONE IMPROVEMENT PLAN 2023-2028**

PREPARED FOR:

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OCTOBER 2022

TABLE OF CONTENTS

ACKNOWLEDGEMENTS 2

FRAMEWORK 4

Purpose of Impact Fees 4

Impact Fee Update 4

Impact Zone 5

Zone Improvement Plan 6

COMMUNITY PROFILE 6

Community Background 6

Demographics 7

Comprehensive Plan 7

Growth Projections 9

PARKS AND RECREATION DEPARTMENT 9

Goals and Objectives 10

Department Structure 10

Department Budget 11

Funding Sources 11

EXISTING INFRASTRUCTURE 12

Existing Facilities 12

Recent Improvements (2012-2017) 13

NEW INFRASTRUCTURE 13

Trends + Community Input 13

Capital Improvement Priorities 13

Other Recreation Providers 18

INFRASTRUCTURE OVERVIEW 18

Named Trails 20

Asa Bales Park 22

Freedom Trail Park 24

Hadley Park 26

Liberty Park 28

Quaker Park 30

Simon Moon Park 32

Armstrong Park 34

Woods at Maples Park 36

Raymond Worth Park 38

Osborne Park 40

Old Friends Cemetery Park 42

Grand Junction Plaza 44

LEVEL OF SERVICE 46

Current Level of Service 46

Community Level of Service 46

IMPACT FEE 46

County + State Comparable Fees 46

Inflation Variable 47

Calculations 47

Recommendation 48

APPENDIX 49

Indiana Code 36-7-4-1300 49

Stakeholders Summary 58

Survey Results 59

FRAMEWORK

PURPOSE OF IMPACT FEES

Indiana Code 36-7-4-1300 et seq. (“Indiana Code”) enables communities to impose an impact fee on new development to defray or mitigate the capital costs of infrastructure that is required by, necessitated by, or needed to serve new development. This document

IC 36-7-4-1305 “Impact fee” and “capital costs” defined
Sec. 1305. (a) As used in this series, “impact fee” means a monetary charge imposed on new development by a unit to defray or mitigate the capital costs of infrastructure that is required by, necessitated by, or needed to serve the new development.
(b) As used in this section, “capital costs” means the costs incurred to provide additional infrastructure to serve new development, including the following:
(1) Directly related costs of construction or expansion of infrastructure that is necessary to serve the new development, including reasonable design, survey, engineering, environmental, and other professional fees that are directly related to the construction or expansion.
(2) Directly related land acquisition costs, including costs incurred for the following:
(A) Purchases of interests in land.
(B) Court awards or settlements.
(C) Reasonable appraisal, relocation service, negotiation service, title insurance, expert witness, attorney, and other professional fees that are directly related to the land acquisition.
(3) Directly related debt service, subject to section 1330 of this chapter.
(4) Directly related expenses incurred in preparing or updating the comprehensive plan or zone improvement plan, including all administrative, consulting, attorney, and other professional fees, as limited by section 1330 of this chapter.

serves as a zone improvement plan specifically addressing capital improvements and infrastructure that comprise of park and recreational facilities owned for a public purpose by the City of Westfield, Hamilton County, Indiana (the “City”).

Impact fees defray the cost of maintaining the community’s level of service for park and recreational facilities. Impact fees for new development are assessed based on the proportionate share of the reasonable estimate of costs to be incurred by the City to provide park and recreational facilities for new development.

The amount of impact costs may not include costs needed to raise the current level of service in the community that is existing at the time the impact fee is assessed (as further defined herein).

IC 36-7-4-1308 “Infrastructure” defined
Sec. 1308. As used in this series, “infrastructure” means the capital improvements that:
(1) comprise:
(A) a sanitary sewer system or wastewater treatment facility;
(B) a park or recreational facility;
(C) a road or bridge;
(D) a drainage or flood control facility; or
(E) a water treatment, water storage, or water distribution facility;
(2) are:
(A) owned solely for a public purpose by:
(i) a unit; or
(ii) a corporation created by a unit; or
(B) leased by a unit solely for a public purpose; and
(3) are included in the zone improvement plan of the impact zone in which the capital improvements are located.
The term includes site improvements or interests in real property needed for a facility listed in subdivision (1).

In summary, impact fees assessed to new development allow the community to make capital improvements to park and recreational facilities without unnecessarily burdening existing residents.

IMPACT FEE UPDATE

The City’s current park and recreational impact fee ordinance was adopted on January 10, 2018, and became effective on July 10, 2018 (Ordinance No. 17-49) (the “2018 Impact Fee Ordinance”). Indiana Code provides that an impact fee ordinance is effective for five (5) years from its effective date (IC 36-7-4-1340(b)). The effective date of an impact fee ordinance may be no earlier than six (6) months after the date on which the ordinance was adopted (IC 36-7-4-1340(a)).

The 2018 Impact Fee Ordinance established a park and recreational impact fee per dwelling unit as set out in the following fee schedule:

July 8, 2018 to July 7, 2019:	\$1,427.00
July 8, 2019 to July 7, 2020:	\$1,455.00
July 8, 2020 to July 7, 2021:	\$1,485.00
July 8, 2021 to July 7, 2022:	\$1,515.00
July 8, 2022 to July 7, 2023:	\$1,545.00

Impact fees are assessed and collected at the time an improvement location permit (building permit) is obtained from the City for the new development (IC 36-7-1322).

As a result, this document serves as an updated zone improvement plan for the City’s adoption of a new park and recreational impact fee ordinance.

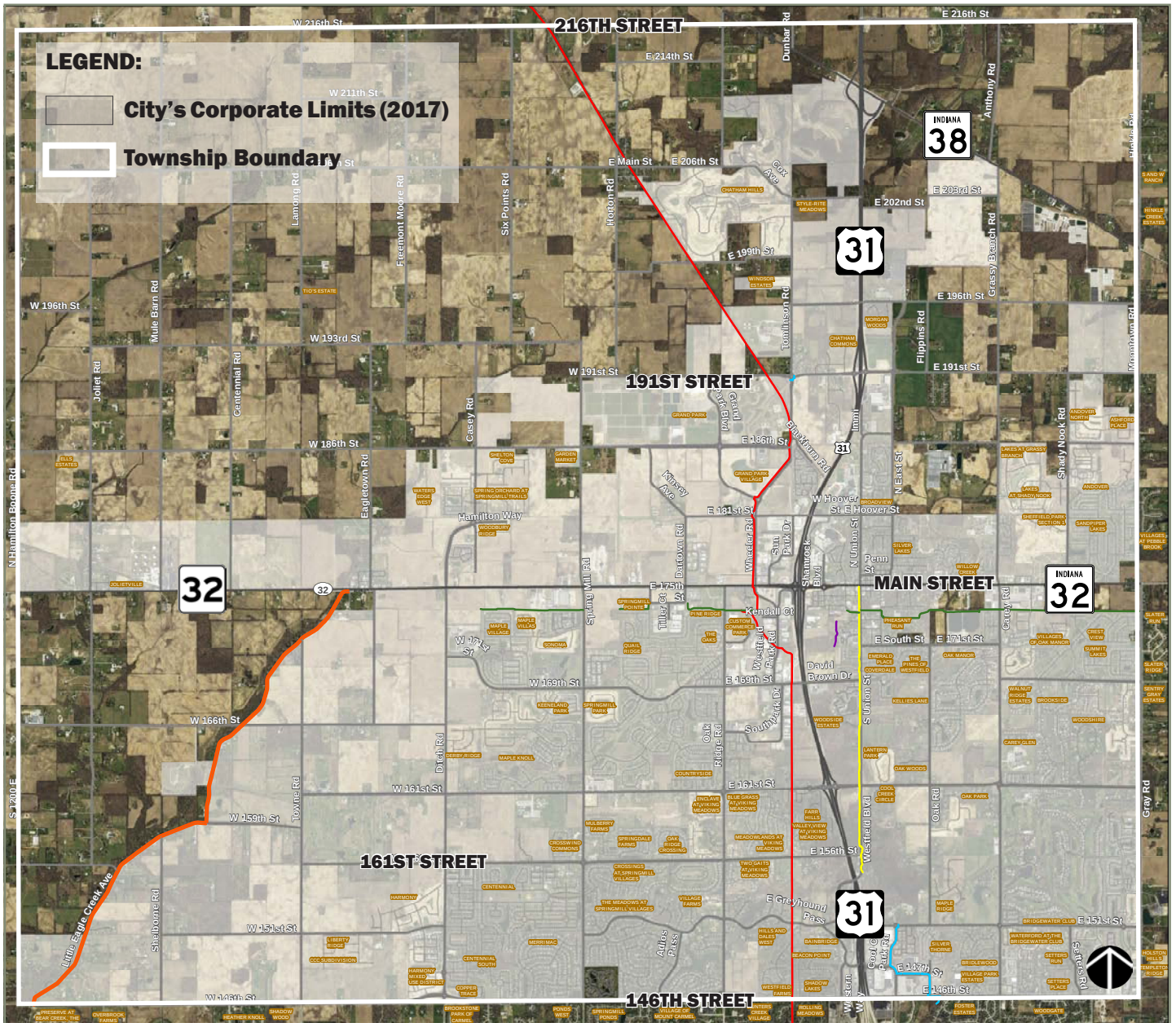


Figure 1: Existing Corporate Limits
IMPACT ZONE

Indiana Code requires the geographic area for the park and recreational infrastructure analyzed in the zone improvement plan to be defined (the “impact zone”).

IC 36-7-4-1316 Impact zones; geographical area Sec. 1316. A unit must include in an impact zone designated under section 1315 of this chapter the geographical area necessary to ensure that:

- (1) there is a functional relationship between the components of the infrastructure type in the impact zone;
- (2) the infrastructure type provides a reasonably uniform benefit throughout the impact zone; and
- (3) all areas included in the impact zone are contiguous.

The study area for this zone improvement plan is all of Washington Township, Hamilton County, Indiana, including land incorporated into the City of Westfield (see [Figure 1: Existing Corporate Limits](#)). Washington Township is the anticipated growth boundary of this zone improvement plan for the next ten (10) years.

This area coincides with the planning and zoning jurisdiction of the Westfield-Washington Township Advisory Plan Commission (the “Planning and Zoning Jurisdiction”). Accordingly, the Westfield-Washington Township Comprehensive Plan, as adopted and amended in accordance with IC 26-7-4-500 et seq. (see [Figure 6: Comprehensive Plan Land Use Plan Map](#)), includes all of the study area.

The City’s first park and recreational impact fee was established in 1997 (Ordinance No. 97-23), and defined a single impact zone coinciding with the boundaries of the corporate limits of the Town of Westfield, subject to expansion from time to time through annexation.

Year	2000	2010	2020	2022	2030
Corporate Limits Area (sq. mi.)	7.78	26.8	31.3	32.3	39.9*
Washington Township (sq. mi.)	49.7				

*As projected by the City’s Economic and Community Development Department.

Chart 1: Corporate Limits & Township Area

For purposes of this zone improvement plan, a single impact zone will be maintained. The impact zone’s boundary shall be co-terminus with the corporate boundaries of the City, as such boundaries may expand from time to time through annexations.

ZONE IMPROVEMENT PLAN

Indiana Code provides that a City may not adopt an impact fee ordinance unless it has prepared or substantially updated its zone improvement plan for the corresponding infrastructure during the immediately preceding one (1) year period.

IC 36-7-4-1318 Ordinance; zone improvement plan preparation; contents of plan

Sec. 1318. (b) Each zone improvement plan must contain the following information:

(1) A description of the nature and location of existing infrastructure in the impact zone.

(2) A determination of the current level of service.

(3) Establishment of a community level of service. A unit may provide that the unit’s current level of service is the unit’s community level of service in the zone improvement plan.

(4) An estimate of the nature and location of development that is expected to occur in the impact zone during the following ten (10) year period.

(5) An estimate of the nature, location, and cost of infrastructure that is necessary to provide the community level of service for the development described in subdivision. The plan must indicate the proposed timing and sequencing of infrastructure installation.

(6) A general description of the sources and amounts of money used to pay for infrastructure during the previous five (5) years.

A zone improvement plan becomes effective after its adoption as part of the City’s comprehensive plan or the City’s capital improvements program.

This document hereby serves as an updated zone improvement plan for the City’s adoption of a new park and recreational impact fee ordinance.

COMMUNITY PROFILE

COMMUNITY BACKGROUND

The City of Westfield is located in Washington Township, Hamilton County, Indiana, just north of Indianapolis (see Figure 2: Regional Context Exhibit). It is bordered by the City of Noblesville to the east, the Town of Sheridan to the north, the City of Carmel to the south, and the Town of Zionsville to the west (Boone County).



Figure 2: Regional Context Exhibit

Westfield was founded on May 6, 1834, by North Carolina Quakers Asa Bales, Ambrose Osborne and Simon Moon, and incorporated as a town in 1848. On January 1, 2008, Westfield was incorporated as a city.

U.S. Highway 31 is the primary highway leading north and south through the community. State Highway 32 leads east and west through downtown Westfield as Main Street (see Figure 1: Existing Corporate Limits).

DEMOGRAPHICS

The City has experienced record growth from residential development over the last five (5) years, culminating in a record number of 1,417 single-family residential home starts in 2021.

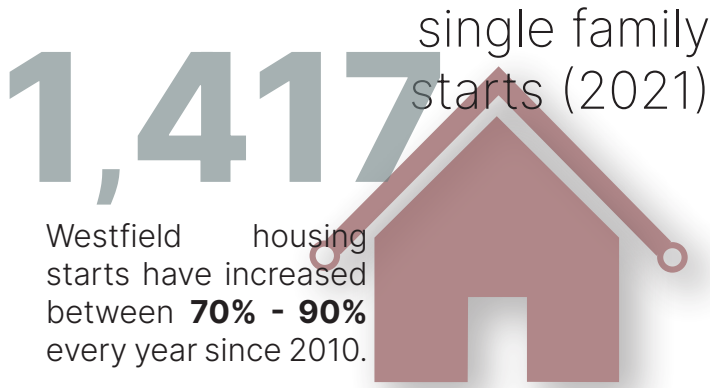


Figure 3: Single-Family Starts

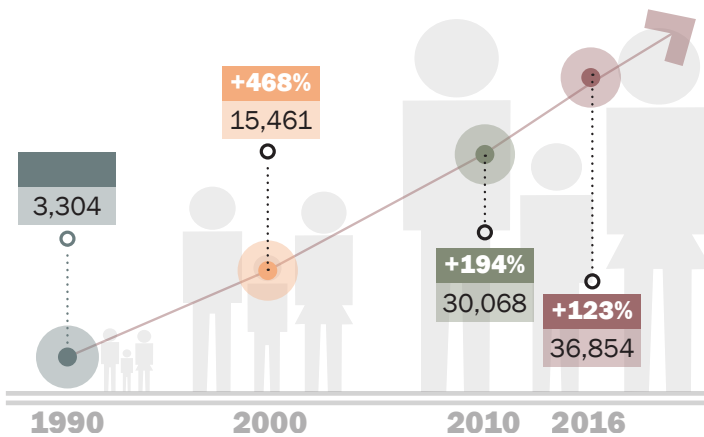


Figure 4: Rapid Population Growth

The City's population was 46,427, as of the 2020 Census (see [Figure 4: Rapid Population Growth](#) and [Figure 5: Housing, Income + Education](#)). This represents an average annual increase of 1,636 people since a City population of 30,068 in 2010.

The total households in the City, according to the 2020 Census, was 15,572 (with an average household size of 2.66 people), an increase from 11,209 households in 2010.

An update to the impact fee will allow the City to further invest in park and recreational facilities to accommodate the impact on the infrastructure from the City's anticipated population growth

COMPREHENSIVE PLAN

The Westfield - Washington Township Comprehensive Plan was adopted in 2007 (the "Comprehensive Plan"). Major themes and implementation steps within the Comprehensive Plan relating to park and recreation include the following:

- Adopt a community-wide pedestrian and bicycle connectivity plan.
- Design of open space areas to form interconnected networks with linkages to existing and proposed open space.
- Maintain stream corridors and other natural and historic resources.
- Locate open space to maintain visual qualities of scenic roads.
- Require usable open space in all new developments.
- Preservation of natural features including woodlands, water bodies and wetlands.
- Provide passive and active recreation for community residents.
- Provide park and recreation facilities in new development to meet growth needs.

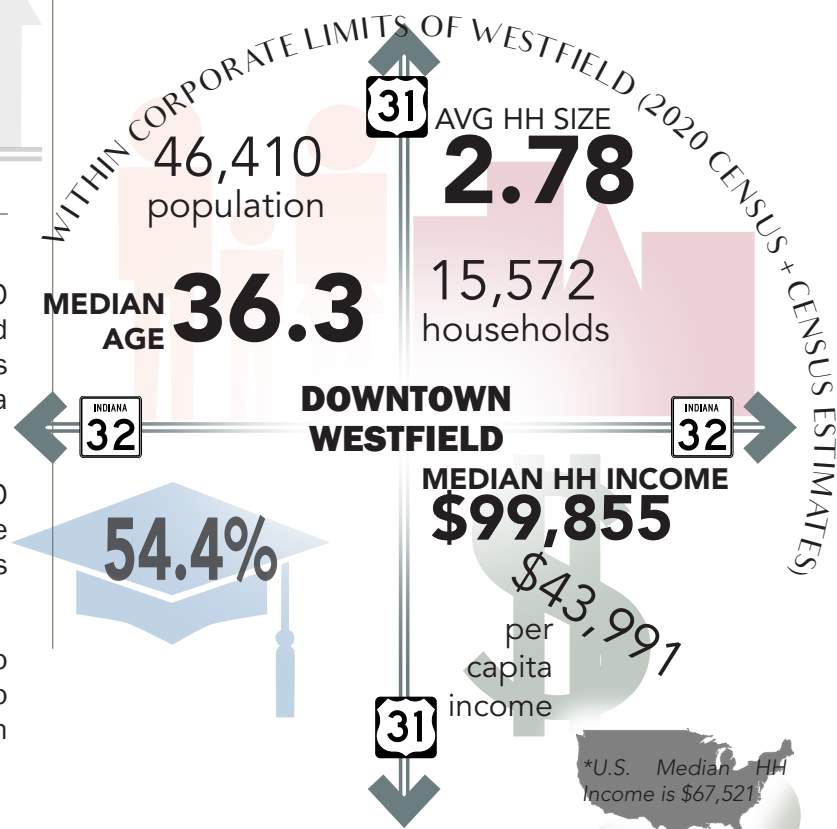


Figure 5: Housing, Income + Education

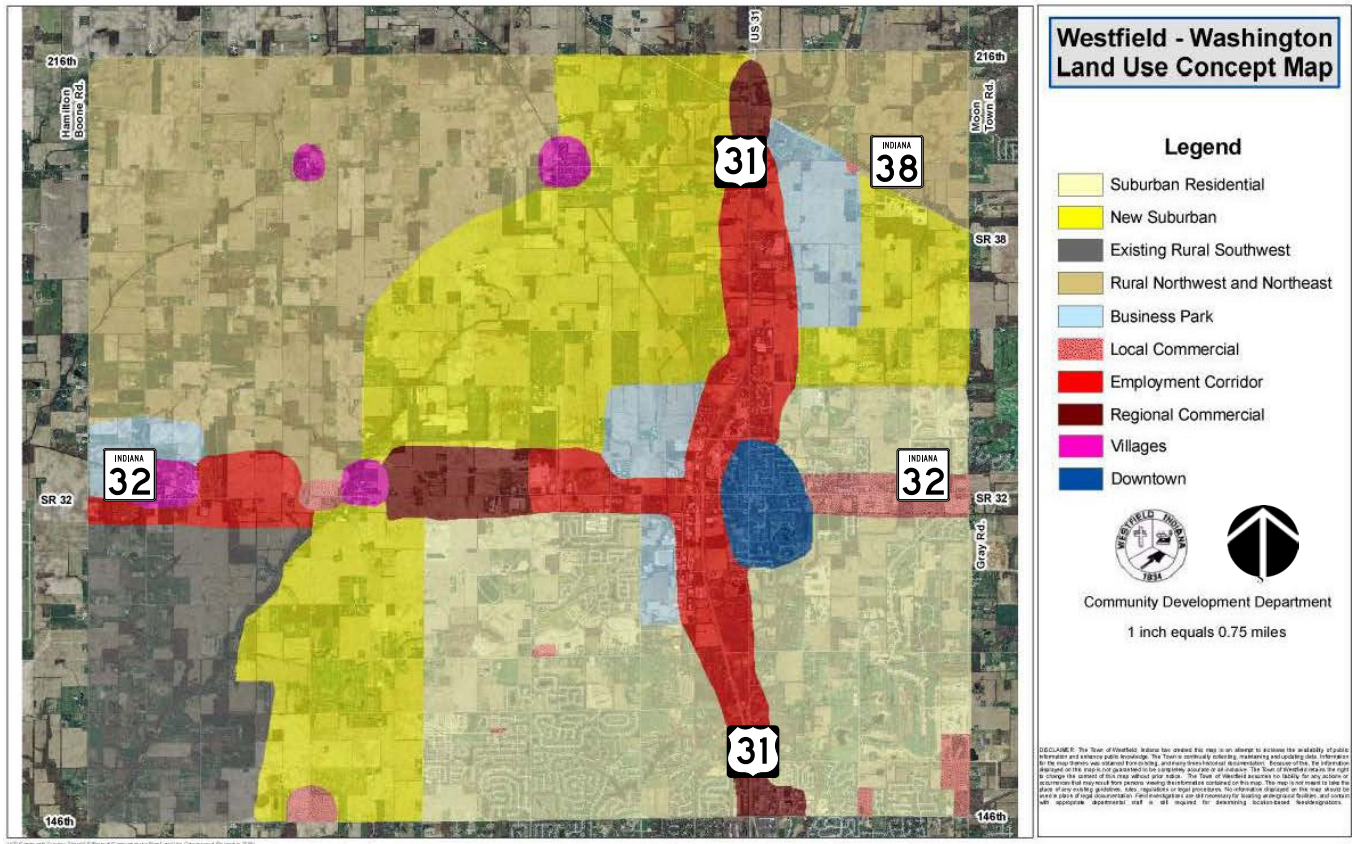


Figure 6: Comprehensive Plan Land Use Plan Map

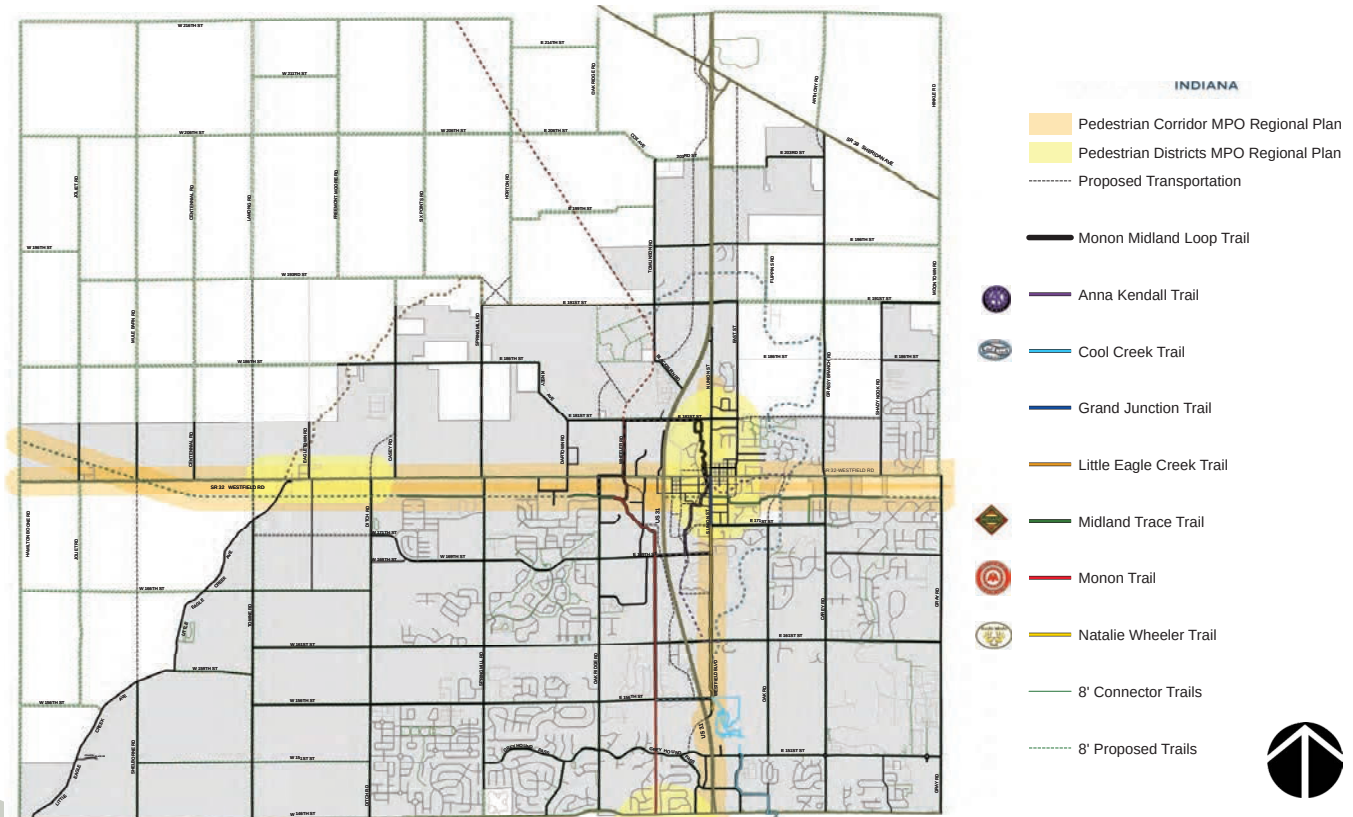


Figure 7: Alternate Transportation Plan

The Westfield Thoroughfare Plan, a part of the Comprehensive Plan, includes an Alternative Transportation Plan (see [Figure 7: Alternative Transportation Plan](#)). The Alternative Transportation Plan is one resource that guides the implementation of trails throughout the impact zone.

The Comprehensive Plan provides guidance for the projected nature of the anticipated development within the impact zone. Furthermore, the Comprehensive Plan was consulted as part of the Parks and Recreation Master Plan update by Mader Designs, as further referenced herein.

GROWTH PROJECTIONS

New residents directly impact park and recreational facilities by increasing demand on that infrastructure. This impact can be quantitatively measured through the issuance of building permits for new dwelling units or households.

The City’s projected growth can be forecasted using a number of factors including, but not limited to: residential permits (single-family and multi-family); population benchmarks from the 2020 Census; availability of land for new development; anticipated regional growth patterns; regional mobility; housing trends; and job market trends.

For purposes of this zone improvement plan, a linear trend analysis was used to calculate the City’s baseline (2017) and projected growth potential. The projected annual growth rate over the next ten (10) years is between 3.4% to 4.8%, as illustrated in [Figure 8: Projected Growth Potential](#).

The anticipated location of development during the next ten (10) year period is identified in [Figure 9: Location of Anticipated Development](#) (as prepared by A&F Engineering in consultation with the City’s Economic and Community Development Department as part of the City’s adopted zone improvement plan for road infrastructure, 2017).

PARKS AND RECREATION DEPARTMENT

The City’s Parks and Recreation Department is responsible for acquiring, developing, providing and maintaining the City’s park and recreational facilities. The Department has offices and maintenance facilities located at the City Services Building.

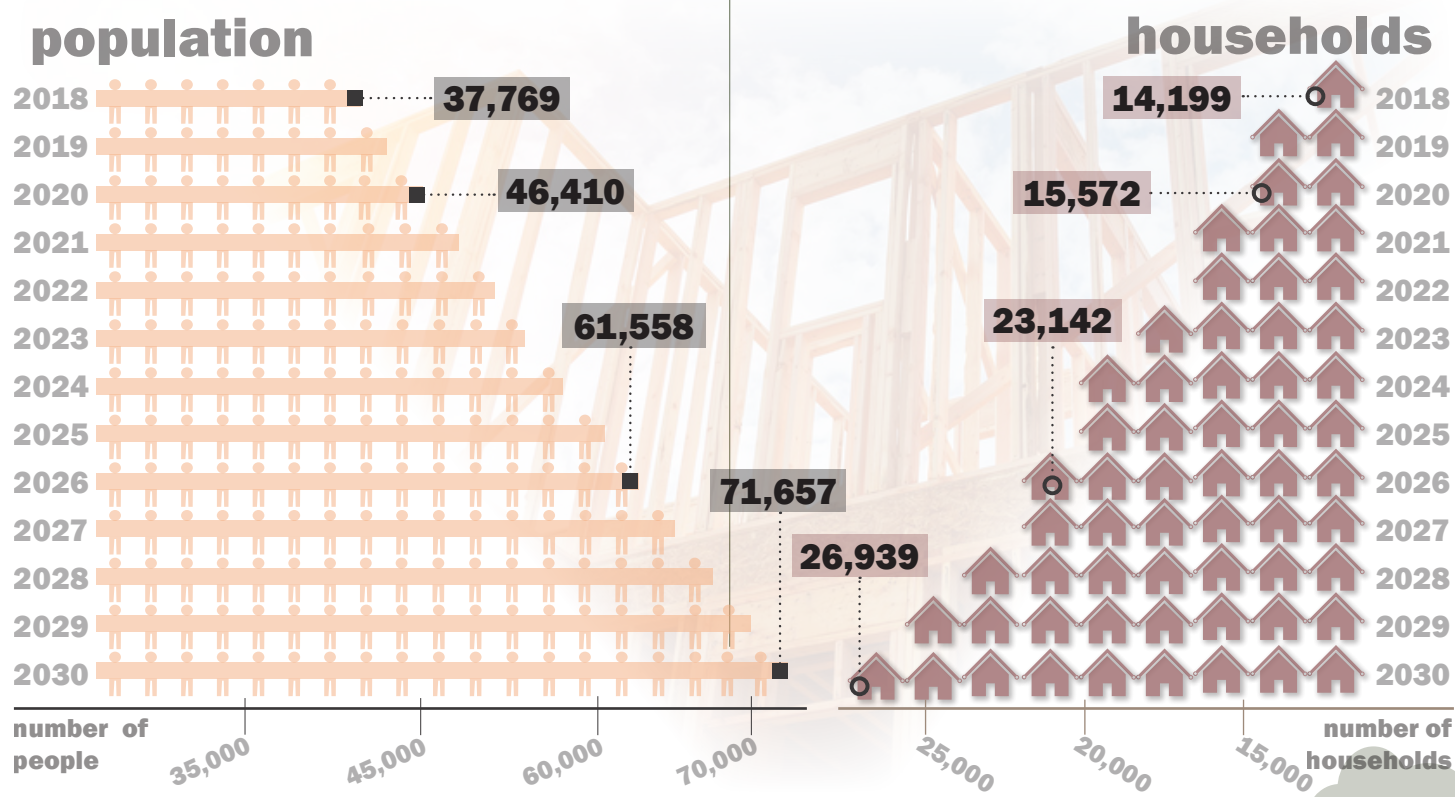


Figure 8: Projected Growth Potential

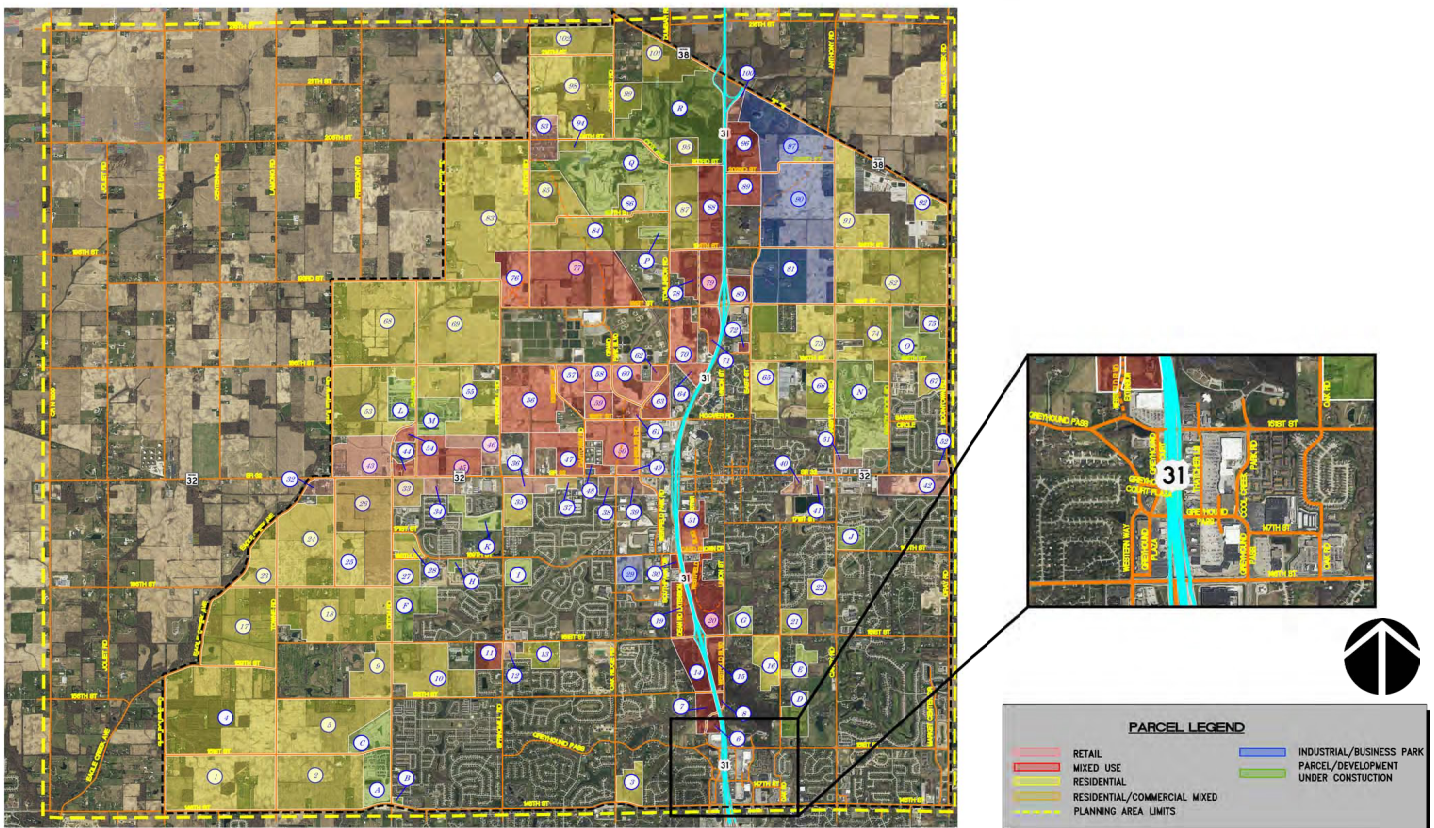


Figure 9: Location of Anticipated Development

Other parks and recreation providers in the study area include Washington Township Parks and Recreation, Hamilton County Parks, and Westfield Washington Schools. Current programs and activities currently provided by each entity are complementary with very little overlap to those provided by the Department. The Department is a member of the Hamilton Parks Association, a consortium of park and recreation providers and tourism organizations in Hamilton County.

GOALS AND OBJECTIVES

The mission of the Department is to: stimulate recreation; respect the natural environment; preserve history; provide an avenue for people to reach their full potential through recreation, wellness, culture, education; and, grow by connecting people to the natural world, to each other, and to fun, physical and social opportunities.

The Department's goals include:

- Continue to provide high level recreational amenities and opportunities for residents.

- Continue to enhance connectivity between residential, commercial, and parks through an interconnected system of walks, paths and trails.
- Utilize parks as opportunities for community and economic development.
- Collaborate and coordinate with like-minded organizations and other recreation providers.
- Protect and enhance cultural resources important to the community.
- Prepare for capital and departmental improvements.

DEPARTMENT STRUCTURE

The Department's structure consists of administrative and maintenance personnel (see [Figure 10: Department Structure](#)).

The Department's functions requires collaboration with the City's other departments (e.g., Communications, Informatics, Customer Service, Police Department, Fire Department, Department of Public Works, Economic and Community Development Department) to coordinate the Department's responsibilities.

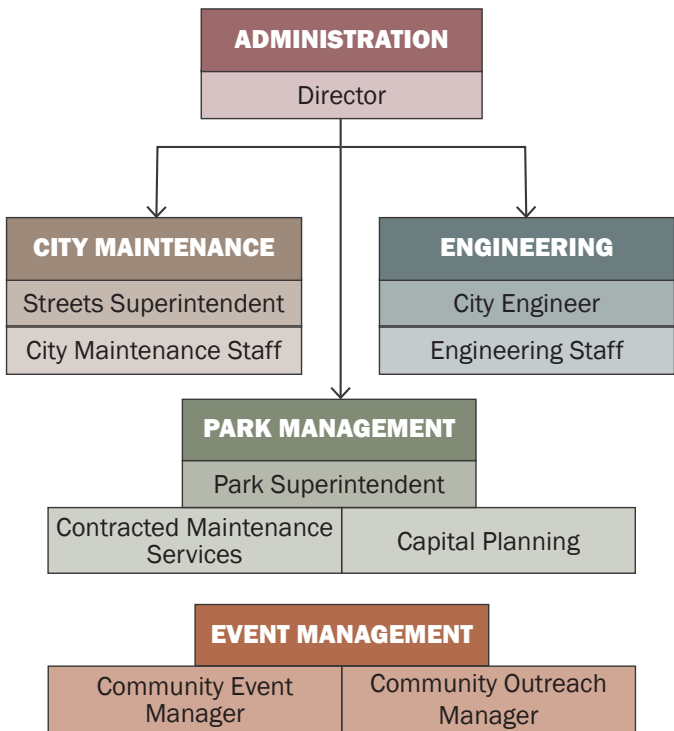


Figure 10: Department Structure

The Department’s responsibilities generally include the following functions:

- Preparing operating and capital budgets, fundraising, and grant writing.
- Long-range planning, program design, special events, and volunteer management; public relations and marketing; manage sponsorships.
- Facility maintenance and safety issues oversight including, but not limited to: mowing, plantings, tree trimming and removal; snow removal; fertilization and herbicide applications; maintaining irrigation system, including watering downtown hanging flower baskets; traffic roundabout maintenance; playground inspections; ongoing repair of indoor and outdoor facilities; restroom maintenance; vandalism repairs and graffiti removal.
- Managing and overseeing all capital projects; assistance with capital improvements, playgrounds, park equipment, and landscaping; managing maintenance by skilled trades from outside contractors.
- Urban forestry, including tree assessments and inventories; specifying plant materials in parks.

DEPARTMENT BUDGET

The 2022 Department budget was \$3,792,062. The current capital budget represents an appropriated amount dependent on revenues from outside grants, donations, and impact fees. None of the budget is derived from tax revenues dedicated to parks and recreation. The Department’s historical budget is depicted in [Chart 2: Department Budget](#).

Year	Operating Budget	Capital Budget	Total Budget
2016	\$ 1,280,675	\$ 396,300	\$ 1,677,080
2017	\$ 1,133,395	\$ 92,800	\$ 1,226,195
2018	\$ 1,378,365	\$ 87,150	\$ 1,465,515
2019	\$ 1,463,054	\$ 1,550,000	\$ 3,043,054
2020	\$ 1,293,648	\$ 2,250,000	\$ 3,543,648
2021	\$ 1,305,055	\$ 2,500,000	\$ 3,805,055
2022	\$ 1,392,062	\$ 2,400,000	\$ 3,792,062
2023	\$ 1,514,838	\$ 3,600,000	\$ 5,114,838

Chart 2: Department Budget

FUNDING SOURCES

The Department is reliant on a combination of outside grants, donations, proceeds from the existing impact fee revenues, and City budget allocations for Department funding. Additional considerations to enhance Department funding includes programming, user fees, potential separate park taxes, potential formation of a parks foundation, and tapping into additional outside fund sources.

Washington Township has a park tax levy that is utilized for Washington Township Parks operations and capital improvements; however, while City residents pay a portion of this tax levy, proceeds are not used for City park and recreational facilities.

Grants, donations and impact fees fund park and recreational capital improvements. The City has been successful in garnering outside grants to fund trails currently owned, maintained and operated by the City.

One source of non-local funds that have been used were through the Indianapolis Metropolitan Planning Organization (the “MPO”). The City is on the northern fringe of and a part of the MPO planning area. The MPO coordinates regional transportation and alternative transportation planning and distributes federal transportation funds.

In addition, land has been donated by residents and businesses for parkland and trail corridors, with land for future trail segments relying in large part on donations. Community support for park and recreational facilities has included partnerships with various civic organizations and has resulted in in-kind donations of volunteers and improvements.

Aggressively seeking outside grants is a priority and will minimize the need for local funding of capital improvements for park and recreational facilities.

EXISTING INFRASTRUCTURE

An analysis and inventory of existing park and recreational infrastructure will establish a basis of the community's current level of service for park and recreational facilities (as further defined herein). As such, this section includes a brief summary of the existing infrastructure in the impact zone. A detailed description of each facility, including existing and planned improvements, is included in the "Infrastructure Overview" section of this document.

EXISTING FACILITIES

The City currently provides 171 acres± of parkland throughout twelve (12) locations and 120 miles± of total trails, which includes 20 miles± of named trails and 10 miles± within the Grand Park trail network.

Existing park and recreational infrastructure primarily includes a combination of neighborhood parks (1/2-mile service area radius), community parks (2-mile service area radius), and trail corridors. Park and recreational facility locations are depicted in [Figure 11: Park + Recreational Facilities Map](#).

The City's existing park and recreation infrastructure has an estimated total value of \$41,001,929. A summary of those facilities and estimated values are listed in [Chart 3: Existing Infrastructure Summary](#).

Assumed land values are according to the Hamilton County Assessor's Office (2022) for parkland, and assumed land values for trail corridors is the average assessed value of the City's parkland (\$28,952.89/acre).

Parkland			
	Acres (±)	Est. Value of Improvements	Est. Total Value
Armstrong Park	15.41	\$ 107,186	\$ 523,286
Asa Bales Park	13.24	\$ 467,700	\$ 1,790,600
Freedom Trails Park	29.95	\$ 750,091	\$ 1,154,591
Hadley Park	0.15	\$ 65,000	\$ 147,500
Liberty Park	14.79	\$ 100,000	\$ 125,100
Old Friends Cemetery	0.79	\$ 332,063	\$ 347,063
Osborne Park	22.00	\$ -	\$ 60,600
Quaker Park	6.89	\$ 1,420,150	\$ 2,018,027
Raymond Worth Park	29.60	\$ 150,000	\$ 713,300
Simon Moon Park	26.00	\$ 998,662	\$ 1,430,962
Woods at Maples Park	6.03	\$ -	\$ 124,000
Grand Junction	6.50	\$ 31,650,000	\$ 32,566,900
Other	n/a	\$ -	\$ -
Trail Corridors			
	Miles (±)	Est. Value of Improvements	Est. Total Value
Monon Trail	7.92	\$ 2,052,864	\$ 3,998,498
Midland Trace Trail	4.96	\$ 1,660,032	\$ 2,878,510
Natalie Wheeler Trail/Grand Junction Trail	2.00	\$ 887,040	\$ 1,097,606
Monon/Midland Loop	2.66	\$ 929,280	\$ 1,209,333
Cool Creek Trail	0.90	\$ 190,080	\$ 284,835
Grassy Branch Trail	0.60	\$ 73,920	\$ 137,090
Perimeter Trails	60.00	\$ 9,504,400	\$ 9,504,400
Grand Park Trails	10.00	\$ 2,112,000	\$ 2,533,264
SR32 Greenway	1.35	\$ 359,040	\$ 501,172

Chart 3: Existing Infrastructure Summary

RECENT IMPROVEMENTS (2018-2022)

Over \$39 million± has been invested over the last five (5) years (2018 to 2022) in the City's park and recreational infrastructure. The City utilized grants, donations and impact fees to fund these capital improvements. Below is a brief summary of those improvements.

Year	Facility	Project	Cost
2018	Asa Bales	Fitness Court	\$ 110,000
2018	Asa Bales	Playground	\$ 155,198
2018	Monon Trail	191st-216th Construction	\$ 1,510,316
2018	M/M Loop	156th Connector	\$ 126,553
2019	Freedom Trail	Playground Surfacing	\$ 129,650
2019	Monon Trail	SR32 Ped Bridge	\$ 4,500,000
2019	Simon Moon	Playground Surfacing	\$ 170,284
2020	Grand Junction Plaza	Grand Junction Plaza Construction	\$ 31,000,000
2020	Grand Junction Plaza	Playground	\$ 600,000
2020	Raymond Worth	Playground	\$ 120,000
2021	Asa Bales/ Freedom Trail Pavement Project	Parking lot/trail surfacing	\$ 77,052
2021	Raymond Worth	Playground Addition	\$ 50,000
2021	Quaker Park	Pickle Ball Court	\$ 29,000
2021	Quaker Park	Shelter	\$ 20,828
2021	Quaker Park	Splash Park Replacement	\$ 299,110
2021	Quaker Park	Sona Arch	\$ 51,147
2022	Hadley Park	Surface Replacement	\$ 44,956
2022	Simon Moon	Lagoon Design and Development	\$ 750,000

Chart 4: 2018-2022 Capital Improvements

NEW INFRASTRUCTURE

TRENDS + COMMUNITY INPUT

As part of the Parks and Recreation Master Plan update by Mader Designs, community surveys were conducted in the spring of 2022. The information received was consistent with past surveys conducted by the City and identified needs and goals of the community. Most responses ranked park and recreational opportunities as "very good" or "good" in quality, condition and value. Specific items and consistent themes in the responses included:

- Trails & connectivity
- Continued development of safe trail crossings at streets
- High interest in adding/developing parkland with a balanced view of maintenance of existing facilities and adding new elements to existing parks
- Need for parks and amenities in the northwestern and southwestern areas of the City
- Combinations of funding sources should be used for park growth, including private investment and donations
- Splash pad/spray parks
- Increase opportunities for nature experiences and passive recreation
- Recreation and multipurpose green space and courts for youth sports
- Dog park

As the City continues to experience new growth that expands the corporate limits, it also has experienced an increased focus on infill development. This has resulted in less new acreage for open space and recreational areas; however, this has allowed the City to focus on further developing and enhancing the infrastructure within existing parklands.

CAPITAL IMPROVEMENT PRIORITIES

This section identifies the nature, location, and estimated cost of improvements necessary to provide the community's level of service (as defined herein) for park and recreational infrastructure.

As part of the Parks and Recreation Master Plan update by Mader Designs in 2022, park and recreational facility needs were identified using input from the community, Department, City leadership, national standards,

neighboring and overlapping park departments. The needs focused primarily on specific improvements that will enhance existing facilities, meet increasing demands from a growing community, and provide new amenities throughout the park system for the overall benefit of the community.

A detailed list of potential expenses to address the community's needs over the next ten (10) years is included in Chart 5: Planned Capital Improvements. The chart assigns a priority of 1 through 4 to indicate the importance and sequencing of expenses, and the likely funding sources.

Identified improvements generally include: trail connectivity; improvements to undeveloped or underdeveloped park properties; development of new and unique amenities at the Lagoons at Simon Moon Park; build out Raymond Worth Park and Osborne Park.

Improvements to Osborne Park and Raymond Worth Park will begin to meet demands in the City's southwest quadrant as new development continues to occur in that area of the City.

The development of Grand Junction Plaza has been identified as a key driver for downtown recreation, trail connectivity and unique park features for the entire community; however, it is anticipated the majority of funding for the build out of the plaza will not include park and recreational impact fees.

		Estimated Cost	Funding Source
Armstrong Park			
Install native plantings	1	\$ 75,000	Budget, Impact Fee
Splash pad	2	\$ 500,000	Budget, Impact Fee
Playground	1	\$ 400,000	Budget, Impact Fee
Parking Lot	1	\$ 400,000	Budget, Impact Fee
Pickleball Courts	1	\$ 250,000	Budget, Impact Fee
Return to natural area	1	\$ 50,000	Budget, Impact Fee
Boardwalk	2	\$ 250,000	Budget, Impact Fee
Frisbee Golf	1	\$ 25,000	Budget, Impact Fee, Donor

		Estimated Cost	Funding Source
Open lawn multipurpose area	1	\$ 250,000	Budget, Impact Fee
Flex Building/ Rental Facility with Restroom	2	\$ 1,500,000	Budget, Impact Fee
Shelters	2	\$ 250,000	Budget, Impact Fee
Fishing Access	1	\$ 75,000	Budget, Impact Fee
Basketball Court	1	\$ 120,000	Budget, Impact Fee
Asa Bales Park			
Light trails and shelters; install electricity and water	1	\$ 450,000	Budget, Impact Fee
Create art in park program	4	\$ 15,000	Department Staff
Replace aging trees	1	\$ 30,000	Budget, Impact Fee
Bike Racks	1	\$ 10,000	Budget, Impact Fee
Golf Cart Parking	2	\$ 50,000	Budget, Impact Fee
Shade at playgrounds	1	\$ 150,000	Budget, Impact Fee
Restoration/ Preservation of Cemetery	3	\$ 50,000	Budget, Impact Fee, In-kind
Freedom Trail Park			
Permanent restroom facility	1	\$ 500,000	Budget, Impact Fee
Shelter with electricity	1	\$ 120,000	Budget, Impact Fee
Transition sports field into dog park	2	\$ 225,000	Budget, Impact Fee
Infill & update playground equipment	1	\$ 800,000	Budget, Impact Fee
Add shade structures	2	\$ 200,000	Budget, Impact Fee
Electricity/ Technology	1	\$ 100,000	Budget, Impact Fee
Redevelop multiuse fields	1	\$ 500,000	Budget, Impact Fee

Chart 5: Planned Capital Improvements

		Estimated Cost	Funding Source
New entry/access drive	3	\$ 3,000,000	Budget, Impact Fee
Signage at Hoover/East St	1	\$ 10,000	Budget, Impact Fee
Grand Junction Plaza			
Band Shell	1	\$ 5,000,000	Budget, Impact Fee, Donations
Phase 2 plaza improvements	3	\$ 3,000,000	Budget, Impact Fee, Donations
Gate Closure Arms on Jersey Street	1	\$ 200,000	Budget, Impact Fee
Shade Structures	2	\$ 100,000	Budget, Impact Fee
Digital Kiosk	1	\$ 15,000	Budget, Impact Fee
Renovation of Mill St House	1	\$ 125,000	Budget, Impact Fee
Grand Park			
Playgrounds (3)	1	\$ 800,000	Budget, Impact Fee
Nature Trails	2	\$ 100,000	Budget, Impact Fee
Splash pad	4	\$ 500,000	Budget, Impact Fee
Hadley Park			
Community Programming Board	3	\$ 15,000	Budget, Impact Fee
Add/improve signage	1	\$ 10,000	Budget, Impact Fee
Centerpiece upgrade (art or kiosk)	1	\$ 25,000	Work with Westfield Schools
Liberty Park			
Restoration & extension of boardwalk	1	\$ 500,000	Budget, Impact Fee
Pedestrian crossings to nearby trail systems	1	\$ 100,000	Transportation. funds, Impact Fee
Interpretive Signage	1	\$ 20,000	Budget, Impact Fee
Old Friends Cemetery Park			
Restoration of Cemetery Stones	3	\$ 100,000	In-kind, Impact Fee

		Estimated Cost	Funding Source
Osborne Park			
Trails/Walkway/Fishing around pond	1	\$ 350,000	Budget, Impact Fee
Plant trees and habitat areas	1	\$ 125,000	Budget, Impact Fee
Trail connections	1	\$ 50,000	Budget, Impact Fee
Open play space	1	\$ 200,000	Budget, Impact Fee
Parking	1	\$ 350,000	Budget, Impact Fee
Playground	1	\$ 400,000	Budget, Impact Fee
Splash pad	1	\$ 450,000	Budget, Impact Fee
Restroom	1	\$ 400,000	Budget, Impact Fee
Picnic Shelters	1	\$ 250,000	Budget, Impact Fee
Quaker Park			
Expand parking	1	\$ 100,000	Budget, Impact Fee
Trail Connectivity	3	\$ 30,000	Budget, Impact Fee
Pickleball courts (3)	1	\$ 200,000	Budget, Impact Fee
Bocce Ball Court Removal	1	\$ 20,000	In House, Impact Fee
Raymond Worth Park			
Archery range	3	\$ 200,000	Budget, Impact Fee, In-kind
Restroom	1	\$ 500,000	Budget, Impact Fee
Shelter	2	\$ 200,000	Budget, Impact Fee
Dredge pond for fishing	3	\$ 75,000	Budget, Impact Fee
Tent/Primitive camping	3	\$ 30,000	Budget, Impact Fee, In-kind
Habitat Restoration	2	\$ 50,000	Budget, Impact Fee, In-kind
Trail signage	1	\$ 20,000	Budget, Impact Fee

Chart 5: Planned Capital Improvements

		Estimated Cost	Funding Source
Parking & trail expansion	1	\$ 600,000	Budget, Impact Fee
High rope course	4	\$ 500,000	Budget, Impact Fee
Simon Moon Park			
Implement master plan	1	\$ 11,000,000	Budget, Impact Fee
Woods at the Maples Park			
Ash removal	2	\$ 5,000- \$ 10,000 (annually)	Maintenance/ Operations
Road Crossing Improvements Study			
Planning/study	1	\$ 400,000	Transportation grant/Impact Fee
Monon Trail Corridor			
Trailhead @ 191st Street (land, restrooms, water)	1	\$ 5,000,000	Budget, Impact Fee
Interpretation (battery power RR station; telegraph; post office)	2	\$ 75,000	Budget, Impact Fee
Full Campground (tent & RV hookup)/Ride In Campground	3	\$ 5,000,000	Budget, Impact Fee
Add Trail Lighting	1	\$ 1,500,000	Budget, Impact Fee
Safe Crossing @ Greyhound Pass	2	\$ 3,000,000	Transportation grant/Impact Fee
Safe Crossing @ 156th Street	2	\$ 500,000	Transportation grant/Impact Fee
Safe Crossing @ 169th Street	2	\$ 4,000,000	Transportation grant/Impact Fee
Safe Crossing @ Westfield Park Road	2	\$ 500,000	Transportation grant/Impact Fee
Safe Crossing @ 181st Street	2	\$ 500,000	Transportation grant/Impact Fee
Safe Crossing @ 186th Street	2	\$ 500,000	Transportation grant/Impact Fee
Safe Crossing @191st Street (Grand Park)	2	\$ 4,000,000	Transportation grant/Impact Fee

		Estimated Cost	Funding Source
Tunnel @ 161st Street	1	\$ 7,00,000	Transportation grant/Impact Fee
Midland Trace Trail			
Trailhead @ Westfield Marketplace	1	\$ 250,000	Budget, Impact Fee
Lighting (Union Street to Gray Road)	2	\$ 825,000	Budget, Impact Fee
Safe Crossing @ Oak Ridge	1	\$ 4,000,000	Transportation grant/Impact Fee
Safe Crossing @ Carey	1	\$ 5,000,000	Transportation grant/Impact Fee
Safe Crossing @ Gray	1	\$ 4,000,000	Transportation grant/Impact Fee
Safe Crossing @ 32 at Jolietville	1	\$ 4,000,000	Transportation grant/Impact Fee
Safe Crossing @ Little Eagle Creek	3	\$ 2,500,000	Transportation grant/Impact Fee
Monon/Midland Loop			
Complete trail loop	1	\$ 750,000	Transportation grant/Impact Fee
Cool Creek Trail			
Connect to Liberty Park	1	\$ 250,000	Transportation grant/Impact Fee
Connect Simon Moon to Cool Creek Park	1	\$ 5,000,000	Transportation grant/Impact Fee
Natalie Wheeler Trail			
SEC trailhead development	1	\$ 450,000	Budget, Impact Fee
Considerations for All Parks			
Pollinator gardens/ plantings	2	\$ 5,000- \$ 25,000 (each)	Maintenance/ Operations
Add / improve signage		\$ 2,000- \$ 5,000 (each)	Maintenance/ Operations
Plant natives to replace invasive		\$ 25,000	Maintenance/ Operations

Chart 5: Planned Capital Improvements

		Estimated Cost	Funding Source
Public Wifi at Facilities & Park Areas	1	tbd	Maintenance/Operations
Hazard Tree Removal		\$ 10,000 (annually)	Maintenance/Operations
Playground Updates		\$ 100,000-\$ 300,000	Maintenance/Operations
Teen Focused Amenities		tbd	Maintenance/Operations
Other			
Light Pole banner/flower basket arms study size and number for new lights		tbd	Department Staff
transit / circulation between parks & Grand Junction		tbd	Department Staff

Chart 5: Planned Capital Improvements

For purposes of this analysis, the expenses from Chart 5: Planned Capital Improvements were further prioritized to only identify capital improvement costs necessary to maintain the community's current level of service over the next ten (10) years. The planned capital improvements include both investing in existing parkland and the acquisition of new parkland.

Facility	Estimated Cost of Improvements
Armstrong Park	\$ 3,870,000
Asa Bales Park	\$ 690,000
Freedom Trail Park	\$ 5,455,000
Grand Junction Plaza	\$ 1,400,000
Grand Park	\$ 4,100,000
Hadley Park	\$ 1,300,000
Liberty Park	\$ 2,600,000
Osborne Park	\$ 450,000
Raymond Worth Park	\$ 200,000
Simon Moon Park	\$ 1,100,000
Woods @ Maple Park	\$ 0
Monon Trail	\$ 11,535,000
Midland Trail	\$ 1,075,000
Natalie Wheeler Trail	\$ 450,000

Chart 6: Estimated Costs of Capital Improvements

As a result, Chart 6: Estimated Costs of Capital Improvements includes the estimated cost and location of infrastructure necessary to provide the community level of service for new development in the City. The estimated cost of this infrastructure is \$49,790,000.

OTHER RECREATION PROVIDERS

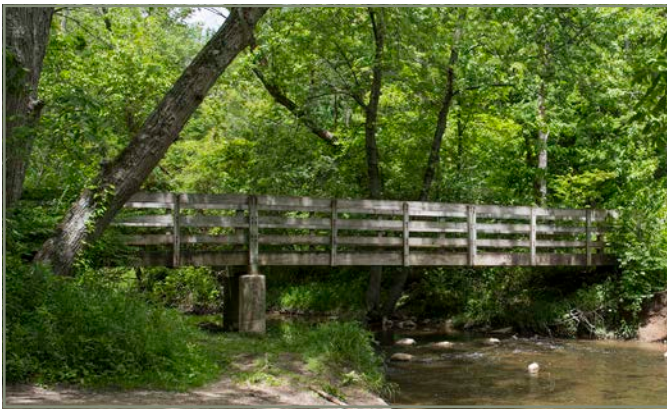
Within Washington Township, other public park and recreational facilities include Cool Creek Park and Nature Center (Hamilton County Parks), Bray Park (Hamilton County Parks), and MacGregor Park (Washington Township Parks and Recreation).

Cool Creek Park is Hamilton County Parks' most popular facility with over ninety (90) acres. The park includes administrative offices, a maintenance facility, and nature center. A variety of passive and active recreation elements are provided, including four (4) miles of nature trails, vehicular drives and parking, playgrounds, softball, soccer, basketball, wetland areas, prairies, and shelters.

MacGregor Park is the primary park facility operated by Washington Township Parks and Recreation, and currently consists of almost one hundred (100) acres. The park currently focuses on natural and passive activities and include a park drive, parking, approximately two (2) miles of nature trails, and restrooms. Areas of the park are located within conservation easements limiting recreational use; however, recreational use areas are provided within other areas of the park.

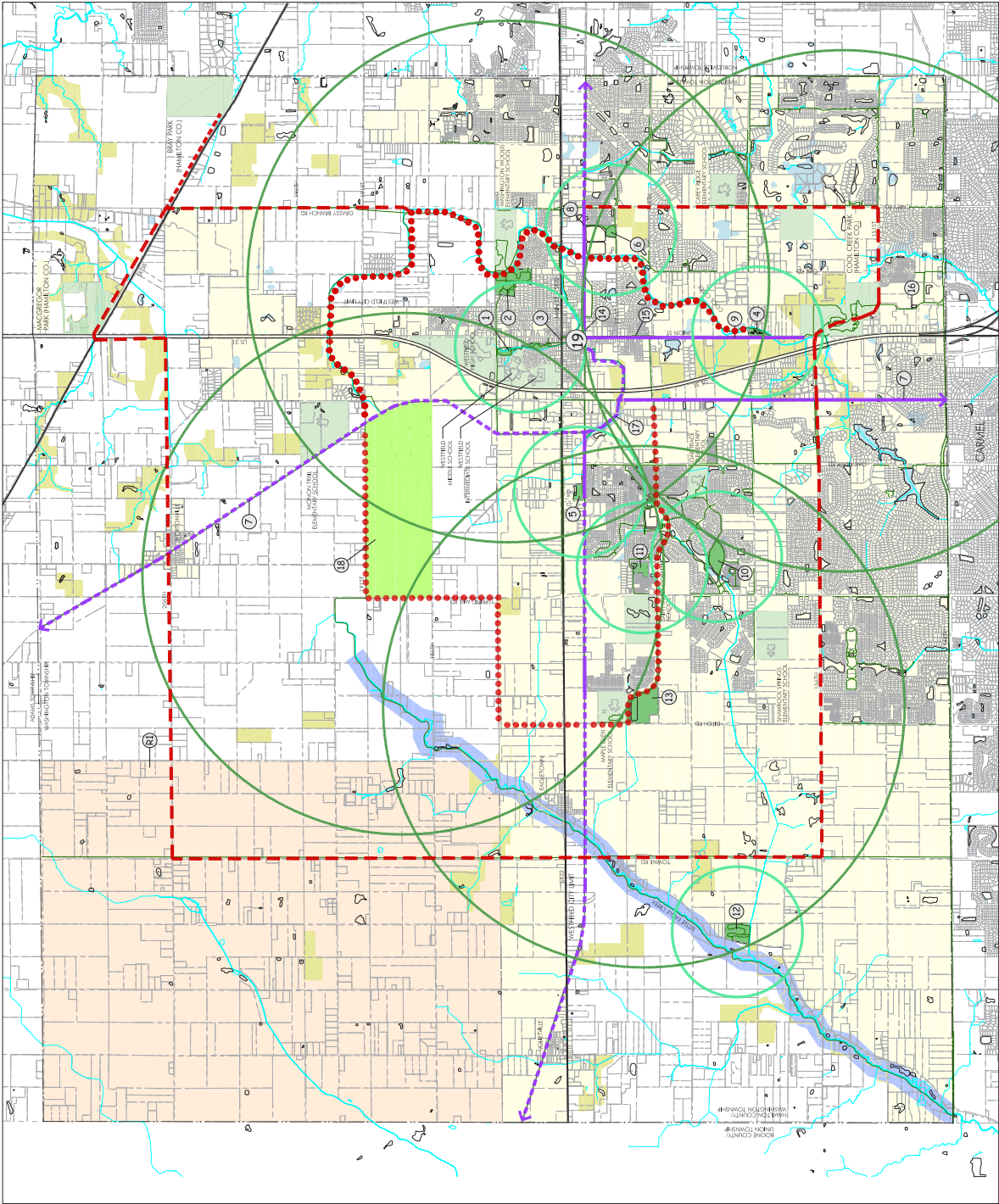
Washington Township's other park facility is Redbud Park. On less than one (1) acre of land, this is a passive park located at the Washington Township offices and consists of a gazebo and sitting area.

Westfield Washington Schools is a large provider of active recreation programming in the community. There are a number of playing fields and ball courts jointly used by local sports groups and the schools.

Cool Creek Park + MacGregor Park:

INFRASTRUCTURE OVERVIEW

This section provides a detailed description of the City's park and recreational facilities. Each facility description includes its location, existing infrastructure, and planned improvements. Locations are depicted in [Figure 11: Park + Recreational Facilities Map](#).



FACILITY LEGEND	
SYM	DESCRIPTION
1	ASA BALES PARK (NP)
2	FREEDOM TRAIL PARK (CP)
3	HADLEY PARK (NP)
4	LIBERTY PARK (NP)
5	QUAKER PARK (NP)
6	SIMON MOON PARK (NP)
7	MONON TRAIL
8	MIDLAND TRACE TRAIL
9	NATALE WHEELER TRAIL
10	ARMSTRONG PARK (NP)
11	MAPLE KNOLL PARK (NP)
12	RAYMOND WORTH PARK (NP)
13	OSBORN PARK (CP)
14	OLD FRIENDS CEMETERY PARK (NP)
15	GRAND JUNCTION TRAIL
16	COOL CREEK TRAIL
17	ANNA KENDALL TRAIL
18	GRAND PARK
19	PROPOSED REGIONAL PARK (RP)
(CP) = COMMUNITY PARK	
(NP) = NEIGHBORHOOD PARK	
(RP) = REGIONAL PARK	
20	GRAND JUNCTION PLAZA

PLAN KEY	
SYM	DESCRIPTION
	WESTFIELD TRAIL NETWORK
	WPRD OPEN SPACE/PARKS (EXISTING)
	OPEN SPACE (EXISTING)
	EXISTING WATER RESOURCES
	GRAND PARK CITY OWNED (PROPOSED)
	EXISTING WOODLAND RESOURCES (20+ ACRES)
	WESTFIELD CITY LIMITS
	GENERAL AREA OF PROPOSED REGIONAL PARK
	TOWNSHIP LIMITS
	CREEK / STREAM
	MULTI-USE TRAIL (EXISTING)
	MULTI-USE TRAIL (PROPOSED)
	GREENWAY TRAIL (PROPOSED)
	PARKWAY TRAIL (PROPOSED)
	EXISTING NEIGHBORHOOD PARK (1/2 MILE SERVICE AREA RADIUS)
	EXISTING COMMUNITY PARK (2 MILE SERVICE AREA RADIUS)
	LITTLE EAGLE CREEK CONSERVATION CORRIDOR



LANDSTORY LSM, Inc.

Figure 4.4 - Parks, Recreation, Facilities and Trails Master Plan
May 2011



PARKS AND RECREATION MASTER PLAN

NAMED TRAILS

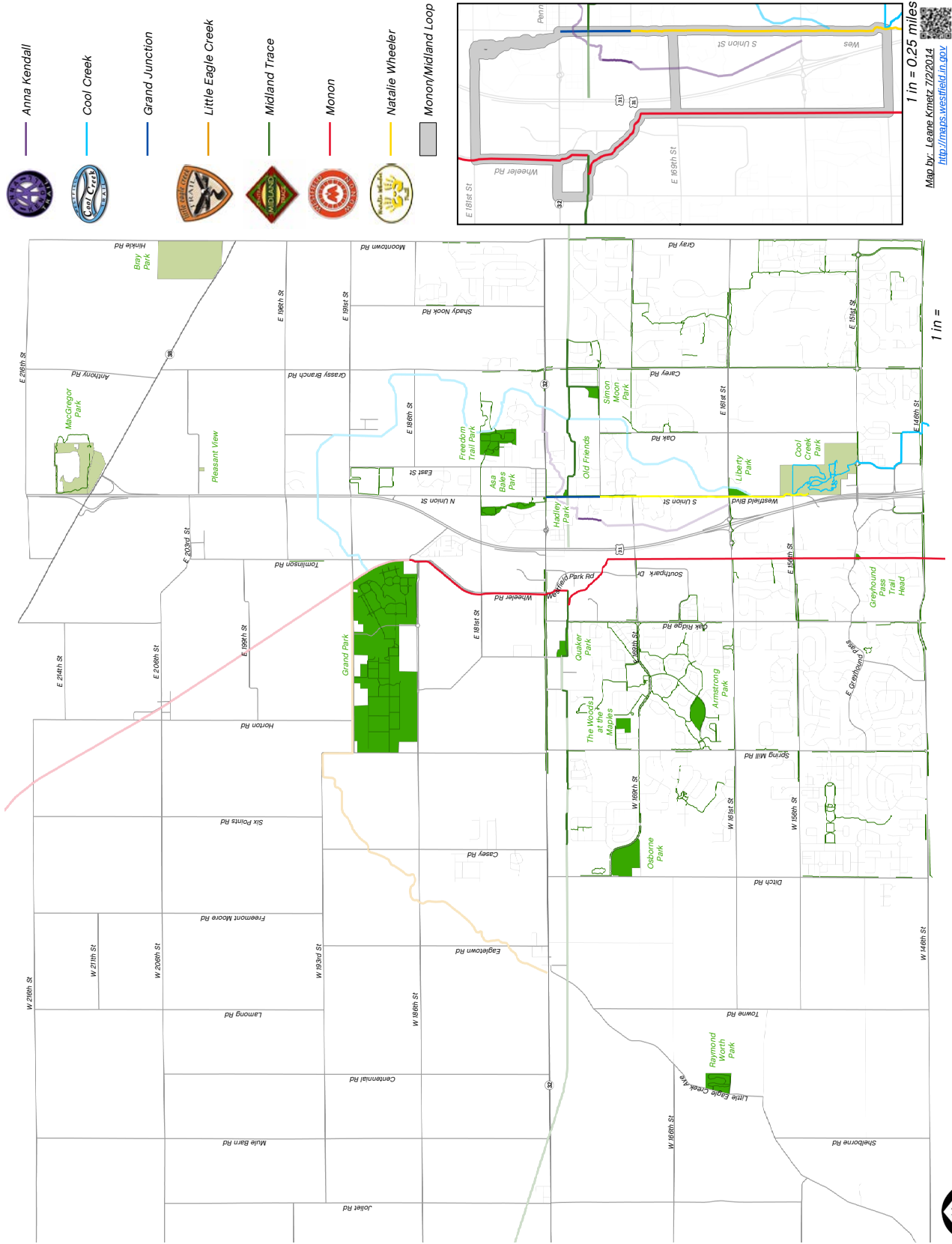


Exhibit Source: Department Trails Map

Facility Photos:**NAMED TRAILS****Facility Description:**

There are over 120 miles± of trails within the City. For purposes of this section, only the 15 miles± of “named” trails are specifically identified.

Existing Facility Inventory:

- Grassy Branch Trail: 0.35 miles; asphalt.
- Cool Creek Trail: 0.90 miles; asphalt.
- Midland Trace Trail: 3.93 miles encompassing 31 acres± of greenway (assuming average right-of-way width of 66 feet); asphalt; amenities and trailheads that include benches, restrooms, bike racks, drinking fountains, dog hydration and waste stations.
- Monon Trail: 8 miles encompassing 39 acres± of greenway (assuming average right-of-way width of 66 feet); asphalt; amenities and trailheads that include benches, restrooms, bike racks, drinking fountains, dog hydration and waste stations.
- Monon/Midland Loop: 3.75 miles; asphalt.
- Natalie Wheeler Trail: 2.1 miles; asphalt; amenities include dog waste stations.
- SR32 Linear Greenway: 0.6 miles encompassing 2.18 acres of greenway (assuming average trail corridor width of 30 feet); asphalt; landscaping that includes approximately three (3) shade trees and one (1) ornamental tree per one hundred (100) lineal feet.

Planned Improvements:

- Monon Trail: bike repair stations; 169th Street trailhead; interpretation stations; campground; trail lighting; safe crossing enhancements at vehicular intersections.
- Midland Trace Trail: Westfield Marketplace trailhead; trail lighting; safe crossing enhancements at vehicular intersections.
- Cool Creek Trail: Safe crossing to connect with Liberty Park.



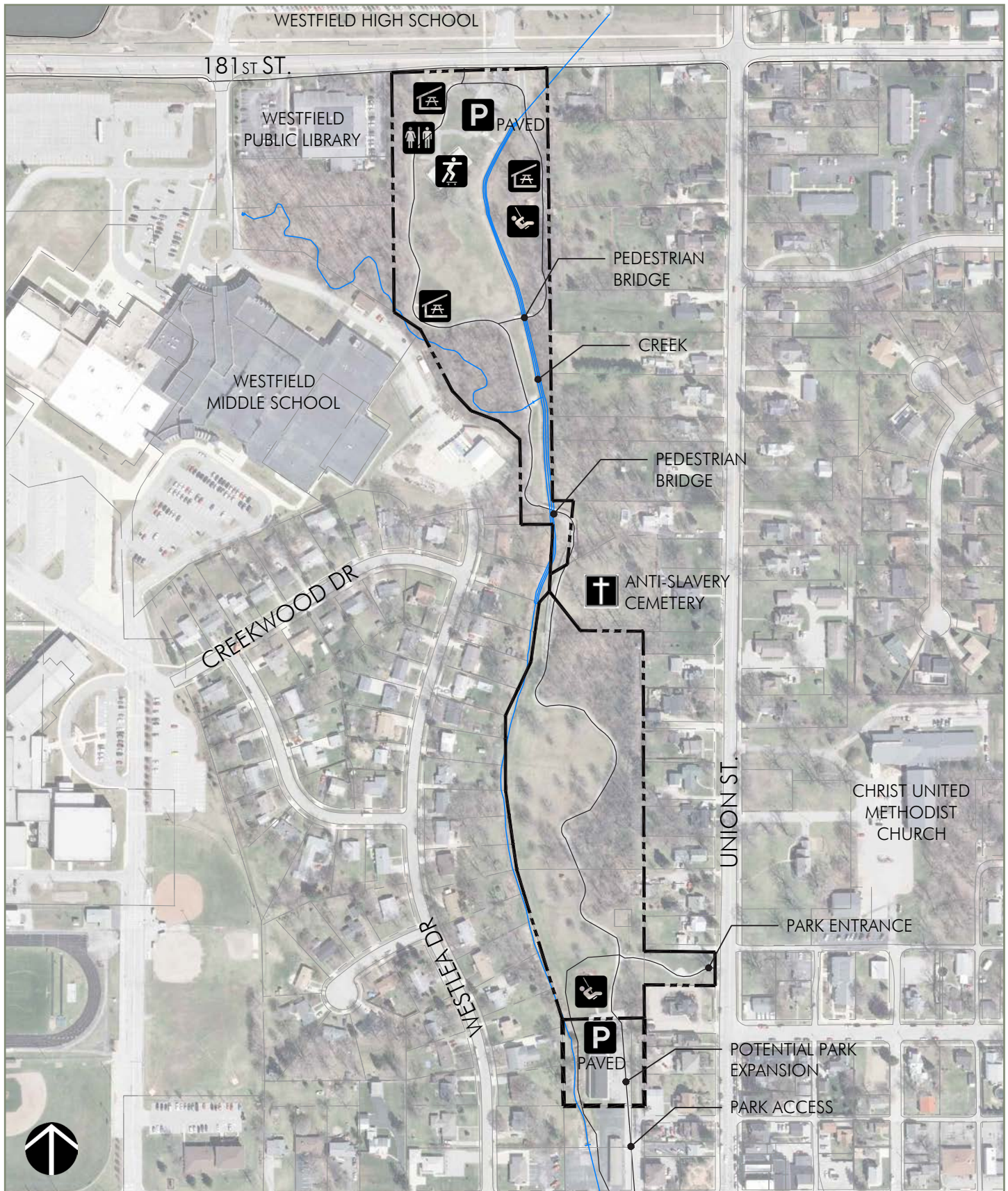
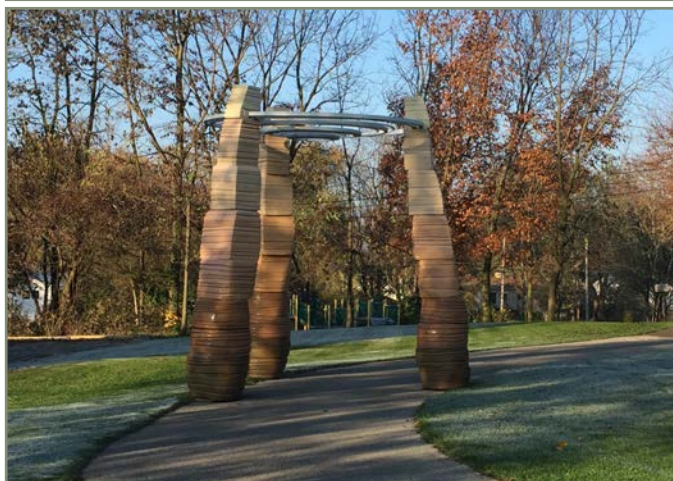
ASA BALES PARK

Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

Facility Photos:**ASA BALES PARK****Location:**

205 West Hoover Street (North Entrance); 200 Camilla Court (South Entrance); 211 North Union Street (Pedestrian Entrance)

Size:

13.05 acres±

Facility Description:

Established linear neighborhood park close to downtown core and adjacent to Westfield Washington Schools' campus that includes the High School, Middle School and Intermediate School.

Park is mostly developed with open lawn with scattered mature tree plantings; bisected by small stream. There is space available for smaller recreation elements such as playgrounds and shelters.

Existing Facility Inventory:

- 3 shelters
- 2 playgrounds; 1 swing bay
- 1 trail, paved
- 1 restroom building
- 1 natural area; 1 natural amphitheater
- 1 skate park
- 1 fitness course
- 2 paved parking areas
- Anti-Slavery Cemetery (historic site)
- Amenities: benches, tables, grills, drinking fountain, dog waste station(s), playground shade

Planned Improvements:

- Install electricity and water
- Widen paved trail to 12 feet
- Golf cart parking
- Cemetery restoration and preservation
- Plant new trees to replace aging trees
- Install bike racks

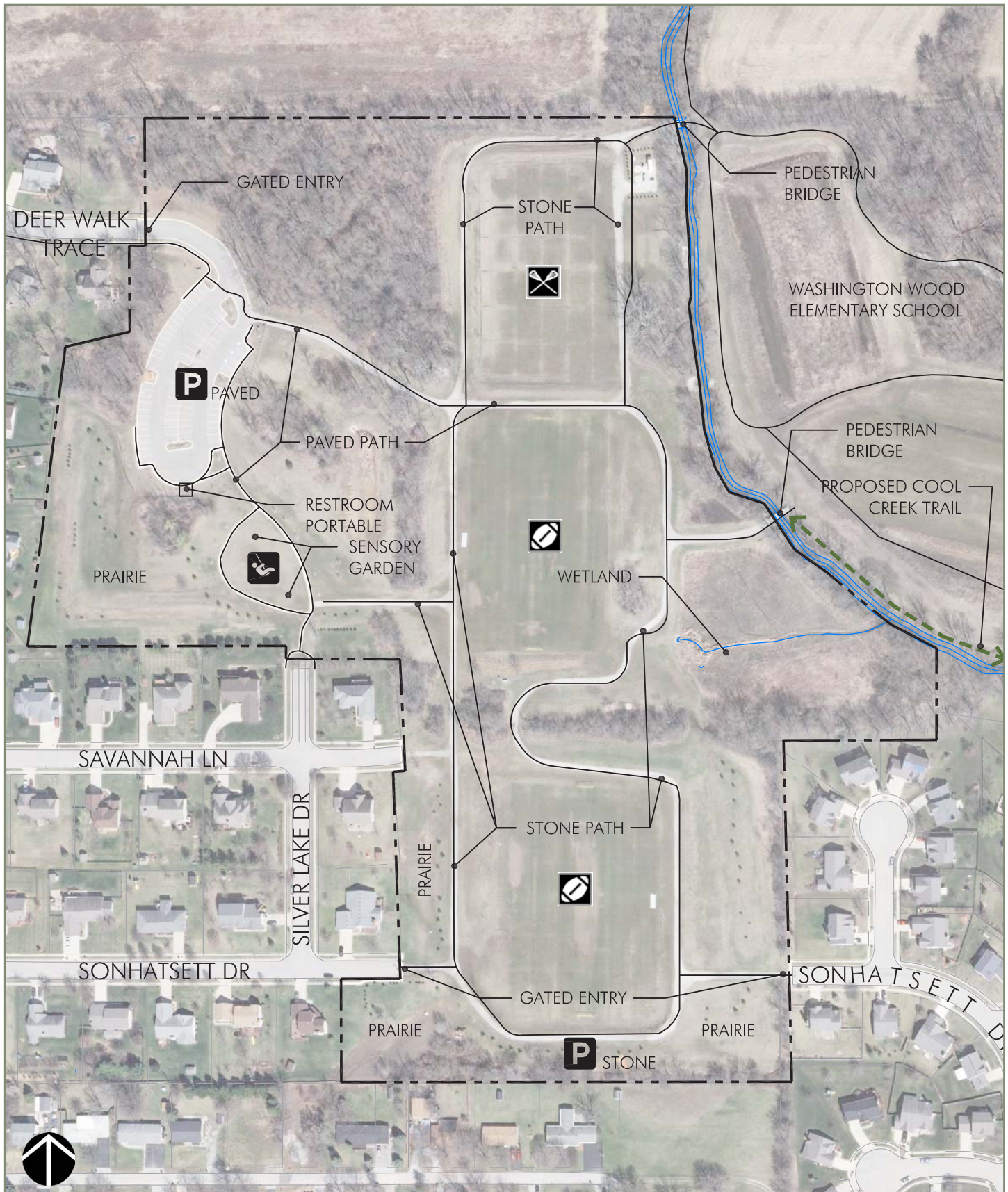
FREEDOM TRAIL PARK

Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

Facility Photos:**FREEDOM TRAIL PARK****Location:**

500 Deer Walk Trace

Size:

29.95 acres±

Facility Description:

A community park that includes a mix of open lawn and sports playing fields, mature tree plantings and native plantings including low stature prairie.

Cool Creek extends along east park boundary, and park is adjacent to Washington Woods Elementary School with pedestrian access.

Existing Facility Inventory:

- Sports fields (2 football fields; 1 lacrosse field)
- 1 playground (all inclusive)
- 2 trails (1 paved; 1 gravel)
- 1 natural area (ongoing prairie restoration; Rotary Club Sensory Garden)
- 2 parking areas (1 paved; 1 gravel)
- Amenities include benches, tables, bike racks, interactive wind chime, sand table, dog waste station(s), portable restroom

Planned Improvements:

- Restroom building
- Install electricity
- Shelter with electricity
- Transform sports field to a dog park
- Update / install additional playground equipment
- Install additional shade structures
- Install splash pad / spray park

HADLEY PARK

Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

Facility Photos:**HADLEY PARK****Location:**

100 West Main Street

Size:

0.15 acres±

Facility Description:

Historic neighborhood pocket park in downtown located on the northwest corner of the intersection of Union Street and Main Street (State Highway 32).

Existing Facility Inventory:

- 1 shelter, landscape structure
- 1 natural / garden area
- 1 brick path and sitting area
- Amenities include decorative lighting, benches

Planned Improvements:

- Install a community programming board
- Install and improve signage

LIBERTY PARK



Exhibit Source: City of Westfield Parks and Recreation Master Plan (2011)

Facility Photos:**LIBERTY PARK****Location:**

16001 Westfield Boulevard

Size:

14.79 acres±

Facility Description:

A passive neighborhood park adjacent to Cool Creek with emphasis on wetland interpretation with boardwalk accessibility.

Existing Inventory:

- 1 boardwalk with observation deck / gazebo and interpretive signs
- 1 natural area (wetland)
- 1 gravel parking area

Planned Improvements:

- Restore and extend boardwalk for connectivity
- Install and enhance pedestrian crossings across adjacent vehicular roads to connect with nearby trail systems

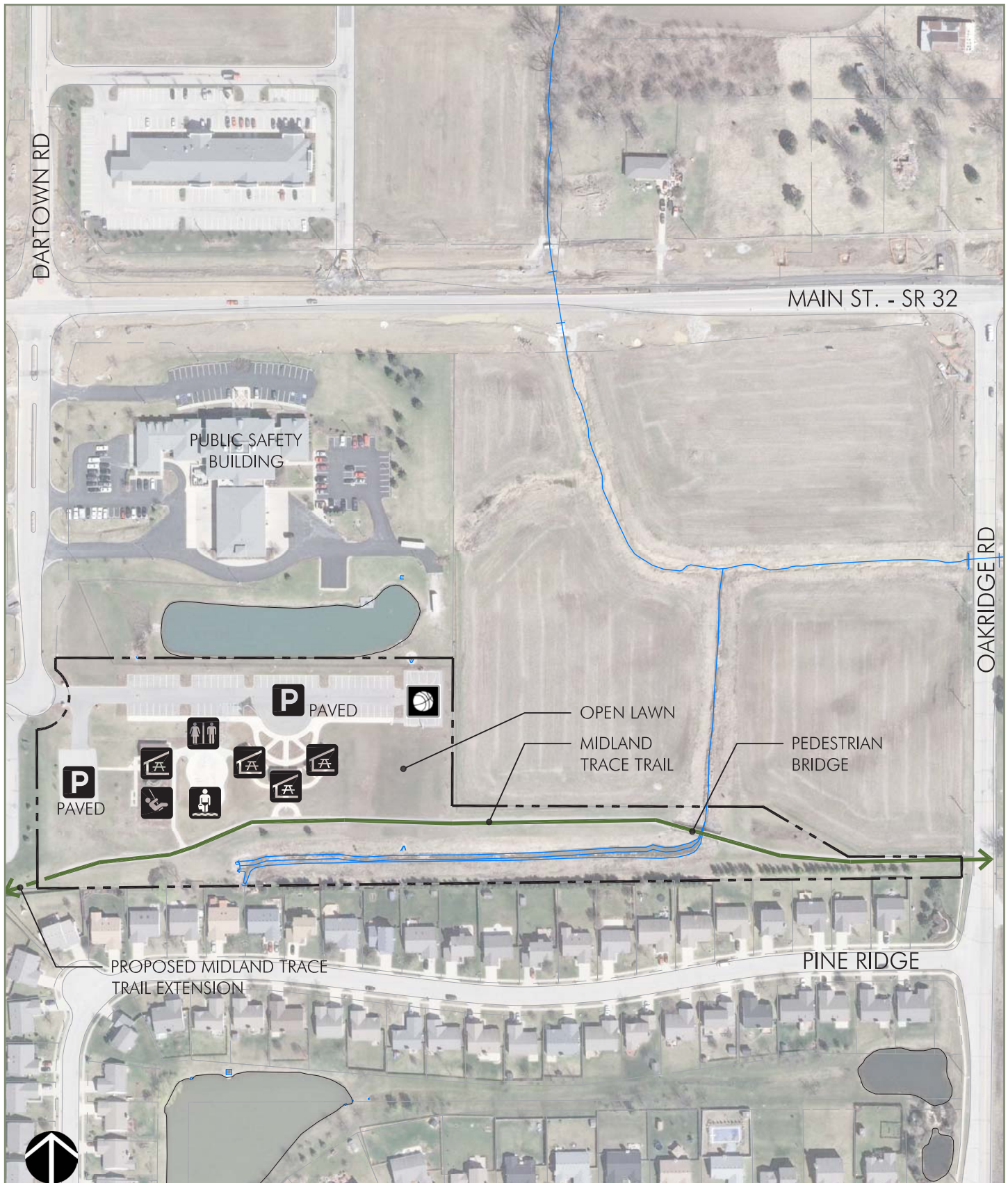
QUAKER PARK

Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

Facility Photos:**QUAKER PARK****Location:**

17501 Dartown Road

Size:

6.89 acres±

Facility Description:

A neighborhood park adjacent to the City's Public Safety Building and Pine Ridge subdivision that includes a segment of the Midland Trace Trail and functions as an additional trail head. Park programming includes YMCA summer camp and programs, Westfield In Bloom site, and past site for Westfield Arbor Day event.

Existing Facility Inventory:

- 1 basketball court
- 1 pickle ball court
- 4 shelters
- 1 playground with Sona arch
- 1 splash pad/spray park
- 1 trail, paved
- 1 restroom building
- 2 paved parking areas.
- Amenities include benches, tables, grills, drinking fountain, bike racks, dog hydration station, Learning Trail

Planned Improvements:

- Expand parking lot
- Update paved trail and install additional trails for connectivity

SIMON MOON PARK

Exhibit Source: City of Westfield Parks + Recreation Master Plan (2022)

Facility Photos:**SIMON MOON PARK****Location:**

2710 East 171st Street

Size:

24.37 acres±

Facility Description:

A neighborhood park adjacent to the City Service Building and Carey Commons subdivision. The park includes open lawn areas with park elements and small tree with path connectivity to the Midland Trace Trail.

Existing Facility Inventory:

- 1 shelter
- 1 restroom building
- 2 playgrounds
- 1 trail, paved
- 1 sledding hill
- 1 paved parking area
- Council Ring with fire pit
- Amenities include benches, tables, drinking fountain, grills, dog wash and hydration stations

Planned Improvements:

Build out and expansion of the park (depicted in exhibit), including:

- Install two (2) bay swings
- Expand parking lot(s)
- Restore and realign Midland Trace Trail connection
- Lagoon improvements to include: expand parking lot; enhance meadow / woodland; install water filters and eco-region zone; install trails for accessibility and connectivity; install boardwalks around wetlands and lagoon.

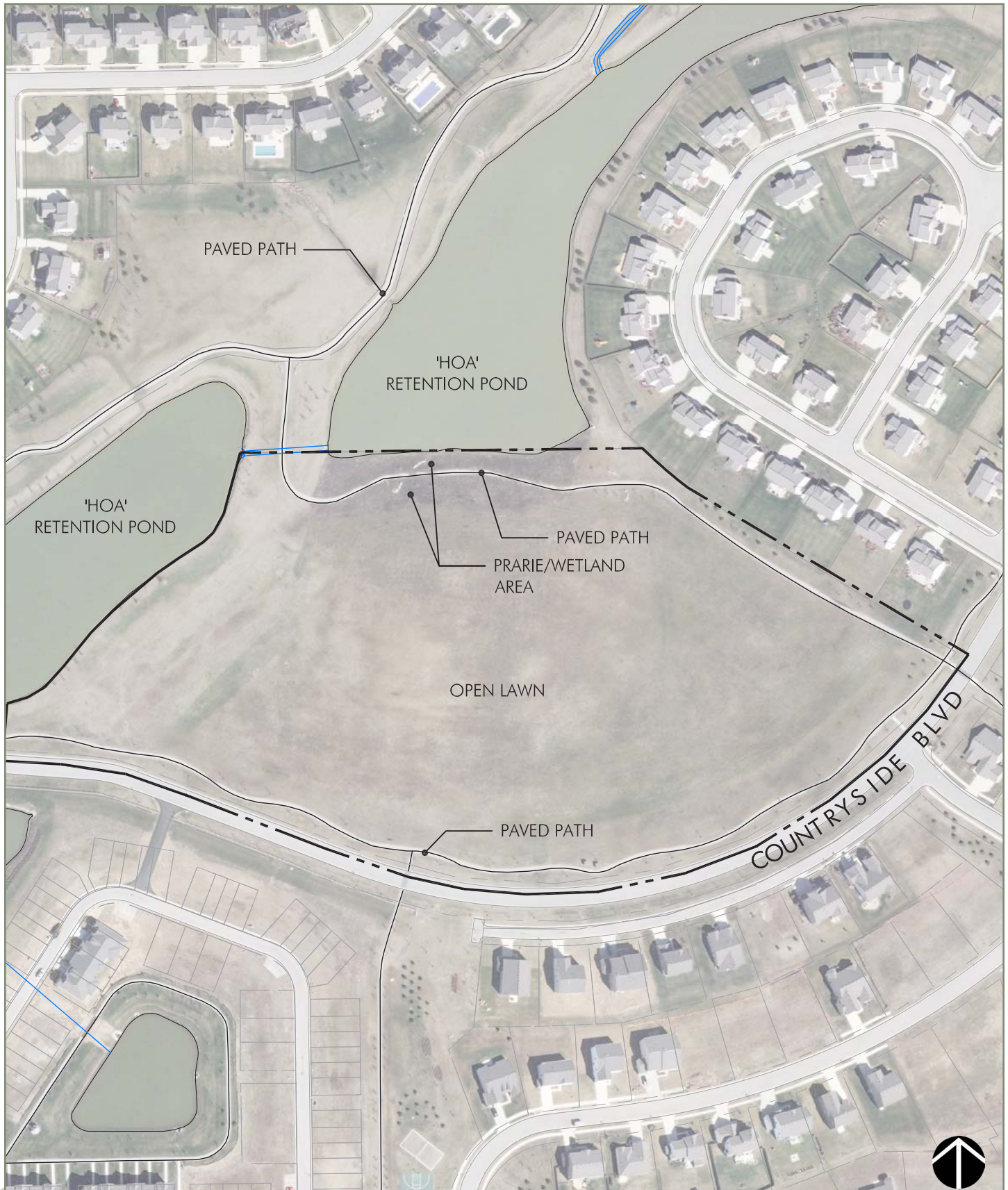
ARMSTRONG PARK

Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

ARMSTRONG PARK**Location:**

16200 Countryside Boulevard

Size:

15.62 acres±

Facility Description:

A neighborhood park internal to Countryside subdivision with two (2) adjacent retention ponds.

The park is currently undeveloped with open lawn and a few small tree plantings.

Existing Facility Inventory:

- 1 trail, paved
- 1 natural area (open lawn; prairie / wetland)

Planned Improvements:

Build out of the park (depicted below) including:

- Native plantings; natural vegetation
- Splash pad / spray park
- Playground
- Parking lot
- Volleyball courts
- Boardwalk
- Frisbee golf course
- Restroom building with flexible use and rental space
- Shelter
- Fishing access to adjacent ponds
- Tennis court(s)



Exhibit Source: Mader Design (2017)

WOODS AT MAPLES PARK



Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

WOODS AT MAPLES PARK

Location:

201 Spring Lake Drive

Size:

6.03 acres±

Facility Description:

A neighborhood park located internally to the Maple Knoll subdivision with frontage on Spring Lake Drive. The site is entirely wooded with a small retention pond adjacent to the property.

Existing Facility Inventory:

- 1 natural area (woodland)

Planned Improvements:

Remove dead ash trees and maintain park in its natural conditions.

Previous timbering has caused considerable damage to existing trees. As such, forestry recommendations are to limit park access for 20 years to allow for the natural restoration of woodland.



Exhibit Source: Mader Design (2017)

RAYMOND WORTH PARK



Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

RAYMOND WORTH PARK

Location:

16301 Little Eagle Creek Road

Size:

16.62 acres±

Facility Description:

An undeveloped neighborhood park near Little Eagle Creek primarily utilized for informal equestrian use.

Existing Facility Inventory:

- 1 lawn surface trail
- 1 gravel parking area

Planned Improvements:

Build out and potential expansion of the park (depicted below) including:

- Archery course; low ropes course
- Restroom facility with single shower
- Shelter with fireplace
- Dredge pond for fishing
- Tent / primitive camping site improvements
- Natural habitat restoration
- Playground / nature play areas
- Park office building and parking area improvements

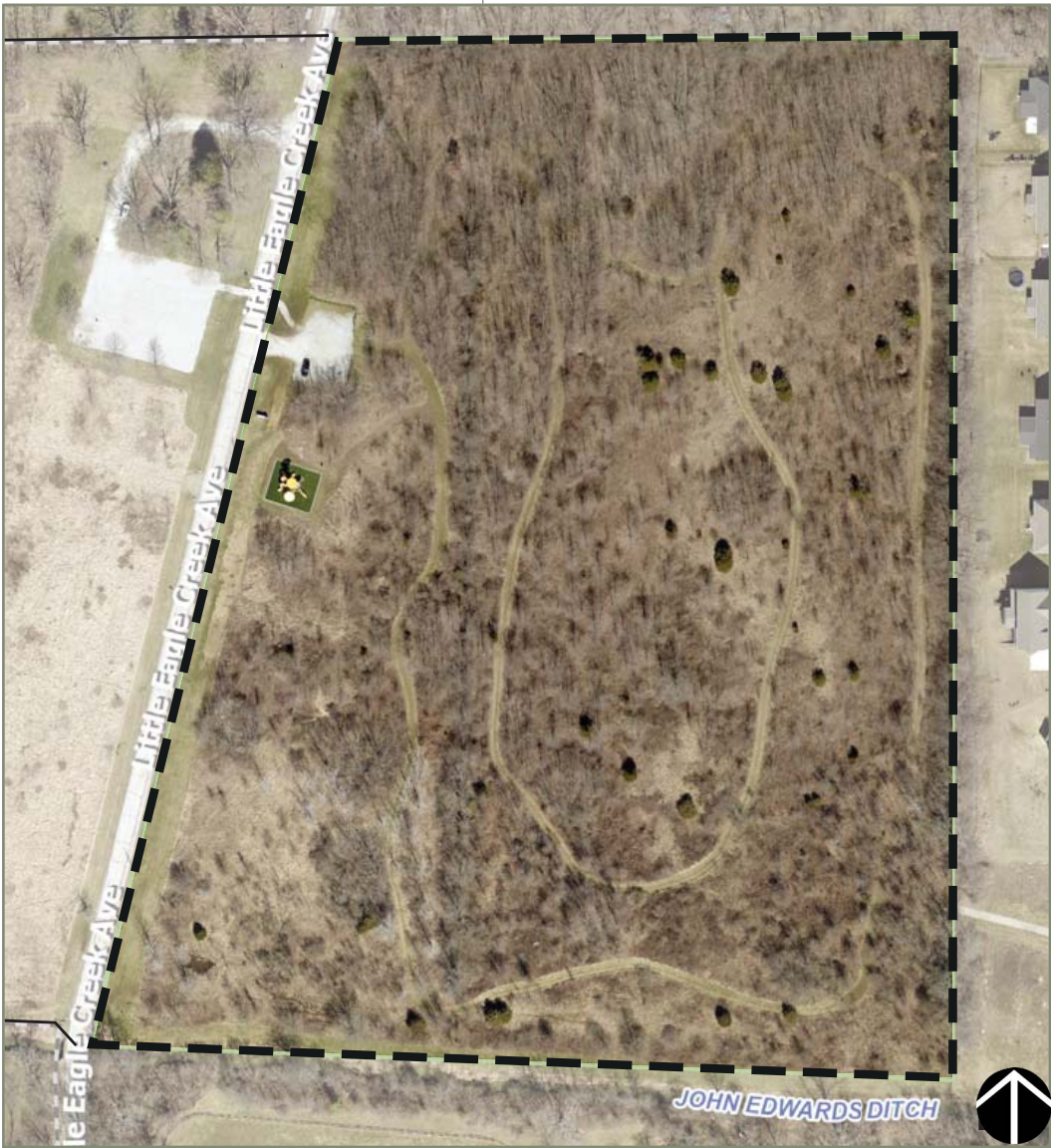


Exhibit Source: Mader Design (2022)

OSBORNE PARK

Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

OSBORNE PARK

Location:

17001 Ditch Road

Size:

30.45 acres±

Facility Description:

An undeveloped neighborhood park adjacent to Maple Glen Elementary School.

Existing Facility Inventory:

- 5-acre retention pond
- 20 acres of tillable farmland

Planned Improvements:

- Community fishing pond
- Pedestrian facility around pond
- Selectively install plant and habitat areas
- Install trails
- Dog park



Exhibit Source: City of Westfield Parks + Recreation Master Plan (2022)

OLD FRIENDS CEMETERY PARK

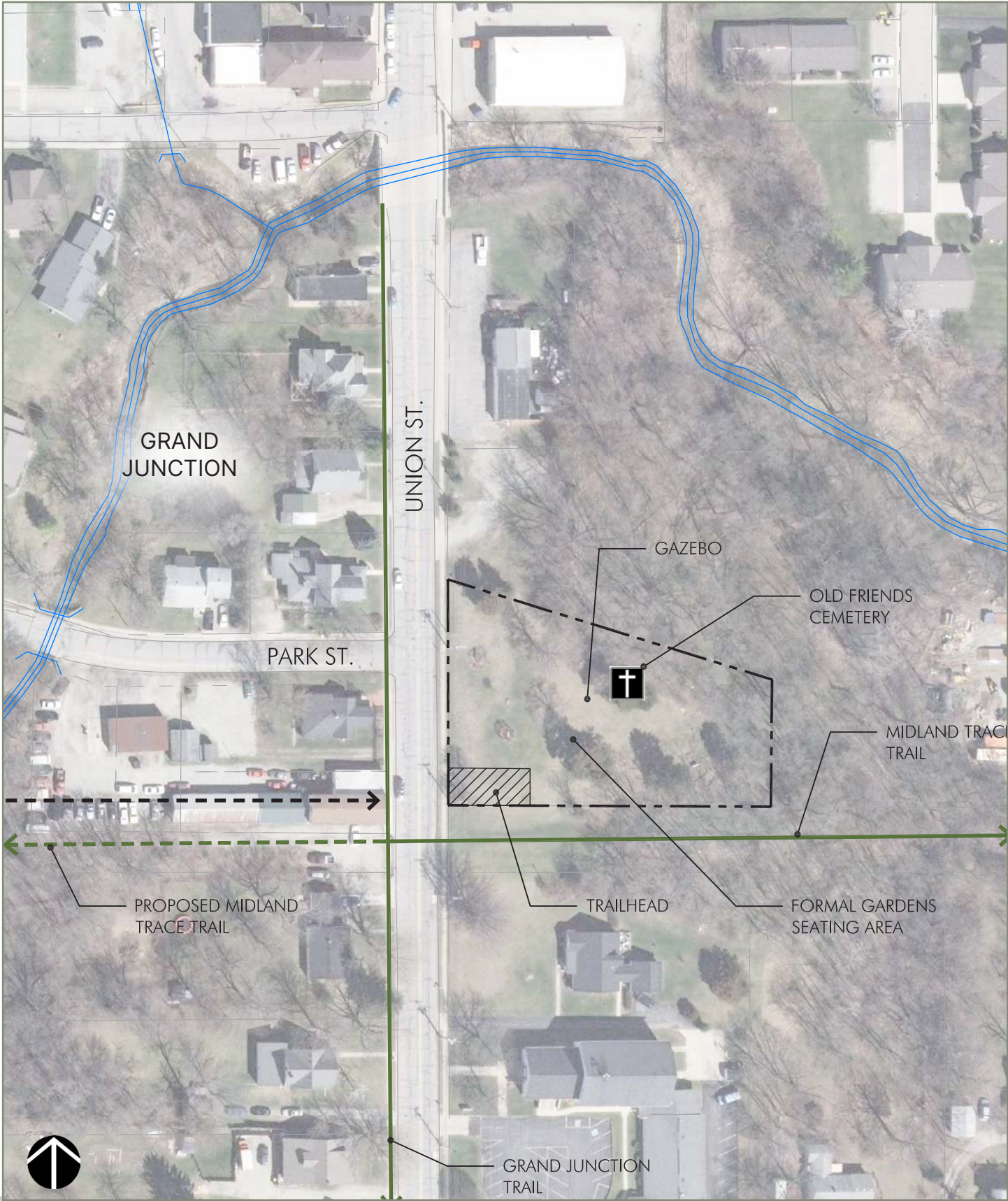


Exhibit Source: City of Westfield Parks + Recreation Master Plan (2011)

Facility Photos:**OLD FRIENDS CEMETERY PARK****Location:**

302 South Union Street

Size:

0.79 acres±

Facility Description:

A neighborhood park located in original town area on South Union Street, adjacent to the Grand Junction Plaza and the Midland Trace Trail.

The site includes an existing Quaker cemetery and the Martha Doan Memorial Garden.

Existing Facility Inventory:

- Existing 1800s Quaker (Friends) Cemetery
- 1 open frame gazebo
- 1 natural area (Martha Doan Memorial Garden)
- 1 trail (gravel)
- 1 paved trail connection to Midland Trace Trail
- Amenities include benches, bike racks, drinking fountain

Planned Improvements:

- Extend trailhead across Union Street
- Restoration of cemetery stones

GRAND JUNCTION PLAZA



Exhibit Source: City of Westfield Parks + Recreation Master Plan (2022)

Illustrative Renderings:



GRAND JUNCTION PLAZA

Location:

Grand Junction Plaza is located in the heart of the City’s downtown and bound by Union Street, Jersey Street, and Mill Street.

Size:

6.5 acres±

Facility Description:

The plaza not only represents the geographic center of downtown, but also the activity center of downtown. The plaza provides key connections with intersecting trail systems and is designed to engage within the plaza while also embracing its surroundings.

The plaza will be a focal point of the community for both local residents, as well as out of town visitors to the community. Surrounding pedestrian-friendly streets will invite visitors and residents to explore the plaza, area restaurants and shops.

Existing Facility Inventory:

- 1 playground
- 1 ice skating loop with support structure
- 1 stage pavilion
- 1 natural area (open lawn; wetland) with boardwalk
- Amenities include benches, tables, drinking fountain, pedestrian bridges

Planned Improvements:

- Band shell
- Trailhead pavilion

LEVEL OF SERVICE

CURRENT LEVEL OF SERVICE

A determination of the “current level of service” for park and recreational facilities within the City is required in order to determine the desired target for the “community level of service” (as defined herein).

IC 36-7-4-1302 “Current level of service” defined Sec. 1302. As used in this series, “current level of service” means a quantitative measure of service provided by existing infrastructure to support existing development.

The most practical quantitative measurement to calculate the current level of service is to divide the current value of existing park and recreational infrastructure by the users of that infrastructure (e.g., residential population, number of households).

As detailed in the “Existing Infrastructure” section of this document, the total estimated value of existing infrastructure is \$41,001,929. As detailed in the “Community Profile” section of this document, the estimated number of households in the impact zone is 15,572.

As a result, and for purposes of this zone improvement plan, the “current level of service” is calculated as \$41,001,929 (infrastructure value) divided by 15,572 (2020 households) = \$2,633 per household.

COMMUNITY LEVEL OF SERVICE

Conversely, the “community level of service” is the community’s desired or target level of service for park and recreational infrastructure, which may or may not be the same as the “current level of service”.

IC 36-7-4-1301 “Community level of service” defined Sec. 1301. As used in this series, “community level of service” means a quantitative measure of the service provided by the infrastructure that is determined by a unit to be appropriate.

If a zone improvement plan provides for raising the community level of service to a level of service greater than the current level of service, then the zone improvement plan shall: (i) provide for completion of the infrastructure that is necessary to raise the current level of service to the community level of service within the following ten (10) year period; (ii) indicate the nature, location, and cost of infrastructure that is necessary to raise the current level of service to the community

level of service; and, (iii) identify the revenue sources and estimate the amount of the revenue sources that the City intends to use to raise the current level of service to the community level of service for existing development (IC 36-7-4-1318(c)).

The City’s capital improvement priorities for parks and recreational infrastructure needed to maintain the current level of service is summarized in the “New Infrastructure” section of this document. Additionally, the analysis detailed in the “Community Profile” section of this document includes the projected residential growth within the City. Based upon this information and analysis, this zone improvement plan proposes to maintain the City’s current level of service as the community’s level of service.

IMPACT FEE

COUNTY + STATE COMPARABLE FEES

For reference purposes only, below are adopted park and recreational impact fees of other communities in Hamilton County and Indiana (as of October 2022).

Community	Impact Fee Rate (per Single-Family Dwelling)
Carmel (2019 Ord.)	\$4,882
Noblesville (2019 Ord.)	\$2,118
Fishers (2021 Ord.)	\$3,513
Brownsburg (2018 Ord.)	\$1,191
Greenwood (2020 Ord.)	\$1,590 (with annual increases tbd)
Valparaiso (2020 Ord.)	\$1,448 (2021); \$1,484 (2022); \$1,521 (2023); \$1,559 (2024); \$1,598 (2025) [2.5% yearly inflation]
Greenfield (2019 Ord.)	\$1,313 (2019); \$1,352 (2020); \$1,392 (2021); \$1,434 (2022); \$1,477 (2023) [3% yearly inflation]
Avon (2022 Ord.)	\$1,227 (2023); \$1,264 (2024); \$1,302 (2025); \$1,341 (2026); \$1,381 (2027) [3% yearly inflation]
Plainfield (2022 Ord.)	\$2,533
Zionsville(2022 Ord.)	\$2,045

Chart 6: Other Park and Recreational Impact Fees

INFLATION VARIABLE

The estimated costs and values used in this plan are based on current (2022) costs and values. Construction and land costs vary annually, as adjusted for construction and consumer price inflation.

Cost indices generally rely on adjusted gross domestic product (GDP) correlating to a specific region and industry as a benchmark. One resource to consider for regional-specific adjustments in inflation is the The Bureau of Economic Analysis: U.S. Department of Commerce’s “County and MSA Gross Domestic Product (GDP) Summary” (the “GDP Report”). The GDP Report lists the following changes in real GDP for the Indianapolis-Carmel-Anderson, IN Metropolitan Area:

2016	2017	2018	2019	2020
2.1%	1.2%	4.0%	2.5%	-2.8%

Chart 7: Metropolitan Area GDP Changes

These changes do not include, however, adjustments for increases in local land acquisition costs.

CALCULATIONS

Indiana Code does not require a particular methodology in preparing the impact fee schedule or formula; however, it does provide that an impact fee imposed on new development may not exceed “impact costs” minus the sum of nonlocal revenues and impact deductions.

The impact costs needed to meet future needs (see “New Infrastructure” section of this document) are estimated at \$49,790,000.

The City has received “non-local revenues” of \$13,500,00 over the last five (5) years. The City aggressively pursues in-kind donations and grants. As such and for purposes of this analysis, the City anticipates receiving non-local revenues over the next ten (10) years generally consistent with those non-local revenues received over the last five (5) years.

The City does not currently have nor does it anticipate a park tax levy within the time frame of this analysis. As a result, no impact deductions are anticipated to be used to cover to defray the capital costs.

The projected growth within the impact zone (see “Growth Projections” section of this document), is 10,620 new households over the next ten (10) years.

IC 36-7-4-1321 Fee schedule or formula; requirements; limitations

Sec. 1321. (b) As used in this section, “impact costs” means a reasonable estimate, made at the time the impact fee is assessed, of the proportionate share of the costs incurred or to be incurred by the unit in providing infrastructure of the applicable type in the impact zone that are necessary to provide the community level of service for the development. The amount of impact costs may not include the costs of infrastructure of the applicable type needed to raise the current level of service in the impact zone to the community level of service in the impact zone for development that is existing at the time the impact fee is assessed.

(c) As used in this section, “nonlocal revenue” means a reasonable estimate, made at the time the impact fee is assessed, of revenue that:

(1) will be received from any source (including but not limited to state or federal grants) other than a local government source; and

(2) is to be used within the impact zone to defray the capital costs of providing infrastructure of the applicable type.

(d) As used in this section, “impact deductions” means a reasonable estimate, made at the time the impact fee is assessed, of the amounts from the following sources that will be paid during the ten (10) year period after assessment of the impact fee to defray the capital costs of providing infrastructure of the applicable types to serve a development:

(1) Taxes levied by the unit or on behalf of the unit by an applicable infrastructure agency that the fee payer and future owners of the development will pay for use within the geographic area of the unit.

(2) Charges and fees, other than fees paid by the fee payer under this chapter, that are imposed by any of the following for use within the geographic area of the unit:

(A) An applicable infrastructure agency.

(B) A governmental entity.

(C) A not-for-profit corporation created for governmental purposes.

As a result, the formula for impact fees is as follows:

Impact Costs	\$ 49,790,000
Minus Non-Local Revenues	\$ 13,500,000
Minus Impact Deductions	\$ 0
Divided by Projected New Households	10,620
Impact Fee per New Household	\$ 3,417

Chart 8: Impact Fee Formula

RECOMMENDATION

The impact fee is not expected to be the sole source of revenue over the next ten (10) years. However, given the rapid pace of projected growth in the City, this zone improvement plan recognizes that impact fees will be the primary source of revenue for capital improvements needed to maintain the community’s level of service for park and recreational infrastructure.

Much like the delay in the collection of property taxes, there is typically a delay when capital improvements for parks and recreation are made following the realized impact of new development. This results in a delay of time from when new development impacts the park and recreational facilities to when improvements are made to return the level of service back to the community’s level of service.

The City prioritizes park and recreational facilities as an important public infrastructure investment that positively contributes to the quality of life and sustainability of the community.

As a result, based upon the analysis herein, the recommended park and recreational impact fee as calculated herein is \$3,417.00 per dwelling unit, with a recommended annual increase adjustment of two percent (2.0%), resulting in a schedule as follows:

Year	Rate per Dwelling Unit
Year 1	\$ 3,417.00
Year 2	\$ 3,485.34
Year 3	\$ 3,555.05
Year 4	\$ 3,626.15
Year 5	\$ 3,698.67

Chart 9: Impact Fee Schedule



APPENDIX

INDIANA CODE 36-7-4-1300

As added by Acts 1981, P.L.309, SEC.23.

IC 36-7-4-1300 1300 Series—Impact Fees

Sec. 1300. This series (sections 1300 through 1399 of this chapter) may be cited as follows: 1300 SERIES — IMPACT FEES.

As added by P.L.221-1991, SEC.1.

IC 36-7-4-1301 "Community level of service" defined

Sec. 1301. As used in this series, "community level of service" means a quantitative measure of the service provided by the infrastructure that is determined by a unit to be appropriate.

As added by P.L.221-1991, SEC.2.

IC 36-7-4-1302 "Current level of service" defined

Sec. 1302. As used in this series, "current level of service" means a quantitative measure of service provided by existing infrastructure to support existing development.

As added by P.L.221-1991, SEC.3.

IC 36-7-4-1303 "Development" defined

Sec. 1303. As used in this series, "development" means an improvement of any kind on land.

As added by P.L.221-1991, SEC.4.

IC 36-7-4-1304 "Fee payer" and "person" defined

Sec. 1304. (a) As used in this series, "fee payer" means the following:

- (1) A person who has paid an impact fee.
- (2) A person to whom a person who paid an impact fee has made a written assignment of rights concerning the impact fee.
- (3) A person who has assumed by operation of law the rights concerning an impact fee.

(b) As used in this series, "person" means an individual, a sole proprietorship, a partnership, an association, a corporation, a fiduciary, or any other entity.

As added by P.L.221-1991, SEC.5.

IC 36-7-4-1305 "Impact fee" and "capital costs" defined

Sec. 1305. (a) As used in this series, "impact fee" means a monetary charge imposed on new development by a unit to defray or mitigate the capital costs of infrastructure that is required by, necessitated by, or needed to serve the new development.

(b) As used in this section, "capital costs" means the costs incurred to provide additional infrastructure to serve new development, including the following:

- (1) Directly related costs of construction or expansion of infrastructure that is necessary to serve the new development, including reasonable design, survey, engineering, environmental, and other professional fees that are directly related to the construction or expansion.
- (2) Directly related land acquisition costs, including costs incurred for the following:
 - (A) Purchases of interests in land.
 - (B) Court awards or settlements.
 - (C) Reasonable appraisal, relocation service, negotiation service, title insurance, expert witness, attorney, and other professional fees that are directly related to the land acquisition.
- (3) Directly related debt service, subject to section 1330 of this chapter.
- (4) Directly related expenses incurred in preparing or updating the comprehensive plan or zone improvement plan, including all administrative, consulting, attorney, and other professional fees, as limited by section 1330 of this chapter.

As added by P.L.221-1991, SEC.6.

IC 36-7-4-1306 "Impact fee ordinance" defined

Sec. 1306. As used in this series, "impact fee ordinance" means an ordinance adopted under section 1311 of this chapter.

As added by P.L.221-1991, SEC.7.

IC 36-7-4-1307 "Impact zone" defined

Sec. 1307. As used in this series, "impact zone" means a geographic area designated under section 1315 of this chapter.

As added by P.L.221-1991, SEC.8.

IC 36-7-4-1308 "Infrastructure" defined

Sec. 1308. As used in this series, "infrastructure" means the capital improvements that:

- (1) comprise:
 - (A) a sanitary sewer system or wastewater treatment facility;
 - (B) a park or recreational facility;
 - (C) a road or bridge;
 - (D) a drainage or flood control facility; or
 - (E) a water treatment, water storage, or water distribution facility;
- (2) are:
 - (A) owned solely for a public purpose by:
 - (i) a unit; or
 - (ii) a corporation created by a unit; or
 - (B) leased by a unit solely for a public purpose; and
- (3) are included in the zone improvement plan of the impact zone in which the capital improvements are located.

The term includes site improvements or interests in real property needed for a facility listed in subdivision (1).

As added by P.L.221-1991, SEC.9.

IC 36-7-4-1309 "Infrastructure type" defined

Sec. 1309. As used in this series, "infrastructure type" means any of the following types of infrastructure covered by an impact fee ordinance:

- (1) Sewer, which includes sanitary sewerage and wastewater treatment facilities.
- (2) Recreation, which includes parks and other recreational facilities.
- (3) Road, which includes public ways and bridges.
- (4) Drainage, which includes drains and flood control facilities.
- (5) Water, which includes water treatment, water storage, and water distribution facilities.

As added by P.L.221-1991, SEC.10.

IC 36-7-4-1310 "Infrastructure agency" defined

Sec. 1310. As used in this series, "infrastructure agency" means a political subdivision or an agency of a political subdivision responsible for acquiring, constructing, or providing a particular infrastructure type.

As added by P.L.221-1991, SEC.11.

IC 36-7-4-1311 Ordinance; jurisdiction to adopt; impact fees and other charges

Sec. 1311. (a) The legislative body of a unit may adopt an ordinance imposing an impact fee on new development in the geographic area over which the unit exercises planning and zoning jurisdiction. The ordinance must aggregate the portions of the impact fee attributable

to the infrastructure types covered by the ordinance so that a single and unified impact fee is imposed on each new development.

(b) If the legislative body of a unit has planning and zoning jurisdiction over the entire geographic area covered by the impact fee ordinance, an ordinance adopted under this section shall be adopted in the same manner that zoning ordinances are adopted under the 600 SERIES of this chapter.

(c) If the legislative body of a unit does not have planning and zoning jurisdiction over the entire geographic area covered by the impact fee ordinance but does have jurisdiction over one (1) or more infrastructure types in the area, the legislative body shall establish the portion of the impact fee schedule or formula for the infrastructure types over which the legislative body has jurisdiction. The legislative body of the unit having planning and zoning jurisdiction shall adopt an impact fee ordinance containing that portion of the impact fee schedule or formula if:

- (1) a public hearing has been held before the legislative body having planning and zoning jurisdiction; and
- (2) each plan commission that has planning jurisdiction over any part of the geographic area in which the impact fee is to be imposed has approved the proposed impact fee ordinance by resolution.

(d) An ordinance adopted under this section is the exclusive means for a unit to impose an impact fee. An impact fee imposed on new development to pay for infrastructure may not be collected after January 1, 1992, unless the impact fee is imposed under an impact fee ordinance adopted under this chapter.

(e) Notwithstanding any other provision of this chapter, the following charges are not impact fees and may continue to be imposed by units:

- (1) Fees, charges, or assessments imposed for infrastructure services under statutes in existence on January 1, 1991, if:
 - (A) the fee, charge, or assessment is imposed upon all users whether they are new users or users requiring additional capacity or services;
 - (B) the fee, charge, or assessment is not used to fund construction of new infrastructure unless the new infrastructure is of the same type for which the fee, charge, or assessment is imposed and will serve the payer; and
 - (C) the fee, charge, or assessment constitutes a reasonable charge for the services provided in accordance with IC 36-1-3-8(a)(6) or other governing statutes requiring that any fees, charges, or assessments bear a reasonable relationship to the infrastructure provided.
- (2) Fees, charges, and assessments agreed upon under a contractual agreement entered into before April 1, 1991, or fees, charges, and assessments agreed upon under a contractual agreement, if the fees, charges, and assessments are treated as impact deductions under section 1321(d) of this chapter if an impact fee ordinance is in effect.

As added by P.L.221-1991, SEC.12. Amended by P.L.149-2016, SEC.97.

IC 36-7-4-1312 Ordinance; prerequisites to adoption

Sec. 1312. (a) A unit may not adopt an impact fee ordinance under section 1311 of this series unless the unit has adopted a comprehensive plan under the 500 SERIES of this chapter for the geographic area over which the unit exercises planning and zoning jurisdiction.

(b) Before the adoption of an impact fee ordinance under section 1311 of this chapter, a unit shall establish an impact fee advisory committee. The advisory committee shall:

- (1) be appointed by the executive of the unit;
- (2) be composed of not less than five (5) and not more than ten (10) members with at least forty percent (40%) of the membership representing the development, building, or real estate industries; and
- (3) serve in an advisory capacity to assist and advise the unit with regard to the

adoption of an impact fee ordinance under section 1311 of this chapter.

(c) A planning commission or other committee in existence before the adoption of an impact fee ordinance that meets the membership requirements of subsection (b) may serve as the advisory committee that subsection (b) requires.

(d) Action of an advisory committee established under subsection (b) is not required as a prerequisite for the unit in adopting an impact fee ordinance under section 1311 of this chapter.

As added by P.L.221-1991, SEC.13.

IC 36-7-4-1313 Other permissible fees and charges of adopting unit

Sec. 1313. This series does not prohibit a unit from doing any of the following:

- (1) Imposing a charge to pay the administrative, plan review, or inspection costs associated with a permit for development.
- (2) Imposing, pursuant to a written commitment or agreement and as a condition or requirement attached to a development approval or authorization (including permitting or zoning decisions), an obligation to dedicate, construct, or contribute goods, services, land or interests in land, or infrastructure to a unit or to an infrastructure agency. However, if the unit adopts or has already adopted an impact fee ordinance under section 1311 of this chapter the following apply:

(A) The person dedicating, contributing, or providing an improvement under this subsection is entitled to a credit for the improvement under section 1335 of this chapter.

(B) The cost of complying with the condition or requirement imposed by the unit under this subdivision may not exceed the impact fee that could have been imposed by the unit under section 1321 of this chapter for the same infrastructure.

- (3) Imposing new permit fees, charges, or assessments or amending existing permit fees, charges, or assessments. However, the permit fees, charges, or assessments must meet the requirements of section 1311(e)(1)(A), 1311(e)(1)(B), and 1311(e)(1)(C) of this chapter.

As added by P.L.221-1991, SEC.14.

IC 36-7-4-1314 Ordinance; application

Sec. 1314. (a) Except as provided in subsections (b) and (c), an impact fee ordinance must apply to any development:

- (1) that is in an impact zone; and
- (2) for which a unit may require a structural building permit.

(b) An impact fee ordinance may not apply to an improvement that does not create a need for additional infrastructure, including the erection of a sign, the construction of a fence, or the interior renovation of a building not resulting in a change in use.

(c) As used in this section, "qualified property" has the meaning set forth in IC 36-1-8-18. Except as provided in subsection (d), an impact fee ordinance may not apply to qualified property, and an impact fee may not be imposed on qualified property.

(d) Upon the request of the owner of qualified property, an impact fee may be imposed on the qualified property.

As added by P.L.221-1991, SEC.15. Amended by P.L.200-2016, SEC.2.

IC 36-7-4-1315 Ordinance; establishment of impact zones

Sec. 1315. (a) An impact fee ordinance must establish an impact zone, or a set of impact zones, for each infrastructure type covered by the ordinance. An impact zone established for a particular infrastructure type is not required to be congruent with an impact zone established for a different infrastructure type.

(b) An impact zone may not extend beyond the jurisdictional boundary of an infrastructure agency responsible for the infrastructure type for which the impact zone was

established, unless an agreement under IC 36-1-7 is entered into by the infrastructure agencies.

(c) If an impact zone, or a set of impact zones, includes a geographic area containing territory from more than one (1) planning and zoning jurisdiction, the applicable legislative bodies and infrastructure agencies shall enter into an agreement under IC 36-1-7 concerning the collection, division, and distribution of the fees collected under the impact fee ordinance.

As added by P.L.221-1991, SEC.16.

IC 36-7-4-1316 Impact zones; geographical area

Sec. 1316. A unit must include in an impact zone designated under section 1315 of this chapter the geographical area necessary to ensure that:

- (1) there is a functional relationship between the components of the infrastructure type in the impact zone;
- (2) the infrastructure type provides a reasonably uniform benefit throughout the impact zone; and
- (3) all areas included in the impact zone are contiguous.

As added by P.L.221-1991, SEC.17.

IC 36-7-4-1317 Ordinance; identification of responsible infrastructure agency

Sec. 1317. A unit must identify in the unit's impact fee ordinance the infrastructure agency that is responsible for acquiring, constructing, or providing each infrastructure type included in the impact fee ordinance.

As added by P.L.221-1991, SEC.18.

IC 36-7-4-1318 Ordinance; zone improvement plan preparation; contents of plan

Sec. 1318. (a) A unit may not adopt an impact fee ordinance under section 1311 of this chapter unless the unit has prepared or substantially updated a zone improvement plan for each impact zone during the immediately preceding one (1) year period. A single zone improvement plan may be used for two (2) or more infrastructure types if the impact zones for the infrastructure types are congruent.

(b) Each zone improvement plan must contain the following information:

- (1) A description of the nature and location of existing infrastructure in the impact zone.
- (2) A determination of the current level of service.
- (3) Establishment of a community level of service. A unit may provide that the unit's current level of service is the unit's community level of service in the zone improvement plan.
- (4) An estimate of the nature and location of development that is expected to occur in the impact zone during the following ten (10) year period.
- (5) An estimate of the nature, location, and cost of infrastructure that is necessary to provide the community level of service for the development described in subdivision (4). The plan must indicate the proposed timing and sequencing of infrastructure installation.
- (6) A general description of the sources and amounts of money used to pay for infrastructure during the previous five (5) years.

(c) If a zone improvement plan provides for raising the current level of service to a higher community level of service, the plan must:

- (1) provide for completion of the infrastructure that is necessary to raise the current level of service to the community level of service within the following ten (10) year period;
- (2) indicate the nature, location, and cost of infrastructure that is necessary to raise the current level of service to the community level of service; and

(3) identify the revenue sources and estimate the amount of the revenue sources that the unit intends to use to raise the current level of service to the community level of service for existing development. Revenue sources include, without limitation, any increase in revenues available from one (1) or more of the following:

(A) Adopting or increasing the following:

- (i) The local income tax (IC 6-3.6-6).
- (ii) The county vehicle excise tax or the municipal vehicle excise tax, as applicable.
- (iii) The county wheel tax or the municipal wheel tax, as applicable.

(B) Imposing the property tax rate per one hundred dollars (\$100) of assessed valuation that the unit may impose to create a cumulative capital improvement fund under IC 36-9-14.5 or IC 36-9-15.5.

(C) Transferring and reserving for infrastructure purposes other general revenues that are currently not being used to pay for capital costs of infrastructure.

(D) Dedicating and reserving for infrastructure purposes any newly available revenues, whether from federal or state revenue sharing programs or from the adoption of newly authorized taxes.

(d) A unit must consult with a qualified engineer licensed to perform engineering services in Indiana when the unit is preparing the portions of the zone improvement plan described in subsections (b)(1), (b)(2), (b)(5), and (c)(2).

(e) A zone improvement plan and amendments and modifications to the zone improvement plan become effective after adoption as part of the comprehensive plan under the 500 SERIES of this chapter or adoption as part of the capital improvements program under section 503(5) of this chapter. If the unit establishing the impact fee schedule or formula and establishing the zone improvement plan is different from the unit having planning and zoning jurisdiction, the unit having planning and zoning jurisdiction shall incorporate the zone improvement plan as part of the unit's comprehensive plan and capital improvement plan.

(f) If a unit's zone improvement plan identifies revenue sources for raising the current level of service to the community level of service, impact fees may not be assessed or collected by the unit unless:

- (1) before the effective date of the impact fee ordinance the unit has available or has adopted the revenue sources that the zone improvement plan specifies will be in effect before the impact fee ordinance becomes effective; and
- (2) after the effective date of the impact fee ordinance the unit continues to provide adequate funds to defray the cost of raising the current level of service to the community level of service, using revenue sources specified in the zone improvement plan or revenue sources other than impact fees.

As added by P.L.221-1991, SEC.19. Amended by P.L.197-2016, SEC.123; P.L.256-2017, SEC.191.

IC 36-7-4-1319 Amendment to ordinance or zone improvement plan

Sec. 1319. (a) A unit shall amend a zone improvement plan to make adjustments in the nature, location, and cost of infrastructure and the timing or sequencing of infrastructure installations to respond to the nature and location of development occurring in the impact zone. Appropriate planning and analysis shall be carried out before an amendment is made to a zone improvement plan.

(b) A unit may not amend an impact fee ordinance if the amendment makes a significant change in an impact fee schedule or formula or if the amendment designates an impact zone or alters the boundary of a zone, unless a new or substantially updated zone improvement plan has been approved within the immediately preceding one (1) year period.

As added by P.L.221-1991, SEC.20.

IC 36-7-4-1320 Ordinance; fee schedule and formula

Sec. 1320. (a) An impact fee ordinance must include:

- (1) a schedule prescribing for each impact zone the amount of the impact fee that is to be imposed for each infrastructure type covered by the ordinance; or
- (2) a formula for each impact zone by which the amount of the impact fee that is to be imposed for each infrastructure type covered by the ordinance may be derived.

(b) A schedule or formula included in an impact fee ordinance must provide an objective and uniform standard for calculating impact fees that allows fee payers to accurately predict the impact fees that will be imposed on new development.

As added by P.L.221-1991, SEC.21.

IC 36-7-4-1321 Fee schedule or formula; requirements; limitations

Sec. 1321. (a) An impact fee schedule or formula described in section 1320 of this chapter shall be prepared so that the impact fee resulting from the application of the schedule or formula to a development meets the requirements of this section. However, this section does not require that a particular methodology be used in preparing the schedule or formula.

(b) As used in this section, "impact costs" means a reasonable estimate, made at the time the impact fee is assessed, of the proportionate share of the costs incurred or to be incurred by the unit in providing infrastructure of the applicable type in the impact zone that are necessary to provide the community level of service for the development. The amount of impact costs may not include the costs of infrastructure of the applicable type needed to raise the current level of service in the impact zone to the community level of service in the impact zone for development that is existing at the time the impact fee is assessed.

(c) As used in this section, "nonlocal revenue" means a reasonable estimate, made at the time the impact fee is assessed, of revenue that:

- (1) will be received from any source (including but not limited to state or federal grants) other than a local government source; and
- (2) is to be used within the impact zone to defray the capital costs of providing infrastructure of the applicable type.

(d) As used in this section, "impact deductions" means a reasonable estimate, made at the time the impact fee is assessed, of the amounts from the following sources that will be paid during the ten (10) year period after assessment of the impact fee to defray the capital costs of providing infrastructure of the applicable types to serve a development:

- (1) Taxes levied by the unit or on behalf of the unit by an applicable infrastructure agency that the fee payer and future owners of the development will pay for use within the geographic area of the unit.
- (2) Charges and fees, other than fees paid by the fee payer under this chapter, that are imposed by any of the following for use within the geographic area of the unit:
 - (A) An applicable infrastructure agency.
 - (B) A governmental entity.
 - (C) A not-for-profit corporation created for governmental purposes.

Charges and fees covered by this subdivision include tap and availability charges paid for extension of services or the provision of infrastructure to the development.

(e) An impact fee on a development may not exceed:

- (1) impact costs; minus
- (2) the sum of nonlocal revenues and impact deductions.

As added by P.L.221-1991, SEC.22.

IC 36-7-4-1322 Fee assessment date; increase or decrease in fees; developments against which fees may not be assessed; existing contracts

Sec. 1322. (a) Except as provided in subsection (b), an impact fee ordinance must require that, if the fee payer requests, an impact fee on a development must be assessed not later than thirty (30) days after the earlier of:

- (1) the date the fee payer obtains an improvement location permit for the development; or
- (2) the date that the fee payer voluntarily submits to the unit a development plan for the development and evidence that the property is properly zoned for the proposed development. The plan shall be in the form prescribed by the unit's zoning ordinance and shall contain reasonably sufficient detail for the unit to calculate the impact fee.

(b) An impact fee ordinance may provide that if a proposed development is of a magnitude that will require revision of the zone improvement plan in order to appropriately serve the new development, the unit shall revise the unit's zone improvement plan and shall assess an impact fee on a development not later than one hundred eighty (180) days after the earlier of the following:

- (1) The date on which the fee payer obtains an improvement location permit for the development.
- (2) The date on which the fee payer submits to the unit a development plan for a development and evidence that the property is properly zoned for the proposed development. The development plan must be in the form prescribed by the unit's zoning ordinance and must contain reasonably sufficient detail for the unit to calculate the impact fee.

(c) An impact fee assessed under subsections (a) or (b) may be increased only if the structural building permit has not been issued for the development and the requirements of subsection (d) are satisfied. In the case of a phased development, only a portion of an impact fee assessed under subsection (a) or (b) that is attributable to the portion of the development for which a permit has not been issued may be increased if the requirements of subsection (d) are satisfied.

(d) Unless the improvement location permit or development plan originally submitted for the development is changed so that the amount of impact on infrastructure the development creates in the impact zone is significantly increased, an impact fee assessed under:

- (1) subsection (a)(1) or (b)(1) may not be increased for the period of the improvement location permit's validity; and
- (2) subsection (a)(2) or (b)(2) may not be increased for three (3) years.

(e) An impact fee assessed under subsection (a) or (b) shall be decreased if the improvement location permit or development plan originally submitted for the development is changed so that the amount of impact on infrastructure that the development creates in the impact zone is significantly decreased. If a change occurs in the permit or plan that results in a decrease in the amount of the impact fee after the fee has been paid, the unit that collected the fee shall immediately refund the amount of the overpayment to the fee payer.

(f) If the unit fails to assess an impact fee within the period required by subsection (a) or (b), the unit may not assess an impact fee on the development unless the development plan originally submitted for the development is materially and substantially changed.

(g) Notwithstanding other provisions in this chapter, a unit may not assess an impact fee against a development if:

- (1) an improvement location permit has been issued for all or a part of a development before adoption of an impact fee ordinance that is in compliance with this chapter; and
- (2) the development satisfies all of the following criteria:
 - (A) The development is zoned for commercial or industrial use before January 1, 1991.
 - (B) The development will consist primarily of new buildings or structures. As used in this clause, the term "new buildings or structures" does not include additions or expansions of existing buildings or structures.
 - (C) The parts of the development for which a structural building permit has not been issued are owned or controlled by the person that owned or controlled the development on January 1, 1991.
 - (D) A structural building permit is issued for the development not more than four (4)

years after the effective date of the impact fee ordinance.

(E) The development is part of a common scheme of development that:

- (i) involves land that is contiguous;
- (ii) involves a plan for development that includes a survey of the land, engineering drawings, and a site plan showing the anticipated size, location, and use of buildings and the anticipated location of streets, sewers, and drainage;
- (iii) if plan approval is required, resulted in an application being filed with an appropriate office, commission, or official of the unit before January 1, 1991, that resulted or may result in approval of any phase of the development plan referred to in item (ii);
- (iv) has been diligently pursued since January 1, 1991;
- (v) resulted before January 1, 1991, in a substantial investment in creating, publicizing, or implementing the common scheme of development; and
- (vi) involved the expenditure of significant funds before January 1, 1991, for the provision of improvements, such as roads, sewers, water treatment facilities, water storage facilities, water distribution facilities, drainage systems, or parks, that are on public lands or are available for other development in the area.

(h) Notwithstanding any other provision of this chapter, this chapter does not impair the validity of any contract between a unit and a fee payer that was:

- (1) entered into before January 1, 1991; and
- (2) executed in consideration of zoning amendments or annexations requested by the fee payer.

As added by P.L.221-1991, SEC.23.

IC 36-7-4-1323 Fee due date; proration; repeal or lapse of ordinance

Sec. 1323. (a) Except as provided in section 1324 of this chapter, an impact fee assessed in compliance with section 1322 of this chapter is due and payable on the date of issuance of the structural building permit for the new development on which the impact fee is imposed.

(b) For a phased development, an impact fee shall be prorated for purposes of payment according to the impact of the parcel for which a structural building permit is issued in relation to the total impact of the development. In accordance with section 1324 of this chapter, only the prorated portion of the assessed impact fee is due and payable on the issuance of the permit.

(c) If an impact fee ordinance is repealed, lapses, or becomes ineffective after the assessment of an impact fee on a development but before the issuance of the structural building permit for part or all of the development:

- (1) any part of the impact fee attributable to the part of the development for which a structural building permit has not been issued is void and is not due and payable, in the case of a phased development; and
- (2) the entire impact fee is void and is not due and payable, in the case of a development other than a phased development.

As added by P.L.221-1991, SEC.24.

IC 36-7-4-1324 Ordinance; installment payment plan; fee upon permit issuance; interest; penalty for late payment

Sec. 1324. (a) An impact fee ordinance must include an installment payment plan. The installment payment plan must at least offer a fee payer the option of paying part of an impact fee in equal installment payments if the impact fee is greater than five thousand dollars (\$5,000). In an installment plan under this section:

- (1) a maximum of five thousand dollars (\$5,000) or five percent (5%) of the impact fee, whichever is greater, may become payable on the date the structural building permit is issued for the development on which the fee is imposed;

(2) the first installment may not become due and payable less than one (1) year after the date the structural building permit is issued for the development on which the fee is imposed; and

(3) the last installment may not be due and payable less than two (2) years after the date the structural building permit is issued for the development on which the fee is imposed.

(b) An impact fee ordinance may require an impact fee of five thousand dollars (\$5,000) or less to be paid in full on the date the structural building permit is issued for the development on which the impact fee is imposed.

(c) An impact fee ordinance may provide that a reasonable rate of interest, not to exceed the prejudgment rate of interest in effect at the time the interest accrues, may be charged if the fee payer elects to pay in installments. If interest is charged, the ordinance must provide that interest accrues only on the portion of the impact fee that is outstanding and does not begin to accrue until the date the structural building permit is issued for the development or the part of the development on which the impact fee is imposed.

(d) An impact fee ordinance may provide that if all or part of an installment is not paid when due and payable, the amount of the installment shall be increased on the first day after the installment is due and payable by a penalty amount equal to ten percent (10%) of the installment amount that is overdue. If interest is charged under subsection (c), the interest shall be charged on the penalty amount.

As added by P.L.221-1991, SEC.25.

IC 36-7-4-1325 Collection of unpaid fees; lien; receipt for payments

Sec. 1325. (a) A unit may use any legal remedy to collect an impact fee imposed by the unit. A unit must bring an action to collect an impact fee and all penalties, costs, and collection expenses associated with a fee not later than ten (10) years after the fee or the prorated portion of the impact fee first becomes due and payable.

(b) On the date a structural building permit is issued for the development of property on which the impact fee is assessed, the unit acquires a lien on the real property for which the permit is issued. For a phased development, the amount of the lien may not exceed the prorated portion of the impact fee due and payable in one (1) or more installments at the time the structural building permit is issued.

(c) A lien acquired by a unit under this section is not affected by a sale or transfer of the real property subject to the lien, including the sale, exchange, or lease of the real property under IC 36-1-11.

(d) A lien acquired by a unit under this section continues for ten (10) years after the impact fee or the prorated portion of the impact fee becomes due and payable. However, if an action to enforce the lien is filed within the ten (10) year period, the lien continues until the termination of the proceeding.

(e) A holder of a lien of record on any real property on which an impact fee is delinquent may pay the delinquent impact fee and any penalties and costs. The amount paid by the lien holder is an additional lien on the real property in favor of the lien holder and is collectible in the same manner as the original lien.

(f) If a person pays an impact fee assessed against any real property, the person is entitled to a receipt for the payment that is:

- (1) on a form prescribed by the impact fee ordinance; and
- (2) issued by a person designated in the impact fee ordinance.

As added by P.L.221-1991, SEC.26.

IC 36-7-4-1326 Ordinance; special reduced rates for affordable housing development

Sec. 1326. (a) An impact fee ordinance may provide for a reduction in an impact fee for housing development that provides sale or rental housing, or both, at a price that is affordable

to an individual or a family earning less than eighty percent (80%) of the median income for the county in which the housing development is located. If the housing development comprises more than one (1) residential unit, the impact fee reduction shall apply only to the residential units that are affordable to an individual or a family earning less than eighty percent (80%) of the median income of the county.

(b) If the impact fee ordinance provides for a reduction in an impact fee under subsection (a), the ordinance must:

- (1) contain a schedule or formula that sets forth the amount of the fee reduction for various types of housing development specified in subsection (a);
- (2) require that, as a condition of receiving the fee reduction, the owner execute an agreement that:
 - (A) is binding for a period of at least five (5) years on the owner and subsequent owners; and
 - (B) limits the tenancy of residential units receiving the fee reduction to individuals or families who at the time the tenancy is initiated are earning less than eighty percent (80%) of the median income of the county;
- (3) contain standards to be used in determining if a particular housing development specified in subsection (a) will receive a fee reduction; and
- (4) designate a board or an official of the unit to conduct the hearing required by subsection (c).

(c) A fee reduction authorized by this section must be approved by a board or official of the unit at a public hearing.

As added by P.L.221-1991, SEC.27.

IC 36-7-4-1327 Fee reduction; appeal procedures

Sec. 1327. An impact fee ordinance must provide a procedure through which the fee reduction decision made under section 1326 of this chapter may be appealed by the following persons:

- (1) The person requesting the fee reduction.
- (2) An infrastructure agency responsible for infrastructure of the applicable type for the impact zone in which the impact fee reduction is granted.

As added by P.L.221-1991, SEC.28.

IC 36-7-4-1328 Fee reduction; complementary payment by granting unit

Sec. 1328. A unit that provides a fee reduction under section 1326 of this chapter shall pay into the account or accounts established for the impact zone in which the fee was reduced an amount equal to the amount of the fee reduction.

As added by P.L.221-1991, SEC.29.

IC 36-7-4-1329 Fund for impact fee collections; establishment; management; reports

Sec. 1329. (a) A unit imposing an impact fee shall establish a fund to receive amounts collected under this series.

(b) Money in a fund established under subsection (a) at the end of the unit's fiscal year remains in the fund. Interest earned by the fund shall be deposited in the fund.

(c) The fiscal officer of the unit shall manage the fund according to the provisions of this series. The fiscal officer shall annually report to the unit's plan commission and to each infrastructure agency responsible for infrastructure in an impact zone. The report must include the following:

- (1) The amount of money in accounts established for the impact zone.
- (2) The total receipts and disbursements of the accounts established for the impact zone.
- (d) A separate account shall be established in the fund for each impact zone established

by the unit and for each infrastructure type within each zone. Interest earned by an account shall be deposited in that account.

As added by P.L.221-1991, SEC.30.

IC 36-7-4-1330 Use of fees

Sec. 1330. An impact fee collected under this series shall be used for the following purposes:

- (1) Providing funds to an infrastructure agency for the provision of new infrastructure that:
 - (A) is necessary to serve the new development in the impact zone from which the fee was collected; and
 - (B) is identified in the zone improvement plan.
- (2) In an amount not to exceed five percent (5%) of the annual collections of an impact fee, for expenses incurred by the unit that paid for the consulting services that were used to establish the impact fee ordinance.
- (3) Payment of a refund under section 1332 of this chapter.
- (4) Payment of debt service on an obligation issued to provide infrastructure described in subdivision (1).

As added by P.L.221-1991, SEC.31.

IC 36-7-4-1331 Infrastructure construction

Sec. 1331. (a) An infrastructure agency shall, within the time described in the zone improvement plan, construct infrastructure for which:

- (1) a zone improvement plan has been adopted;
- (2) an impact zone has been established; and
- (3) an impact fee has been collected.

(b) A unit may amend the unit's zone improvement plan, including the time provided in the plan for construction of infrastructure, only if the amount of expenditures provided for the construction of infrastructure in the original plan does not decrease in any year and the benefit to the overall impact zone does not decrease because of the amendment.

As added by P.L.221-1991, SEC.32.

IC 36-7-4-1332 Impact fee refunds

Sec. 1332. (a) A fee payer is entitled to a refund of an impact fee if an infrastructure agency:

- (1) has failed to complete a part of the infrastructure for which the impact fee was imposed not later than:
 - (A) twenty-four (24) months after the time described in section 1331 of this chapter; or
 - (B) a longer time as is reasonably necessary to complete the infrastructure if unforeseeable and extraordinary circumstances that are not in whole or in part caused by the unit have delayed the construction;
- (2) has unreasonably denied the fee payer the use and benefit of the infrastructure during the useful life of the infrastructure; or
- (3) has failed within the earlier of:

- (A) six (6) years after issuance of the structural building permit; or
 - (B) the anticipated infrastructure completion date as specified in the zone improvement plan existing on the date the impact fee was collected;
- to make reasonable progress toward completion of the specific infrastructure for which the impact fee was imposed or thereafter fails to make reasonable progress toward completion.

(b) An application for a refund under subsection (a) must be filed with the unit that imposed the impact fee not later than two (2) years after the right to a refund accrues. A unit

shall issue a refund in part or in full or shall reject the application for refund not later than thirty (30) days after receiving an application for a refund.

(c) If a unit approves a refund in whole or in part, the unit shall pay the amount approved, plus interest from the date on which the impact fee was paid to the date the refund is issued. The interest rate shall be the same rate as the rate that the unit's impact fee ordinance provides for impact fee payments paid in installments.

(d) If a unit rejects an application for refund or approves only a partial refund, the fee payer may appeal not later than sixty (60) days after the rejection or partial approval to the unit's impact fee review board established under section 1338 of this chapter by filing with the board an appeal on a form prescribed by the board. The board shall issue instructions for completion of the form. The form and the instructions must be clear, simple, and understandable to a lay person.

(e) An impact fee ordinance shall designate the employee or official of the unit who is responsible for accepting, rejecting, and paying a refund and interest.

(f) A unit's impact fee review board shall hold a hearing on all appeals for a refund under this section. The hearing shall be held not later than forty-five (45) days after the application for appeal is filed with the board. A unit's impact fee review board shall provide notice of the application for refund to the infrastructure agency responsible for the infrastructure for which the impact fee was imposed.

(g) An impact fee review board holding a hearing under subsection (f) shall determine the amount of a refund that shall be made to the fee payer from the account established for the infrastructure for which the fee was imposed. A refund ordered by the board must include interest from the date the impact fee was paid to the date the refund is issued at the same rate the ordinance provides for impact fee payments paid in installments.

(h) A party aggrieved by a final decision of an impact fee review board in a hearing under subsection (f) may appeal to the circuit or superior court of the county in which the unit is located and is entitled to a trial de novo.

As added by P.L.221-1991, SEC.33.

IC 36-7-4-1333 Impact fees; appeal of amount before impact review board; judicial review; effect on pending fee payments

Sec. 1333. (a) A person against whom an impact fee has been assessed may appeal the amount of the impact fee. A unit may not deny issuance of a structural building permit on the basis that an impact fee has not been paid or condition issuance of the permit on the payment of an impact fee. However, in the case of an impact fee of one thousand dollars (\$1,000) or less a unit may require a fee payer to:

- (1) pay the impact fee; or
- (2) bring an appeal under this section;

before the unit issues a structural building permit for the development for which the impact fee was assessed.

(b) A person must file a petition for a review of the amount of an impact fee with the unit's impact fee review board not later than thirty (30) days after issuance of the structural building permit for the development for which the impact fee was assessed. An impact fee ordinance may require a petition to be accompanied by payment of a reasonable fee not to exceed one hundred dollars (\$100). A fee payer shall receive a full refund of the filing fee if:

- (1) the fee payer prevails;
- (2) the amount of the impact fee or the reductions or credits against the fee is adjusted by the unit, the board, or a court; and
- (3) the body ordering the adjustment finds that the amount of the fee, reductions, or credits were arbitrary or capricious.

(c) A unit's impact fee review board shall prescribe the form of the petition for review of an impact fee under subsection (b). The board shall issue instructions for completion of the form. The form and the instructions must be clear, simple, and understandable to a lay

person. The form must require the petitioner to specify:

- (1) a description of the new development on which the impact fee has been assessed;
- (2) all facts related to the assessment of the impact fee; and
- (3) the reasons the petitioner believes that the amount of the impact fee assessed is erroneous or is greater than the amount allowed by the fee limitations set forth in this series.

(d) A unit's impact fee review board shall prescribe a form for a response by a unit to a petition for review under this section. The board shall issue instructions for completion of the form. The form must require the unit to indicate:

- (1) agreement or disagreement with each item indicated on the petition for review under subsection (c); and
- (2) the reasons the unit believes that the amount of the fee assessed is correct.

(e) Immediately upon the receipt of a timely filed petition on the form prescribed under subsection (c), a unit's impact fee review board shall provide a copy of the petition to the unit assessing the impact fee. The unit shall not later than thirty (30) days after the receipt of the petition provide to the board a completed response to the petition on the form prescribed under subsection (d). The board shall immediately forward a copy of the response form to the petitioner.

(f) An impact fee review board shall:

- (1) review the petition and the response submitted under this section; and
- (2) determine the appropriate amount of the impact fee not later than thirty (30) days after submission of both petitions.

(g) A fee payer aggrieved by a final determination of an impact fee review board may appeal to the circuit or superior court of the county in which the unit is located and is entitled to a trial de novo. If the assessment of a fee is vacated by judgment of the court, the assessment of the impact fee shall be remanded to the board for correction of the impact fee assessment and further proceedings in accordance with law.

(h) If a petition for a review or an appeal of an impact fee assessment is pending, the impact fee is not due and payable until after the petition or appeal is finally adjudicated and the amount of the fee is determined.

As added by P.L.221-1991, SEC.34.

IC 36-7-4-1334 Ordinance; appeal provision for amount of fees

Sec. 1334. An impact fee ordinance must set forth the reasons for which an appeal of the amount of an impact fee may be made. The impact fee ordinance must provide that an appeal of the amount of an impact fee may be made for the following reasons:

- (1) A fact assumption used in determining the amount of an impact fee is incorrect.
- (2) The amount of the impact fee is greater than the amount allowed under sections 1320, 1321, and 1322 of this chapter.

As added by P.L.221-1991, SEC.35.

IC 36-7-4-1335 Fee payer credits; infrastructure or improvements; amount of credit

Sec. 1335. (a) As used in this section, "improvement" means an improvement under section 1313(2) of this chapter or a site improvement, land, or real property interest as follows:

- (1) That is to be used for at least one (1) of the infrastructure purposes specified in section 1309 of this chapter.
- (2) That is included in or intended to be used relative to an infrastructure type for which the unit has imposed an impact fee in the impact zone.
- (3) That is not a type of improvement that is uniformly required by law or rule for the type of development on which the impact fee has been imposed.
- (4) That is or will be:

- (A) public property; or
 - (B) furnished or constructed under requirements of the unit and is or will be available for use by other development in the area.
 - (5) That is beneficial to existing development and future development in the impact zone and is not beneficial to only one (1) development.
 - (6) That either:
 - (A) allows the removal of a component of infrastructure planned for the impact zone;
 - (B) is a useful addition to the zone improvement plan; or
 - (C) is reasonably likely to be included in a future zone improvement plan for the impact zone.
 - (7) That is:
 - (A) constructed, furnished, or guaranteed by a bond or letter of credit under a request by an authorized official of the:
 - (i) applicable infrastructure agency; or
 - (ii) unit that imposed the impact fee; or
 - (B) required to be constructed or furnished under a written commitment that:
 - (i) is requested by an authorized official of the applicable infrastructure agency or the unit that imposed the impact fee;
 - (ii) concerns the use or developing of the development against which the impact fee is imposed; and
 - (iii) is made under section 1015 of this chapter.
 - (b) A fee payer is entitled to a credit against an impact fee if the owner or developer of the development constructs or provides:
 - (1) infrastructure that is an infrastructure type for which the unit imposed an impact fee in the impact zone; or
 - (2) an improvement.
 - (c) A fee payer is entitled to a credit under this section for infrastructure or an improvement that:
 - (1) is constructed or furnished relative to a development after January 1, 1989; and
 - (2) meets the requirements of this section.
 - (d) The amount of a credit allowed under this section shall be determined at the date the impact fee is assessed. However, if an assessment is not requested, the amount of the credit shall be determined at the time the structural building permit is issued. The amount of the credit shall be:
 - (1) determined by the:
 - (A) person constructing or providing the infrastructure or improvement; and
 - (B) applicable infrastructure agency; and
 - (2) equal to the sum of the following:
 - (A) The cost of constructing or providing the infrastructure or improvement.
 - (B) The fair market value of land, real property interests, and site improvements provided.
 - (e) The amount of a credit may be increased or decreased after the date the impact fee is assessed if, between the date the impact fee is assessed and the date the structural building permit is issued, there is a substantial and material change in the cost or value of the infrastructure or improvement that is constructed or furnished from the cost or value determined under subsection (d). However, at the time the amount of a credit is determined under subsection (d), the person providing the infrastructure or improvement and the applicable infrastructure agency may agree that the amount of the credit may not be changed. The person providing the infrastructure or improvement may waive the person's right to a credit under this section.
- As added by P.L.221-1991, SEC.36. Amended by P.L.126-2011, SEC.43.*

IC 36-7-4-1336 Fee payer credits; petition to determine amount; proceeding

before impact review board

Sec. 1336. (a) If the parties cannot agree on the cost or fair market value under section 1335(d) of this chapter, the fee payer or the person constructing or providing the infrastructure or improvement may file a petition for determination of the amount of the credit with the unit's impact fee review board not later than thirty (30) days after the structural building permit is issued for the development on which the impact fee is imposed. A petition under this subsection may be made as part of an appeal proceeding under section 1334 of this chapter or may be made under this section.

(b) An impact fee review board shall prescribe the form of the petition for determination of the amount of a credit under this section. The board shall issue instructions for completion of the form. The form and the instructions must be clear, simple, and understandable to a lay person.

(c) An impact fee review board shall prescribe a form for a response by the applicable infrastructure agency to a petition under this section for determination of a credit amount. The board shall issue instructions for completion of the form.

(d) Immediately after receiving a timely filed petition under this section for determination of a credit amount, an impact fee review board shall provide a copy of the petition to the applicable infrastructure agency. Not later than thirty (30) days after receiving a copy of the petition, the infrastructure agency shall provide to the board a response on the form prescribed under subsection (c). The board shall immediately provide the petitioner with a copy of the infrastructure agency's response.

(e) The impact fee review board shall:

- (1) review a petition and response filed under this section; and
- (2) determine the amount of the credit not later than thirty (30) days after the response is filed.

(f) A fee payer aggrieved by a final determination of an impact fee review board under this section:

- (1) may appeal to the circuit or superior court of the county in which the unit is located; and
- (2) is entitled to a trial de novo.

As added by P.L.221-1991, SEC.37.

IC 36-7-4-1337 Ordinance; allocation of credits to fee payer provisions

Sec. 1337. An impact fee ordinance shall do the following:

- (1) Establish a method for reasonably allocating credits to fee payers in situations in which the person providing infrastructure or an improvement is not the fee payer.
- (2) Allow the person providing infrastructure or an improvement to designate in writing a reasonable and administratively feasible method of allocating credits to future fee payers.

As added by P.L.221-1991, SEC.38.

IC 36-7-4-1338 Impact fee review board; membership; powers and duties

Sec. 1338. (a) Each unit that adopts an impact fee ordinance shall establish an impact fee review board consisting of three (3) citizen members appointed by the executive of the unit. A member of the board may not be a member of the plan commission. An impact fee ordinance must do the following:

- (1) Set the terms the members shall serve on the board.
- (2) Establish a procedure through which the unit's executive shall appoint a temporary replacement member meeting the qualifications of the member being replaced in the case of conflict of interest.

(b) An impact fee review board must consist of the following members:

- (1) One (1) member who is a real estate broker licensed in Indiana.
- (2) One (1) member who is an engineer licensed in Indiana.

(3) One (1) member who is a certified public accountant.

(c) An impact fee review board shall review the amount of an impact fee assessed, the amount of a refund, and the amount of a credit using the following procedures:

- (1) The board shall fix a reasonable time for the hearing of appeals.
- (2) At a hearing, each party may appear and present evidence in person, by agent, or by attorney.
- (3) A person may not communicate with a member of the board before the hearing with intent to influence the member's action on a matter pending before the board.
- (4) The board may reverse, affirm, modify, or otherwise establish the amount of an impact fee, a credit, a refund, or any combination of fees, credits, or refunds. For purposes of this subdivision, the board has all the powers of the official of the unit from which the appeal is taken.
- (5) The board shall decide a matter that the board is required to hear:
 - (A) at the hearing at which the matter is first presented; or
 - (B) at the conclusion of the hearing on the matter, if the matter is continued.
- (6) Within five (5) days after making a decision, the board shall provide a copy of the decision to the unit and the fee payer involved in the appeal.
- (7) The board shall make written findings of fact to support the board's decision.

As added by P.L.221-1991, SEC.39.

IC 36-7-4-1339 Declaratory relief; challenge of ordinance

Sec. 1339. (a) This section applies to a person having an interest in real property that may be subject to an impact fee ordinance if the development occurs on the property.

(b) A person may seek to:

- (1) have a court determine under IC 34-26-1 any question of construction or validity arising under the impact fee ordinance; and
- (2) obtain a declaration of rights, status, or other legal relations under the ordinance.

(c) The validity of an impact fee ordinance adopted by a unit or the validity of the application of the ordinance in a specific impact zone may be challenged under this section on any of the following grounds:

- (1) The unit has not provided for a zone improvement plan in the unit's comprehensive plan.
- (2) The unit did not prepare or substantially update the unit's zone improvement plan in the year preceding the adoption of the impact fee ordinance.
- (3) The unit has not identified the revenue sources the unit intends to use to implement the zone improvement plan, if identification of the revenue sources is required under section 1318(c) of this chapter.
- (4) The unit has not complied with the requirements of section 1318(f) of this chapter.
- (5) The unit has not made adequate revenue available to complete infrastructure improvements identified in the unit's zone improvement plan.
- (6) The impact fee ordinance imposes fees on new development that will not create a need for additional infrastructure.
- (7) The impact fee ordinance imposes on new development fees that are excessive in relation to the infrastructure needs created by the new development.
- (8) The impact fee ordinance does not allow for reasonable credits to fee payers.
- (9) The unit imposed a prohibition or delay on new development to enable the unit to complete the adoption of an impact fee ordinance.
- (10) The unit otherwise fails to comply with this series in the adoption of an impact fee ordinance.

As added by P.L.221-1991, SEC.40. Amended by P.L.1-1998, SEC.206.

IC 36-7-4-1340 Ordinance; effective date; duration; replacement

Sec. 1340. (a) An impact fee ordinance may take effect not earlier than six (6) months

after the date on which the impact fee ordinance is adopted by a legislative body.

(b) An impact fee may not be collected under an impact fee ordinance more than five (5) years after the effective date of the ordinance. However, a unit may adopt a replacement impact fee ordinance if the replacement impact fee ordinance complies with the provisions of this series.

As added by P.L.221-1991, SEC.41.

IC 36-7-4-1341 Delay of new development pending fee process

Sec. 1341. A unit may not prohibit or delay new development to wait for the completion of all or a part of the process necessary for the development, adoption, or updating of an impact fee.

As added by P.L.221-1991, SEC.42.

IC 36-7-4-1342 Application of 1300 Series to certain towns; expiration of provision

Sec. 1342. The general assembly finds that the powers of a local governmental unit to permit and provide for infrastructure are not limited by the provisions of this chapter except as expressly provided in this chapter.

As added by P.L.221-1991, SEC.43.

IC 36-7-4-1400 1400 Series—Development Plans; application of certain amendments to chapter

Sec. 1400. (a) This section and sections 1401, 1401.5, 1402, 1403, 1404, 1405, and 1406 of this chapter apply only to development plans initially submitted after December 31, 1995.

(b) This series (sections 1400 through 1499 of this chapter) may be cited as follows: 1400 SERIES—DEVELOPMENT PLANS.

As added by P.L.320-1995, SEC.22. Amended by P.L.220-2011, SEC.662.

IC 36-7-4-1401 "Development requirement" defined

Sec. 1401. As used in this series, "development requirement" means a requirement:

- (1) for development of real property in a zoning district for which a development plan is required; and
- (2) that conforms to section 1403 of this chapter.

As added by P.L.320-1995, SEC.23.

IC 36-7-4-1401.5 Power of legislative body to designate zoning districts where plan required

Sec. 1401.5. (a) A legislative body may, in a zoning ordinance, designate zoning districts in which a development plan is required. If a zoning district is designated under this section, the plan commission must approve or disapprove a development plan under this series for real property within the zoning district.

(b) The plan commission has exclusive authority to approve or disapprove a development plan for real property located within the plan commission's jurisdiction.

As added by P.L.320-1995, SEC.24. Amended by P.L.126-2011, SEC.44.

IC 36-7-4-1402 Designation by zoning ordinance

Sec. 1402. (a) This section applies if a zoning district is designated in a zoning ordinance under section 1401.5(a) of this chapter.

(b) In the zoning ordinance, the legislative body adopting the ordinance must specify the following:

- (1) Development requirements that must be satisfied before the plan commission may approve a development plan.
- (2) Plan documentation and supporting information that must be supplied to the plan

Indiana Code 2017

STAKEHOLDERS SUMMARY

Between March 25th and April 29th, 2022, a community survey was available through SurveyMonkey. The City posted links to social media and utilized email blasts to distribute links to the survey. It was open to the public, but is not to be considered a randomized or statistically accurate survey. A separate survey was also sent to stakeholders and private businesses with missions or focus compatible with the Park Department.

The Department received 236 completed responses online. The survey included detailed questions about the Parks Department, facilities, parks, trails, programs, community parks and recreation needs, and demographic information. The survey was formatted in multiple choice, ranking, and open-ended style questions.

The information received was consistent with past surveys and identified the needs and goals of the Department. Most of the respondents appear to be families, especially younger

families, with multiple children. Over 60 percent of respondents were in the 35-54 age range with nearly 20 percent over 55 years old. Nearly all provided their family income range, with approximately 85 percent indicating over \$80,000 in income, including over 35 percent making over \$160,000. Just over 2% indicated a family income less than \$40,000.

Parks close to downtown are highly used, while some outlying and undeveloped properties see significantly fewer visitors. The Monon Trail has been used by nearly 90% of respondents, and over 75% for the Midland Trace Trail. Other trails are highly utilized as well, with numerous comments related to high levels of connectivity and some comments requesting some trail linkages be completed soon. Over 55% visit parks with children, 35% with family, and 25% visit parks by themselves.

Most ranked the parks, facilities, and trails as 'Very Good' or 'Good' in quality, condition and value. The highest ranking recreational athletic fields/courts were basketball and pickleball. It should also be noted that baseball/softball, soccer and other multi-use field sports (football, rugby, lacrosse) should also be considered as the City continues the process of evaluating proposals for selling or privatizing Grand Park. Grand Park is currently utilized primarily for travel and club sports, but do provide facilities for use by Westfield Youth Sports (WYSI). If Grand Park is sold,

the City and Park Department will need to consider and plan for new or existing properties to accommodate WYSI practices and competitions.

Some specific park and recreation items to add or develop include:

- Trails & Connectivity
- Natural areas and Nature Preserves
- Splash Pad/Spray Parks
- Playgrounds
- Dog Parks

Some specific themes that came up in the survey include:

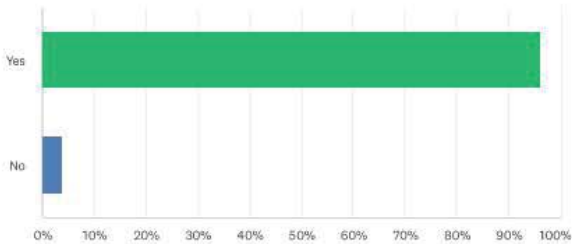
- Adding/developing parkland ranked high with a lower but balanced view of
- maintenance of existing facilities, adding new elements to existing parks.
- Need for Parks/Amenities in the western portions of the city, including northwest and
- southwest areas.
- Combinations of funding sources should be used for park growth, including private
- investment and donations.
- Nearly 60% of respondents indicated they would support a park foundation, with only
- 5% indicating they would not.
- Increase opportunities for nature experiences and passive recreation.
- Continue to develop Safe Trail crossings at streets
- Recreation/Multipurpose green space and courts for youth sports.

APPENDIX - PUBLIC SURVEY

City of Westfield Parks & Recreation Department 2022 Public Survey SurveyMonkey

Q1 Are you a Westfield resident?

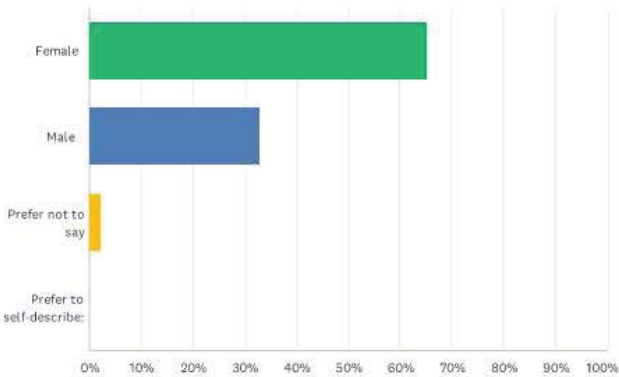
Answered: 232 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	96.12%223
No	3.88%9
TOTAL	232

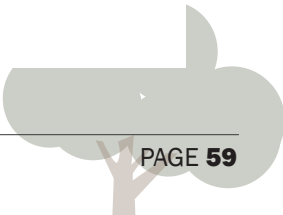
Q2 Gender

Answered: 232 Skipped: 0



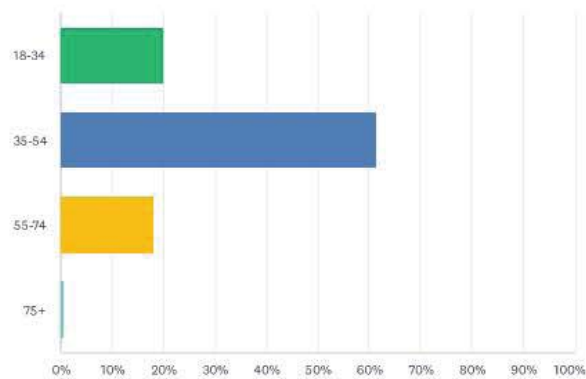
ANSWER CHOICES	RESPONSES
Female	65.09%151
Male	32.76%76
Prefer not to say	2.16%5
Prefer to self-describe:	0.00%0
TOTAL	232

#	PREFER TO SELF-DESCRIBE:	DATE
There are no responses.		



Q3 What is your age?

Answered: 231 Skipped: 1



ANSWER CHOICES	RESPONSES
18-34	19.91%46
35-54	61.47%142
55-74	18.18%42
75+	0.43%1
TOTAL	231

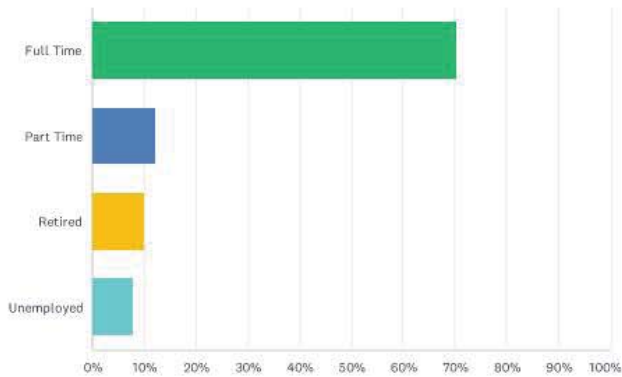
Q4 Please list the number of people in your household by age:

Answered: 230 Skipped: 2

0-9						
	1	2	3	4	5	TOTAL
How many in each age range?	43.12%47	44.95%49	8.26%9	3.67%4	0.00%0	109
10-18						
	1	2	3	4	5	TOTAL
How many in each age range?	53.62%37	36.23%25	10.14%7	0.00%0	0.00%0	69
19-34						
	1	2	3	4	5	TOTAL
How many in each age range?	32.39%23	63.38%45	4.23%3	0.00%0	0.00%0	71
35-54						
	1	2	3	4	5	TOTAL
How many in each age range?	20.14%28	79.86%111	0.00%0	0.00%0	0.00%0	139
55+						
	1	2	3	4	5	TOTAL
How many in each age range?	41.51%22	58.49%31	0.00%0	0.00%0	0.00%0	53

Q5 What is your employment status?

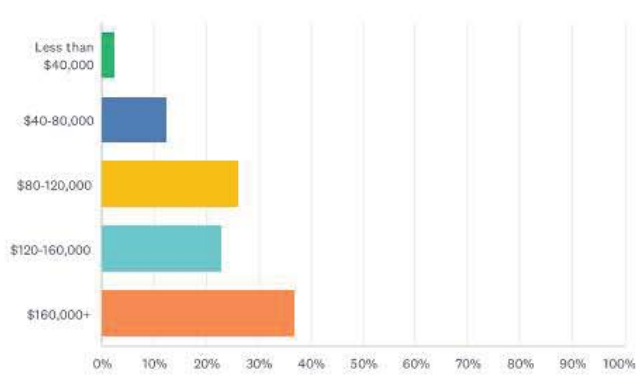
Answered: 231 Skipped: 1



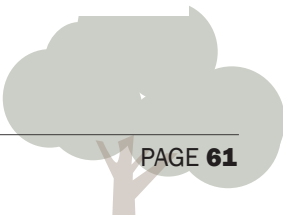
ANSWER CHOICES	RESPONSES	
Full Time	70.13%	162
Part Time	12.12%	28
Retired	9.96%	23
Unemployed	7.79%	18
TOTAL		231

Q6 What is your annual household income range?

Answered: 220 Skipped: 12



ANSWER CHOICES	RESPONSES	
Less than \$40,000	2.27%	5
\$40-80,000	12.27%	27
\$80-120,000	25.91%	57
\$120-160,000	22.73%	50
\$160,000+	36.82%	81
TOTAL		220



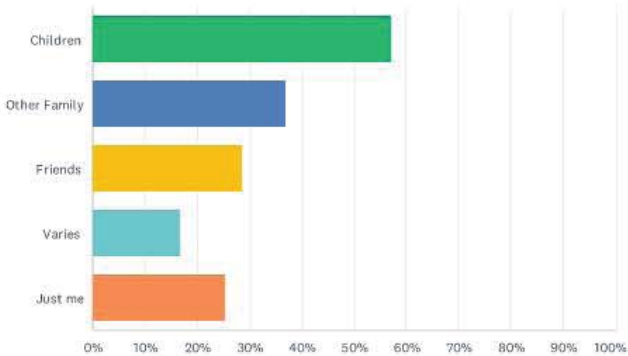
Q7 Which City of Westfield Parks* have you visited, and how often do you visit? Please list number of visits per year for each park below.*unless noted otherwise

Answered: 226 Skipped: 6

ANSWER CHOICES	RESPONSES	
Armstrong Park	25.22%	57
Asa Bales Park	71.68%	162
Freedom Trail Park	47.35%	107
Grand Junction Park & Plaza	53.54%	121
Hadley Park	21.68%	49
Liberty Park	25.66%	58
Old Friends Cemetery Park	27.88%	63
Osborne Park	21.24%	48
Quaker Park	61.95%	140
Raymond Worth Park	27.43%	62
Simon Moon Park	53.54%	121
Cool Creek Park (Hamilton County Parks)	87.61%	198
MacGregor Park (Westfield Washington Township Parks & Recreation)	57.52%	130
Other nearby parks (please specify)	15.93%	36

Q9 With whom do you most often visit parks?

Answered: 228 Skipped: 4



ANSWER CHOICES	RESPONSES	
Children	57.02%	130
Other Family	36.84%	84
Friends	28.51%	65
Varies	16.67%	38
Just me	25.44%	58
Total Respondents: 228		

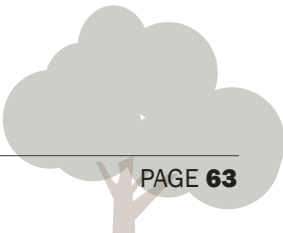
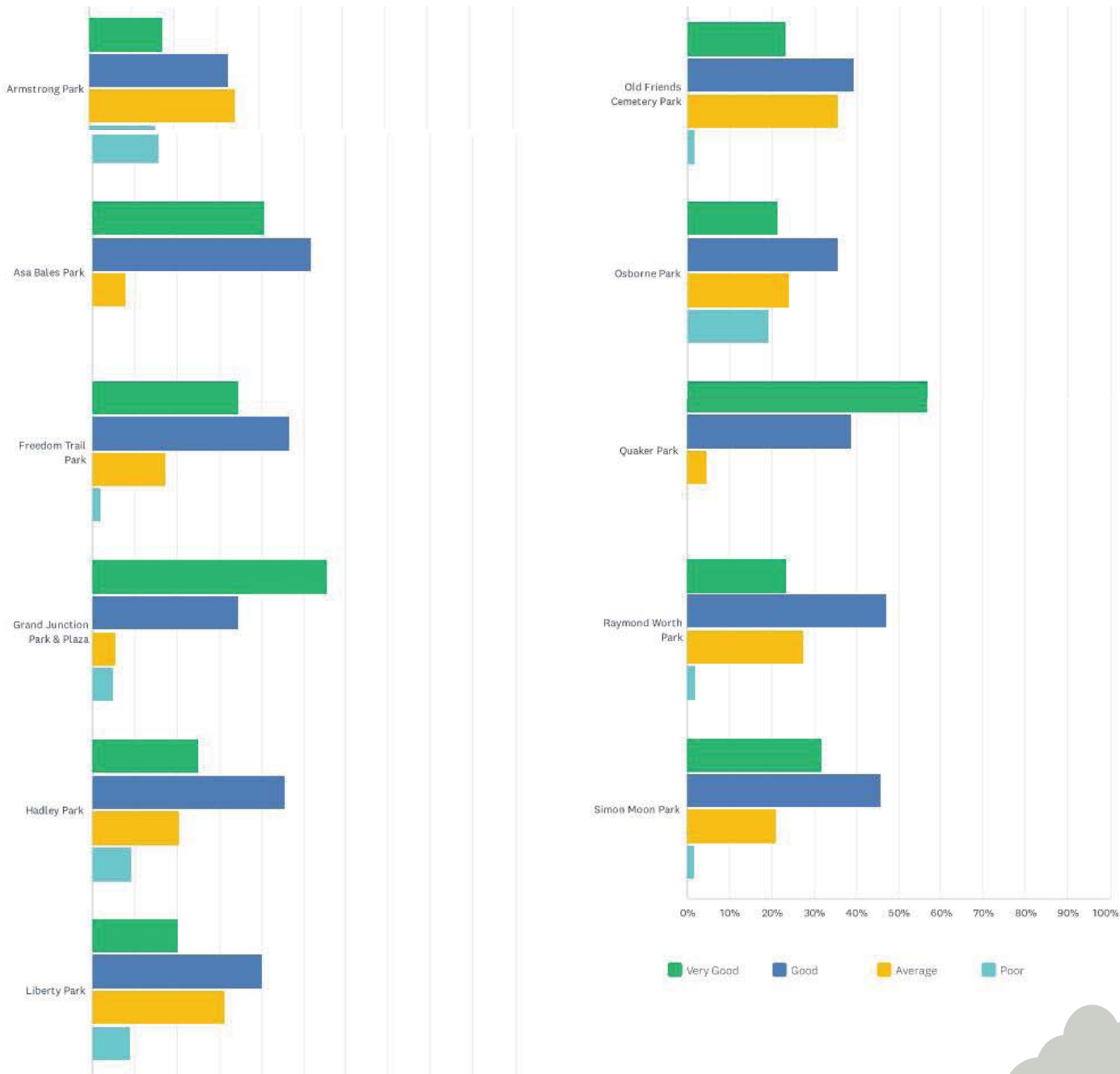
Q8 Which City of Westfield Trails have you visited, and how often do you visit? Please list number of visits per year for each trail below.

Answered: 201 Skipped: 31

ANSWER CHOICES	RESPONSES	
Grassy Branch Trail	28.86%	58
Cool Creek Trail	59.20%	119
Midland Trace Trail	75.62%	152
Monon Trail	88.06%	177
Natalie Wheeler Trail	32.34%	65

Q10 Please rate the quality of each park and its facilities:

Answered: 206 Skipped: 26



Q10 Please rate the quality of each park and its facilities:

Answered: 206 Skipped: 26

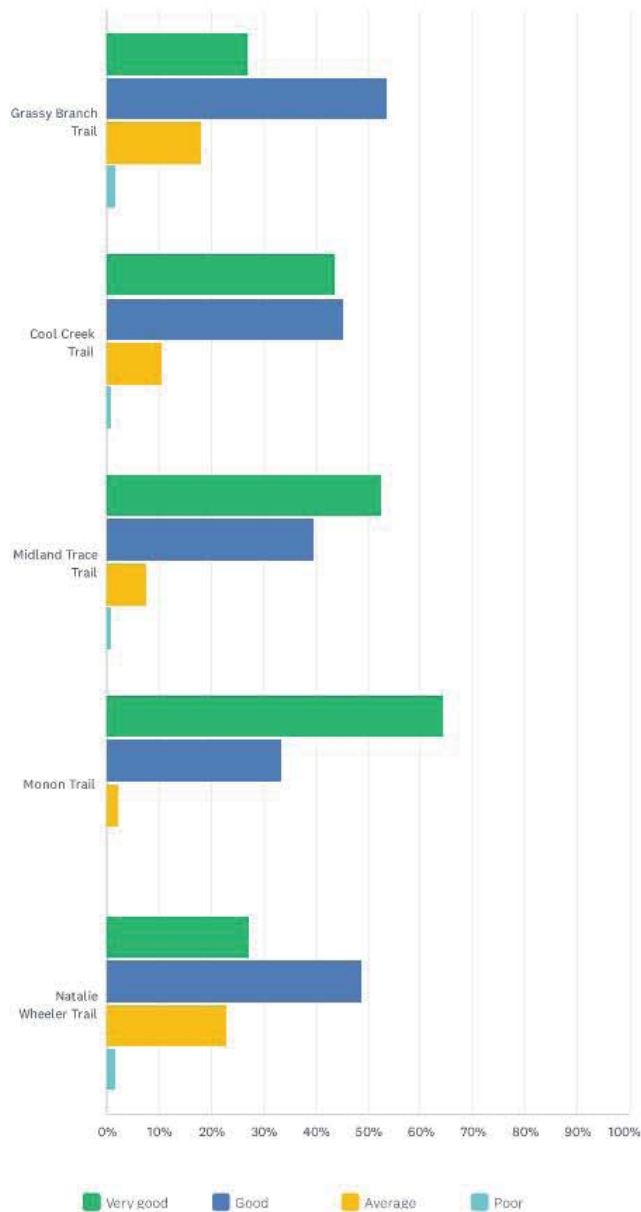
	VERY GOOD	GOOD	AVERAGE	POOR	TOTAL
Armstrong Park	17.24% 10	32.76% 19	34.48% 20	15.52% 9	58
Asa Bales Park	40.49% 66	51.53% 84	7.98% 13	0.00% 0	163
Freedom Trail Park	34.34% 34	46.46% 46	17.17% 17	2.02% 2	99
Grand Junction Park & Plaza	55.38% 72	34.62% 45	5.38% 7	4.62% 6	130
Hadley Park	25.00% 11	45.45% 20	20.45% 9	9.09% 4	44
Liberty Park	20.00% 9	40.00% 18	31.11% 14	8.89% 4	45
Old Friends Cemetery Park	23.21% 13	39.29% 22	35.71% 20	1.79% 1	56
Osborne Park	21.43% 9	35.71% 15	23.81% 10	19.05% 8	42
Quaker Park	56.72% 76	38.81% 52	4.48% 6	0.00% 0	134
Raymond Worth Park	23.53% 12	47.06% 24	27.45% 14	1.96% 1	51
Simon Moon Park	31.78% 41	45.74% 59	20.93% 27	1.55% 2	129

#	COMMENTS?	DATE
1	I get the thought with the playground next to the road, but clearly an older group of people, without young children planned that one. We need speed bumps on either side of the park there, possibly a stop where the road meets Old Friends Cemetery. You have to slow traffic there. You have to.	4/25/2022 2:21 PM
2	Haven't had the chance to visit all these parks but am looking forward to exploring them!	4/24/2022 9:40 PM
3	Freedom trail park is right in my neighborhood and it is poorly maintained.	4/24/2022 10:47 AM
4	Wish there were swings and more things for older children.	4/24/2022 9:01 AM
5	Freedom trail would be awesome with paved trails instead of gravel in back	4/23/2022 11:49 AM
6	I absolutely love the new Raymond Worth Park! I hope to see the pond restored for fishing.	4/18/2022 9:23 AM
7	Simon Moon needs more development	4/16/2022 8:25 AM
8	When you installed the turf at Simon moon all the equipment has zero clearance as the ground is too high. Definite error in planing. Also it needs a gate because of the sledding hill. And the grassy area to the north side needs flattened so you can play baseball or football	4/15/2022 10:50 AM
9	Freedom Trail doesn't have bathrooms. Grand Junction is in need of additional fencing to keep from running into the street or falling down one of many hills into the creek.	4/15/2022 8:08 AM
10	I would love to see bigger/more interactive playgrounds for older kids. Things like fitness stations, or natural wood structures to climb on/zip line, etc.	4/15/2022 7:06 AM
11	Whoever designed the death trap on Union should be fired	4/14/2022 6:33 PM
12	Asa Bales needs to finish the Gaga ball court. Simon moon needs to grease the spinning equipment.	4/14/2022 4:46 PM
13	No	4/7/2022 12:25 PM
14	There are many invasive species in the parks, esp Raymond Worth	4/5/2022 11:28 PM
15	Grand junction is kind of new to rate.	4/5/2022 10:46 AM
16	I would love for Liberty Park to be accessible from the south ie: a crosswalk & entrance so you could walk from Cool Creek or Nancy Wheeler.	4/2/2022 7:36 PM
17	Would love to see a fence at Raymond between road and playground. Also would love for restrooms to be cleaner at Asa and Quaker. Wish Quaker had slides for big kids.	3/28/2022 7:08 PM
18	Need more benches for parents to sit by playgrounds, more restrooms, and shade trees near playgrounds	3/28/2022 10:36 AM
19	Simon Moon was great before it was redone 6-7 years ago. No swings and now the carpet is so high you can't hardly spin.	3/26/2022 9:42 PM
20	Raymond Worth sometimes has trash which I try to help pick up.	3/26/2022 5:57 PM
21	Need bathrooms and water at all.	3/26/2022 3:03 PM
22	Please add more Pickleball courts at any/all parks - the sport is growing and in high demand!	3/26/2022 12:58 PM
23	We love, and appreciate, our great parks!	3/25/2022 11:57 PM
24	I have been a residence since 6/2021. We moved here with considering the many park & trails. We are still navigating, would like more walking areas around parks for children, longer distance. More nature	3/25/2022 11:36 PM
25	We need more pickleball courts	3/25/2022 11:12 PM

26	I live right between asa bales park and freedom trail park. Love both parks. Love grand junction plaza as well. I'm very excited for it to help elevate downtown. Please fix the play area. In the time I put a pacifier in my baby's mouth my toddler climbed over the concrete ledge and ran toward Union street. I have not been able to go back since.	3/25/2022 10:06 PM
27	Please prohibit golf carts and motorized vehicles from all city trails.	3/25/2022 5:06 PM
28	Grand junction is awesome, the new splash pad is great at Quaker, but most other parks outside of Cool creek need to be updated. Camel parks that have been updated are amazing	3/25/2022 4:24 PM
29	There are many smaller, newer parks that really need some more native trees.	3/25/2022 4:15 PM
30	We would love to see bathrooms at freedom trail, the shelter portion of Simon moon trips kids constantly. I saw part of it is sloping, but the other side trips them too. As a mom of young ones, I'd love to see parks built further from the road, maybe even one with a fence around it.	3/25/2022 3:33 PM

Q11 Please rate the quality of each trail:

Answered: 201 Skipped: 31

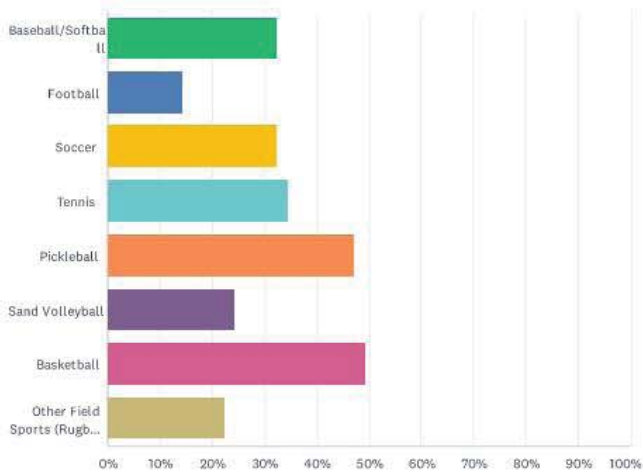


	VERY GOOD	GOOD	AVERAGE	POOR	TOTAL
Grassy Branch Trail	26.79% 15	53.57% 30	17.86% 10	1.79% 1	56
Cool Creek Trail	43.55% 54	45.16% 56	10.48% 13	0.81% 1	124
Midland Trace Trail	52.50% 84	39.38% 63	7.50% 12	0.63% 1	160
Monon Trail	64.44% 116	33.33% 60	2.22% 4	0.00% 0	180
Natalie Wheeler Trail	27.14% 19	48.57% 34	22.86% 16	1.43% 1	70

#	COMMENTS?	DATE
1	The trails near us are fantastic, even as a mom of a special needs kiddo with trouble walking. You are great about keeping the trails clear and safely paved/graveled.	4/25/2022 2:21 PM
2	I love the trails. So convenient and a great safe way to get exercise and be outside.	4/24/2022 9:40 PM
3	Sad to see all the trees being taken down. That was one of the nice cool spots when walking.	4/24/2022 10:39 AM
4	REALLY need SIDEWALK or trail from Monon to CoolCreek on 156th.	4/23/2022 10:33 AM
5	We frequent the Monon Trail. Crosswalks near grand park are needed and clearing of the trail more frequently	4/19/2022 9:13 AM
6	Monon and 161 crossing is very dangerous HAWK didn't help	4/18/2022 5:11 PM
7	Need to complete 156th trails to connect to Natalie wheeler and cool creek	4/15/2022 1:20 PM
8	No	4/7/2022 12:25 PM
9	natalie wheeler lost appeal due to selling wooded property for development	4/5/2022 10:23 AM
10	I wish there was more landscaping and development around our trails, similar to Carmel. I'm hoping to see it build up over the years!	3/29/2022 11:01 AM
11	Right of way needed for trail users. Spring mill and midland often has a lot of car traffic that can interrupt trail use. Also we need a minimum tunnel under 161st street to encourage more trail use. People will use the trails more if they feel safer at intersections.	3/27/2022 7:23 PM
12	The time we tried the Cool Creek Trail it was poorly marked.	3/26/2022 9:41 AM
13	We love that we can navigate around Westfield by using the various trails. Our plans are to acquire e-bikes and a golf cart in the future as well.	3/25/2022 11:57 PM
14	Unsure of feasible monon entrances & exits / dissatisfied with the lack of inclusive parks & communication for nonverbal (professionally speaking) : we are hoping to explore more trails.	3/25/2022 11:36 PM
15	Need to expand midland trace trail	3/25/2022 11:12 PM
16	Midland is still Very Disconnected. Not many trees/shade/benches/trash receptacles	3/25/2022 11:01 PM
17	Love the trails! Plan to use them more when my kids are bigger. Husband uses them to walk dog. As a chicago transplant I miss having places to walk to. Would be great to have more places to walk to in addition to all the trails to walk on.	3/25/2022 10:06 PM
18	Wish golf carts weren't allowed on trails	3/25/2022 9:51 PM
19	Waiting for Midland Trace to be completed	3/25/2022 8:48 PM
20	Connection to trails is essential, especially to the 191st and Grassy Creek area	3/25/2022 7:17 PM
21	Please stop cutting down all the trees adjacent to the trails.	3/25/2022 5:06 PM
22	Love the Monon	3/25/2022 4:24 PM
23	I love Midland trace. I know it's likely impossible, but it would be amazing if it could connect across 31 straight through Westfield.	3/25/2022 3:54 PM
24	The Natalie wheeler trail becomes a very narrow sidewalk on Union street. Makes it difficult for multiple bikes to ride/ pass	3/25/2022 3:50 PM

Q12 Is there a need for public recreation style athletic fields for youth or adult sports leagues or pick-up games, such as?

Answered: 140 Skipped: 92

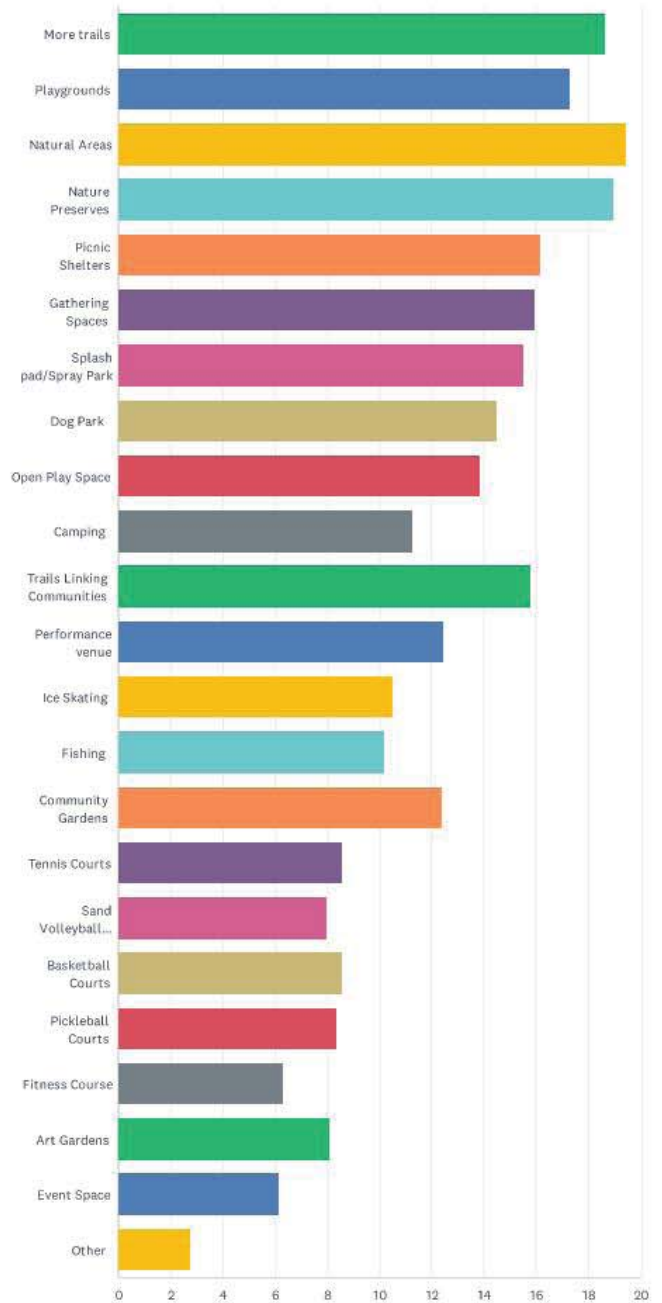


ANSWER CHOICES	RESPONSES
Baseball/Softball	32.14% 45
Football	14.29% 20
Soccer	32.14% 45
Tennis	34.29% 48
Pickleball	47.14% 66
Sand Volleyball	24.29% 34
Basketball	49.29% 69
Other Field Sports (Rugby, Lacrosse, Cricket, Field Hockey, etc.)	22.14% 31
Total Respondents: 140	

#	OTHER FIELD SPORTS (RUGBY, LACROSSE, CRICKET, FIELD HOCKEY, ETC.)	DATE
1	Lacrosse and Field Hockey would be great!	4/25/2022 5:45 AM
2	Field Hockey	4/24/2022 7:19 PM
3	Rugby	4/24/2022 9:11 AM
4	No	4/23/2022 10:40 PM
5	Disc Golf	4/23/2022 10:33 AM
6	Rugby, Lacrosse	4/15/2022 7:06 AM
7	Bocce ball, shuffleboard	4/14/2022 10:30 PM
8	Disc Golf	4/14/2022 5:25 PM
9	Lacrosse	4/7/2022 2:51 PM
10	No	4/6/2022 10:22 PM
11	NA	4/5/2022 10:56 AM
12	Public track	4/5/2022 10:27 AM
13	Don't know	4/3/2022 1:20 PM
14	Rugby	4/1/2022 9:29 PM
15	Grand Park should be for the people who live here first	3/28/2022 5:09 PM
16	Rugby	3/26/2022 6:44 PM
17	We have enough	3/26/2022 3:21 PM
18	Pool	3/26/2022 3:03 PM
19	Lacrosse	3/26/2022 11:51 AM
20	Lacrosse,	3/26/2022 10:47 AM
21	Pickleball is the fastest growing sport. Please expand. We need a pickleball park like Cynthearne.	3/25/2022 11:12 PM
22	Kickball	3/25/2022 11:01 PM
23	Lacrosse and Cricket	3/25/2022 10:31 PM
24	Frisbee Golf	3/25/2022 10:26 PM
25	Any of those and Hurling	3/25/2022 10:05 PM
26	Stocked fishing ponds	3/25/2022 8:35 PM
27	Disc golf	3/25/2022 7:17 PM
28	Yes, Because Westfield residents do not get to use Grand Park.	3/25/2022 4:51 PM
29	Disc golf	3/25/2022 4:15 PM
30	rugby	3/25/2022 4:03 PM
31	Hockey	3/25/2022 3:08 PM

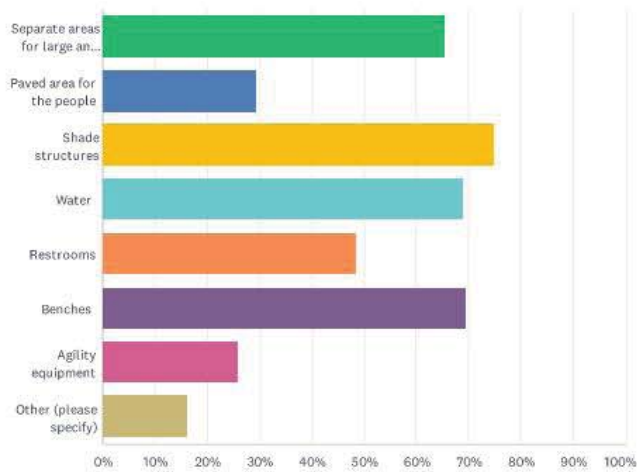
Q13 I would like to see City of Westfield Parks & Recreation add or develop the following things. Rank all that apply, with 1 being most important:

Answered: 226 Skipped: 6



Q14 If Westfield were to develop a dog park, what amenities would you prefer?

Answered: 167 Skipped: 65

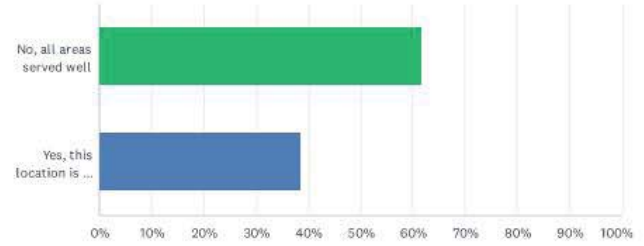


ANSWER CHOICES	RESPONSES
Separate areas for large and small dogs	65.27% 109
Paved area for the people	29.34% 49
Shade structures	74.85% 125
Water	68.86% 115
Restrooms	48.50% 81
Benches	69.46% 116
Agility equipment	25.75% 43
Other (please specify)	16.17% 27
Total Respondents: 167	

OTHER (PLEASE SPECIFY)	DATE
Basketball courts	4/26/2022 8:54 PM
Bag dispensers and a garbage can	4/25/2022 2:21 PM
Poop cans with scooper and bags	4/24/2022 7:40 PM
Great concept but no.	4/24/2022 9:11 AM
Tired of dogs allowed everywhere	4/23/2022 6:33 PM
No Thanks.	4/23/2022 10:33 AM
Dog wash station	4/15/2022 8:56 AM
Way to keep aggressive dogs out	4/14/2022 4:46 PM
None - should be private enterprise	4/7/2022 7:59 AM
na	4/5/2022 10:56 AM
Low cost to Westfield residents	4/5/2022 10:27 AM
Natural areas (see Duck Farm Dog Park and Independence Grove Dog Park in IL for examples)	4/5/2022 9:44 AM
Stated rules regarding safety	4/4/2022 9:31 AM
Vaccination requirements w/of key fob program - similar to Broadripple Dog Park	3/28/2022 5:48 AM
Dog Waste Receptacles and bags	3/26/2022 12:58 PM
Would not like a dog park	3/26/2022 10:54 AM
NO mulch. They eat it	3/26/2022 9:32 AM
Shot records , sign up for dogs & owners - added into the system - needs to be big - safety measures in place - a fee to use it	3/25/2022 11:36 PM
Large wooded area for dogs to explore	3/25/2022 11:01 PM
None	3/25/2022 10:31 PM
Self service dog bath would be great	3/25/2022 10:06 PM
Waste bins	3/25/2022 8:35 PM
A nice surface to prevent mud	3/25/2022 7:58 PM
We don't need a dog park :)	3/25/2022 3:52 PM
Away from regular parks and areas with kids	3/25/2022 3:33 PM
Absolutely essential to have small and large sides with separate entrances. A dog park is desperately needed!	3/25/2022 3:31 PM
Not a priority	3/25/2022 3:25 PM

Q15 Are there areas of the city that are currently underserved by park facilities? If so, where?

Answered: 141 Skipped: 91



YES, THIS LOCATION IS NOT WELL SERVED	DATE
Grand Park and west	4/25/2022 3:26 PM
The area around Quaker Park. The location and park is fantastic. Amenities are great, but with all the development on Ditch and more homes coming near Grand Park, the park is too crowded, specifically in the summer with the splash pad. Possibly follow the idea of Simon Moon, more of a toddler park with a splash pad out toward Eagletown or a giant splash pad with a bigger play area than Quaker Park to make more room for all the families moving in.	4/25/2022 2:21 PM
Midland Trace Path by Maple Glen Elementary School	4/24/2022 7:19 PM
Far west side of Westfield	4/24/2022 2:02 PM
There is no sidewalk or trail on 156th to get to cool creek from the monon	4/23/2022 10:33 AM
The west side, i.e., Towne Rd area, north of 146th	4/20/2022 12:07 PM
At Grand Park - playground is needed.	4/19/2022 9:13 AM
Carey Road north of 32	4/18/2022 9:23 AM
West side of Westfield	4/17/2022 6:21 PM
South side of Westfield - 151st/ditch	4/15/2022 11:59 AM
good	4/11/2022 4:14 PM
Dog Park	4/8/2022 8:49 AM
Grand park area needs public use park available	4/7/2022 2:51 PM
Carey road area	4/7/2022 7:59 AM
In general, keep more natural habitat and stop plowing down trees.	4/6/2022 10:22 PM
West	4/5/2022 1:42 PM
downtown where we built a poorly designed park with wide open pits for drainage rather than installing culverts to allow usable space over the top for the music venue, etc. Oh, and where is everyone to park? how to get there on already backlogged streets? POORLY DESIGNED AND EXECUTED	4/5/2022 12:42 PM
Hamory and Centennial district	4/5/2022 10:52 AM
We need larger venues to support all the high density housing developments	4/5/2022 10:21 AM
NE quadrant, NW quadrant	4/3/2022 1:20 PM
western parts of Westfield	4/3/2022 9:54 AM
Southwest corner	3/28/2022 12:33 PM
Southwest part of the city is limited to just Raymond Worth, needs additional facilities	3/28/2022 10:36 AM
Far western area	3/27/2022 8:04 PM
Ditch and 32	3/27/2022 12:28 AM
Further West along 32 and further east along 32. Also west along 146th street. Lots of strip development but no parks.	3/26/2022 5:57 PM
MO	3/26/2022 5:32 PM
I live in Morgan Woods and at one point, there were plans to extend Cool Creek trail behind our home so we'd be connected to trail system, but that appears to have been scrapped. As all of the new construction happens around 191st/East St and Northpoint, traffic has gotten super busy where it's not very safe for us to ride our bikes from our house on East St.	3/26/2022 2:53 PM
East of Grassy Branch	3/26/2022 2:04 PM
NE side	3/26/2022 10:47 AM
The northwest area is lacking parks.	3/26/2022 10:01 AM
While there are lots of trails connecting wealthy communities to businesses and other communities, I wish there were more for the middle and low income neighborhoods. This would be even more beneficial to these community members as they may have less access to their own transportation and would give an opportunity for free, health benefiting recreation.	3/26/2022 9:41 AM
The whole western side of Westfield. So many new communities with no near facilities.	3/26/2022 9:30 AM
There are no public bathrooms along the monon north of Quaker Park and no public bathrooms at Grand Junction either. I would be much more likely to head north on the trail if there were bathrooms & drinking fountains available.	3/26/2022 8:37 AM
West of 32 and south of 169th	3/26/2022 6:53 AM
Far west side	3/26/2022 2:21 AM
Unable to answer	3/25/2022 11:36 PM
Midland trace should be expanded	3/25/2022 11:12 PM
191st and Grassy Branch area. We don't want commercial buildings and facilities.	3/25/2022 8:35 PM
Near serenade and hamory	3/25/2022 7:20 PM
191st and Grassy Branch would love connecting to trails and parks	3/25/2022 7:17 PM
Freedom Trails Restroom Facility	3/25/2022 6:42 PM
West side	3/25/2022 5:33 PM

43	West side
44	There is little parks beyond Oakridge Rd. After Quaker Park, there is little beyond the trails.
45	North and west area of Westfield
46	Far west side; Asa Bales is the closest park to the west side.
47	West-Westfield. West of 31. We are expanding, few parks.
48	Gathering Spaces; Event venues
49	West side north of 32
50	The residential areas off of 191st, east of 31.
51	Westside
52	As the city continue to grow west, parks will be needed west of ditch rd.
53	North by Towne and 171
54	All of Westfield is lacking in public green space - gardens, nature preserves, hiking trails, etc .

Q16 What makes Westfield's parks and trails unique from other communities?

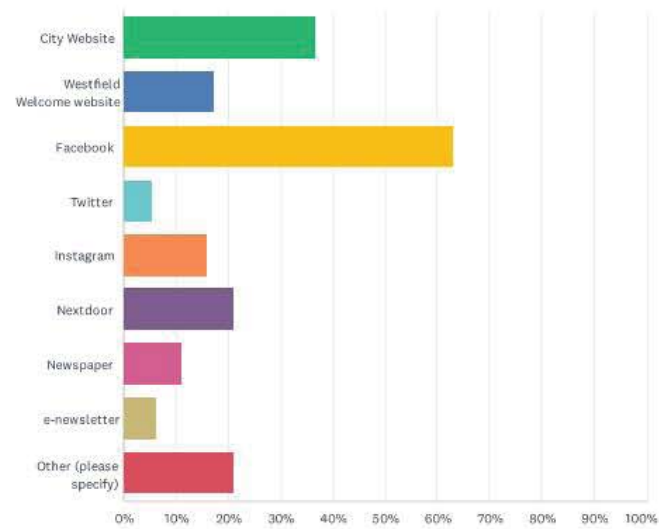
Answered: 76 Skipped: 156

#	RESPONSES
1	Many small parks makes Westfield different. Carmel parks are larger, but very crowded
2	I love the turf. We can play even after a rain. Through Covid, that's been especially important for my family. We go right after a rain. I don't mind the water. The mud gets me. 🤩
3	Not a thing
4	The interconnectivity. Hopped on the midland trace trail today and made it to noblesville. Can also access the Monon and other trails. I think the ability to get to places on foot or bike is a huge community asset!
5	Nice parking and restroom facilities
6	Very well-maintained
7	Quantity
8	It's nice to have a place to walk your dogs or go for a bike ride. My last community did not have these options.
9	I don't think they are unique. Sorry
10	It has been the abundance of natural trees that lined the trails and paths. Unfortunately more trees are being cut down along the paths and the 161st monon is uniquely bad compared to the rest of the Monon. Westfield is treating pedestrians as an afterthought in our trail and road infrastructure.
11	The Monon Trail.
12	Always clean and not overly crowded typically
13	Not all the same
14	Multiple trails and connectivity. Each park us unique.
15	Unique concepts
16	Well taken care of
17	Clean, well kept, safe
18	Trail connectivity. Grand Junction
19	We have a skate park
20	Some look so trashy but I am sure the designers think they are grand
21	Cleanliness upkeep
22	cleanliness and spacious
23	Ability to connect through Monon trail
24	Na
25	No public swimming facility, limited picnicking
26	Clean and welcoming facilities and staff
27	Parks are well tended and maintained
28	How poorly thought through they are...from Grand Park that is unusable by the citizens who pay the taxes to support it to the downtown park which is a colossal error in judgment
29	Sensory friendly would like to see that be a standard across all parks for inclusiveness.
30	They are clean and well maintained
31	I appreciate that Freedom Trails is accessible. Please make parks accessible to all
32	Grand Park
33	Easy access
34	We recently moved to Westfield and enjoy that the parks are of a variety of types, locations, and uses.
35	Many are owned/maintained by HOAs, some are not developed
36	idk
37	MacGregor: crushed limestone trails in nature preserve.
38	There is so much growth potential.
39	Bad Administratuon wasting our money on one park thinking about outsiders first as usual.
40	Nothing.. all cities are very similar
41	We have some nice small natural parks but we could use larger natural areas for peaceful walking and passive recreation
42	I love the way the trails are all connected. Nice playground for kids.
43	Nothing
44	No pool
45	Lot of areas are very well connected, and parks / trails seem to be a priority in all planning vs. an afterthought
46	We do not have as much native areas as Carmel or Noblesville. We are lagging behind in native/natural areas for wildlife and the environment
47	It seems like we have more trails than other communities. We have an abundance of parks in the downtown area.
48	I like that there are many options for playgrounds and that they go beyond your basic swings and slides.
49	Variety
50	Nothing
51	I love how interconnected several key areas of the city are by paved trail. Plenty of nature, too!
52	We love that we have so many to use. As downtown becomes even more developed and walkable, we feel it will get even better!town
53	I have not lived here long enough to observe this - however more walking at current parks like Simon Moon - this is a hugely used park for kids & parents - very little parking & other activities to do there then the playground.

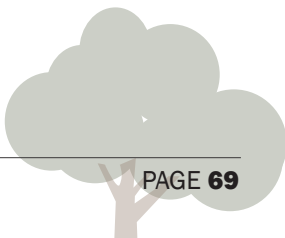
53	I have not lived here long enough to observe this - however more walking at current parks like Simon Moon - this is a hugely used park for kids & parents - very little parking & other activities to do there then the playground.
54	No unique break aways vs surrounding cities
55	The abundance of options. We're very lucky.
56	Well maintained and each is unique
57	Not a lot so far, we definitely need to work on it.
58	Each park has a neighborhood feel
59	The way they blend into nature!
60	They have been updated recently
61	Love Grand Junction, Asa Bales and Quaker. So much thought and creativity went into creating.
62	The different types of playgrounds and all of the new playground equipment.
63	Love that the Monon is connected to neighborhoods and you can get to restaurants and parks easily
64	variety of terrain, playgrounds are unique, trails are more extensive than many in other communities
65	nothing
66	I love when they connect and it makes it easier to walk from one area to another.
67	Not much difference. They are unique in that I live near them.
68	Well kept, wide trails, easy access
69	Love the cleanliness of the playgrounds
70	Not sure
71	I do think our parks are outstanding and have a varied of equipment for kids. The bathrooms are great for public parks.
72	Nothing...you are behind
73	Each park seems to have certain things they specialize in or have a quality unique to them.
74	Midland Trace not as well kept as Noblesville stretch, Monon Trail not as well kept as Carmel portion
75	I'm not sure there is a unique feature as I'm not familiar with other cities.
76	It feels like the Westfield parks department doesn't have the budget or available land to create the type of parks department that Carmel has.

Q17 How do you learn about parks, trails and events in Westfield?

Answered: 210 Skipped: 22

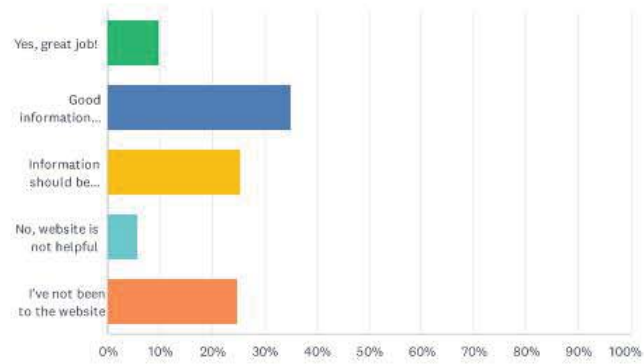


ANSWER CHOICES	RESPONSES
City Website	36.67% 77
Westfield Welcome website	17.14% 36
Facebook	62.86% 132
Twitter	5.24% 11
Instagram	15.71% 33
Nextdoor	20.95% 44
Newspaper	10.95% 23
e-newsletter	6.19% 13
Other (please specify)	20.95% 44
Total Respondents: 210	



Q18 Is the City of Westfield website (westfield.in.gov) informative and useful?

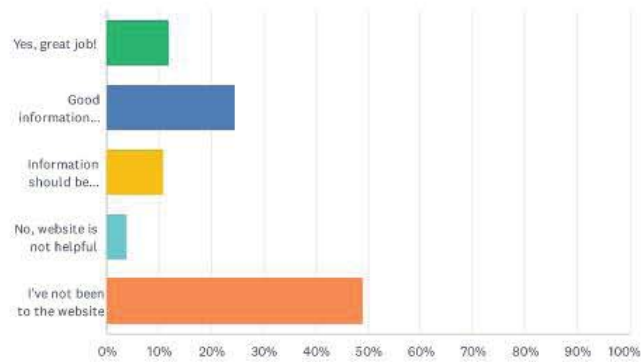
Answered: 218 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes, great job!	9.63%	21
Good information presented well	34.86%	76
Information should be updated more frequently	25.23%	55
No, website is not helpful	5.50%	12
I've not been to the website	24.77%	54
TOTAL		218

Q19 Is the Westfield Welcome website (westfieldwelcome.com) informative and useful?

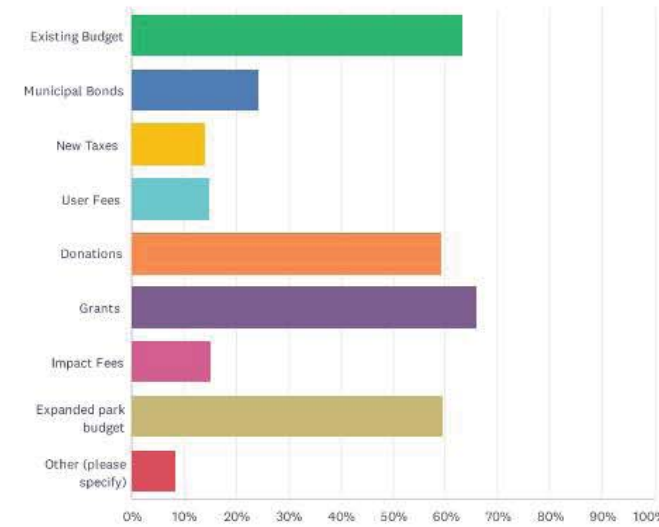
Answered: 216 Skipped: 16



ANSWER CHOICES	RESPONSES	
Yes, great job!	12.04%	26
Good information presented well	24.54%	53
Information should be updated more frequently	10.65%	23
No, website is not helpful	3.70%	8
I've not been to the website	49.07%	106
TOTAL		216

Q20 Knowing funding is limited, which of the following are reasonable funding sources for City of Westfield to pay for new amenities in the parks?

Answered: 205 Skipped: 27

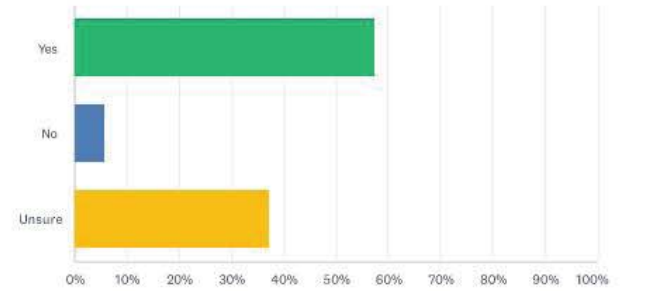


ANSWER CHOICES	RESPONSES
Existing Budget	63.41%130
Municipal Bonds	24.39%50
New Taxes	14.15%29
User Fees	14.63%30
Donations	59.02%121
Grants	65.85%135
Impact Fees	15.12%31
Expanded park budget	59.51%122
Other (please specify)	8.29%17
Total Respondents: 205	

#	OTHER (PLEASE SPECIFY)
1	Definitely expanding the budget as the city grows. More equipment is broken and not being replaced. It need better maintenance.
2	Please no more taxes but understand that things cost money so any creative way to get things done without raising taxes is a win!
3	No more taxes
4	Require developers of sizable areas (40 acres or more) to include green spaces or pay fees that go to parks and natural areas.
5	Program fees
6	Quit spending money on poorly designed and not well thought out projects.
7	The new housing going up in every inch of this town should provide more than enough of a tax base for parks & rec
8	From new housing and development community. Maybe tax from Grand Park to support other public parks
9	Park foundation
10	You have enough money you keep wasting our money fighting with people. How about representing the taxpayers for once instead of your ego.
11	Fundraising
12	Parks and natural areas improve quality of life. Ideally almost every person should be in walking distance of a park.
13	ARPA
14	None. Live within your means. Could use the food and beverage tax now that Grand Park is in the black and going to be sold.
15	no new taxes
16	Raffles and fundraisers
17	Taxes from all the new businesses or stop wasteful spending and redirect to parks

Q21 Would you support a City of Westfield Parks & Recreation Foundation?

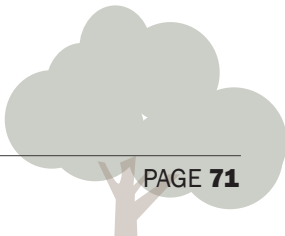
Answered: 216 Skipped: 16



ANSWER CHOICES	RESPONSES
Yes	57.41%124
No	5.56%12
Unsure	37.04%80
TOTAL	216

Q22 If you had \$100 to spend for Parks & Recreation facilities, how would you distribute funds for the following categories:(Entered amounts should add up to equal \$100)

ANSWER CHOICES	RESPONSES
Maintain existing facilities	68.25%
Develop new amenities within existing parks	52.91%
Invest in new park property	56.08%
Develop new greenways/trails throughout the city	60.85%
Upgrade existing facilities	56.08%



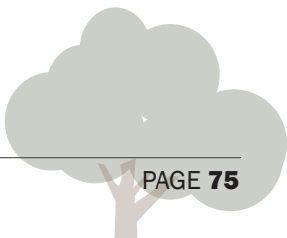
Q23 Do you have any other comments for the City of Westfield Parks & Recreation Department?

Answered: 79 Skipped: 153

#	RESPONSES	DATE
1	Please add some basketball courts and nature areas -no more shopping centers	4/26/2022 8:54 PM
2	More water fountains along the trails. There are no places to get water along the Monon, or around 186th and Grand Park. expect for the restroom at Greyhound pass, and the fountain is off most of the year!	4/25/2022 3:26 PM
3	I think you guys do really well with the parks. We don't enjoy a lot of the city, but definitely make use of the parks and trails. Specifically regarding Simon Moon, can we move the road barriers (wooden poles) closer to the road or paint no parking along the road leading to the park? Some weekends, you can't get out of the parking lot because of cars parked alongside the road to the parking lot. They even park on the trail there.	4/25/2022 2:21 PM
4	My wife and I really enjoy the amenities that Westfield has and we are not even done exploring all of them so far.	4/24/2022 9:40 PM
5	Would love to have more wild flowers planted around the city.	4/24/2022 3:40 PM
6	Grand junction park is not for all ages and TOO close to the road. Not safe to play at all, especially for younger children.	4/24/2022 1:56 PM
7	We desperately need more natural wildlife areas. If Westfield is going to continue to expand at this rate there will be no land within city limits for natural wildlife. We need to make plans NOW. I don't need another fast food joint I need a place for deer and foxes and all the other wildlife.	4/24/2022 9:11 AM
8	We mostly need safer road crossings for our trail systems! This should be the highest priority. They need to be safe without hindering traffic. Need more tunnels or bridges.	4/24/2022 8:55 AM
9	If the city of Westfield maintains owners of Grand Park, small playgrounds should be scattered throughout the baseball and soccer sides so that siblings of players have something to fill their time.	4/23/2022 10:49 PM
10	Would like to see the parks department acquire and retain as much natural space to be used as possible as our city will continue to grow and that will only get harder to do. Would also like to see DiscGolf courses added (CoolCreek, McGregor, other) which has minimal cost with great park usability and minimal impact on the environment.	4/23/2022 10:33 AM
11	More splash pads would be appreciated. We like Quaker Park, but also find we go to Carmel frequently. We really like the 2 areas of play structures at Carey Grove Park in Carmel. Easily visible and something for all age kids.	4/19/2022 9:13 AM
12	Westfield really needs an outdoor public pool like Noblesville has.	4/18/2022 9:23 AM
13	Too many parks have only climbing as a play ground option or mostly climbing. Need more diversified playground equipment within a park and always swings and slide at least. Moms really should be include in playground equipment decisions.	4/17/2022 6:21 PM
14	Please no more mulch parks	4/17/2022 8:10 AM
15	Fix the brick path in Hadley Park.	4/16/2022 9:59 AM
16	Can't wait to see upgrade plans for Simon Moon!	4/15/2022 1:01 PM
17	Q.13 A. Other - indoor play place for kids and gathering space for parents. Similar to Greenwood community center. There is nothing like this in Hamilton Co. so families are traveling outside the county for the type of experience.	4/15/2022 8:56 AM
18	We love our parks!	4/15/2022 8:08 AM
19	Thanks for all that you do!	4/15/2022 7:06 AM
20	The lime greens and ugly color choices makes the community look like Anderson at best	4/14/2022 6:33 PM
21	Dog Park would be great!!!	4/8/2022 8:49 AM
22	As a family the use of the parks and their amenities is important to us. We fully value the services and accommodations the parks provide our community. Thank you for your efforts to continually improve them and make our city desirable!	4/7/2022 9:13 PM
23	People (including our family) moved to Westfield - in part because of the gems like Monon trail, McGregor Park and Cool Creek. It is critical that we continue to invest in these City attributes. Westfield would also be well served with the acquisition on additional nature and parks before they are all gone or developed.	4/7/2022 2:51 PM
24	I am new to the area and have dogs looking to run and play. They are loveable rescues who like meeting other dogs. I love the Eagle Creek Dog park but it is far. I look forward to exploring the westfield parks as the weather warms!	4/7/2022 12:25 PM
25	Leverage township, state, national and political support.	4/7/2022 7:59 AM
26	Thanks for making our community great!	4/7/2022 12:14 AM
27	We moved from Westfield because of over-development.	4/6/2022 10:22 PM
28	More emphasis on nature, remove invasive species, make use of citizen science like Carmel Parks Dept	4/5/2022 11:28 PM
29	If possible, create (new) mountain bike trails	4/5/2022 3:37 PM
30	Mayor and City Council need to resolve their differences or exit the building. Also, take the approach of measure twice, cut once. Building a downtown park that has no parking, loses most of its usable space to a ravine, and already backlogged streets which won't be able to support incoming traffic trying to find nonexistent parking for an event there is utterly ridiculous. Grand Park is beautiful. I hear. Can't go see what my taxes support without paying admission. So local folks can't use this facility and we need to build more? NO!	4/5/2022 12:42 PM
31	Please consider Autism and sensory/ADA friendly amenities for both existing and new parks. The turf surfaces are also very nice!	4/5/2022 10:52 AM
32	Encourage development of walking paths along existing streets, and maintain the existing paths.	4/5/2022 10:46 AM
33	The 75 for "invest in new park property" would be to purchase and not develop land that current is wooded and provides natural habitat for wildlife	4/5/2022 10:28 AM

33	The 75 for "invest in new park property" would be to purchase and not develop land that current is wooded and provides natural habitat for wildlife	4/5/2022 10:28 AM
34	For parking issues, Grand Park events, consider a trolley to transport Westfield residents	4/5/2022 10:24 AM
35	please continue to limit trails which allow golf carts	4/5/2022 10:23 AM
36	Picnic Shelters in Cool Creek Park would be widely utilized. Expansion of Park District Youth and Adult sports leagues is a great idea as well!	4/5/2022 9:41 AM
37	Happy to have Chris leading Parks! Would like current park assets built out and increase park impact fees to catch us up. Consider greater accessibility	4/3/2022 1:20 PM
38	more green space, stop building so many damn houses	4/3/2022 9:54 AM
39	Some kind of bike Park or natural surface bike Trail. Maple knoll park has a good opportunity. Lebanon zionsville and fishers are will be opening Bike facilities soon.	4/2/2022 8:51 AM
40	The mayor has been terrible over the last year. Can he not work with anyone besides the people he employs.	3/28/2022 5:09 PM
41	Get developers to donate more land when they seek variances or approvals of their projects	3/28/2022 4:25 PM
42	Need more nature preserves with connected trails, more parks in the Southwest	3/28/2022 10:36 AM
43	It is important that we invest in trails to link our community. Making trails that are safe will get more people out of their cars and onto the trails. Westfield should be a more walkable, bikeable community. The city should also encourage mixed use developments along the monon and midland trails to get more people to choose walking and biking over driving.	3/27/2022 7:23 PM
44	There shouldn't be golf carts on the trails. Children ride their bikes and are not stable and A LOT of the golf carts speed. They don't pay attention to the children on the trail. Plus there are bike riders that ride way too fast for walkers and runners on the trails. I know WPD is busy, but something needs to be done before someone gets hurt.	3/26/2022 9:42 PM
45	Yes, there are too many trails almost done, but not. It creates quite a hazard. For example, 156th street as it approaches cool creek. Trail just ends under the 31 bridge. You have to ride or walk in the street to get to Matslie wheeler or cool creek. Dangerous intersection to walk in	3/26/2022 8:27 PM
46	Stop light for the Midland Trace Trail at Carey Road	3/26/2022 6:44 PM
47	We need a City pool.	3/26/2022 3:03 PM
48	I would like to see preservation of our wildlife and wooded area(what's left of it). Require builders to replant what they take down and move wildlife to safer areas.	3/26/2022 2:06 PM
49	Great start! Now let's keep it going and make Westfield the model for improving the parks/trails & therefore the health of our community.	3/26/2022 12:58 PM
50	When you google Westfield Rocks the 4th - it takes you to a place on the city website that says details are coming soon - can you fix that?	3/26/2022 10:01 AM
51	Dog park PLEASE!	3/26/2022 9:32 AM
52	I live in Westfield but go to Carmel for parks and rec. Not a lot of pride in that!	3/26/2022 9:30 AM
53	I'd like to see Westfield offer a diverse experience for residence similar to Carmel. Different things to do and see to keep the community engaged. Also, as a new resident, I don't feel like I know much about the Westfield parks and rec... perhaps that's marketing? Or just visibility?	3/26/2022 8:50 AM
54	We love Westfield's trails and parks! Keep up the awesome work :)	3/26/2022 8:37 AM
55	I would prefer more non paved/ natural trails	3/26/2022 7:35 AM
56	Thanks for all you do to make Westfield a great place to live!	3/25/2022 11:57 PM
57	Please consider adding tennis courts. Pickleball would also be nice but really tennis courts are important for youth development.	3/25/2022 11:34 PM
58	Thanks for listening. We are new and your city amenities drew us to Westfield	3/25/2022 11:12 PM
59	Please build a dog park. Better or Any lighting on the trails. PLANT MORE TREES	3/25/2022 11:01 PM
60	Thanks for all you do!	3/25/2022 10:06 PM
61	New parks or update current parks to accommodate both younger and older children	3/25/2022 9:30 PM
62	Thank you and great job! We love Westfield! Please keep some green space areas & don't overbuild like Carmel!	3/25/2022 8:48 PM
63	More hiking parks would be great	3/25/2022 8:40 PM
64	I'd love for a park/amenity geared towards fishing and promoting teaching fishing and sustainable/safe fishing practices. Should also be kayak/canoe friendly.	3/25/2022 8:35 PM
65	Mountain Bike Trails would be nice in Cool Creek Park.	3/25/2022 8:19 PM
66	We love you! Our parks are wonderful.	3/25/2022 7:17 PM
67	No	3/25/2022 5:31 PM
68	How do I go about utilizing the stages at Grand Junction for public events? Thank you for all the memories.	3/25/2022 5:06 PM
69	Please keep a focus on preserving our virgin forests. PLEASE.	3/25/2022 4:15 PM
70	addition of bathrooms that are open year around are key concerns for families with kids who want to use parks in the winter.	3/25/2022 4:05 PM
71	I love the available parks and the interconnected trails. I just wish more of the trails connected. Also, the section of road between the corner shopping center on 32 and grassy branch and willow creek way NEEDS a sidewalk. It is very dangerous.	3/25/2022 3:54 PM
72	Keep it up. I'm excited to see events like concerts and farmers markets at the grand junction plaza. It would be a huge addition if we could get more pickle ball courts in the community because it is such a booming sport.	3/25/2022 3:50 PM
73	Definitely need more places to play basketball, other than subdivisions	3/25/2022 3:46 PM
74	A tunnel for the Monon trail under 161st Street should be a priority.	3/25/2022 3:36 PM

75	Thank you for your hard work. We have a lovely city with great parks! I have always thought it would be great to have a "mom group" for some of the parks to make suggestions. Sometimes it's the little things like dark equipment getting too hot in the sun, preferring natural ground materials over recycled foam and plastics, and keeping little kids safe on bigger types of equipment and away from the road. All that said, with my out of town friends we frequently will choose a Westfield park over meeting at one in their town. Thank you!!	3/25/2022 3:33 PM
76	I would love to see a dog park build around the SR32 area. Dog parks offer a great sense of community and I would like to meet my neighbors when I'm at the dog park. Currently, I'm driving to Carmel or Fishers to access dog parks for my small dogs.	3/25/2022 3:31 PM
77	Eagletown needs a trail that connects south to 146th that more or less runs down Towne Rd.	3/25/2022 3:25 PM
78	No	3/25/2022 3:20 PM
79	More green spaces is always better.	3/25/2022 3:08 PM





WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

December 1, 2022

2212-PUD-20

Exhibit 1

Petition Number: 2212-PUD-20 (Ordinance No. 22-52)

Petitioner: Leo Brown Development, LLC by Clark Quinn Moses Scott & Grahm, LLP

Request: An amendment to the Real Estate and architectural standards on 2.34 acres +/- in the Wheeler Landing PUD District.

Current Zoning: Wheeler Landing PUD District

Current Land Use: Vacant

Acreage: 2.34 acres +/-

Exhibits:

1. Staff Report
2. Location Map
3. Proposed Ord. 22-52
4. Narrative Statement
5. Neighborhood Meeting Summary
6. Public Comment

Staff Reviewer: Caleb Ernest, Senior Planner

PETITION HISTORY

This petition was introduced at the [November 14, 2022](#), City Council meeting. The discussion for this petition can be viewed [here](#). The petitioner held a neighborhood meeting on November 29, 2022 (**Exhibit 5**). The petition will receive a public hearing at the December 5, 2022, Advisory Plan Commission (the “Plan Commission”) meeting.

PROJECT OVERVIEW

Location: This subject real estate is approximately 2.34 acres in size and is located at the southwest corner of 186th Street and Kinsey (the “Real Estate”, see **Exhibit 2**). The Property is currently zoned the Wheeler Landing PUD District. The adjacent properties to the west, south and east are also zoned the Wheeler Landing PUD District. The adjacent property to the north is zoned the Grand Park PUD District.

Project Description: The petitioner is requesting an amendment to the Wheeler Landing PUD District to add 2.34 acres to Area III of the PUD. Additionally, the petitioner is requesting to modify the minimum masonry requirements for the architectural standards.

ORDINANCE DETAILS

Definitions:

- The proposed Ord. 22-52 includes language about adding the Real Estate into the Wheeler Landing PUD District.
 - Added Real Estate: The portion of the Real Estate identified on Exhibit B of proposed Ord. 22-52 hereto, which is hereby added to the Wheeler Landing Ordinance (Ord. 18-04).
 - Real Estate: The real estate, as described in Exhibit A of proposed Ord. 22-52 to the Ordinance.

No equivalent standard in the UDO.

Development Standards:

- Architecture:
 - Require a minimum of twenty-five (25%) percent Masonry Materials on a Building Façade.

In the UDO, Masonry Materials for Multi-family Districts are required a minimum of seventy-five percent (75%) of each Building Façade, excluding windows and doors.

COMPREHENSIVE PLAN

The Westfield-Washington Township Comprehensive Plan (the “[Comprehensive Plan](#)”) identifies the majority of this Property as being within the “New Suburban” land use classification. Indiana Code states that reasonable regard be paid to the Comprehensive Plan when considering zoning map changes; however, the Comprehensive Plan is not law. The Comprehensive Plan is intended to serve as a guide in making land use decisions.

The land uses contemplated for “New Suburban” are: Detached dwellings, Attached dwellings, Institutional uses, Recreational uses, Artisan farms and Equestrian uses.

PROCEDURAL

Public Hearing: A change of zoning request is required to be considered at a public hearing by the Plan Commission. The public hearing for this petition is scheduled for the December 5, 2022, Plan Commission meeting. Notice of the public hearing was provided in accordance with Indiana law and the Plan Commission’s Rules of Procedure.

Statutory Considerations: Indiana Code 36-7-4-603 states that in the consideration of zoning ordinance amendments and zone map changes that reasonable regard shall be paid to:

1. The Comprehensive Plan.
2. Current conditions and the character of current structures and uses.
3. The most desirable use for which the land is adapted.
4. The conservation of property values throughout the jurisdiction.
5. Responsible growth and development.

Council Introduction: The petition was introduced at the [November 14, 2022](#), City Council meeting.

DEPARTMENT COMMENTS

1. **Action:** Hold a public hearing at the December 5, 2022, Plan Commission meeting.
2. If any Plan Commission member has questions prior to the public hearing, then please contact Caleb Ernest at (317) 519-8630 or cernest@westfield.in.gov.



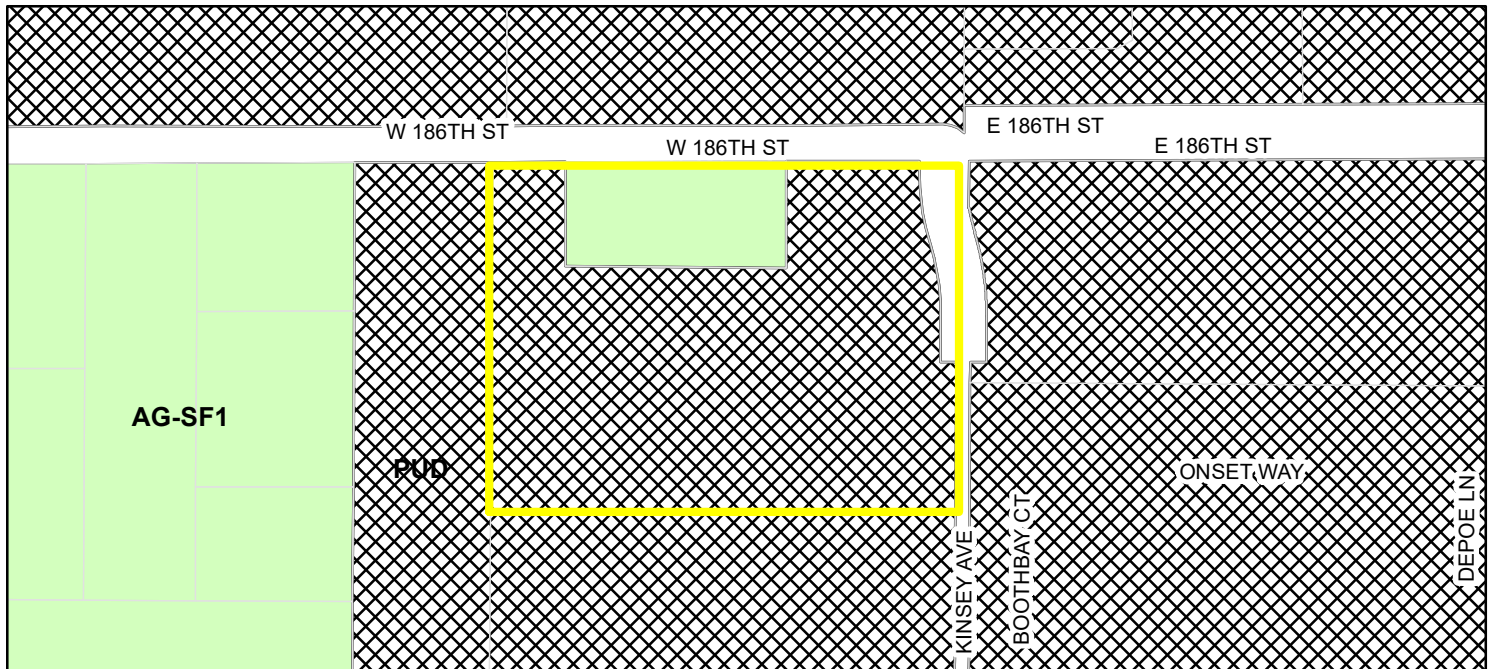
Property Location Map
Southwest corner of 186th Street and Kinsey
Planned Unit Development Amendment
2212-DDP-20



Aerial Location Map



Zoning Map



Parcel Zoning
Zoning - All AG-SF1 (Agriculture - Single Family - 1)
 PUD (Planned Unit Development)

ORDINANCE NUMBER 22-52

**AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON
TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING
AN AMENDMENT TO WHEELER LANDING PLANNED UNIT DEVELOPMENT and
THE UNIFIED DEVELOPMENT ORDINANCE**

This is an Ordinance (this "Ordinance") to amend the Wheeler Landing Planned Unit Development District that of Ordinance 18-04 (as amended) ("Wheeler Landing Ordinance") and the Unified Development Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the "Unified Development Ordinance"), enacted by the City of Westfield pursuant to its authority under the laws of the State of Indiana, Ind. Code § 36-7-4 et seq., as amended;

WHEREAS, the City of Westfield, Indiana (the "City") and the Township of Washington, both of Hamilton County, Indiana are subject to the Unified Development Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the "UDO");

WHEREAS, the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") enacted the Wheeler Landing Ordinance as Ordinance 18-04, which has been amended on four occasions through Ordinances 19-37, 19-6, 20-08 and 21-05;

WHEREAS, the Westfield-Washington Township Advisory Plan Commission ("Commission") considered a petition (**Petition No. 2212 - PUD - 20**) filed with the Commission requesting an amendment to the Unified Development Ordinance, and to the Zoning Map with regard to the subject real estate more particularly described in **Exhibit A** ("Real Estate");

WHEREAS, the Commission forwarded **Petition No. 2212 - PUD - 20** to the Common Council with a favorable recommendation (_____ in favor _____ against) in accordance with Indiana Code § 36-7-4-608, as required by Indiana Code § 36-7-4-1505;

WHEREAS, the Common Council is subject to the provisions of the Indiana Code §36-7-4-1507 and Indiana Code § 36-7-4-1512 concerning any action on this request; and

NOW, THEREFORE, BE IT ORDAINED by the Common Council of the City of Westfield, Hamilton County, Indiana, meeting in regular session, that the Wheeler Landing Ordinance, the Unified Development Ordinance, and Zoning Map, are hereby amended as follows:

Section 1. Applicability of Ordinance.

- 1.1 Development of the Real Estate shall be governed by (i) the provisions of this Ordinance and its exhibits, (ii) the Wheeler Landing Ordinance except as revised, modified supplemented or expressly mad inapplicable hereby; and (iii) the provisions of the Unified Development Ordinance, as amended and applicable to the Underlying Zoning District or a Planned Unit Development

District, except as modified, revised, supplemented or expressly made inapplicable by this Ordinance.

- 1.2 Chapter (“Chapter”) and Article (“Article”) cross-references of this Ordinance shall hereafter refer to the section as specified and referenced in the Unified Development Ordinance.
- 1.3 All provisions and representations of the Unified Development Ordinance that conflict with the provisions of this Ordinance are hereby made inapplicable to the Real Estate and shall be superseded by the terms of this Ordinance.

Section 2. **Definitions.** Capitalized terms not otherwise defined in this Ordinance shall have the meanings ascribed to them in the Unified Development Ordinance. The following words and terms, not defined elsewhere in this Ordinance or its Exhibits, shall have the following meanings:

- 2.1 Added Real Estate. The portion of the Real Estate identified on **Exhibit B** hereto, which is hereby added to the Wheeler Landing Ordinance (Ord. 18-04).
- 2.2 Real Estate. The real estate, as described in **Exhibit A** to the Ordinance.

Section 3. **Concept Plan.** The Added Real Estate is added to Area III as provided in the Wheeler Landing Ordinance (Ord. 18-04).

The Concept Plan, attached hereto as **Exhibit C**, is hereby incorporated in accordance with Article 10.9(F)(2) Planned Unit Development Districts; PUD District Ordinance Requirements; Concept Plan. The Real Estate shall be developed in substantial conformance with the Concept Plan.

Section 4. **General Regulations.** Section 6 of the Wheeler Landing Ordinance (Ord. 18-04) shall apply to the Real Estate, except as otherwise modified below.

- A. Maximum number of Multi-Family Units/Acreage. Notwithstanding the provisions of Section 6.4 of the Wheeler Landing Ordinance (Ord. 18-04), Multi-family development shall be permitted on the Real Estate. No more than two hundred (200) total units, inclusive of units designated as multi-family, memory care, assisted living, or independent living shall be permitted on the Real Estate.

Section 5. **Development Standards.** Section 8 of the Wheeler Landing Ordinance (Ord. 18-04) shall apply to the development of the Real Estate, except as otherwise modified below.

- A. Section 6.3(E)(2)(b) of the UDO shall be modified to require a minimum of twenty-five (25%) percent Masonry Materials on a Building Façade.

Section 6. **Annexation.** The Real Estate, or parts thereof that may be the subject of a secondary plat approval, shall be annexed into the corporate limits of the City of Westfield prior to the approval and recording of a secondary plat

for that part of the Real Estate. A Minor Subdivision for the purpose of Annexation is exempt from this standard.

Section 7. **Duration.** Failure to obtain Secondary Plat/Construction Plan approval for the District by January 1, 2033 (unless otherwise extended by the Director) shall automatically void this Ordinance and cause the zoning classification of the Additional Real Estate to revert to AG-SF1 District and the modifications to the Wheeler Landing Ordinance made hereby to be void.

Section 8. **Severability.** If any term or provision of this ordinance is held to be illegal or unenforceable, the validity or enforceability of the remainder of this ordinance will not be affected.

[REMAINDER OF PAGE LEFT INTENTIONALLY BLANK.]

[SIGNATURE PAGE IMMEDIATELY FOLLOWS.]

ALL OF WHICH IS ORDAINED/RESOLVED THIS ____ DAY OF _____, 2023.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

James J. Edwards

James J. Edwards

James J. Edwards

Scott Frei

Scott Frei

Scott Frei

Jake Gilbert

Jake Gilbert

Jake Gilbert

Mike Johns

Mike Johns

Mike Johns

Troy Patton

Troy Patton

Troy Patton

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Scott Willis

Scott Willis

Scott Willis

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE 22-52** was delivered to the Mayor of Westfield

on the _____ day of _____, 2023, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 22-52**

this _____ day of _____, 2023.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 22-52**

this _____ day of _____, 2023.

J. Andrew Cook, Mayor

This document prepared by:

Russell L. Brown, Clark, Quinn, Moses, Scott & Grahm, LLP, 320 N. Meridian Street, Suite 1100, Indianapolis, Indiana 46204

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law. Russell L. Brown

SCHEDULE OF EXHIBITS

- Exhibit A Real Estate (Legal Description)
- Exhibit B Added Real Estate (Legal Description)
- Exhibit C Concept Plan

EXHIBIT A
REAL ESTATE

PART OF THE NORTHWEST QUARTER OF THE SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST, IN HAMILTON COUNTY, INDIANA, BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, AND RANGE 3 EAST; THENCE ON THE EAST LINE OF SAID NORTHWEST QUARTER SOUTH 00 DEGREES 23 MINUTES 18 WEST (ASSUMED BEARING) 496.94 FEET TO A MAG NAIL AND THE POINT OF BEGINNING OF THIS DESCRIPTION;

THENCE CONTINUING ON SAID EAST LINE SOUTH 00 DEGREES 23 MINUTES 18 WEST (ASSUMED BEARING) 205.23 FEET TO A MAG NAIL; THENCE SOUTH 89 DEGREES 53 MINUTES 18 SECONDS WEST 1022.06 FEET TO A 5/8" IRON ROD WITH PLASTIC YELLOW CAP STAMPED "MILLER SURVEYING"; THENCE NORTH 00 DEGREES 17 MINUTES 22 SECONDS EAST 641.10 FEET TO A 5/8" IRON ROD WITH PLASTIC YELLOW CAP STAMPED "MILLER SURVEYING" ON THE SOUTH RIGHT OF WAY LINE OF 186TH STREET; THENCE ON SAID RIGHT OF WAY LINE NORTH 89 DEGREES 49 MINUTES 45 SECONDS EAST 158.14 FEET TO 5/8" IRON ROD WITH PLASTIC YELLOW CAP STAMPED "MILLER SURVEYING"; THENCE SOUTH 00 DEGREES 24 MINUTES 00 SECONDS EAST 212.40 FEET TO 5/8" IRON ROD WITH PLASTIC YELLOW CAP STAMPED "MILLER SURVEYING"; THENCE SOUTH 89 DEGREES 52 MINUTES 32 SECONDS EAST 473.78 FEET TO 5/8" IRON ROD WITH PLASTIC YELLOW CAP STAMPED "MILLER SURVEYING"; THENCE NORTH 01 DEGREES 11 MINUTES 13 SECONDS EAST 214.90 FEET TO 5/8" IRON ROD WITH PLASTIC YELLOW CAP STAMPED "MILLER SURVEYING" TO THE SOUTH RIGHT OF WAY LINE OF SAID 186TH STREET; THENCE ON SAID RIGHT OF WAY LINE THE FOLLOWING 5 COURSES: 1) NORTH 89 DEGREES 49 MINUTES 45 SECONDS EAST 288.67 FEET TO 5/8" IRON ROD WITH PLASTIC YELLOW CAP STAMPED "MILLER SURVEYING" TO A NON-TANGENT CURVE WITH A RADIUS OF 595.21 FEET AND A CENTRAL ANGLE OF 17 DEGREES 52 MINUTES 36 MINUTES WITH A CHORD BEARING SOUTH 08 DEGREES 29 MINUTES 13 SECONDS EAST 170.10 FEET; 2) THENCE ON THE ARC OF SAID CURVE 185.71 FEET TO A REVERSE CURVE WITH A RADIUS OF 512.00 FEET WITH A CENTRAL ANGLE OF 17 DEGREES 21 MINUTES 17 SECONDS WITH A CHORD BEARING SOUTH 08 DEGREES 07 MINUTES 35 SECONDS EAST 154.49 FEET; 3) THENCE ON THE ARC OF SAID CURVE 155.08 FEET; 4) SOUTH 00 DEGREES 33 MINUTES 02 SECONDS WEST 100.00 FEET; 5) SOUTH 89 DEGREES 26 MINUTES 58 SECONDS EAST 48.66 FEET TO THE POINT OF BEGINNING, CONTAINING 12.25 ACRES, MORE LESS.

AND ALSO:

A PART OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST LOCATED IN WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST, SAID POINT OF BEGINNING BEING SOUTH 89 DEGREES 47 MINUTES 17 SECONDS WEST 385.41 FEET (ASSUMED BEARING) FROM THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 89 DEGREES 47 MINUTES 17 SECONDS WEST 481.38 FEET ON AND ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER TO THE NORTHWEST CORNER OF A 0.542 TRACT OF REAL ESTATE DESCRIBED AS TRACT #3 IN INSTRUMENT #9500589; THENCE SOUTH 00 DEGREES 26 MINUTES 28 SECONDS EAST 272.40 FEET TO THE SOUTHWEST CORNER OF SAID 0.542 ACRE TRACT OF REAL ESTATE; THENCE SOUTH 89 DEGREES 55 MINUTES 00 SECONDS EAST 473.78 FEET TO A POINT THAT BEARS SOUTH 01 DEGREE 08 MINUTES 45 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE NORTH 01 DEGREE 08 MINUTES 45 SECONDS EAST 274.92 FEET TO THE POINT OF BEGINNING. CONTAINING 3.00 ACRES, MORE OR LESS AND BEING SUBJECT TO ALL APPLICABLE EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

EXCEPTING THEREFROM:

A PART OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST, HAMILTON COUNTY, INDIANA, AND BEING THAT PART OF THE GRANTERS' LAND DESCRIBED IN INSTRUMENT NUMBER 200600004685, IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, LYING WITHIN THE RIGHT OF WAY LINES DEPICTED ON THE ATTACHED RIGHT OF WAY PARCEL PLAT MARKED EXHIBIT "B", DESCRIBED AS FOLLOWS: BEGINNING ON THE NORTH LINE OF SAID SECTION SOUTH 89 DEGREES 49 MINUTES 44 SECONDS WEST (ASSUMED BEARING) 385.41 FEET FROM THE NORTHEAST CORNER OF SAID QUARTER SECTION, SAID NORTHEAST CORNER DESIGNATED AS POINT "1" ON SAID PLAT, WHICH POINT OF BEGINNING IS THE NORTHEAST CORNER OF THE GRANTERS' LAND; THENCE SOUTH 1 DEGREE 11 MINUTES 12 SECONDS WEST 60.02 FEET ALONG THE EAST LINE OF THE GRANTERS' LAND TO THE POINT DESIGNATED AS "6267" ON SAID PLAT; THENCE SOUTH 89 DEGREES 49 MINUTES 44 SECONDS WEST 479.52 FEET TO THE WEST LINE OF THE GRANTERS' LAND; THENCE NORTH 0 DEGREES 24 MINUTES 01 SECOND WEST 60.00 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF SAID SECTION; THENCE NORTH 89 DEGREES 49 MINUTES 44 SECONDS EAST 481.18 FEET (481.38 FEET PER DEED) ALONG SAID NORTH LINE TO THE POINT OF BEGINNING AND CONTAINING 0.662 ACRES, MORE OR LESS, INCLUSIVE OF THE PRESENTLY EXISTING RIGHT OF WAY WHICH CONTAINS 0.099 ACRES, MORE OR LESS.

EXHIBIT B
ADDED REAL ESTATE

A PART OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST LOCATED IN WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST, SAID POINT OF BEGINNING BEING SOUTH 89 DEGREES 47 MINUTES 17 SECONDS WEST 385.41 FEET (ASSUMED BEARING) FROM THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 89 DEGREES 47 MINUTES 17 SECONDS WEST 481.38 FEET ON AND ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER TO THE NORTHWEST CORNER OF A 0.542 TRACT OF REAL ESTATE DESCRIBED AS TRACT #3 IN INSTRUMENT #9500589; THENCE SOUTH 00 DEGREES 26 MINUTES 28 SECONDS EAST 272.40 FEET TO THE SOUTHWEST CORNER OF SAID 0.542 ACRE TRACT OF REAL ESTATE; THENCE SOUTH 89 DEGREES 55 MINUTES 00 SECONDS EAST 473.78 FEET TO A POINT THAT BEARS SOUTH 01 DEGREE 08 MINUTES 45 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE NORTH 01 DEGREE 08 MINUTES 45 SECONDS EAST 274.92 FEET TO THE POINT OF BEGINNING. CONTAINING 3.00 ACRES, MORE OR LESS AND BEING SUBJECT TO ALL APPLICABLE EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

EXCEPTING THEREFROM:

A PART OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 19 NORTH, RANGE 3 EAST, HAMILTON COUNTY, INDIANA, AND BEING THAT PART OF THE GRANTERS' LAND DESCRIBED IN INSTRUMENT NUMBER 200600004685, IN THE OFFICE OF THE RECORDER OF HAMILTON COUNTY, LYING WITHIN THE RIGHT OF WAY LINES DEPICTED ON THE ATTACHED RIGHT OF WAY PARCEL PLAT MARKED EXHIBIT "B", DESCRIBED AS FOLLOWS: BEGINNING ON THE NORTH LINE OF SAID SECTION SOUTH 89 DEGREES 49 MINUTES 44 SECONDS WEST (ASSUMED BEARING) 385.41 FEET FROM THE NORTHEAST CORNER OF SAID QUARTER SECTION, SAID NORTHEAST CORNER DESIGNATED AS POINT "1" ON SAID PLAT, WHICH POINT OF BEGINNING IS THE NORTHEAST CORNER OF THE GRANTERS' LAND; THENCE SOUTH 1 DEGREE 11 MINUTES 12 SECONDS WEST 60.02 FEET ALONG THE EAST LINE OF THE GRANTERS' LAND TO THE POINT DESIGNATED AS "6267" ON SAID PLAT; THENCE SOUTH 89 DEGREES 49 MINUTES 44 SECONDS WEST 479.52 FEET TO THE WEST LINE OF THE GRANTERS' LAND; THENCE NORTH 0 DEGREES 24 MINUTES 01 SECOND WEST 60.00 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF SAID SECTION; THENCE NORTH 89 DEGREES 49 MINUTES 44 SECONDS EAST 481.18 FEET (481.38 FEET PER DEED) ALONG SAID NORTH LINE TO THE POINT OF BEGINNING AND CONTAINING 0.662 ACRES, MORE OR LESS, INCLUSIVE OF THE PRESENTLY EXISTING RIGHT OF WAY WHICH CONTAINS 0.099 ACRES, MORE OR LESS.

EXHIBIT C
CONCEPT PLAN

Wheeler Landing PUD Amendment 5

The proposed amendment will add approximately 2.34 acres of currently unincorporated Washington Township (the “Additional Property”) into the City of Westfield and into the Wheeler Landing PUD, to allow for the development of a aging in place development comprised of single store attached multi-family development and a multi-story building comprised of independent living, assisted living and memory care units. The uses proposed for the site are permitted under Area III of the Wheeler Landing PUD as it currently exists. The proposed amendment will add the Additional Property to Area III.

The other item covered by the proposed amendment is to make an adjustment in the architectural standards for the subject area. The proposed amendment would change the requirements of Masonry Materials for multi-family development to fifty (50%) percent of a Building Façade. This modification will allow the proposed improvements on site to be more in line with the architectural development patterns of other nearby multi-family real estate development.

The proposed amendment requires annexation as part of any detailed development plan to add the Additional Property to the City of Westfield.



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

December 5, 2022
2212-ZOA-05
Exhibit 1

Docket Number: 2212-ZOA-05

Request: The City of Westfield requests a review of the Road Impact Fee Zone Improvement Plan and Road Impact Fee Ordinance.

Exhibits:

1. Staff Report
2. Road Impact Fee Zone Improvement Plan 2017
3. Road Impact Fee Ordinance

Staff Reviewer: Pam Howard, Assistant Director

SUMMARY

In accordance with state statute, impact fees are to be updated every five (5) years. There are two components to an impact fee: 1) a zone improvement plan, and 2) an impact fee ordinance. The City of Westfield currently has a Road Impact Fee Zone Improvement Plan and a Road Impact Fee Ordinance (Ordinance 17-43). The current ordinance is set to expire on December 31, 2022, causing the need for an update or renewal. An update would require a new Zone Improvement Plan, which has yet to be completed. For this reason, a one-year renewal is being proposed at this time

The Road impact fee would apply to new residential development within the City's corporate limits. Road impact fees are charged and collected during the building permit stage of development. Collected fees would be applied to Roads within the corporate limits in order to maintain current levels of service. Because this is a renewal and not an update, the fee will remain at its current rate (\$3,302.60 per SF residence or \$337 per trip for other uses). A new Zone Improvement Plan will be completed within the next year and an updated Road Impact Fee Ordinance will be presented for approval at that time.

PROCEDURAL

- State statute, Ind. Code § 36-7-4-1300, requires the APC to hold a public hearing for a Road impact fee ordinance and to provide a recommendation to the City Council. The public hearing is scheduled to be held during the December 5, 2022, APC meeting.
 - Notice of the December 5, 2022, public hearing was provided in accordance with the APC Rules of Procedure.
-



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

December 5, 2022
2212-ZOA-05
Exhibit 1

DEPARTMENT COMMENTS

2212-ZOA-05 (Impact Fee Ordinance)

1. **Action:** Hold a public hearing at the December 5, 2022, Plan Commission meeting
2. **Action:** If the APC is satisfied with the item, then forward a positive recommendation to the City Council.

If any APC member has questions prior to the public hearing, then please contact Pam Howard at 317-531-3751 or phoward@westfield.in.gov.

ORDINANCE 22-_____

**AN ORDINANCE REPLACING ORDINANCE 17-43,
AND RENEWING THE IMPACT FEE PREVIOUSLY ESTABLISHED
BY ORDINANCE 17-43 FOR ONE YEAR FOR THE PURPOSE OF
PLANNING AND FINANCING ROAD AND STREET INFRASTRUCTURE
NEEDED TO SERVE NEW DEVELOPMENT IN THE CITY OF WESTFIELD**

WHEREAS, the City Common Council (the "Council") of the City of Westfield, Indiana (the "City") finds that it is reasonable and necessary to promote and accommodate orderly growth and development and to protect the public health, safety and general welfare of the citizens of the City by providing for an equitable program to fund the capital costs of new road and street infrastructure necessary to serve newly developing areas of the City; and

WHEREAS, the Council has previously adopted a road impact fee ordinance, Ordinance 17-43, under Ind. Code § 36-7-4-1300 *et seq.*, (the "Impact Fee") representing a development's proportionate share of the capital cost of new road and street infrastructure necessary to serve new development in the City, which is referenced and incorporated here; and

WHEREAS, the City has previously caused to be prepared the Westfield Road Impact Fee Zone Improvement Plan (the "Zone Improvement Plan") prepared by A&F Engineering ("A&F") and adopted by the Council in its Resolution 17-134, and which is attached and incorporated here as **Exhibit A** and has taken all other requisite action to adopt a Zone Improvement Plan and Impact Fee as required by Indiana law at that time; and

WHEREAS, the Council has given due deliberation to the Zone Improvement Plan previously prepared by A&F, which provided the basis for the Impact Fee previously adopted, and has considered all relevant issues, including the impacts of the COVID pandemic. Because of these factors, the original purpose of the Impact Fee as expressly being to promote growth, remedy existing infrastructure deficiencies, or pay for maintenance or other "non-capital costs," the Council believes it prudent to renew the Impact Fee and replace Ordinance 17-43 with identical terms for a period of one year.

NOW, THEREFORE, BE IT ORDAINED by the Common Council of the City of Westfield, Hamilton County, Indiana as follows:

Section 1. Incorporation of Recitals. The Council incorporates the preceding recitals, by reference, as if fully restated here.

Section 2. Renewal of Existing Impact Fees for a Period of One Year. Under Ind. Code § 36-7-4-1340, the Council adopts and carries forward the terms in Ordinance 17-43, which is incorporated here by reference and attached as **Exhibit B. Exhibit B-1** shows the effective fee as a result of this ordinance. Ind. Code § 36-7-4-1319 contemplates an amendment and/or renewal of an impact fee ordinance as long as the amendment makes no significant changes in an impact fee schedule, formula, or the designation or boundaries of a zone. The Council, therefore, renews the previously adopted Impact Fees, as outlined in Ordinance 17-43, for a period of one year.

Section 3. Effective Date. This ordinance shall be effective upon passage, and in accordance with Indiana law.

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PASSED THIS ____ DAY OF NOVEMBER 2022 BY THE WESTFIELD COMMON COUNCIL, HAMILTON COUNTY, INDIANA.

WESTFIELD CITY COUNCIL

<u>Voting For</u>	<u>Voting Against</u>	<u>Abstain</u>
_____ Scott Willis	_____ Scott Willis	_____ Scott Willis
_____ Jake Gilbert	_____ Jake Gilbert	_____ Jake Gilbert
_____ Joe Edwards	_____ Joe Edwards	_____ Joe Edwards
_____ Scott Frei	_____ Scott Frei	_____ Scott Frei
_____ Mike Johns	_____ Mike Johns	_____ Mike Johns
_____ Troy Patton	_____ Troy Patton	_____ Troy Patton
_____ Cindy L. Spoljaric	_____ Cindy L. Spoljaric	_____ Cindy L. Spoljaric

ATTEST:

Cindy Gossard, Clerk-Treasurer

I hereby certify that ORDINANCE 22-58 was delivered to the Mayor of Westfield
on the _____ day of _____, 2022, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE ORDINANCE 22-58	I hereby VETO ORDINANCE 22-58
this _____ day of _____, 2022.	this _____ day of _____, 2022.

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

This Document Prepared by Manuel Herceg, Taft Stettinius & Hollister LLP. I have taken reasonable care to redact any social security numbers in this document. /s/ Manuel Herceg.

EXHIBIT B-1

Road Impact Fee Schedule

	Per Trip	Per Single Family Detached Residence
December 31, 2022 – December 31, 2023 fee:	<u>\$337.00</u>	<u>\$3302.60</u>



WESTFIELD ROAD IMPACT FEE ZONE IMPROVEMENT PLAN

CITY OF WESTFIELD



OCTOBER 2017

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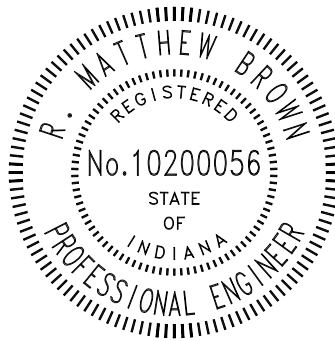
CERTIFICATION

I certify that this **ROAD IMPACT FEE ANALYSIS** has been prepared by me and under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.

A&F ENGINEERING Co., LLC



R. Matt Brown, P.E.
Indiana Registration 10200056



Antoun G. Fadoul
Traffic Engineer



Dixian Qiu, E.I
Traffic Engineer I

TABLE OF CONTENTS

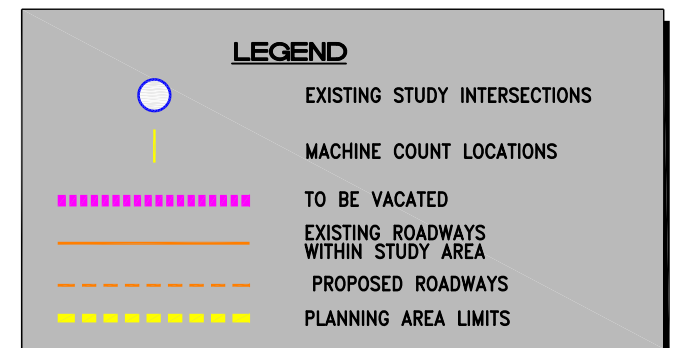
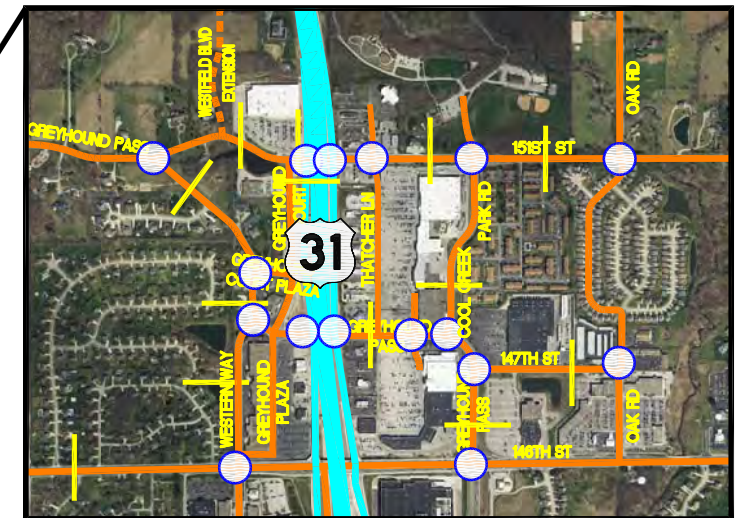
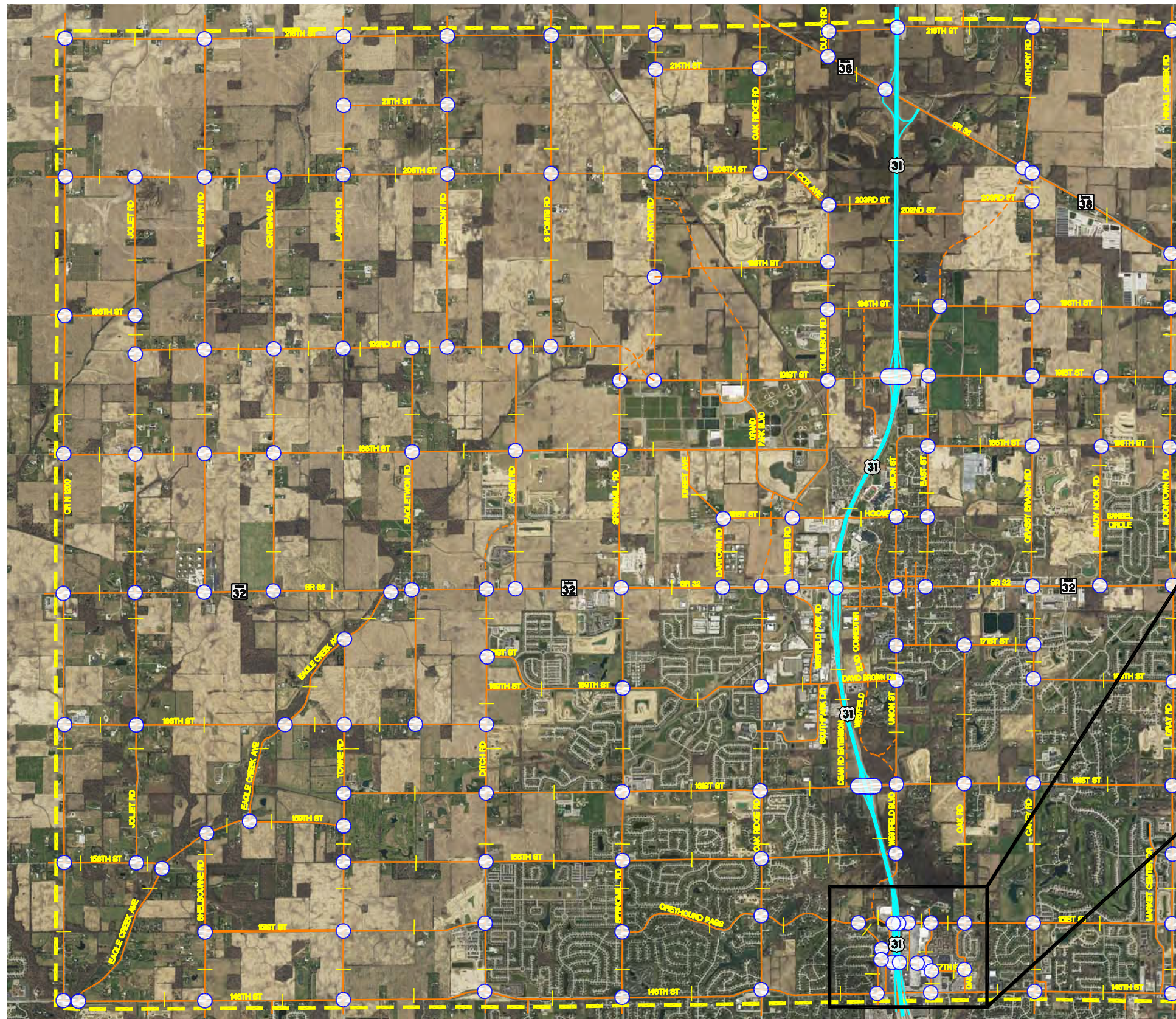
CERTIFICATION	I
TABLE OF CONTENTS	II
FIGURE 1 – STUDY AREA ROADWAY NETWORK	1
FIGURE 2 – VACANT LAND PARCELS	2
INTRODUCTION	3
PURPOSE	3
STUDY AREA	4
SCOPE OF WORK	4
EXISTING TRAFFIC DATA	6
EXISTING INTERSECTION INVENTORY	6
EXISTING ROADWAY SEGMENT INVENTORY	7
VACANT LAND PARCELS – PROPOSED USES	7
SITE GENERATED TRIPS	7
PASS-BY TRIPS	8
INTERNAL TRIPS	9
PROJECTED 10-YEAR TRAFFIC VOLUMES	9
ASSIGNMENT & DISTRIBUTION OF GENERATED TRIPS	9
SIGNAL WARRANT ANALYSIS	10
CAPACITY ANALYSIS	10
DESCRIPTION OF LEVEL OF SERVICE – INTERSECTIONS	10
DESCRIPTION OF LEVEL OF SERVICE – ROADWAYS	11
ACCEPTABLE LEVEL OF SERVICE STANDARDS	12
RECOMMENDED IMPROVEMENT CRITERIA	13
ESTIMATED CONSTRUCTION COSTS	13
TABLE 1 – ESTIMATED INTERSECTION CONSTRUCTION COSTS	14
TABLE 2 – ESTIMATED ROADWAY CONSTRUCTION COSTS	17
TOTAL COSTS	18
TABLE 3 – TOTAL COSTS	18
GENERATED 24-HOUR TRIPS	19
TABLE 4 – LAND USE SUMMARY TABLE	19
ROAD IMPACT FEE	24
TABLE 5 – CALCULATION OF IMPACT FEE	24
ANNUAL IMPACT FEE EVALUATION	24
EXAMPLES OF TYPICAL IMPACT FEES COLLECTED	24
TABLE 6 – EXAMPLES OF TYPICAL FEES COLLECTED PER OTHER LAND USES	25
SUMMARY TABLES FOR INTERSECTIONS	26
CR N 1200 E & 146 TH STREET	28
EAGLE CREEK AVENUE & 146 TH STREET	29
TOWNE ROAD & 146 TH STREET	31
DITCH ROAD & 146 TH STREET	32
SPRING MILL ROAD & 146 TH STREET	33
OAK RIDGE ROAD & 146 TH STREET	34
GREYHOUND PASS & 146 TH STREET	36
CAREY ROAD & 146 TH STREET	37
WESTERN WAY & GRAYHOUND PASS	39
GREYHOUND COURT & GREYHOUND PASS	40
US 31 SB RAMP & GREYHOUND PASS	41
US 31 NB RAMP & GREYHOUND PASS	42
MARSH DRIVE & GREYHOUND PASS	43
COOL CREEK PARK ROAD & GREYHOUND PASS	44
GREYHOUND PASS & 147 TH STREET	45
OAK ROAD & 147 TH STREET	46
SHELBOURNE ROAD & 151 ST STREET	47
TOWNE ROAD & 151 ST STREET	48

DITCH ROAD & 151 ST STREET	49
SPRING MILL ROAD & GREYHOUND PASS	50
OAK RIDGE ROAD & GREYHOUND PASS	51
GREYHOUND PASS & 151 ST STREET	52
US 31 SB RAMP & 151 ST STREET	53
US 31 NB RAMP & 151 ST STREET	54
THATCHER LANE & 151 ST STREET	55
COOL CREEK PARK ROAD & 151 ST STREET	56
OAK ROAD & 151 ST STREET	57
CAREY ROAD & 151 ST STREET	58
GRAY ROAD & 151 ST STREET	59
CR N 1200 E & 156 TH STREET	60
JOLIET ROAD & 156 TH STREET	61
EAGLE CREEK AVENUE & 156 TH STREET	62
SHELBOURNE ROAD & EAGLE CREEK AVENUE	63
EAGLE CREEK AVENUE & 159 TH STREET	64
TOWNE ROAD & 159 TH STREET	65
TOWNE ROAD & 156 TH STREET	66
DITCH ROAD & 156 TH STREET	67
SPRING MILL ROAD & 156 TH STREET	68
OAK RIDGE ROAD & 156 TH STREET	69
Union Street/Westfield Boulevard & 156 TH STREET	70
GRAY ROAD & 156 TH STREET	71
TOWNE ROAD & 161 ST STREET	72
DITCH ROAD & 161 ST STREET	73
SPRING MILL ROAD & 161 ST STREET	74
OAK RIDGE ROAD & 161 ST STREET	75
US 31 SB RAMP & 161 ST STREET	76
US 31 NB RAMP & 161 ST STREET	77
UNION STREET & 161 ST STREET	78
OAK ROAD & 161 ST STREET	79
CAREY ROAD & 161 ST STREET	80
GRAY ROAD & 161 ST STREET	81
CR N 1200 E & 166 TH STREET	82
JOLIET ROAD & 166 TH STREET	83
EAGLE CREEK AVENUE & 166 TH STREET	84
TOWNE ROAD & 166 TH STREET	85
EAGLETOWN ROAD & 166 TH STREET	86
DITCH ROAD & 166 TH STREET	87
TOWNE ROAD & EAGLE CREEK AVENUE	88
DITCH ROAD & 169 TH STREET	89
SPRING MILL ROAD & 169 TH STREET	90
OAK RIDGE ROAD & 169 TH STREET	91
UNION STREET & DAVID BROWN DRIVE/169 TH STREET	92
CAREY ROAD & 169 TH STREET	93
GRAY ROAD & 169 TH STREET	94
UNION STREET & 171 ST STREET	95
OAK ROAD & 171 ST STREET	96
CAREY ROAD & 171 ST STREET	97
CR N 1200 E & SR 32	98
JOLIET ROAD & SR 32	99
MULE BARN ROAD & SR 32	100
WASHINGTON STREET & SR 32	102
EAGLETOWN ROAD & SR 32	103
DITCH ROAD & SR 32	104
CASEY ROAD & SR 32	105
SPRING MILL ROAD & SR 32	106

DARTOWN ROAD & SR 32	107
OAK RIDGE ROAD & SR 32.....	108
WHEELER ROAD & SR 32	109
US 31 & SR 32.....	110
UNION STREET & SR 32	111
EAST STREET & SR 32	112
SHADY NOOK ROAD & SR 32	114
MOONTOWN ROAD & SR 32	115
DARTOWN ROAD & 181 ST STREET.....	116
WHEELER ROAD & 181 ST STREET.....	117
EAST STREET & 181 ST STREET.....	119
CR N 1200 E & 186 TH STREET.....	120
JOLIET ROAD & 186 TH STREET.....	121
MULE BARN ROAD & 186 TH STREET	122
CENTENNIAL ROAD & 186 TH STREET.....	123
EAGLETOWN ROAD & 186 TH STREET	124
CASEY ROAD & 186 TH STREET	125
SPRING MILL ROAD & 186 TH STREET	126
EAST STREET & 186 TH STREET.....	127
GRASSY BRANCH ROAD & 186 TH STREET.....	128
SHADY NOOK ROAD & 186 TH STREET	129
MOONTOWN ROAD & 186 TH STREET	130
JOLIET ROAD & 193 RD STREET.....	131
MULE BARN ROAD & 193 RD STREET	132
CENTENNIAL ROAD & 193 RD STREET.....	133
LAMONG ROAD & 193 RD STREET	134
EAGLETOWN ROAD & 193 RD STREET.....	135
FREMONT ROAD & 193 RD STREET.....	136
CASEY ROAD & 193 RD STREET	137
SIX POINT ROAD & 193 RD STREET	138
SPRING MILL ROAD & 191 ST STREET.....	139
HORTON ROAD & 191 ST STREET	140
TOMLINSON ROAD & 191 ST STREET	141
US 31 SB RAMP & 191 ST STREET	142
US 31 NB RAMP & 191 ST STREET.....	143
EAST STREET& 191 ST STREET	144
GRASSY BRANCH ROAD & 191 ST STREET.....	145
SHADY NOOK ROAD & 191 ST STREET.....	146
MOONTOWN ROAD & 191 ST STREET.....	147
CR N 1200 E & 196 TH STREET.....	148
JOLIET ROAD & 196 TH STREET.....	149
HORTON ROAD & 199 TH STREET.....	150
TOMLINSON ROAD & 196 TH STREET	151
EAST STREET & 196 TH STREET	152
GRASSY BRANCH ROAD & 196 TH STREET.....	153
MOONTOWN ROAD & 196 TH STREET	154
TOMLINSON ROAD & 199 TH STREET	155
HINKLE CREEK ROAD & SR 38	156
CR N 1200 E & 206 TH STREET.....	157
JOLIET ROAD & 206 TH STREET.....	158
MULE BARN ROAD & 206 TH STREET	159
CENTENNIAL ROAD & 206 TH STREET.....	160
LAMONG ROAD & 206 TH STREET	161
FREMONT ROAD & 206 TH STREET.....	162
SIX POINT ROAD & 206 TH STREET	163
HORTON ROAD & 206 TH STREET.....	164
OAK RIDGE ROAD & 206 TH STREET.....	165

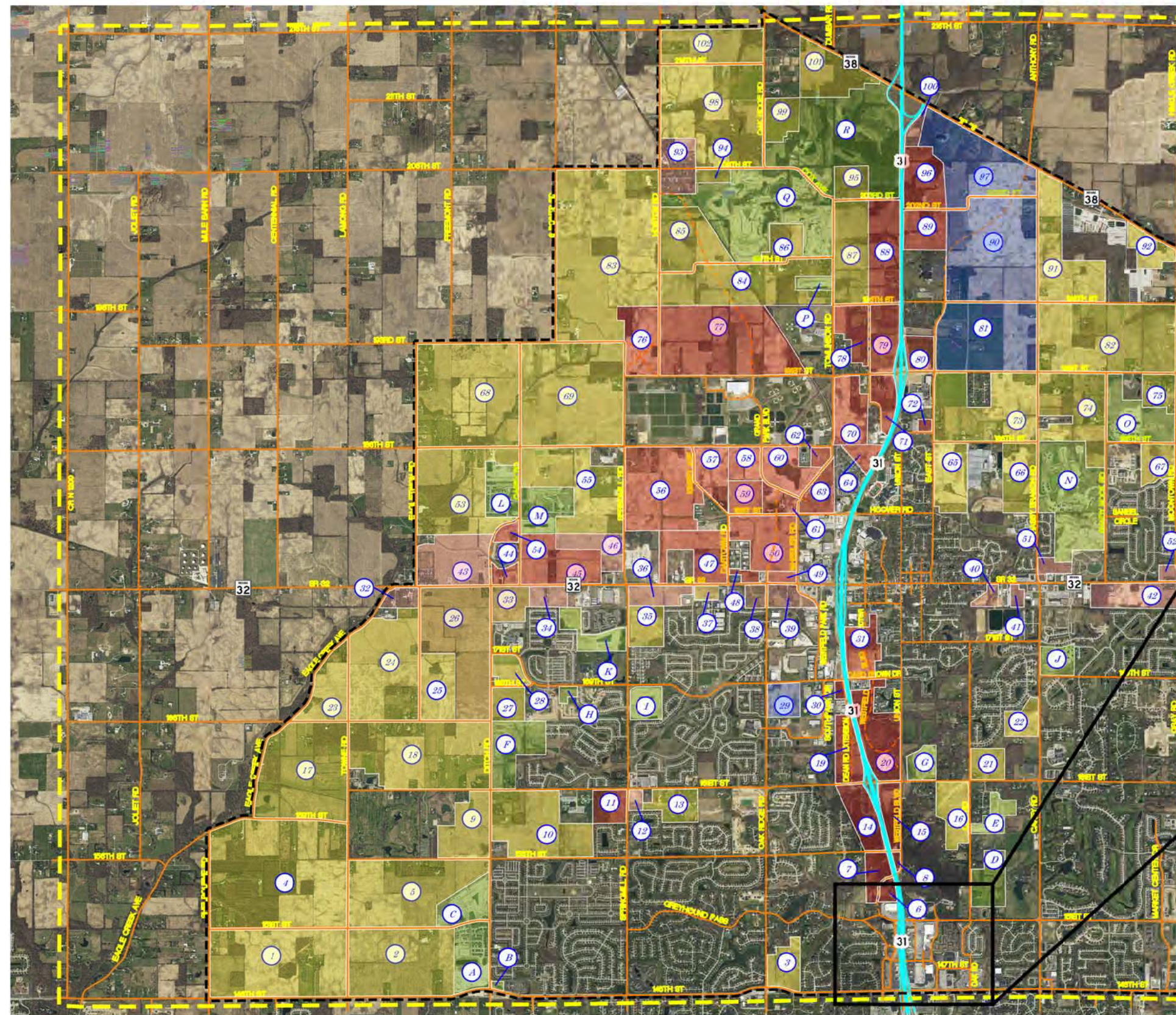
TOMLINSON ROAD & 203 RD STREET	166
GRASSY BRANCH ROAD & 203 RD STREET.....	167
GRASSY BRANCH ROAD & SR 38.....	168
ANTHONY ROAD & SR 38.....	169
LAMONG ROAD & 211 TH STREET	170
FREEMONT ROAD & 211 TH STREET	171
HORTON ROAD & 214 TH STREET.....	172
OAK RIDGE ROAD & 214 TH STREET.....	173
DUNBAR ROAD & SR 38	174
US 31 SB RAMP & SR 38.....	175
US 31 NB RAMP & SR 38.....	176
CR N 1200 E & 216 TH STREET.....	177
MULE BARN ROAD & 216 TH STREET	178
LAMONG ROAD & 216 TH STREET	179
FREEMONT ROAD & 216 TH STREET.....	180
SIX POINT ROAD & 216 TH STREET	181
HORTON ROAD & 216 TH STREET.....	182
DUNBAR ROAD & 216 TH STREET	183
US 31 & 216 TH STREET.....	184
ANTHONY ROAD & 216 TH STREET	185
HINKLE CREEK ROAD & 216 TH STREET	186
146 TH STREET & WESTERN WAY.....	187
WESTFIELD BOULEVARD & 151 ST STREET.....	188
GRAND PARK BOULEVARD & 191 ST STREET.....	189
WESTFIELD BOULEVARD & 169 TH STREET	190
WESTFIELD BOULEVARD & UNION STREET	191
EAST STREET & 203 RD STREET	192
EAST STREET & GRASSY BRANCH ROAD	193
GRAND PARK BOULEVARD & 199 TH STREET	194
191 ST /193 RD STREET & SPRING MILL/HORTON ROAD.....	195
GRAND PARK BOULEVARD & HORTON ROAD.....	196
DEAN ROAD & 161 ST STREET	197
DEAN ROAD & 169 TH STREET	198
OAK RIDGE ROAD & 181 ST STREET	199
OAK RIDGE ROAD & GRAND PARK BOULEVARD.....	200
CHAD HITTLE DRIVE & 191 ST STREET.....	201
CHAD HITTLE DRIVE & 196 TH STREET.....	202
SUMMARY TABLES FOR ROADWAY SEGMENTS.....	203
146 TH STREET	204
147 TH STREET	208
151 ST STREET.....	208
GREYHOUND PASS	210
156 TH STREET	213
159 TH STREET	216
161 TH STREET	217
166 TH STREET	220
169 TH STREET	222
171 TH STREET	225
SR 32	226
181 ST STREET.....	228
186 ST STREET.....	229
KINSEY AVENUE	234
191 ST STREET.....	234
193 RD STREET	236
196 TH STREET	240
199 TH STREET	242
203 RD STREET.....	243

206 TH STREET	243
COX AVENUE	247
216 TH STREET	248
CR 1200 E.....	251
JOLIET ROAD	253
SHELBOURNE ROAD	256
MULE BARN ROAD	257
CENTENNIAL ROAD	259
TOWNE ROAD.....	260
LAMONG ROAD	262
EAGLETOWN ROAD	264
FREEMONT ROAD	265
DITCH ROAD	267
CASEY ROAD.....	269
SIX POINTS ROAD.....	270
SPRING MILL ROAD	271
HORTON ROAD.....	275
DARTOWN ROAD.....	277
OAK RIDGE ROAD	278
WHEELER ROAD.....	281
TOMLINSON ROAD	281
WESTERN WAY	282
GREYHOUND COURT	283
UNION STREET	283
COOL CREEK PARK ROAD	285
EAST STREET.....	285
OAK ROAD	287
CAREY ROAD	288
GRASSY BRANCH ROAD	290
ANTHONY ROAD	292
SHADY NOOK ROAD.....	292
GRAY ROAD.....	294
MOONTOWN ROAD.....	296
HINKLE CREEK ROAD	298
EAGLE CREEK AVENUE	298
LITTLE EAGLE CREEK ROAD	299
SR 38	301
PROPOSED ROADS	302
WESTFIELD BOULEVARD.....	302
GRAND PARK BOULEVARD	303
OAK RIDGE ROAD	304
EAST STREET.....	305
CHAD HITTLE DRIVE.....	306
WESTFIELD PARK ROAD	306



TRAFFIC IMPACT PLAN WESTFIELD, INDIANA

FIGURE 1
ROADWAY COUNT LOCATIONS



PARCEL LEGEND

	RETAIL		INDUSTRIAL/BUSINESS PARK
	MIXED USE		PARCEL/DEVELOPMENT UNDER CONSTRUCTION
	RESIDENTIAL		
	RESIDENTIAL/COMMERCIAL MIXED		
	PLANNING AREA LIMITS		

INTRODUCTION

The City of Westfield has undertaken a project to determine the amount of Road Impact Fees that can be assessed against future developments that will be constructed within the city limits. This analysis will project and evaluate the future impact of these developments on the roadway system.

In order to develop a meaningful impact fee study, the Rational Nexus Theory was implemented. This analysis determines the impact fee schedule that would be required to fund the future roadway needs of the City. The Rational Nexus Theory simply states that new developments cannot be held responsible for the existing inadequacy of the street system. Therefore, this study was developed in two separate parts. The first part determined the existing inadequacy of the intersections and roadways in the study area and assigned costs to bring those intersections/roadways up to acceptable standards to accommodate the existing traffic volumes. The second part of the analysis determined the traffic volumes that would be generated by the vacant parcels of land within the study area that could be developed over a 10-year period. The generated traffic volumes were assigned to the street system in the study area. The projected future traffic volumes were then used to test the street system to determine the intersection and roadway improvements that would be necessary to accommodate the added traffic volumes. Cost estimates were conducted for the recommended improvements. The resulting impact fee was then calculated by dividing the estimated cost to mitigate 10-year traffic volumes by the number of 24-hour weekday trips generated by the 10-year proposed developments identified by the City of Westfield Planning Department. This amount is the cost the development community will be required to fund to meet the future needs of the City.

In determining the results of this analysis, A&F Engineering has followed acceptable traffic and transportation engineering methodologies and has completed this study by following the Rational Nexus Theory to its complete understanding.

PURPOSE

The purpose of this project is as follows:

Existing Conditions – Review the major street network as it presently exists within the study area. If necessary, intersection and roadway improvements will be recommended based on the existing traffic volumes. Estimated construction costs will be determined for the corresponding intersection and roadway improvements.

Projected 10-Year Conditions – Estimate the trips that could be generated by the vacant parcels of land and partially vacant parcels of land as identified by the City of Westfield planning staff in 2017 within the study area. These trips will then be added to the existing traffic volumes to estimate the 10-year traffic volumes that will use the City’s roadway system. Intersection and roadway improvements will then be recommended based on these future traffic volumes. Estimated construction costs will be determined for the corresponding intersection and roadway improvements.

Impact Fee – Calculate the road impact fee based on the estimated construction costs for the incremental improvements from existing conditions to the projected 10-year conditions, the cost of performing the impact fee study, the credit of any year to date Impact Fee funds that have been collected and the projected 24-hour weekday trips that will be generated by the vacant land parcels.

STUDY AREA

The study area for this analysis has been determined based on guidelines set by the City of Westfield. The area is bounded by 216th Street, to the north, CR 1200 E to the west, Moontown Road to the east and 146th Street to the south. **Figure 1**, which is titled “Study Area Roadway Network” and is located at the front of this report, shows the intersections and roadway segments that are included in the study area. **Figure 2** shows the location of the vacant land parcels in reference to the study area roadway network.

SCOPE OF WORK

The scope of work for this analysis is as follows:

Existing Conditions

1. Determine the existing traffic volumes at all intersections and on all roadway segments.
 - a. Perform manual turning movement traffic counts at the existing study area intersections.
 - b. Perform 48-hour machine traffic counts along the existing study area roadway segments.
2. Inventory all existing study area intersections to determine traffic control and intersection geometrics.
3. Inventory all existing roadway segments to determine number of lanes, lane widths, shoulder widths and speed limits.

4. Prepare a capacity analysis for each intersection and each roadway segment using existing geometrics, existing traffic controls and existing traffic volumes. The capacity analysis will provide levels of service for each of the intersections and roadway segments which can be compared to the acceptable level of service standards.
5. Make recommendations to improve the intersections and roadway segments that are below acceptable levels of service.
6. Estimate construction costs based on the corresponding intersection and roadway improvements needed to accommodate the existing traffic volumes.

Projected 10-Year Conditions

1. Based on input from the City of Westfield's planning staff, identify all vacant and partially vacant parcels of land within the study area and confirm the potential land uses for those parcels.
2. Estimate the number of AM peak hour and PM peak hour trips that will be generated by the potential use of each of these parcels.
3. Assign and distribute the generated trips for the peak hour periods throughout the street system.
4. Determine the total peak hour generated trips from all of vacant parcels at each intersection and along each roadway segment within the study area roadway network.
5. Add the generated trips to the existing traffic volumes to develop 10-year traffic volume estimates.
6. Prepare a capacity analysis for each intersection and each roadway segment using the projected 10-year traffic volumes based on the mitigated conditions for the existing traffic volumes and any planned improvements proposed by the City of Westfield. The capacity analysis will provide levels of service for the roadway segments and intersections which can be compared to the acceptable level of service standards.
7. Make recommendations to improve the intersections and roadway segments that are below acceptable levels of service after the improvements are considered within step 6 (see above).
8. Estimate construction costs based on the corresponding roadway and intersection improvements needed to accommodate the projected 10-year traffic volumes.

Impact Fee

1. Estimate the 24-hour trips that will be generated by the potential use of each vacant parcel.
2. Determine the construction costs of the roadway segments and intersections based on the incremental improvements from existing recommendations to future recommendations. Add the cost of performing the impact fee study to the construction cost minus the year to date Impact Fee account balance (if applicable), to obtain the total impact fee cost.
3. Divide the total impact fee cost by the total 24-hour trips to calculate the road impact fee per trip.

EXISTING TRAFFIC DATA

Peak hour turning movement traffic volume counts were conducted at all of the study intersections by A&F Engineering Co., LLC. The counts include an hourly total of all "through" traffic and all "turning" traffic at the intersection. The counts were made during the hours of 6:00 AM to 9:00 AM and 3:30 PM to 7:00 PM in years 2016 and 2017. The "Intersection Traffic Movements" figures shown in **Exhibit A** summarize the existing traffic volumes for the peak hours obtained from the manual counts. The raw data sheets for the intersection traffic counts are included in **Appendix A**.

Directional, automatic machine traffic volume counts were conducted along all major existing roadway segments in the study area by A&F Engineering Co., LLC in years 2016 and 2017. Traffic volume counts were conducted for a period of forty-eight hours and were averaged and summarized on an hourly basis for a twenty-four hour period. The total traffic over the averaged twenty-four hour period is referred to as the "Average Daily Traffic" (ADT). The "Roadway Segment Summary" figures in **Exhibit B** summarize the existing traffic volumes for the peak hours and the ADT obtained from the machine traffic counts. The raw data sheets for the roadway segment traffic counts are included in **Appendix B**.

EXISTING INTERSECTION INVENTORY

Each existing intersection within the study area was identified by the following characteristics:

- Traffic Controls
- Intersection Geometrics

These data have been graphically represented on the "Existing Intersection Conditions" figures in **Exhibit C**.

EXISTING ROADWAY SEGMENT INVENTORY

Each roadway within the study area is identified by dividing the roadway into segments to be analyzed. In general, each segment was chosen based on a change in traffic conditions or roadway characteristics. The characteristics that were included in the roadway segment analyses are:

- Number of Lanes
- Segment Length
- Speed Limits
- Percent No-Passing
- Presence of Median or Passing Lanes
- Average Daily Traffic (ADT)
- Directional Split of Traffic

These data, along with the results from the roadway segment capacity analyses, are shown on the “Roadway Segment Summary” figures in **Exhibit B**.

VACANT LAND PARCELS – PROPOSED USES

The vacant parcels of land to be included in this analysis were identified by the City of Westfield Planning Department and are illustrated on **Figure 2**. In addition, the individual land uses and densities that could be built on these parcels were determined based on the information provided by the City of Westfield Planning Department.

SITE GENERATED TRIPS

An estimate of traffic anticipated to be generated by each of the vacant parcels is a function of the size and character of the land use. *ITE Trip Generation Manual (9th Edition)*¹ was used to calculate the total number of trips expected to be generated by each land use during the AM peak hour, PM peak hour and twenty-four hour weekday period. This report is a compilation of trip data for various land uses as collected by transportation professionals throughout the United States in order to establish the average number of trips generated by those land uses. Based on the information provided by the City of Westfield’s planning department as well as data taken from *ITE Trip Generation Manual (9th Edition)*, the classifications and descriptions for each of the vacant parcel uses applicable to this study are as follows:

Single Family: Single-family land use is defined as all single-family detached homes on individual lots. A typical example of this land use is a suburban subdivision.

¹ *Trip Generation Manual*, Institute of Transportation Engineers, Ninth Edition, 2012.

- Multi-Family:** Multi-family land use includes apartments, townhomes and residential condominiums. An apartment residence is defined as a dwelling unit that is located in the same building with at least three other units and includes general apartment, low-rise apartments, mid-rise apartments and high-rise apartments. Townhomes are defined as dwelling units with a minimum of two attached units per building structure and can be either rented or owned. Condominiums are defined as dwelling units within the same building of at least one other dwelling unit and are owned rather than rented.
- Retail:** The retail land use includes neighborhood center, regional shopping centers, and area service nodes and is defined as an integrated group of commercial establishments that are planned, developed, owned and managed as a shopping center. Also includes free standing commercial units/service institutions. A shopping center provides on-site parking facilities sufficient to serve its own parking demands.
- Office:** General office land use houses multiple tenants and is a location where affairs of businesses commercial or industrial organizations, or professional persons or firms are conducted.
- Business Park:** Business parks consist of a group of flex-type or incubator one- or two-story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses; the rear side of the building is usually served by a garage door. Tenants may be start-up companies or small mature companies that require a variety of space. The space may include offices, retail and wholesale stores, restaurants, recreational areas and warehousing, manufacturing, light industrial or scientific research functions.

PASS-BY TRIPS

The vacant parcels that include retail uses will attract pass-by trips. Pass-by trips are trips already on the roadway system that are captured by a proposed development. *ITE Trip Generation Handbook*² provides procedures and data that can be used to estimate the reduction in trips for the retail land uses. The reduction in trips is a function of the size of the retail development. A pass-by

² *Trip Generation Handbook*, Institute of Transportation Engineers, Third Edition, August 2014.

reduction was considered for each retail parcel on an individual basis using the pass-by trip data in the *ITE Trip Generation Manual (9th Edition)*.

INTERNAL TRIPS

In multi-land use developments, there will be trips made between individual land uses that are generated from within the development. These internal trips will never use the public street system. Therefore, they should not be included in the capacity calculations. For the mixed-use developments within the study area, a 25% internal trip reduction was applied based on the methods outlined in the *ITE Trip Generation Manual (9th Edition)*.

PROJECTED 10-YEAR TRAFFIC VOLUMES

Information provided by the City of Westfield Planning Department was used to develop land use and density determinations for each parcel of vacant land. The generated traffic volumes from each parcel were totaled for both the AM peak hour and the PM peak hour at each of the study intersections and roadway segments. These generated volumes were then added to the existing traffic volumes at each intersection and roadway segment to obtain the 10-year traffic volumes. The projected 10-year traffic volumes are summarized for the AM peak hour and PM peak hour for each intersection on the “Intersection Traffic Movements” figures in **Exhibit A** and for each roadway segment on the “Roadway Segment summary” figures in **Exhibit B**.

ASSIGNMENT & DISTRIBUTION OF GENERATED TRIPS

To determine the volume of traffic that will be added to the study area roadway and intersection network, the generated traffic must be assigned and distributed by direction to the public roadway at its intersection with the development access points, and then to each of the intersections throughout the study area. For each of the vacant parcels within the study area, the assignment and distribution was based on the existing traffic patterns, the location of population and employment centers in relation to the individual parcels and the proposed street system within the study area. The assignment and distribution of the generated traffic for each parcel was expedited by using *PTV VISUM 16³*, a state-of-the-art transportation planning software package that utilizes origin-destination pairs and allows for changes in the roadway system and driver behavior to be considered when future traffic flows are to be determined.

³ *PTV VISUM 16.01-10*, PTV Group, 2016.

SIGNAL WARRANT ANALYSIS

Peak Hour Signal Warrant analyses were conducted at two-way stop controlled intersections where the minor streets operate below acceptable level of services to determine if the installation of a traffic signal or construction of a roundabout should be considered under existing and/or projected conditions.

CAPACITY ANALYSIS

The "efficiency" of an intersection or roadway segment is based on its ability to accommodate the traffic volumes that approach the intersection or that travel along the roadway. It is defined by the Level-of-Service (LOS) of the intersection or roadway segment. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis include traffic volumes, intersection geometry, number and use of lanes and, in the case of signalized intersections, traffic signal timing. To determine the LOS at each of the study intersections, a capacity analysis has been made using the recognized computer program *Synchro*⁴. This program allows multiple intersections to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM)*⁵. To determine the LOS at each of the roadway segments, a capacity analysis has been performed using the computer program *HIGHPLAN*, which uses the capacity calculation methods outlined within the *Highway Capacity Manual (HCM)* for two-lane and multi-lane roadway segments.

DESCRIPTION OF LEVEL OF SERVICE – INTERSECTIONS

The Level of Service (LOS) for an intersection is based on the control delay (in seconds) that a vehicle would typically experience at the intersection. The following data obtained from the *Highway Capacity Manual (HCM)* describes the delay thresholds related to the levels of service for signalized intersections:

Level of Service A - describes operations with a very low delay, less than or equal to 10.0 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all.

⁴ *Synchro/SimTraffic 10.0.1*, Trafficware, 2017.

⁵ *Highway Capacity Manual Sixth Edition (HCM 6)* Transportation Research Board, National Research Council, Washington, DC, 2017.

- Level of Service B** - describes operations with delay in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs with good progression. More vehicles stop than LOS A, causing higher levels of average delay.
- Level of Service C** - describes operation with delay in the range of 20.1 seconds to 35.0 seconds per vehicle. These higher delays may result from failed progression. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- Level of Service D** - describes operations with delay in the range of 35.1 to 55.0 seconds per vehicle. At level of service D, the influence of congestion becomes more noticeable. Longer delays may result from some combinations of unfavorable progression. Many vehicles stop, and the proportion of vehicles not stopping declines. This is the limit of acceptable delay.
- Level of Service E** - describes operations with delay in the range of 55.1 to 80.0 seconds per vehicle. These high delay values generally indicate poor progression and long cycle lengths.
- Level of Service F** - describes operations with delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

The following list, obtained from the *Highway Capacity Manual (HCM)*, shows the delays related to the levels of service for unsignalized, signalized, and roundabout intersections:

<u>Level of Service</u>	<u>Control Delay (seconds/vehicle)</u>	
	<u>UNSIGNALIZED</u>	<u>SIGNALIZED/ROUNDABOUT</u>
A	Less than or equal to 10	Less than or equal to 10
B	Between 10.1 and 15	Between 10.1 and 20
C	Between 15.1 and 25	Between 20.1 and 35
D	Between 25.1 and 35	Between 35.1 and 55
E	Between 35.1 and 50	Between 55.1 and 80
F	greater than 50	greater than 80

DESCRIPTION OF LEVEL OF SERVICE – ROADWAYS

HIGHPLAN computer software was used to determine the Level of Service (LOS) for the two-lane roadway segments (one travel lane in each direction) and multilane roadway segments (more than one travel lane in each direction) in this study. In the *HIGHPLAN* software, the LOS for the two-lane roadway segments for urban/developed areas is based on the percentage free flow speed (the percentage of speed traveled in relation to the posted speed limit) that can be

obtained over the segment. For multilane roadway segments, the LOS is based on the density (passenger cars per mile per lane) of the segment.

HIGHPLAN utilizes the following roadway variables in the determination of the LOS for two-lane and multilane roadway segments:

- Number of Lanes
- Segment Length
- Speed Limit
- Percent No-Passing
- Presence of Median or Passing Lanes
- Average Daily Traffic (ADT)
- Directional Split of traffic

The following tables show the criteria used by *HIGHPLAN* in determining the level of service for two-lane roadway segments and multilane roadway segments.

LOS Thresholds for Two-Lane Roadway Segments		
Level of Service	Percentage of Free Flow Speed (%)	Minimum Speed (mph)
A	≥ 92	45
B	83-91.9	35
C	75-82.9	35
D	67-74.9	35
E	≤ 67	35
F	$v/c \geq 1.0$	35

LOS Thresholds for Multilane Roadway Segments		
Level of Service	Density (pc/mi/ln)	Speed (mph)
A	≤ 11	ALL
B	11.1-18	ALL
C	18.1-26	ALL
D	26.1-35	ALL
E	35.1-45	45-60
F	> 45	45-60

ACCEPTABLE LEVEL OF SERVICE STANDARDS

The City of Westfield has established a minimum acceptable level of service (LOS) standard that was used when performing the capacity analyses for the study intersections and roadway

segments. Level of service ‘D’ has been selected as the minimum acceptable LOS for intersections and level of service ‘D’ as the minimum acceptable LOS for roadway segments in this study. This standard is used for both existing conditions and projected 10-year conditions.

In some cases, it was not feasible to achieve a LOS D. For those intersections that operate below acceptable levels of service (LOS E and LOS F), maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

In addition to the LOS standards from roadway segments, a maximum width standard is considered. In this standard, a 20 foot wide roadway with a 2 foot shoulder was considered to be the minimum acceptable cross-section of a roadway segment. However, the costs associated with widening any deficient segments were not considered as it was assumed that the segments will be widened as development occurs along the frontage of these roadways.

RECOMMENDED IMPROVEMENT CRITERIA

Improvements were recommended for both the existing traffic volumes and the projected 10-year traffic volumes so that each study intersection/segment will meet the minimum acceptable level of service (LOS D). The recommended improvements are subject only to include those regarding the capacity of each study intersection/segment. Impact Fees are calculated based on the improvements needed to enhance the capacity of each intersection/segment, and the recommendations found in this report are based on improving said capacity. Recommended improvements can include: the addition of travel lanes, intersection turn lanes, and changes in intersection control. Improvements required based on safety or other non-capacity related issues were not addressed in the recommendations of this report.

ESTIMATED CONSTRUCTION COSTS

Table 1 is a summary of the estimated construction costs that will be required to bring the intersections up to design level of service standards (LOS D) to accommodate either the existing traffic volumes or the projected 10-year traffic volumes. The table shows the estimated construction costs associated with the improvements recommended to mitigate the existing traffic conditions and planned improvements (Today’s Cost) and the estimated construction costs associated with the recommended improvements to mitigate the projected 10-year traffic conditions (10-Year Cost). All construction estimates are based on year 2017 costs.

Table 2 is a summary of the estimated construction costs that will be required to bring the roadways up to design level of service standards (LOS D) to accommodate either the existing traffic volumes or the projected 10-year traffic volumes. The table shows the estimated construction costs associated with the improvements recommended to mitigate the existing traffic conditions and planned improvements (Today's Cost) and the estimated construction costs associated with the recommended improvements to mitigate the projected 10-year traffic conditions (10-Year Cost). All construction estimates are based on year 2017 costs.

TABLE 1 – ESTIMATED INTERSECTION CONSTRUCTION COSTS

Intersection	Today's costs	Ten-year Cost
Eagle Creek Avenue & 146th Street	\$-	\$600,000
Spring Mill Road & 146th Street	\$-	\$1,184,200
Oak Ridge Road & 146th Street	\$-	\$1,013,700
Greyhound Pass & 146th Street	\$-	\$200,000
Carey Road & 146th Street	\$-	\$1,326,060
Gray Road & 146th Street	\$-	\$1,906,320
Towne Road & 151st Street	\$1,200,000*	\$-
Ditch Road & 151st Street	\$-	\$1,500,000
Spring Mill Road & Greyhound Pass	\$-	\$200,000
Oak Ridge Road & Greyhound Pass	\$1,200,000*	\$300,000
Greyhound Pass & 151st Street	\$-	\$1,000,000
Oak Road & 151st Street	\$ 1,200,000	\$-
Carey Road & 151st Street	\$-	\$400,000
Gray Road & 151st Street	\$-	\$1,000,000
Towne Road & 156th Street	\$400,000*	\$1,000,000
Ditch Road & 156th Street	\$1,200,000*	\$600,000
Spring Mill Road & 156th Street	\$-	\$200,000
Oak Ridge Road & 156th Street	\$1,200,000*	\$600,000
Westfield Boulevard & 156th Street	\$-	\$1,000,000
Gray Road & 156th Street	\$200,000	\$1,200,000
Towne Road & 161st Street	\$400,000*	\$1,000,000
Ditch Road & 161st Street	\$1,200,000*	\$300,000
Spring Mill Road & 161st Street	\$1,200,000*	\$600,000
US 31 & 161st Street - A	\$-	\$200,000
Westfield Boulevard & 161st Street	\$1,200,000*	\$800,000

*PLANNED IMPROVMENTS

Intersection	Today's costs	Ten-year Cost
Oak Road & 161st Street	\$1,200,000	\$300,000
Gray Road & 161st Street	\$1,200,000*	\$600,000
Towne Road & 166th Street	\$400,000*	\$-
Ditch Road & 166th Street	\$-	\$1,500,000
Ditch Road & 169th Street	\$1,000,000*	\$500,000
Spring Mill Road & 169th Street	\$1,200,000*	\$300,000
Oak Ridge Road & 169th Street	\$1,200,000*	\$300,000
Union Street & David Brown Drive	\$-	\$200,000
Carey Road & 169th Street	\$-	\$1,500,000
Gray Road & 169th Street	\$-	\$1,200,000
Carey Road & 171st Street	\$-	\$1,500,000
CR N 1200 E & SR 32	\$-	\$90,000
Joliet Road & SR 32	\$-	\$400,000
Mule Barn Road & SR 32	\$200,000*	\$90,000
Centennial Road & SR 32	\$-	\$200,000
Washington Street & SR 32	\$-	\$290,000
Eagletown Road & SR 32	\$-	\$90,000
Ditch Road & SR 32	\$490,000*	\$600,000
Casey Road & SR 32	\$200,000	\$-
Spring Mill Road & SR 32	\$-	\$800,000
Dartown Road & SR 32	\$-	\$200,000
Oak Ridge Road & SR 32	\$-	\$1,000,000
Wheeler Road & SR 32	\$-	\$600,000
Union Street & SR 32	\$-	\$800,000
East Street & SR 32	\$200,000	\$750,000
Grassy Branch Road & SR 32	\$-	\$600,000
Shady Nook Road & SR 32	\$-	\$90,000
Moontown Road & SR 32	\$-	\$400,000
Dartown Road & 181st Street	\$-	\$200,000
Wheeler Road & 181st Street	\$1,200,000*	\$-
Union Street & Hoover Street	\$-	\$980,000
Casey Road & 186th Street	\$1,200,000*	\$-
Spring Mill Road & 186th Street	\$1,200,000*	\$300,000

*PLANNED IMPROVMENTS

Intersection	Today's costs	Ten-year Cost
Grassy Branch Road & 186th Street	\$-	\$1,000,000
Moontown Road & 186th Street	\$-	\$400,000
Casey Road & 193rd Street	\$1,000,000*	\$-
Six Point Road & 193rd Street	\$-	\$200,000
Tomlinson Road & 191st Street	\$-	\$400,000
US 31 & 191st Street - A	\$-	\$200,000
US 31 & 191st Street - B	\$-	\$200,000
Grassy Branch Road & 191st Street	\$1,200,000*	\$300,000
Shady Nook Road & 191st Street	\$600,000*	\$1,500,000
Moontown Road & 191st Street	\$1,200,000*	\$600,000
Horton Road & 199th Street	\$-	\$400,000
Tomlinson Road & 196th Street	\$-	\$1,000,000
Grassy Branch Road & 196th Street	\$-	\$1,200,000
Moontown Road & 196th Street	\$-	\$1,000,000
Tomlinson Road & 199th Street	\$-	\$1,000,000
Hinkle Creek Road & SR 38	\$-	\$490,000
Horton Road & 206th Street	\$-	\$1,200,000
Oak Ridge Road & 206th Street	\$-	\$1,000,000
Anthony Road & SR 38	\$-	\$490,000
Oak Ridge Road & 214th Street	\$-	\$1,000,000
Dunbar Road & SR 38	\$-	\$200,000
US 31 & 216th Street	\$90,000	\$200,000
146th Street & Western Way	\$-	\$600,000
Westfield Boulevard & 151st Street**	\$-	\$1,000,000
191st Street & Grand Park Boulevard**	\$-	\$1,500,000
Westfield Boulevard & 169th Street**	\$1,500,000*	\$-
Westfield Boulevard & Union Street**	\$1,500,000*	\$-
East Street & 203rd Street**	\$-	\$1,500,000
East Street & Grassy Branch Road**	\$-	\$1,500,000
191st/193rd Street & Spring Mill Road**	\$1,580,000*	\$600,000
Oak Ridge Road & 181st Street**	\$-	\$200,000
Chad Hittle Drive & 191st Street**	\$1,200,000*	\$300,000
TOTAL	\$31,360,000	\$55,690,280

*PLANNED IMPROVMENTS

**PROPOSED INTERSECTIONS

TABLE 2 – ESTIMATED ROADWAY CONSTRUCTION COSTS

Street	Location	Planned Cost	Ten-year Cost
156th Street	Ditch Rd - Spring Mill Rd	\$-	\$1,981,320
156th Street	Spring Mill Rd - Oak Ridge Rd	\$-	\$2,023,120
161st Street	Spring Mill Rd - Oak Ridge Rd	\$1,512,495	\$1,512,495
161st Street	Oak Ridge Rd - US 31	\$555,465	\$555,465
161st Street	Union Rd - Oak Rd	\$-	\$988,760
161st Street	Oak Rd - Carey Rd	\$-	\$1,002,440
161st Street	Carey Rd - Gray Rd	\$1,013,080	\$1,013,080
191st Street	Horton Rd - Tomlinson Rd	\$-	\$2,715,480
191st Street	Tomlinson Rd - US 31	\$-	\$981,920
191st Street	East St - Grassy Branch Rd	\$-	\$1,502,520
191st Street	Grassy Branch Rd - Moontown Rd	\$-	\$2,014,760
Ditch Road	146th St - 151st St	\$-	\$1,106,560
Ditch Road	156th St - 161st St	\$-	\$999,020
Ditch Road	161st St - 166th St	\$-	\$999,020
Ditch Road	166th St - 169th St	\$-	\$501,600
Ditch Road	169th St - SR 32	\$-	\$1,460,720
Casey Road	SR 32 - 186th St	\$506,160	\$2,704,840
Spring Mill Road	146th St - Greyhound Pass	\$238,165	\$1,190,825
Spring Mill Road	Greyhound Pass - 156th St	\$261,915	\$1,309,575
Spring Mill Road	156th St - 161st St	\$249,755	\$1,248,775
Spring Mill Road	161st St - 169th St	\$376,485	\$1,882,425
Spring Mill Road	169th St - SR 32	\$364,990	\$1,824,950
Spring Mill Road	SR 32 - 186th St	\$-	\$2,050,480
Spring Mill Road	186th St - 191st St	\$-	\$1,004,720
Horton Road	191st St - 199th St	\$-	\$1,414,740
Oak Ridge Road	Greyhound Pass - 156th St	\$-	\$837,520
Oak Ridge Road	156th St - 161st St	\$-	\$999,780
Oak Ridge Road	161st St - 169th St	\$-	\$1,501,000
Oak Ridge Road	169th St - SR 32	\$-	\$1,449,320
Wheeler Road	SR 32 - 181st St	\$-	\$1,004,340
Carey Road	146th St - 151st St	\$-	\$997,120
Carey Road	151st St - 161st St	\$-	\$2,033,380
Carey Road	161st St - 169th St	\$-	\$1,504,800

Street	Location	Planned Cost	Ten-year Cost
Carey Road	169th St - 171st St	\$-	\$512,240
Carey Road	171st St - SR 32	\$-	\$849,300
Grassy Branch Road	SR 32 - 186th St	\$-	\$2,046,300
Westfield Boulevard*	151st St - Union Street	\$311,220	\$311,220
Westfield Boulevard*	161st St - 169th St	\$1,588,780	\$1,588,780
Westfield Boulevard*	169th St - SR 32	\$1,425,760	\$1,425,760
Grand Park Boulevard*	191st St - 199th St	\$893,760	\$893,760
Grand Park Boulevard*	199th St - Horton Rd	\$673,550	\$673,550
Oak Ridge Road*	SR 32 - 181st St	\$498,750	\$1,496,250
Oak Ridge Road*	181st St - Grand Park Blvd	\$225,530	\$225,530
East Street*	196th St - 203rd St	\$1,624,500	\$1,624,500
East Street*	203rd St - Grassy Branch Rd	\$421,420	\$421,420
East Street*	Grassy Branch Rd - SR 38	\$134,140	\$134,140
Chad Hittle Drive*	191st St - 196th St	\$756,675	\$756,675
Westfield Park Road*	161st - 169th St	\$751,830	\$751,830
TOTAL		\$14,384,425	\$60,028,125

*PROPOSED ROADWAY SEGMENTS

TOTAL COSTS

Table 3 summarizes the total “Today’s Cost” and “10-Year Cost” for the study area intersections and roadways.

TABLE 3 – TOTAL COSTS

	Today’s Cost	10-Year Cost
Intersections (Table 1)	\$31,360,000	\$55,690,280
Roadways (Table 2)	\$14,384,425	\$60,028,125
Total Cost	\$45,744,425	\$115,718,405

GENERATED 24-HOUR TRIPS

In order to determine an impact fee per trip, the total number of trips that will be generated during a 24-hour weekday period for each of the vacant parcels has been determined. Table 4 identifies each of the vacant parcels, the assumed land use, and the 10-year build-out size.

TABLE 4 – LAND USE SUMMARY TABLE

Parcel #	Land Use Distribution	ITE Code	Development Size
1	Single Family	210	606 DU
2	Single Family	210	471 DU
3	Single Family	210	94 DU
4	Single Family	210	965 DU
5	Single Family	210	492 DU
6	Office (50%)	750	59,000 SF
	Retail (50%)	820	60,000 SF
7	Office (50%)	750	153,000 SF
	Retail (50%)	820	153,000 SF
8	Office (50%)	750	20,000 SF
	Retail (50%)	820	20,000 SF
9	Single Family	210	177 DU
10	Single Family	210	360 DU
11	Apartments (50%)	220	292,000 SF
	Retail (50%)	820	187,000 SF
12	Retail	820	97,000 SF
13	Single Family	210	97 DU
14	Office (50%)	750	294,000 SF
	Retail (50%)	820	294,000 SF
15	Office (50%)	750	191,000 SF
	Retail (50%)	820	192,000 SF
16	Single Family	210	122 DU
17	Single Family	210	538 DU
18	Single Family	210	587 DU
19	Office (50%)	750	266,000 SF
	Retail (50%)	820	267,000 SF
20	Office (50%)	750	348,000 SF
	Retail (50%)	820	348,000 SF
21	Single Family	210	70 DU
22	Single Family	210	68 DU

Parcel #	Land Use Distribution	ITE Code	Development Size
23	Single Family	210	158 DU
24	Single Family	210	748 DU
	Apartments	220	246 DU
25	Single Family	210	152 DU
26	Retail	820	493,000 SF
	Single Family	210	407 DU
	Apartments	220	720 DU
27	Single Family	210	75 DU
28	Single Family	210	59DU
29	Business Park	770	312,800 SF
30	Office (50%)	750	31,000 SF
	Retail (50%)	820	32,000 SF
31	Office (50%)	750	287,000 SF
	Retail (50%)	820	288,000 SF
32	Retail	820	221,000 SF
33	Retail	820	247,000 SF
34	Retail	820	260,000 SF
35	Single Family	210	97 DU
36	Retail	820	387,000 SF
37	Retail (50%)	820	81,100 SF
	Apartments (50%)	220	300 DU
38	Retail	820	156,000 SF
39	Retail	820	283,000 SF
40	Retail	820	133,000 SF
41	Retail	820	98,000 SF
42	Retail	820	720,000 SF
43	Retail	820	1157,000 SF
44	Office (50%)	750	84,000 SF
	Retail (50%)	820	84,000 SF
45	Office (50%)	750	552,000 SF
	Retail (50%)	820	553,000 SF
46	Retail	820	508,000 SF
47	Office (50%)	750	446,000 SF
	Retail (50%)	820	446,000 SF
48	Office (50%)	750	47,000 SF
	Retail (50%)	820	48,000 SF
49	Office (50%)	750	52,000 SF
	Retail (50%)	820	53,000 SF

Parcel #	Land Use Distribution	ITE Code	Development Size
50	Office (50%)	750	510,000 SF
	Retail (50%)	820	511,000 SF
51	Retail	820	180,000 SF
52	Retail	820	96,000 SF
53	Single Family	210	446 DU
54	Office (50%)	750	68,000 SF
	Retail (50%)	820	68,000 SF
55	Single Family	210	403 DU
56	Office (50%)	750	980,000 SF
	Retail (50%)	820	980,000 SF
57	Office (50%)	750	283,000 SF
	Retail (50%)	820	284,000 SF
58	Office (50%)	750	181,000 SF
	Retail (50%)	820	181,000 SF
59	Office (50%)	750	188,000 SF
	Retail (50%)	820	189,000 SF
60	Office (50%)	750	304,000 SF
	Retail (50%)	820	304,000 SF
61	Office (50%)	750	132,000 SF
	Retail (50%)	820	132,000 SF
62	Office (50%)	750	57,000 SF
	Retail (50%)	820	58,000 SF
63	Office (50%)	750	201,000 SF
	Retail (50%)	820	201,000 SF
64	Office (50%)	750	110,000 SF
	Retail (50%)	820	110,000 SF
65	Single Family	210	153 DU
66	Single Family	210	156 DU
67	Single Family	210	83 DU
68	Single Family	210	695 DU
69	Single Family	210	692 DU
70	Office (50%)	750	360,000 SF
	Retail (50%)	820	360,000 SF
71	Office (50%)	750	179,000 SF
	Retail (50%)	820	180,000 SF
72	Office (50%)	750	28,000 SF
	Retail (50%)	820	28,000 SF

Parcel #	Land Use Distribution	ITE Code	Development Size
73	Single Family	210	410 DU
74	Single Family	210	312 DU
75	Single Family	210	76 DU
76	Office (50%)	750	400,000 SF
	Retail (50%)	820	400,000 SF
77	Office (50%)	750	1,468,000 SF
	Retail (50%)	820	1,468,000 SF
78	Office (50%)	750	252,000 SF
	Retail (50%)	820	252,000 SF
79	Office (50%)	750	312,000 SF
	Retail (50%)	820	312,000 SF
80	Office (50%)	750	157,000 SF
	Retail (50%)	820	158,000 SF
81	Business Park	770	1,887,900 SF
82	Single Family	210	616 DU
83	Single Family	210	1079 DU
84	Single Family	210	432 DU
85	Single Family	210	225 DU
86	Single Family	210	85 DU
87	Single Family	210	235 DU
88	Office (50%)	750	532,000 SF
	Retail (50%)	820	533,000 SF
89	Office (50%)	750	280,000 SF
	Retail (50%)	820	281,000 SF
90	Business Park	770	2,552,600 SF
91	Single Family	210	204 DU
92	Single Family	210	84 DU
93	Retail	820	632,000 SF
94	Single Family	210	31 DU
95	Single Family	210	75 DU
96	Office (50%)	750	393,000 SF
	Retail (50%)	820	393,000 SF
97	Business Park	770	1,712,800 SF
98	Single Family	210	628 DU
99	Single Family	210	90 DU
100	Retail	820	139,000 SF
101	Single Family	210	192 DU

Parcel #	Land Use Distribution	ITE Code	Development Size
102	Single Family	210	229 DU
103	Apartments (50%)	220	270 DU
	Retail (50%)	820	381,000 SF
104	Apartments	220	36 DU
105	Single Family	210	710 DU
106	Single Family	210	68 DU
107	Single Family	210	28 DU
108	Single Family	210	82 DU
109	Single Family	210	60 DU
110	Single Family	210	182 DU
111	Single Family	210	64 DU
112	Single Family	210	30 DU
113	Single Family	210	156 DU
114	Single Family	210	282 DU
115	Single Family	210	162 DU
	Apartments	220	133 DU
116	Single Family	210	219 DU
117	Single Family	210	220 DU
118	Single Family	210	26 DU
119	Single Family	210	2000 DU
120	Apartments (50%)	220	350 DU
	Retail (50%)	820	1,657,00 SF

Notes: DU = Dwelling Unit; SF = Square Feet

The *ITE Trip Generation Manual (9th Edition)* was used to generate the number of 24-hour weekday trips generated by the land uses listed above. After applicable internal, pass-by trip reductions, and trip balancing considerations, the 24-hour generated trips that will be used for the impact fee calculation is 386,914 trips.

ROAD IMPACT FEE

The method used for determining the impact fee is based on the sum of the impact fee construction costs for all study intersections and roadways added to the cost of performing the impact fee study minus any year to date Impact Fee funds that have been collected. The City of Westfield currently has approximately \$607,000 in Year-To-Date impact fee funds. However, these funds have been earmarked for planned projects that have been included in this report. Therefore, these funds are not considered in the impact fee calculation. This results in the “Total Impact Fee Cost”. The total impact fee cost is then divided by the total number of 24-hour trips that will be generated by the vacant land parcels. **Table 5** shows the calculation for the impact fee.

TABLE 5 – CALCULATION OF IMPACT FEE

Impact Fee Cost	\$115,718,405
Cost of Performing Impact Fee Study	\$266,720
Total Impact Fee Cost	\$115,985,125
24-Hour Trips from vacant Land Parcels	386,914
Impact Fee per 24-Hour Generated Trip (Equals Total Impact Fee Cost divided by the 24-hour trips)	\$299.77

ANNUAL IMPACT FEE EVALUATION

The estimated construction costs that have been used to determine the impact fees presented in this report are based on year 2017 construction costs. Therefore, it may be necessary to re-evaluate the impact fee on an annual basis to reflect the annual inflation of costs for intersection and road construction or any major changes in the proposed land uses.

EXAMPLES OF TYPICAL IMPACT FEES COLLECTED

For all land uses, the number of 24-hour trips generated by each new development for a typical weekday would need to be determined on a case by case basis using the methods and procedures outlined in the most recent edition of the *ITE Trip Generation Manual* and the *ITE Trip Generation Handbook*. The generated 24-hour trip number for the new development is then multiplied by the fee per trip to determine the collected fee. **Table 6** shows the typical impact fees that would be collected for a variety of land uses. For each land use the table lists the ITE Code classification, a range of typical sizes, the 24-hour weekday trips generated by each size and the resulting impact fee to be collected. It should be noted that the land uses listed in the table are only a small sample of the different types of land uses classified by the *ITE Trip Generation* report.

TABLE 6 – EXAMPLES OF TYPICAL FEES COLLECTED PER OTHER LAND USES

Land Use	ITE Code	Size	24-Hour Trips	Impact Fee per 24-hour Trip	Impact Fee Collected
Single-Family	210	10 DU	100*	\$299.77	\$29,977.00
		20 DU	200*	\$299.77	\$59,954.00
		30 DU	300*	\$299.77	\$89,931.00
Multi-Family Apartments	220	100 DU	730	\$299.77	\$218,832.10
		200 DU	1,336	\$299.77	\$400,492.72
		300 DU	1,942	\$299.77	\$582,153.34
Business Park	770	200,000 SF	2,488	\$299.77	\$745,827.76
		300,000 SF	3,732	\$299.77	\$1,118,741.64
		400,000 SF	4,976	\$299.77	\$1,491,655.52
General Office	710	50,000 SF	775	\$299.77	\$232,321.75
		100,000SF	1,313	\$299.77	\$393,598.01
		200,000 SF	2,223	\$299.77	\$666,388.71
General Retail**	820	50,000 SF	2,251	\$299.77	\$674,782.27
		100,000SF	4,143	\$299.77	\$1,241,947.11
		200,000 SF	7,246	\$299.77	\$2,172,133.42

Notes

DU = Dwelling Unit, SF = Square Feet

*Based on the ITE data, Single-Family houses are assumed to generate 10 trips per dwelling unit per day.

**Retail land uses attract pass-by trips. Therefore, the trips shown above represent the total number of non-pass-by 24-hour trips. The pass-by percentage of trips varies by the size of the retail development.

The generated 24-hour trips for a typical weekday were determined by using the methods and procedures outlined in the most recent editions of the *ITE Trip Generation Manual* (9th Edition) and the *ITE Trip Generation Handbook* (August 2014). The trip report is a compilation of trip data for various land uses as collected by transportation professionals throughout the United States in order to establish the average number of trips generated by those land uses. The handbook provides the procedures and data used to estimate the pass-by traffic reductions for the retail land use.

SUMMARY TABLES FOR INTERSECTIONS

A tabular summary of the analysis considering each study intersection is shown in the following pages. The existing intersection conditions and existing level of service (LOS) results are shown in the top left-hand corner under the heading “Existing Conditions”. The existing conditions include the existing traffic control and existing intersection geometrics. The existing intersection geometrics are illustrated as black arrows along each approach of the intersection. Each arrow represents one lane along the approach and the traffic movements that can be made from that lane. An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**. The existing LOS results are based on the existing traffic control, existing intersection geometrics and the existing AM peak hour and PM peak hour traffic volumes. The existing intersection traffic volumes for the peak hours can be found on the “Intersection Traffic Movements” figures in **Exhibit A**.

Level of service “D” has been selected for this study by the City of Westfield as the minimum acceptable LOS for intersections. If necessary, mitigated conditions for the existing traffic volumes have been recommended for intersections that currently operate below the minimum acceptable LOS. These conditions and the resulting levels of service are shown at the top under the heading “Mitigated Conditions for Existing Traffic Volumes”. Black arrows represent lanes that are present under the existing conditions, red arrows represent lanes that are in addition to the existing intersection geometrics or converted lanes, and green arrows represent lanes that are in addition to the existing geometrics but the costs associated with this lane have been included in roadway segment mitigation costs. A description of the improvements needed to mitigate the existing traffic volumes is listed along with the estimated construction cost for those improvements (Today’s Cost).

The projected 10-year traffic volumes for the AM peak hour and PM peak hour have been determined for each intersection and can be found on the “Intersection Traffic Movements” figures in **Exhibit A**. The planned/proposed intersection improvements as determined by the City of Westfield to be constructed over the next 10-years and the resulting levels of service are shown in the top-center column under the heading “Planned Conditions for Projected 10-Year Traffic Volumes”. Again, black arrows represent lanes that are present under the existing conditions and blue arrows represent lanes that are part of planned improvements previously

indicated by the City of Westfield. A description of the planned/proposed improvements as determined by the City of Westfield based on the projected 10-year traffic volumes is also listed. The costs of these planned improvements are assigned to the City of Westfield which will construct several of these improvements with current funds within the existing road impact fee account.

If necessary, mitigated conditions have been recommended so that the intersection will operate at acceptable levels of service (LOS D) during the peak hours with the projected 10-year traffic volumes. These conditions are shown in the top right-hand corner under the heading “Mitigated Conditions for Projected 10-Year Traffic Volumes”. Again, black arrows represent lanes that are present under the existing conditions/projected 10-year conditions, red arrows represent lanes that are in addition to the existing intersection geometrics/projected 10-year geometrics or converted lanes, and green arrows represent lanes that are in addition to the existing geometrics/projected 10-year geometrics but the costs associated with the lane have been included in roadway segment mitigation costs. The LOS results for the projected 10-year traffic volumes are also shown in the top right-hand corner. A description of the improvements needed to mitigate the projected 10-year traffic volumes is listed along with the estimated construction cost for those additional improvements (10-Year Cost). The costs of these improvements contribute to the road impact fee calculation.

CR N 1200 E & 146TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAGLE CREEK AVENUE & 146TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/C

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Single-Lane Roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

Note:

146th Street is County controlled; therefore, the costs showing above for the construction of a single-lane roundabout is the result of dividing the total cost between the County and new developments.

Shelborne Road & 146th Street

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

TOWNE ROAD & 146TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):
 B/C
 All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):
 B/C
 Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Single-lane Roundabout

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

The improvements at this intersection are planned by Hamilton County. Therefore, no additional cost associated with the construction will be applied.

DITCH ROAD & 146TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Multi-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add SB right-turn lane along Ditch Road.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

There is no additional cost associated with the addition of a SB right-turn lane. The cost of this improvement is included in the segment mitigated cost.

SPRING MILL ROAD & 146TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/D

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Add NB through lane along Spring Mill Road
- Add SB left-turn lane and shared through/right-turn lane along Spring Mill Road
- Add EB through lane along 146th Street
- Add WB shared through/right-turn lane along 146th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,184,200

Note:

There is no additional cost associated with the addition of the SB through lane. The cost of this improvement is included in the segment mitigated cost. In addition, 146th Street is County controlled; therefore, the costs associated with the addition of the EB and WB left-turn lane are not included in the impact fee cost.

OAK RIDGE ROAD & 146TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/D

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Add NB through lane along Oak Ridge Road.
- Add SB left-turn lane and through lane along Oak Ridge Road.
- Add EB shared through/right-turn lane along 146th Street.
- Add WB through lane along 146th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,013,700

Note:

146th Street is County controlled; therefore, the costs associated with the addition of the EB and WB left-turn lane will not be included in the impact fee cost.

Rohrer Road & 146th Street

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

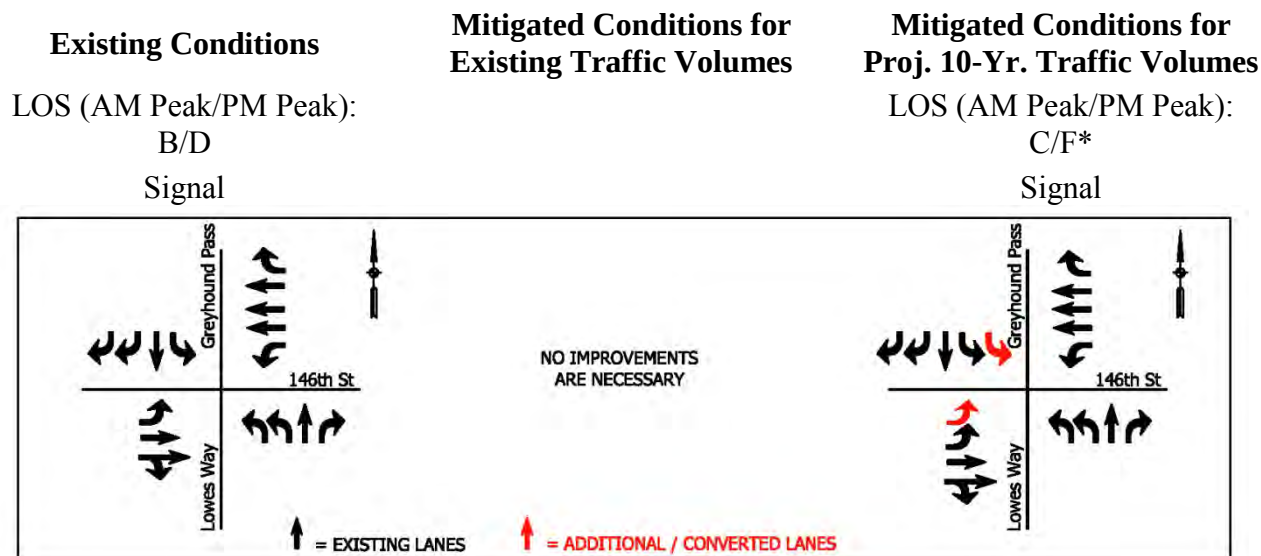
- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GREYHOUND PASS & 146TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add SB left-turn lane along Greyhound Pass
- Add EB left-turn lane along 146th Street

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

Note:

146th Street is County controlled; therefore, the costs associated with the addition of the EB left-turn lane and WB right-turn lane will not be included in the impact fee cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

CAREY ROAD & 146TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

C/C

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/F*

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB and SB left-turn lanes along Carey Road
- Add NB and SB through lanes along Carey Road
- Add EB and WB left-turn lanes along 146th Street
- Add EB and WB through lanes along 146th Street

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,326,060

Note:

146th Street is County controlled; therefore, the costs associated with the improvements along 146th Street will not be included in the impact fee cost. In addition, there is no additional cost associated with the addition of the SB through lane. The cost of this improvement is included in the segment mitigated cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered

Gray Road & 146th Street

Existing Conditions

LOS (AM Peak/PM Peak):

B/C

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/F*

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Add NB and SB left-turn lanes and through lanes along Gray Road
- Add EB and WB left-turn lanes and through lanes along 146th Street.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,906,320

Note:

146th Street is County controlled; therefore, the costs associated with the improvements along 146th Street will not be included in the impact fee cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

WESTERN WAY & GRAYHOUND PASS

Existing Conditions

LOS (AM Peak/PM Peak):
 A/B
 Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):
 A/B
 Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GREYHOUND COURT & GREYHOUND PASS

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

US 31 SB RAMP & GREYHOUND PASS

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

US 31 NB RAMP & GREYHOUND PASS

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

MARSH DRIVE & GREYHOUND PASS

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

COOL CREEK PARK ROAD & GREYHOUND PASS

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A Signal		LOS (AM Peak/PM Peak): A/B Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GREYHOUND PASS & 147TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK ROAD & 147TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SHELBOURNE ROAD & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

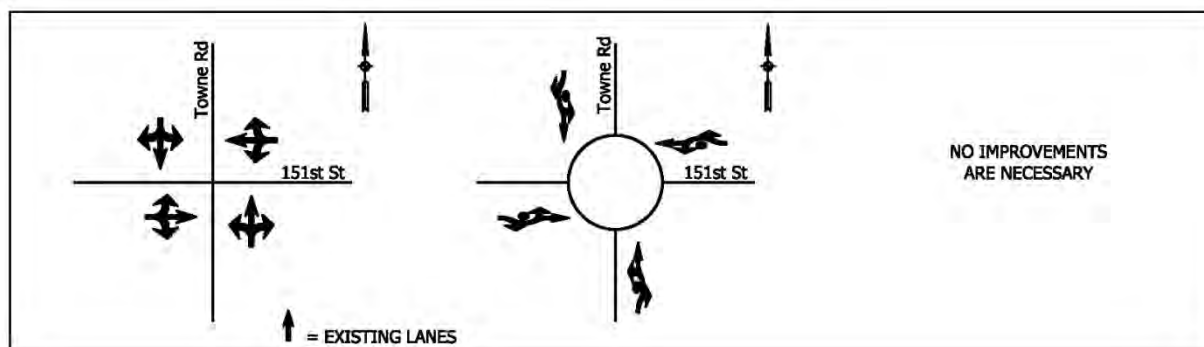
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

TOWNE ROAD & 151ST STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/B	LOS (AM Peak/PM Peak): A/A	LOS (AM Peak/PM Peak): A/A
Two-Way Stop	Single-Lane Roundabout	Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

DITCH ROAD & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

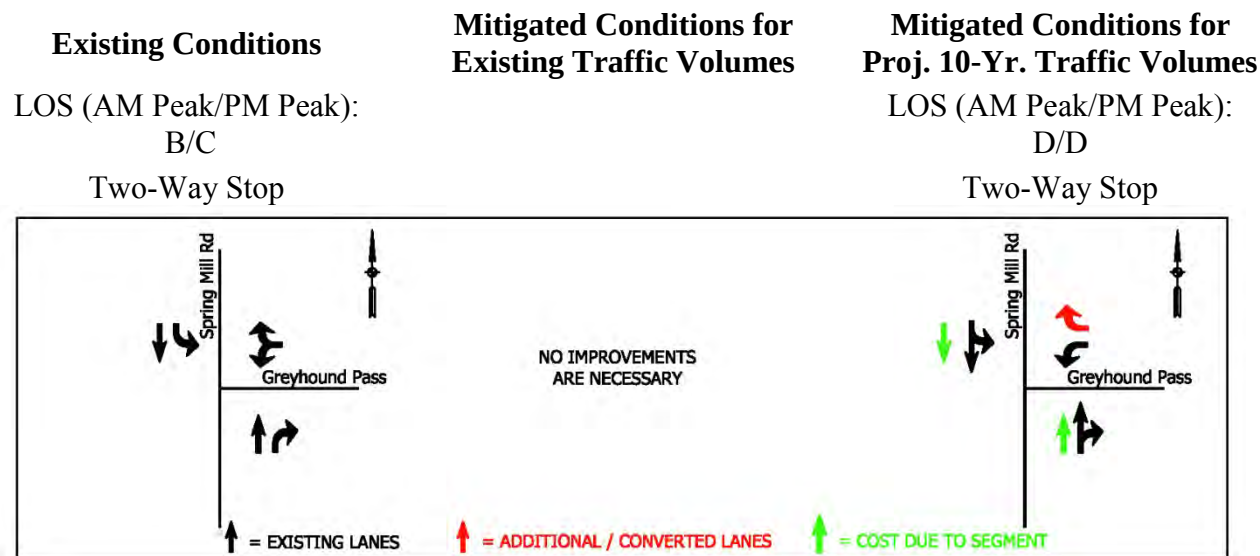
- Construction of a double-lane Roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,500,000

SPRING MILL ROAD & GREYHOUND PASS



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add NB and SB through lane along Spring Mill Road.
- Add WB right-turn lane along Greyhound Pass

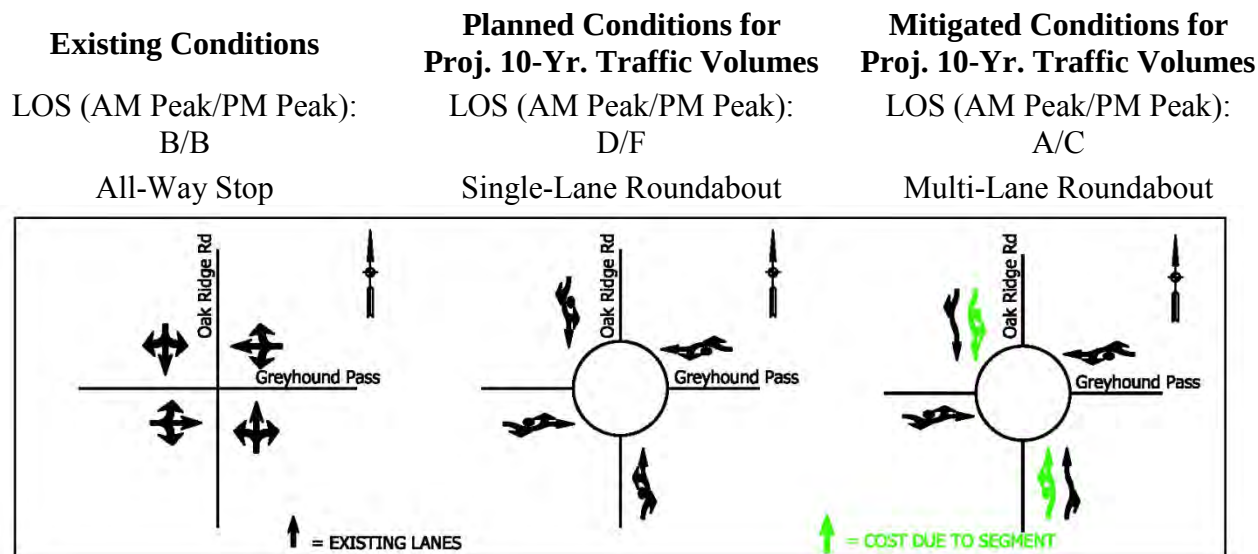
Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

Note:

There is no additional cost associated with the addition of the NB and SB through lane. The cost of this improvement is included in the segment mitigated cost.

OAK RIDGE ROAD & GREYHOUND PASS



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Upgrade single lane roundabout to double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$300,000

GREYHOUND PASS & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

US 31 SB RAMP & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):
 B/B
 Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):
 D/D
 Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

US 31 NB RAMP & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/D

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

THATCHER LANE & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

C/C

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/C

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

COOL CREEK PARK ROAD & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Multi-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK ROAD & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

D/F

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

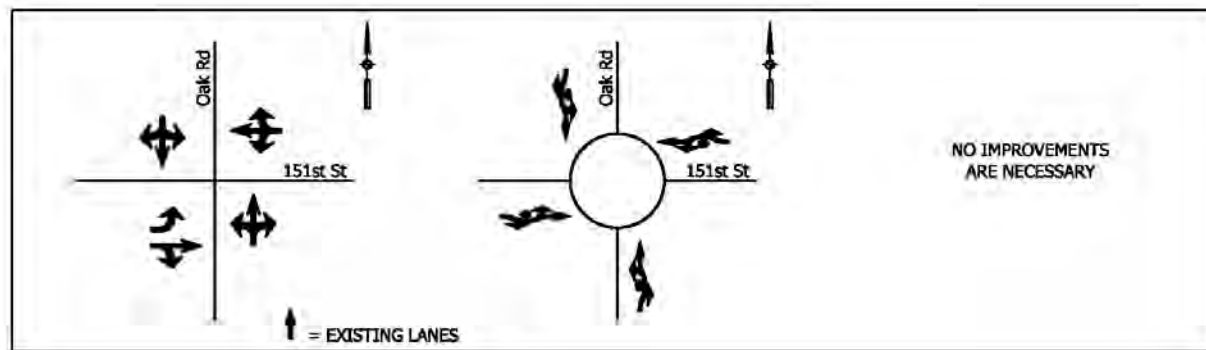
Single-Lane Roundabout

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/D

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- Construction of a single-lane roundabout.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$1,200,000

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CAREY ROAD & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Single-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/C

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Restriping the existing single-lane roundabout to a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$400,000

GRAY ROAD & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

D/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

CR N 1200 E & 156TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

JOLIET ROAD & 156TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAGLE CREEK AVENUE & 156TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SHELBOURNE ROAD & EAGLE CREEK AVENUE

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAGLE CREEK AVENUE & 159TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

TOWNE ROAD & 159TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

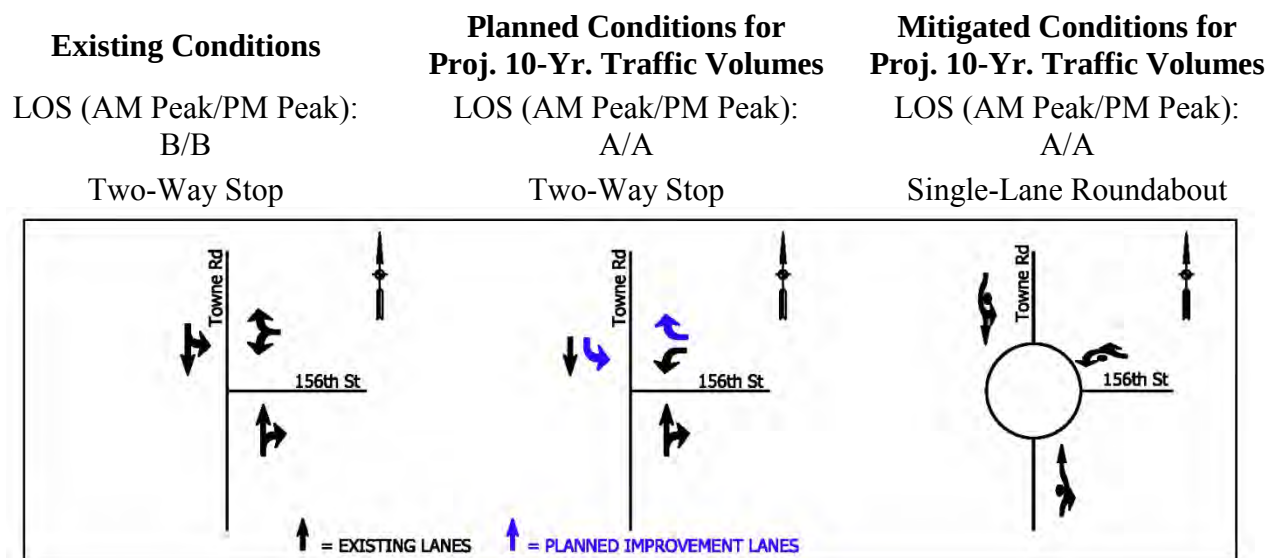
- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

TOWNE ROAD & 156TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Add WB right-turn lane along 156th Street
- Add SB passing blister along Towne Road

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$400,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

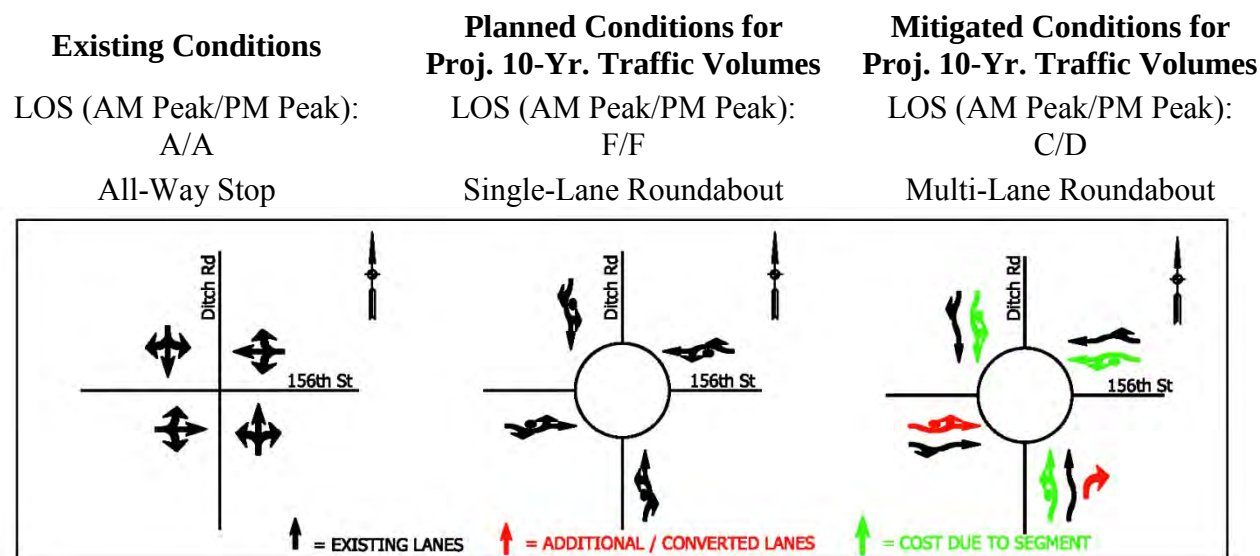
- Construction of a single-lane roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

DITCH ROAD & 156TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Upgrade from a single-lane roundabout to a double-lane roundabout with NB right-turn by-pass lane.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

SPRING MILL ROAD & 156TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): C/D
Single-Lane Roundabout		Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

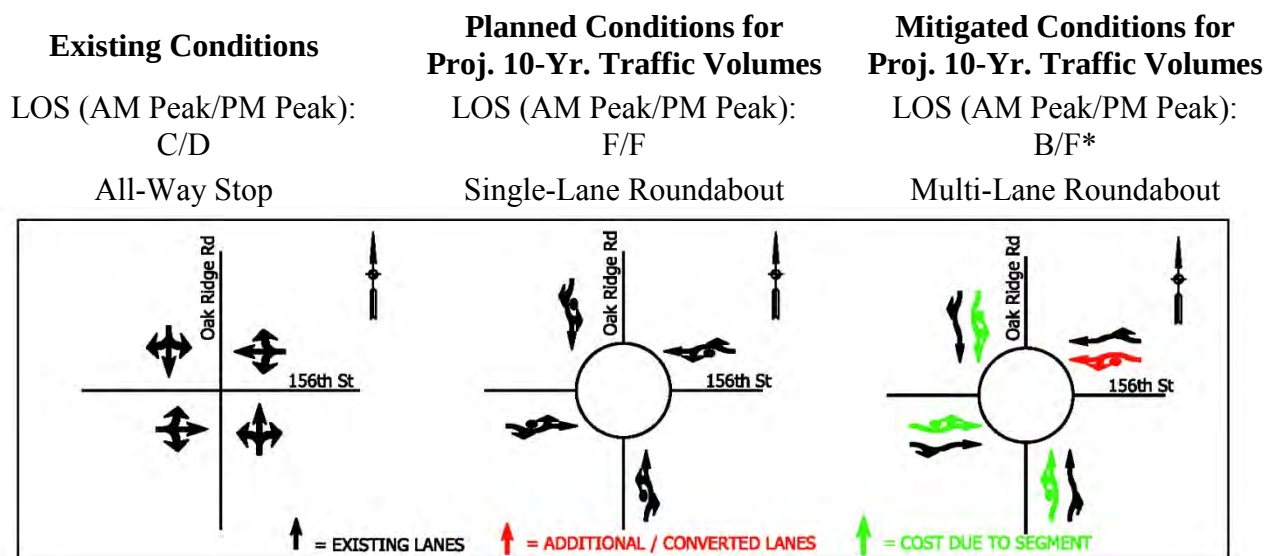
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Restriping the existing single-lane roundabout to a double-lane roundabout with a WB right-turn by-pass lane.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

OAK RIDGE ROAD & 156TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Upgrade from a single-lane roundabout to a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

Note:

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

Union Street/Westfield Boulevard & 156TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

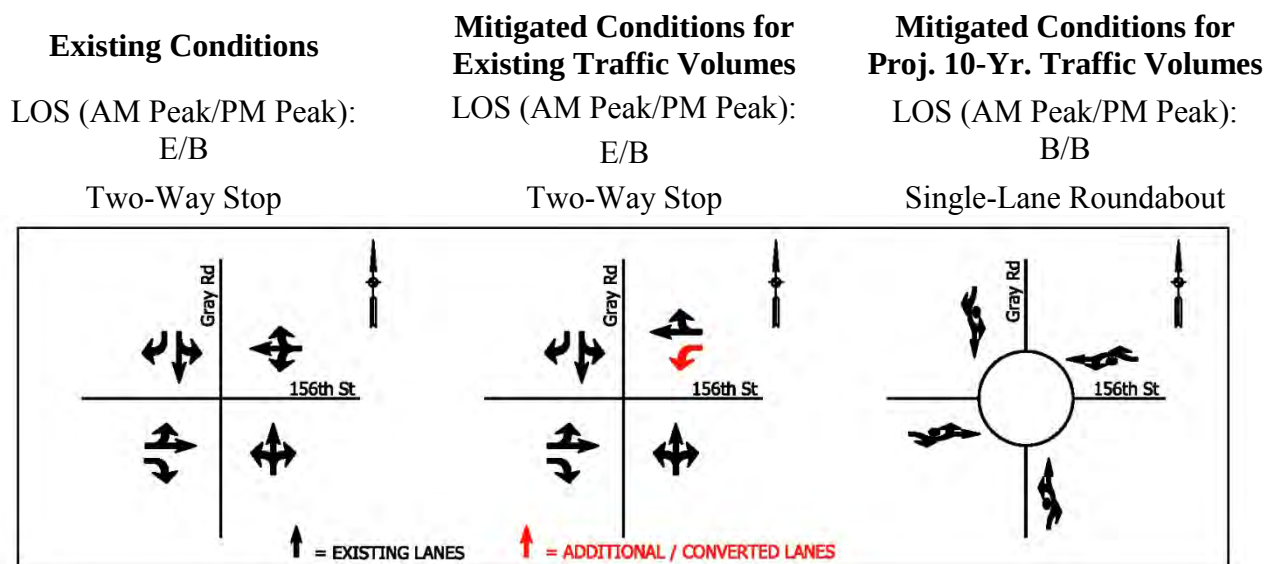
- Construction of single-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

GRAY ROAD & 156TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- Add WB left-turn lane along 156th Street.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$200,000

Projected 10-Year Conditions

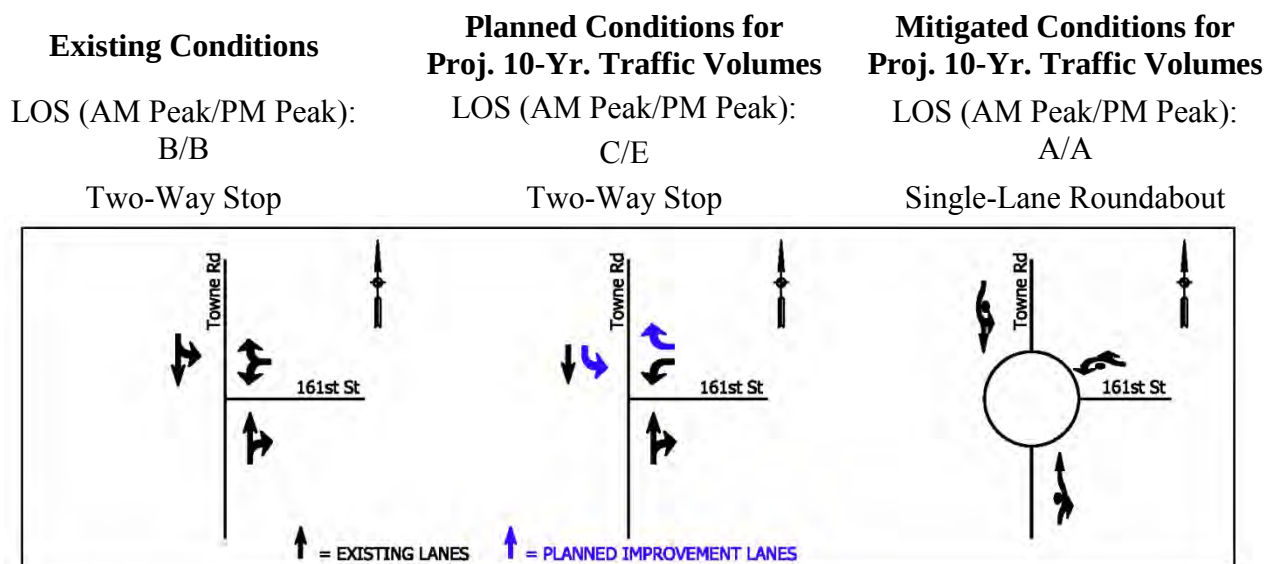
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of single-lane roundabout.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,200,000

TOWNE ROAD & 161ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Add WB right-turn lane along 161st Street.
- Add SB passing blister along Towne Road.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$400,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of single-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

DITCH ROAD & 161ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Planned Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/F

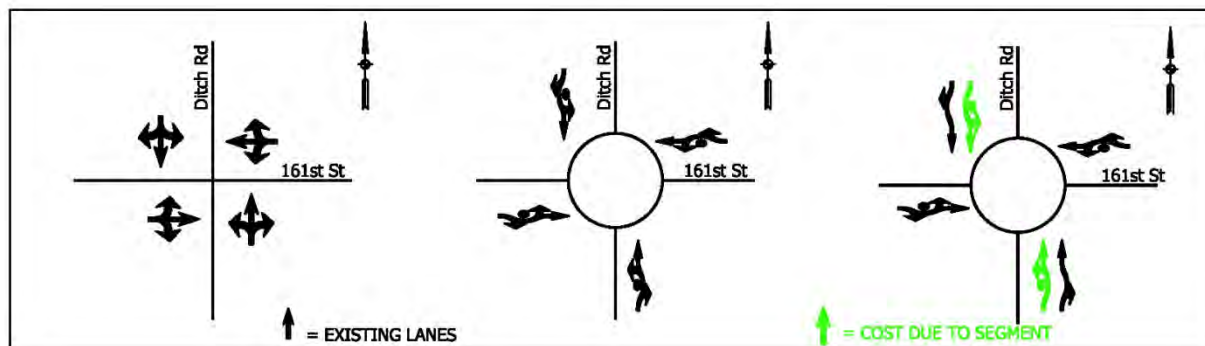
Single-Lane Roundabout

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/D

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

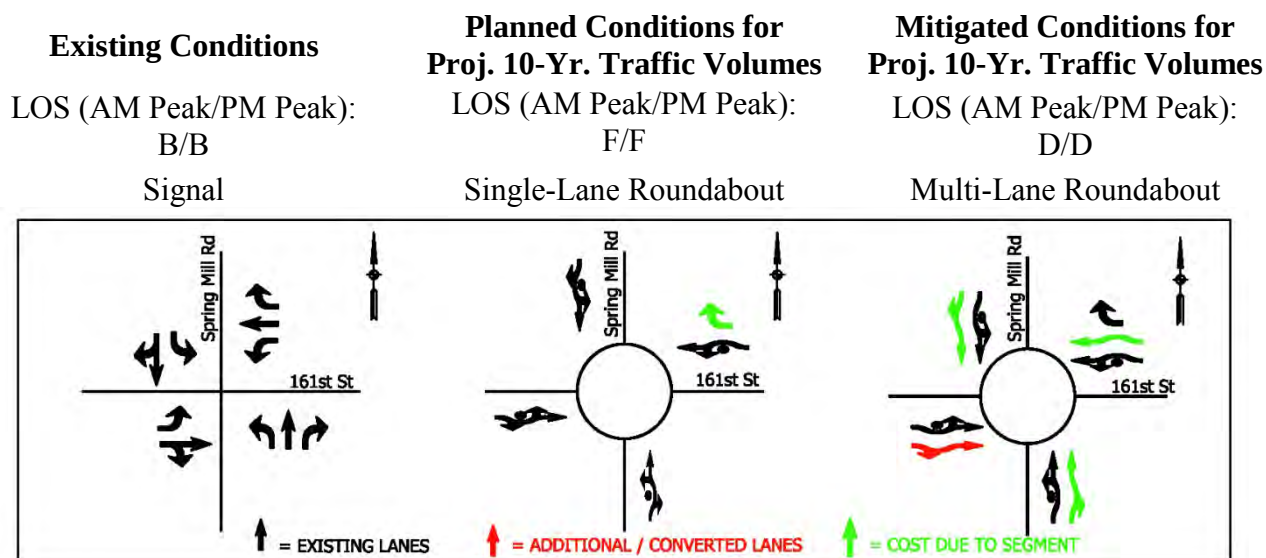
- Upgrade from a single-lane roundabout to a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$300,000

SPRING MILL ROAD & 161ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by
City of Westfield:

- Construction of single-lane roundabout with WB right-turn by-pass lane.

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Upgrade from a single-lane roundabout to a double-lane roundabout with WB right-turn by-pass lane.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

OAK RIDGE ROAD & 161ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):
A/A
Multi-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):
F*/F*
Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add NB and SB through lane along Oak Ridge Road.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

There is no additional cost associated with the addition of the NB and SB through lane. The cost of this improvement is included in the segment mitigated cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

US 31 SB RAMP & 161ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

C/A

Multi-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

F*/E*

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add EB right-turn by-pass lane along 161st Street.
- Add SB right-turn Lane along US 31 SB Ramp.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

Note:

US 31 SB Ramp is State controlled; therefore, the costs associated with the addition of the SB right-turn lane will not be included in the impact fee cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

US 31 NB RAMP & 161ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Multi-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

F*/F*

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

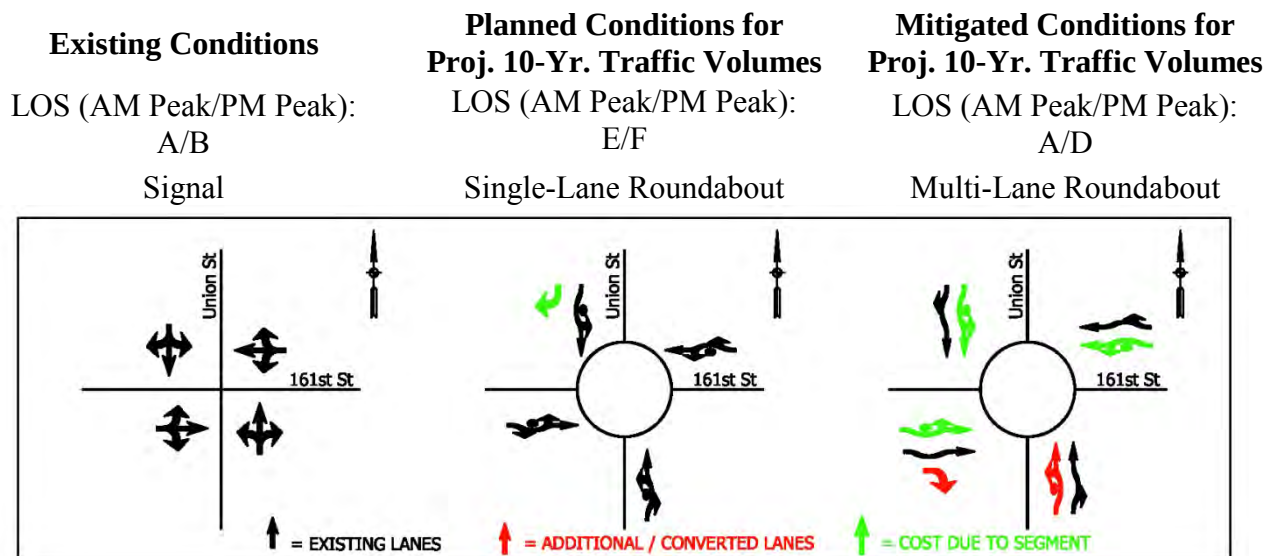
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

UNION STREET & 161ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by
City of Westfield:

- Construction of single-lane roundabout with SB right-turn by-pass lane.

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

\$1,200,000

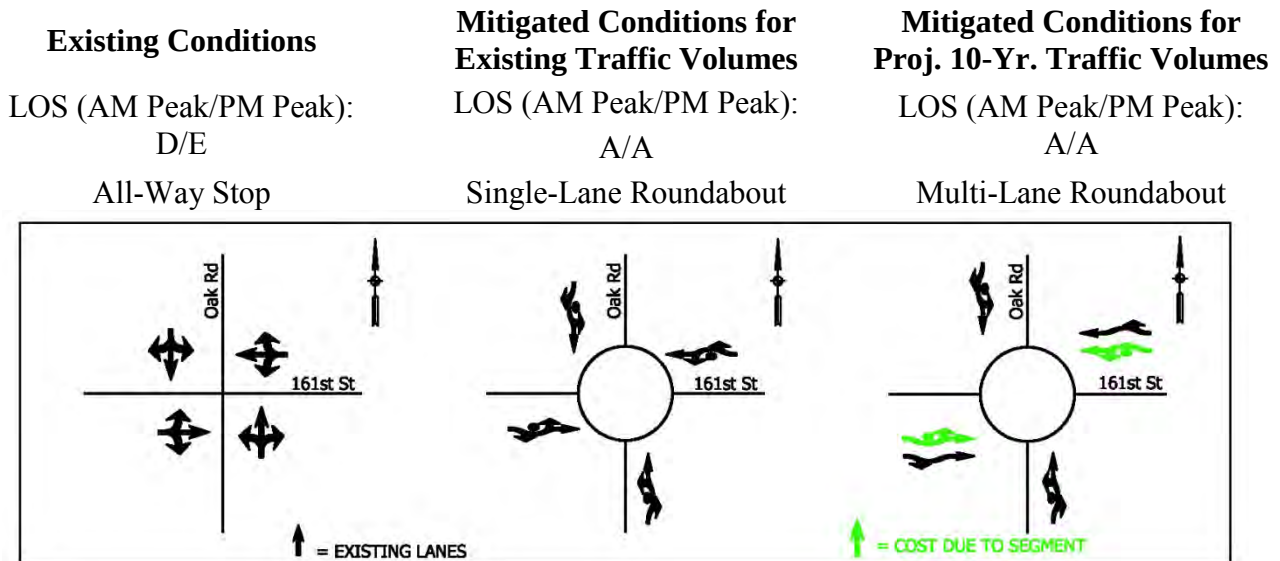
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Upgrade from a single-lane roundabout to a double-lane roundabout with EB right-turn by-pass lane.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$800,000

OAK ROAD & 161ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- Construction of single-lane roundabout

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$1,200,000

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Upgrade from a single-lane roundabout to a double-lane roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$300,000

CAREY ROAD & 161ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Single-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/F*

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Restriping the existing single-lane roundabout to a double-lane roundabout.

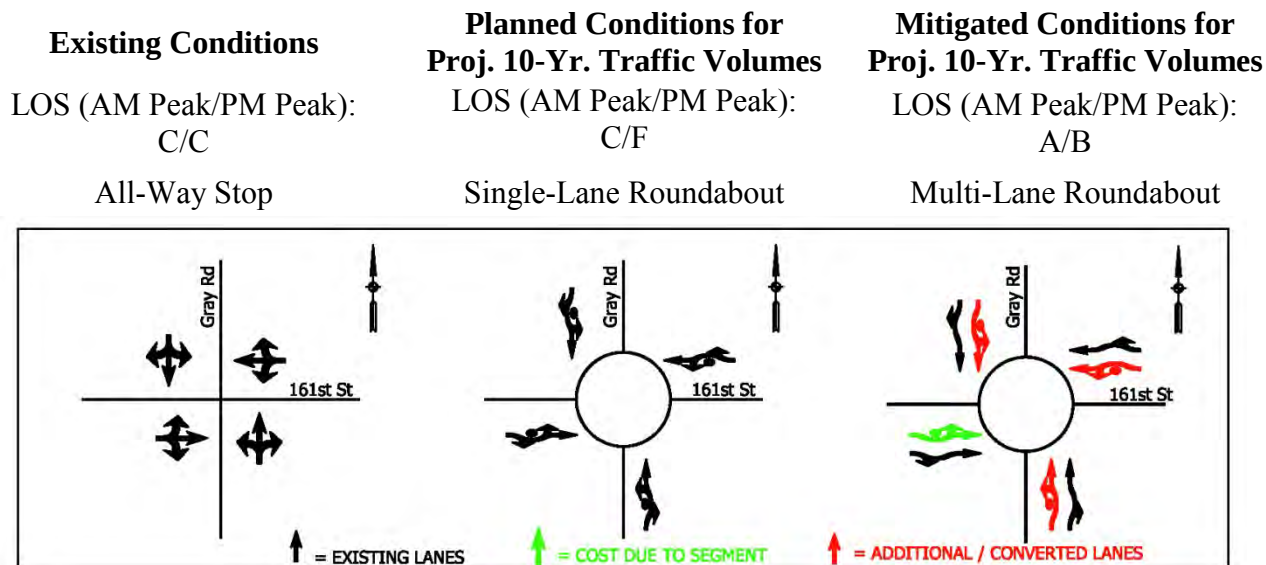
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

GRAY ROAD & 161ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Upgrade a single-lane roundabout to a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

CR N 1200 E & 166TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

JOLIET ROAD & 166TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAGLE CREEK AVENUE & 166TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

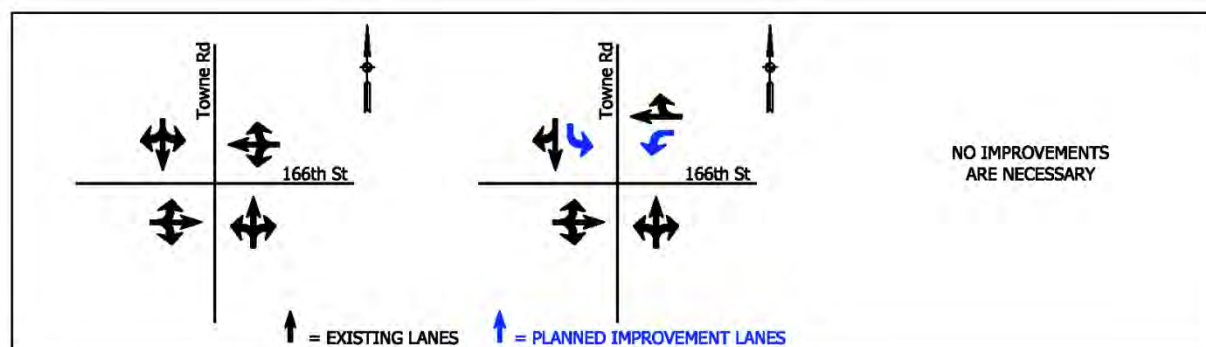
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

TOWNE ROAD & 166TH STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A	LOS (AM Peak/PM Peak): B/C	LOS (AM Peak/PM Peak): B/C
All-Way Stop	All-Way Stop	All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Add a WB left-turn lane along 166th Street.
- Add a SB left-turn lane along Towne Road.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$400,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAGLETOWN ROAD & 166TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

DITCH ROAD & 166TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):
A/B

Two-Way Stop

Planned Conditions for Proj. 10-Yr. Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):
A/B

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of a double-lane roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,500,000

TOWNE ROAD & EAGLE CREEK AVENUE

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Planned Conditions for Proj. 10-Yr. Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

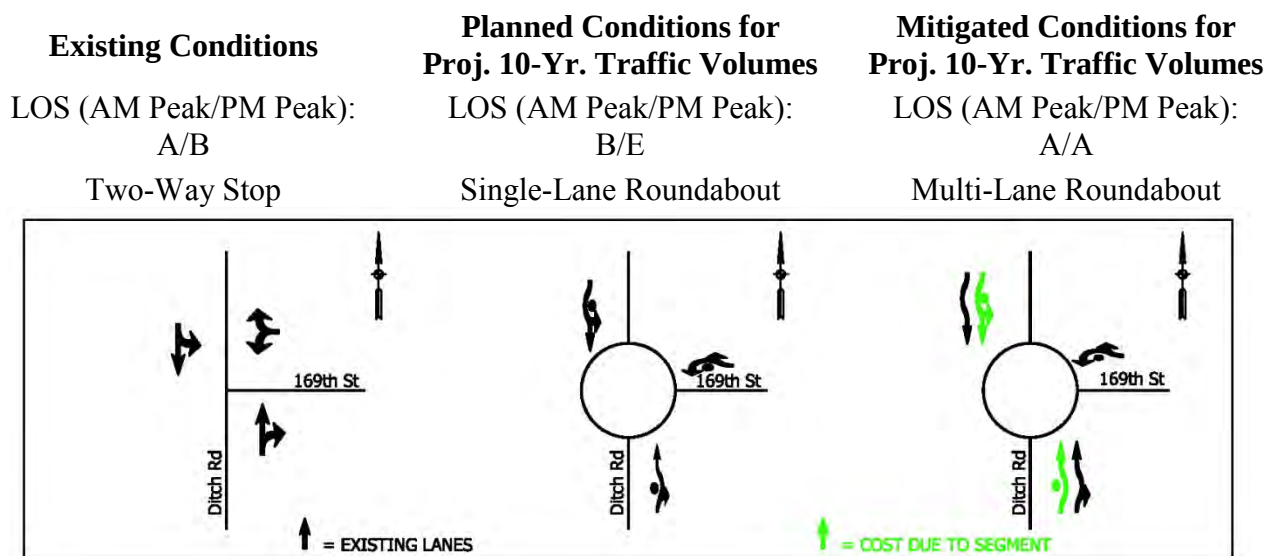
- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

DITCH ROAD & 169TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,000,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

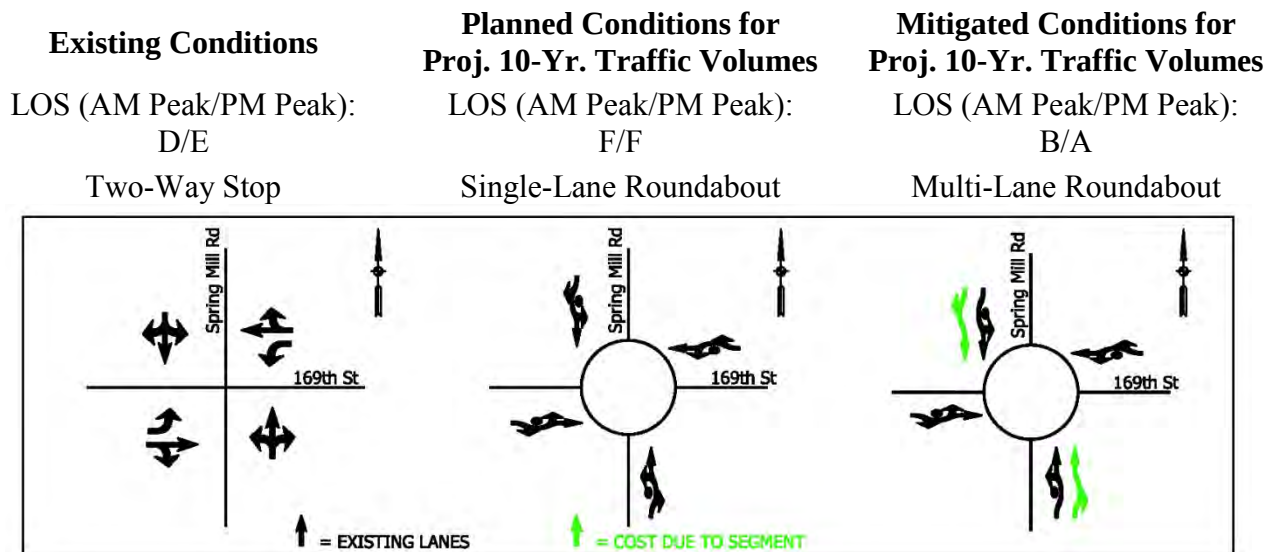
- Upgrade from a single-lane roundabout to a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$500,000

SPRING MILL ROAD & 169TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No mitigations are considered.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

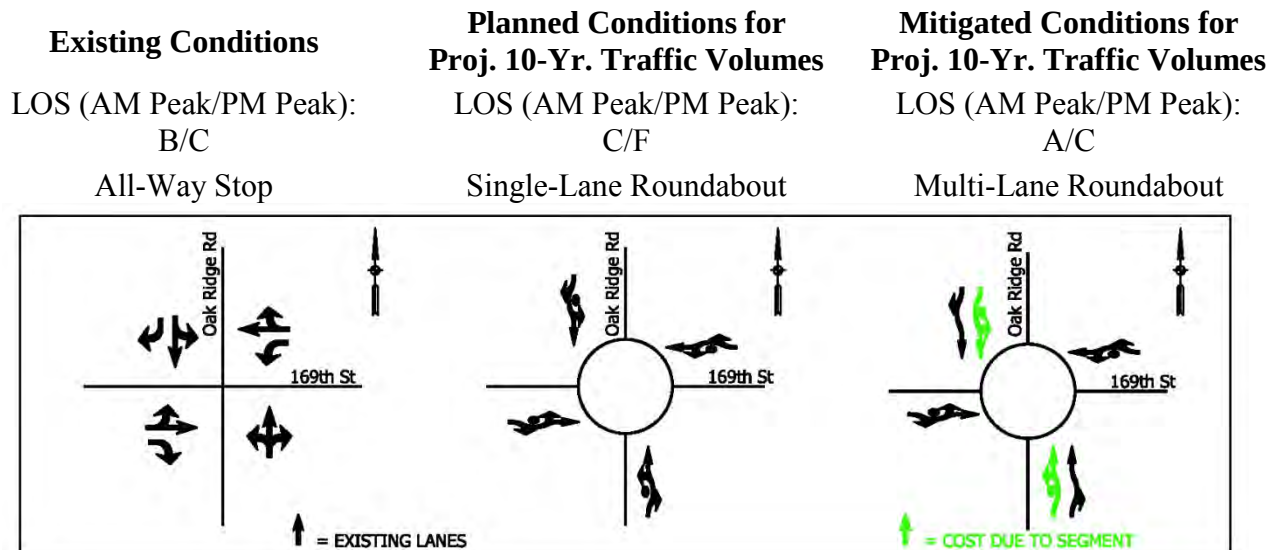
- Upgrade from a single-lane roundabout to a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$300,000

OAK RIDGE ROAD & 169TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Upgrade from a single-lane roundabout to a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$300,000

UNION STREET & DAVID BROWN DRIVE/169TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

C/D

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/D

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add EB left-turn lane along 169th Street.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

CAREY ROAD & 169TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

D/D

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,500,000

GRAY ROAD & 169TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/C

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,200,000

UNION STREET & 171ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK ROAD & 171ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CAREY ROAD & 171ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

C/D

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,500,000

CR N 1200 E & SR 32

Existing Conditions

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Install Traffic Signal.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$90,000**

Note:

** SR 32 is state controlled; therefore, the costs showing above for the installation of a traffic signal is the result of dividing the total cost between the state and new developments.

JOLIET ROAD & SR 32

Existing Conditions

LOS (AM Peak/PM Peak):
C/C

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):
D/F*

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

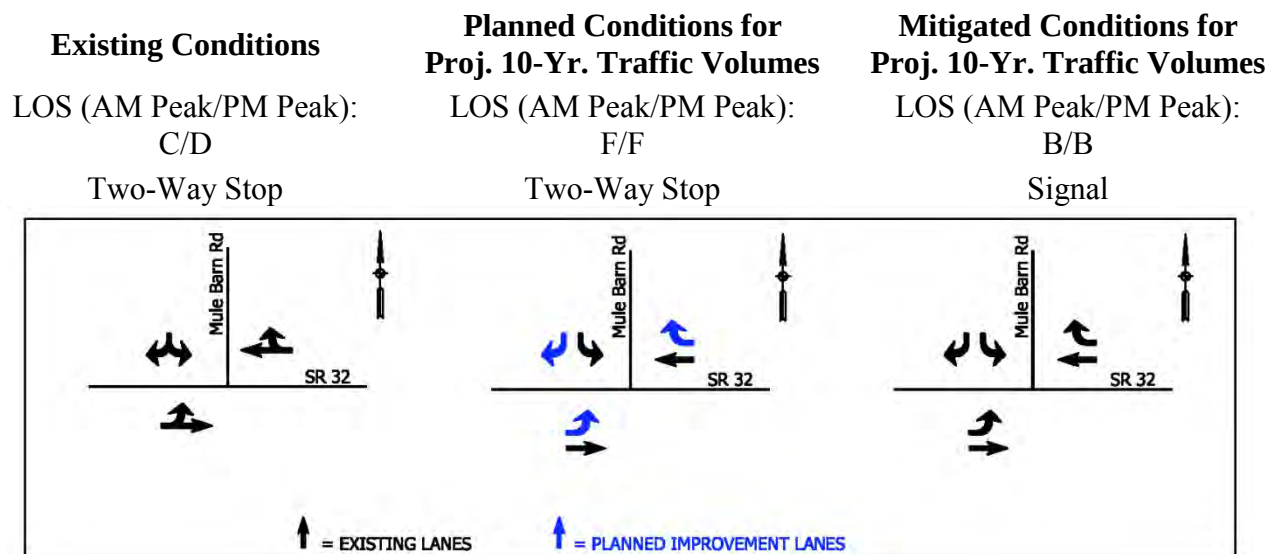
- Add a NB right-turn lane along Joliet Road.
- Add a SB left-turn lane along Joliet Road.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$400,000

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

MULE BARN ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Add SB right-turn lane along Mule Barn Road.
- Add EB left-turn lane and WB right-turn lane along SR 32.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Installation of traffic signal.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$90,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. In addition, the costs showing above for the installation of a traffic signal is the result of dividing the total cost between the state and new developments.

CENTENNIAL ROAD & SR 32

Existing Conditions

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/F*

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add SB right-turn lane along Centennial Road.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

WASHINGTON STREET & SR 32

Existing Conditions

LOS (AM Peak/PM Peak):

B/C

Two-Way Stop

Planned Conditions for Proj. 10-Yr. Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/D

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB right-turn lane along Washington Street.
- Add WB left-turn lane along SR 32.
- Installation of traffic signal.

Additional Estimated Construction Cost to Mitigate

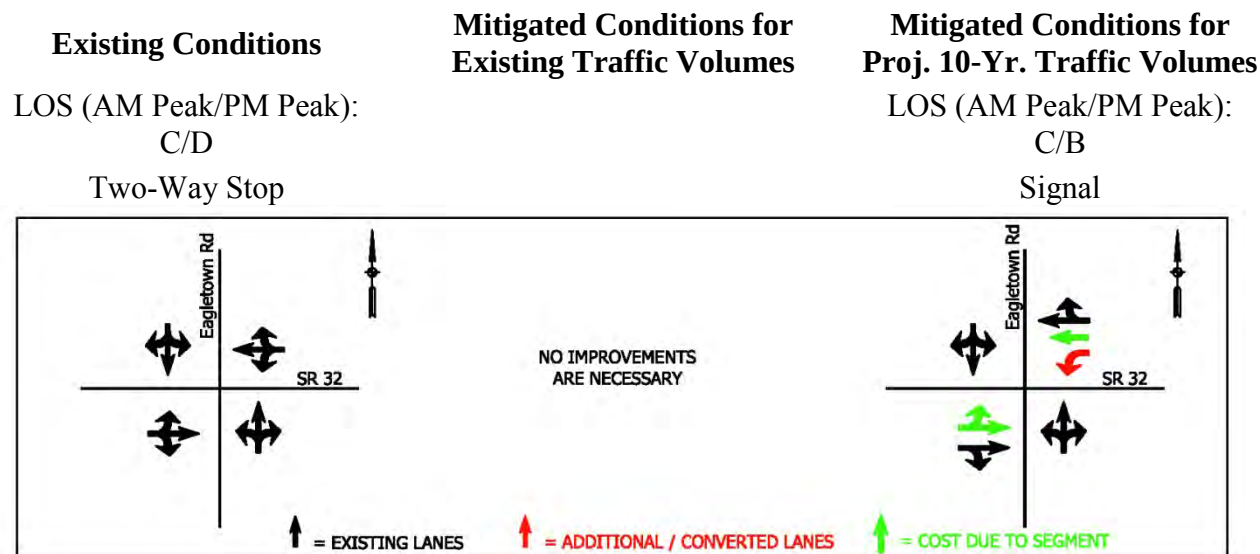
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$290,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. In addition, the costs showing above for the installation of a traffic signal is the result of dividing the total cost between the state and new developments.

EAGLETOWN ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add WB through lane and left-turn lane along SR 32.
- Add EB shared through/left lane along SR 32.
- Installation of traffic signal.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$90,000

Note:

SR 32 is State controlled; therefore, the costs showing above for the installation of a traffic signal is the result of dividing the total cost between the state and new developments.

DITCH ROAD & SR 32

Existing Conditions

LOS (AM Peak/PM Peak):

C/D

Two-Way Stop

Planned Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

F/F

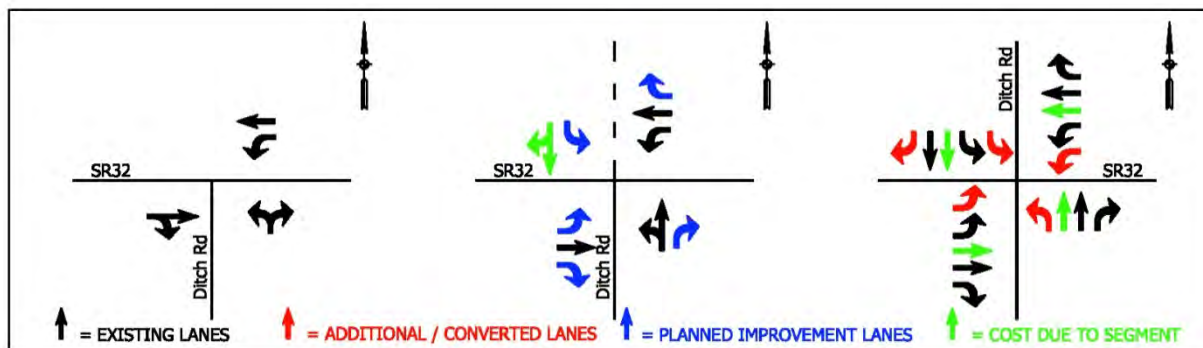
Signal

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/D

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- No improvements are necessary.

\$0

- Add a NB right-turn lane along Ditch Road.
- Construction of SB leg with one left-turn lane and shared through/right-turn lane.
- Add an EB left-turn lane and right-turn lane along SR 32.
- Add a WB right-turn lane along SR 32.
- Installation of traffic signal.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$490,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add a NB left-turn lane and through lane along Ditch Road.
- Add a SB left-turn lane, through lane and right-turn lane along Ditch Road.
- Add EB and WB left-turn lanes and through lane along SR 32.

Additional Estimated Construction Cost to Mitigate

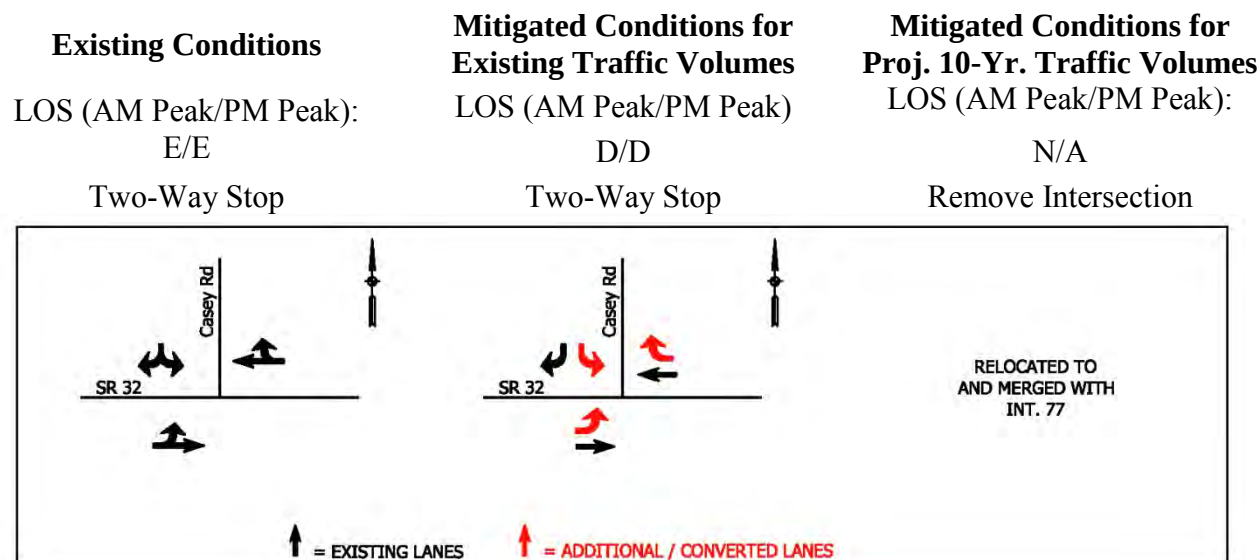
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost and the cost for installation of a traffic signal is result of dividing the total cost between the state and new developments. In addition, there is no additional cost for the NB and SB through lane. The cost of this improvement is included in the segment mitigated cost.

CASEY ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- Add EB left-turn lane and WB right-turn lane along SR 32.
- Add SB left-turn lane along Casey Road.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$200,000

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Remove Intersection

Additional Estimated Construction Cost to Mitigate

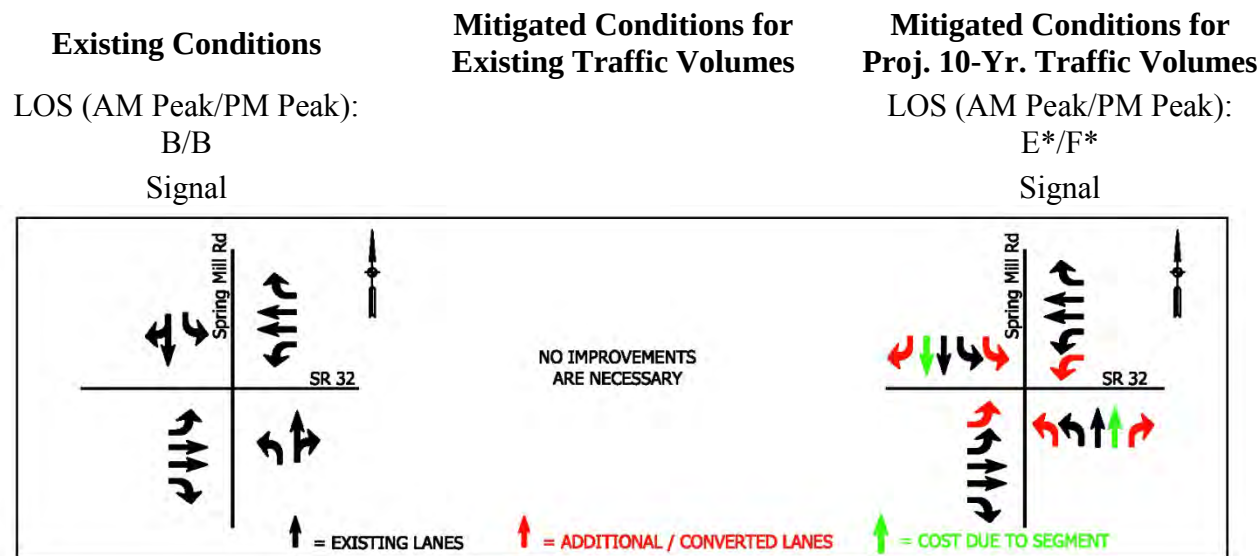
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. This intersection is going to be realigned with Ditch Road & SR 32 in the future.

SPRING MILL ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB and SB left-turn lane, through lane and right-turn lane along Spring Mill Road.
- Add EB and WB left-turn lane along SR 32.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

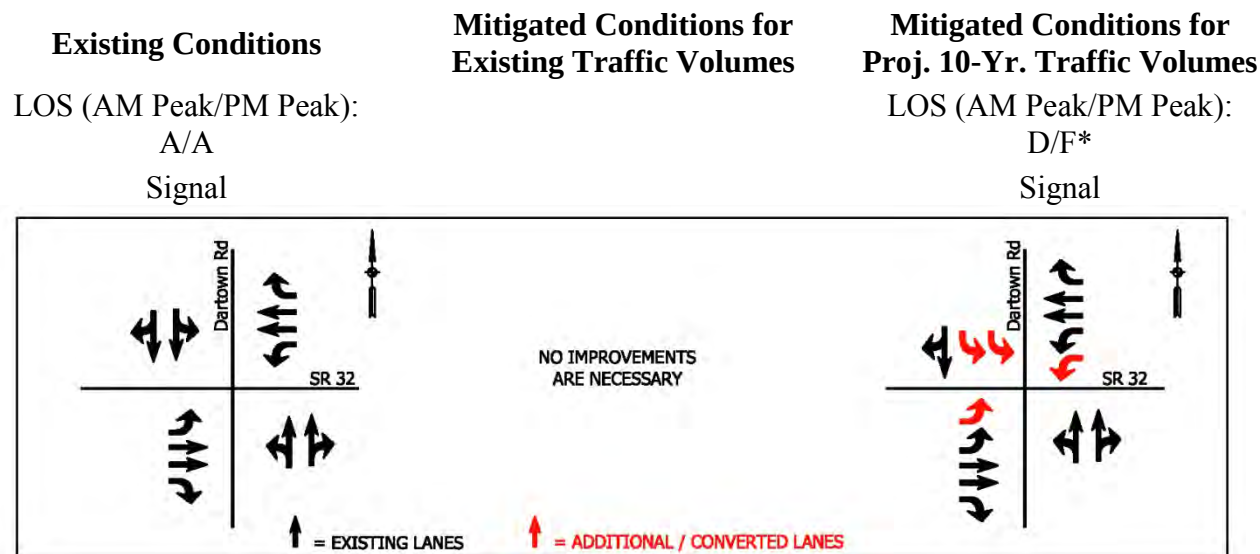
\$800,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. In addition, there is no additional cost for the NB and SB through lane. The cost of this improvement is included in the segment mitigated cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

DARTOWN ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add a SB left-turn lane along Dartown Road.
- Convert existing SB shared through/left-turn lane into exclusive left-turn lane.
- Add EB and WB left-turn lane along SR 32.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

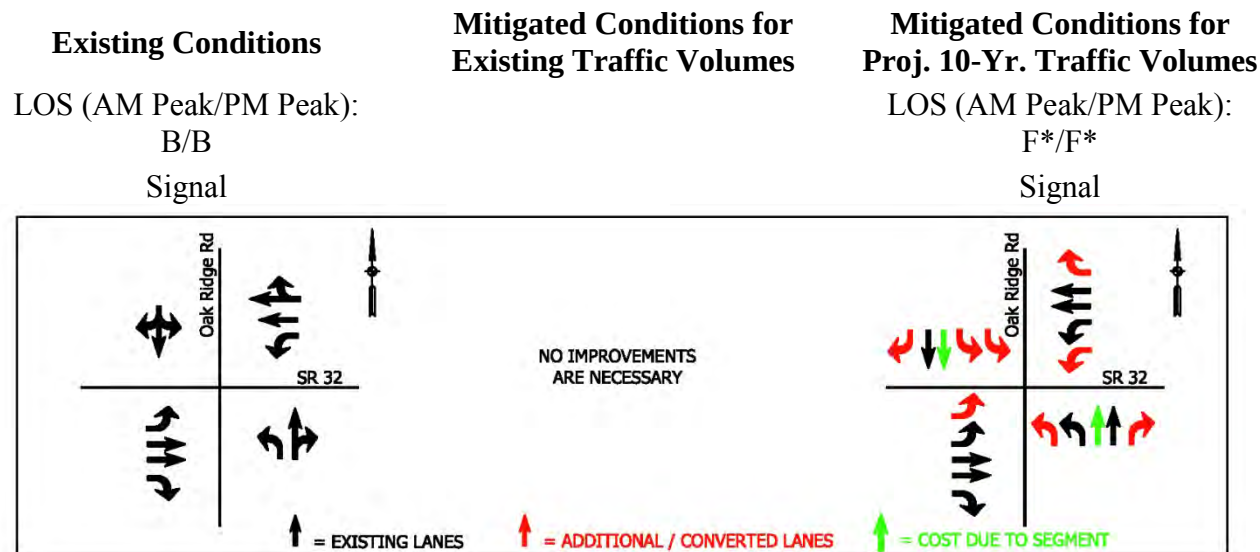
\$200,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

OAK RIDGE ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add a NB left-turn lane, a NB through lane and a NB right-turn lane along Oak Ridge Road.
- Add two SB left-turn lanes, a SB through lane and a SB right-turn lane along Oak Ridge Road.
- Add EB and WB left-turn lanes along SR 32.
- Add a WB right-turn lane along SR 32.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

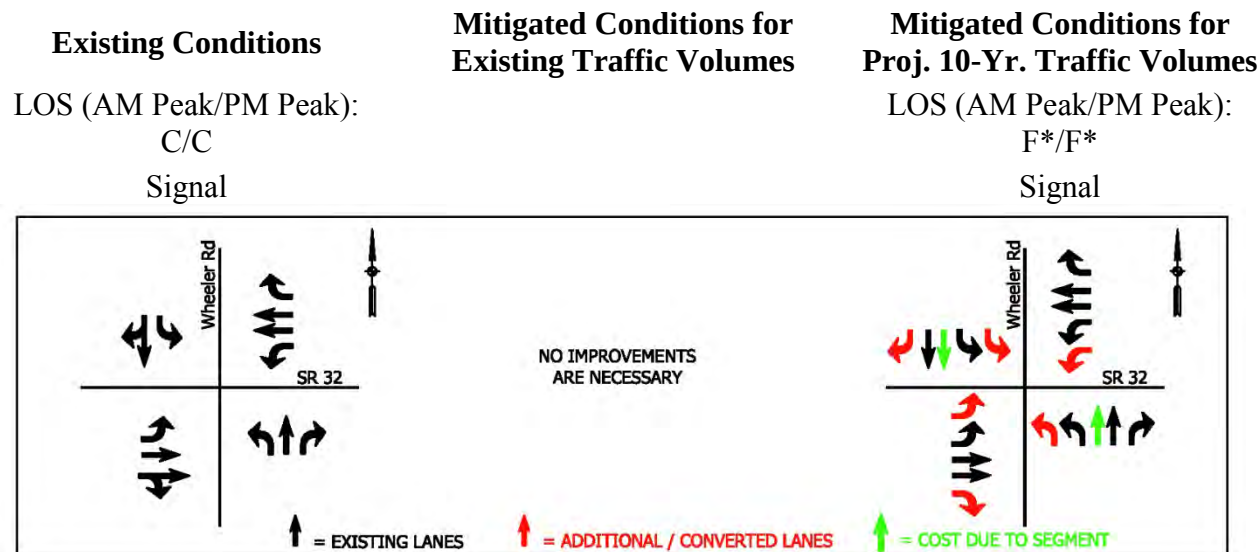
\$1,000,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. In addition, there is no additional cost for the NB and SB through lane. The cost of this improvement is included in the segment mitigated cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

WHEELER ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add a NB left-turn lane and a NB through lane along Wheeler Road.
- Add a SB left-turn lane, a SB through lane and a SB right-turn lane along Wheeler Road.
- Add EB and WB left-turn lanes along SR 32.
- Add an EB right-turn lane along SR 32.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. In addition, there is no additional cost for the NB and SB through lane. The cost of this improvement is included in the segment mitigated cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

US 31 & SR 32

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Signal

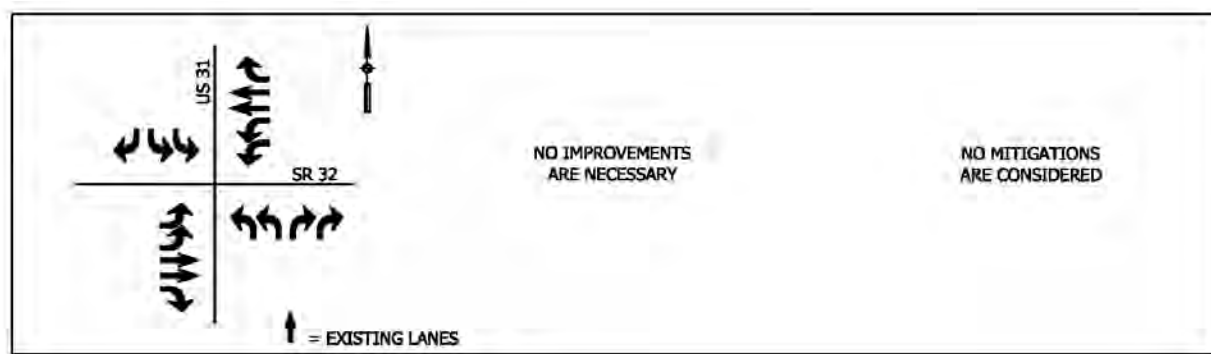
Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/F*

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No mitigations are considered.

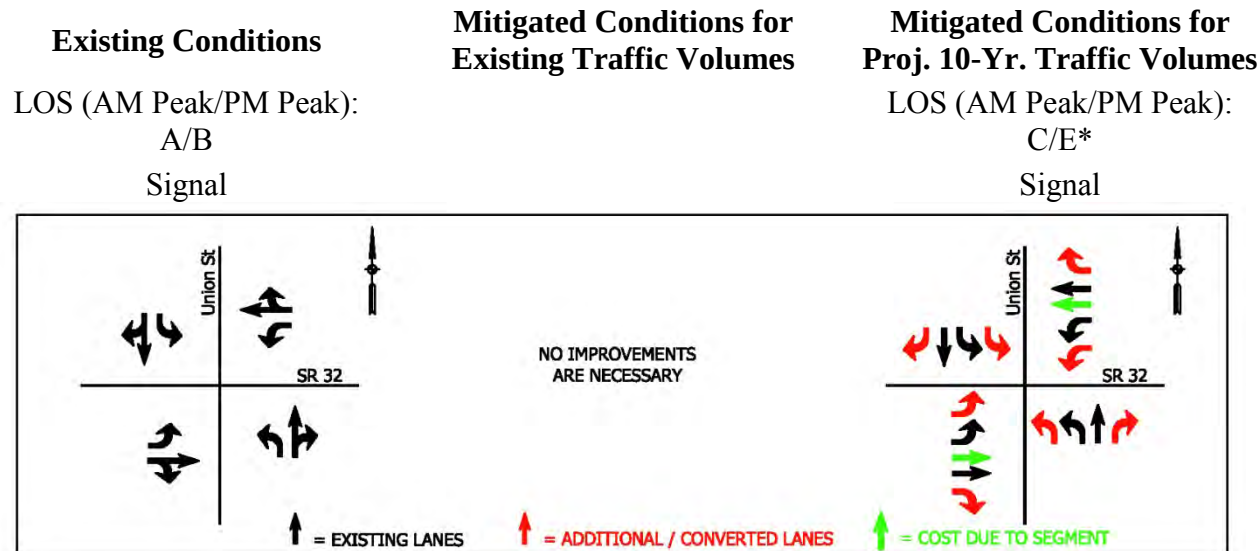
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

UNION STREET & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB and SB left-turn lanes and right-turn lanes along Union Street.
- Add EB and WB left-turn lanes, through lanes and right-turn lanes along SR 32.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

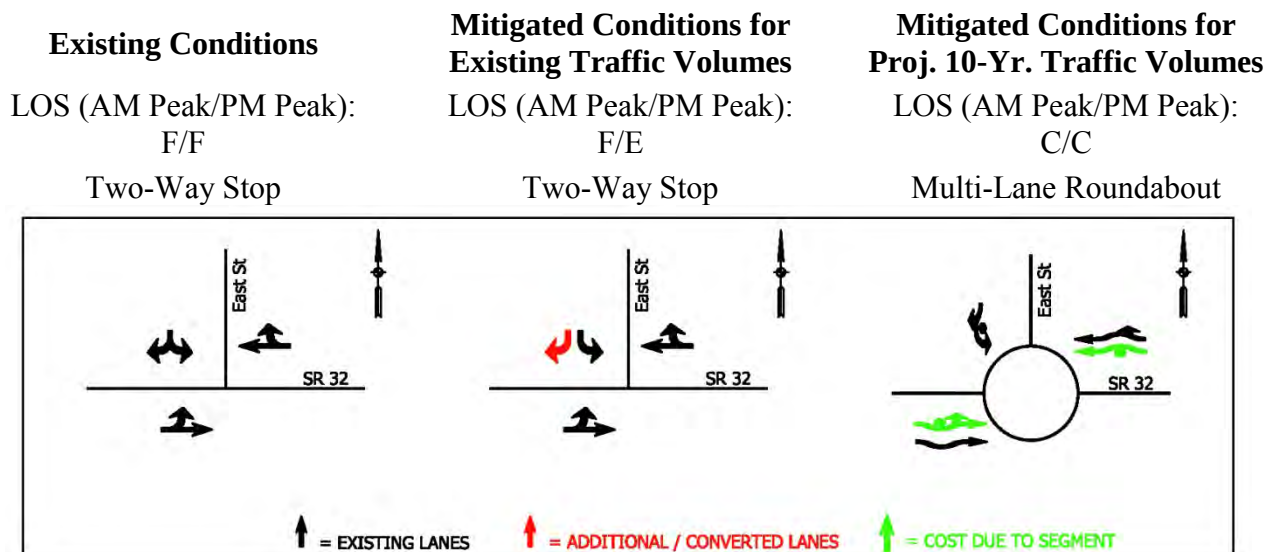
\$800,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

EAST STREET & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- Construct a SB right-turn lane along East Street.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$200,000

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Construction of a double-lane roundabout.

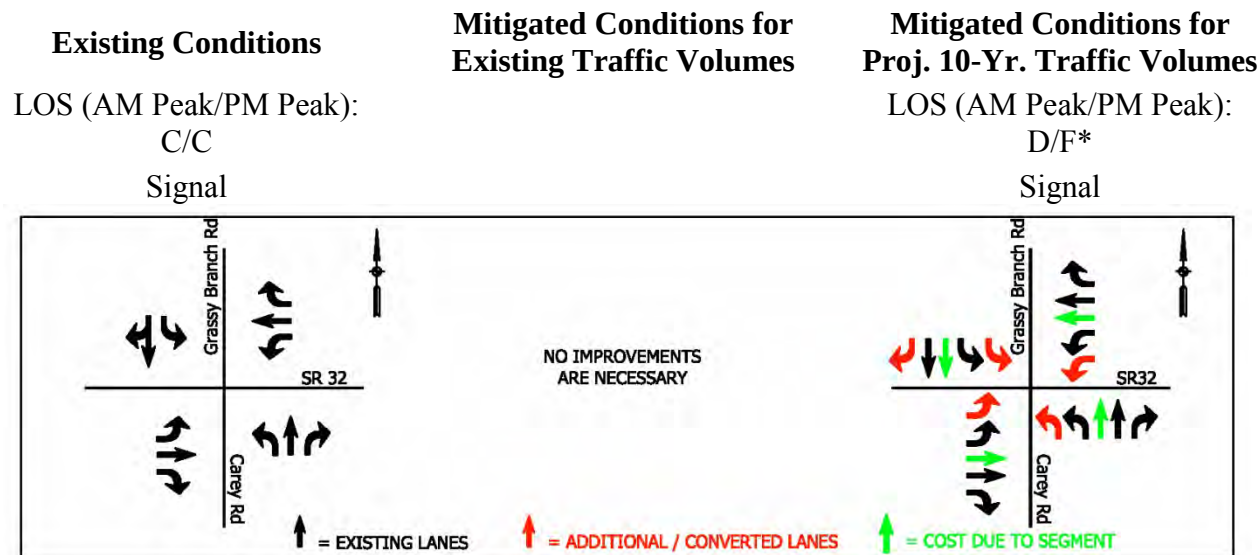
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$750,000

Note:

SR 32 is State controlled; therefore, the costs for the construction of double-lane roundabout at this intersection will be divided by the State and the Developers.

GRASSY BRANCH ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add a NB left-turn lane and a NB through lane along Carey Road.
- Add a SB left-turn lane, a SB through lane and a SB right-turn lane along Grassy Branch Road.
- Add EB and WB left-turn lanes and through lanes along SR 32.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

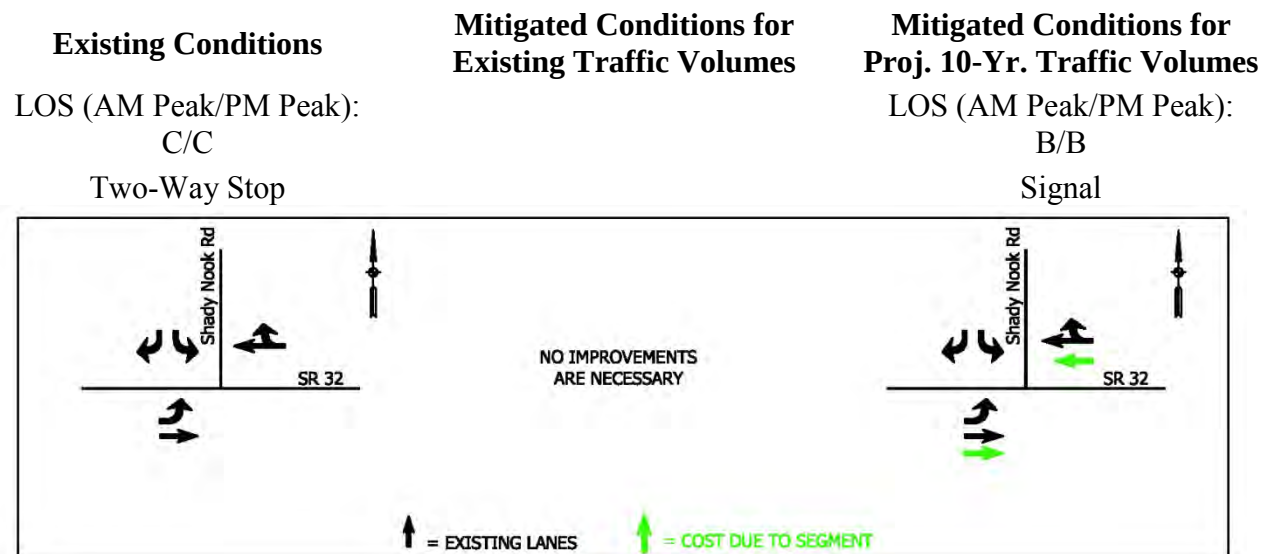
\$600,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. In addition, there is no additional cost for the NB and SB through lane. The cost of this improvement is included in the segment mitigated cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

SHADY NOOK ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add EB and WB through lanes.
- Installation of a traffic signal.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$90,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. In addition, the costs showing above for the installation of a traffic signal is the result of dividing the total cost between the state and new developments.

MOONTOWN ROAD & SR 32

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Signal

Planned Conditions for Proj. 10-Yr. Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/F*

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB and SB left-turn lanes along Moontown Road.
- Add EB and WB left-turn and through lanes along SR 32.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$400,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

DARTOWN ROAD & 181ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

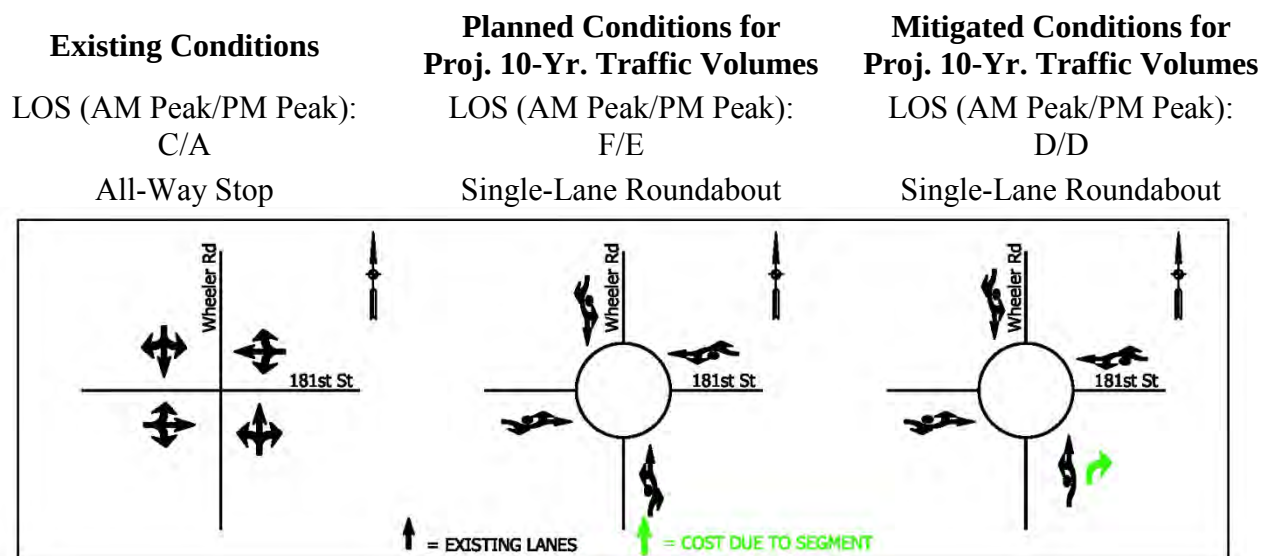
- Add a NB right-turn lane along Dartown Road.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

WHEELER ROAD & 181ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add a NB right-turn by-pass lane.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

There is no additional cost for the NB right by-pass lane. The cost of this improvement is included in the segment mitigated cost.

Union Street & Hoover Street

Existing Conditions

LOS (AM Peak/PM Peak):

C/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB and SB left-turn lanes along Union Street.
- Add EB and WB left-turn lanes along 181st Street.
- Installation of a traffic signal

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$980,000

EAST STREET & 181ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CR N 1200 E & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

JOLIET ROAD & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

MULE BARN ROAD & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CENTENNIAL ROAD & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAGLETOWN ROAD & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

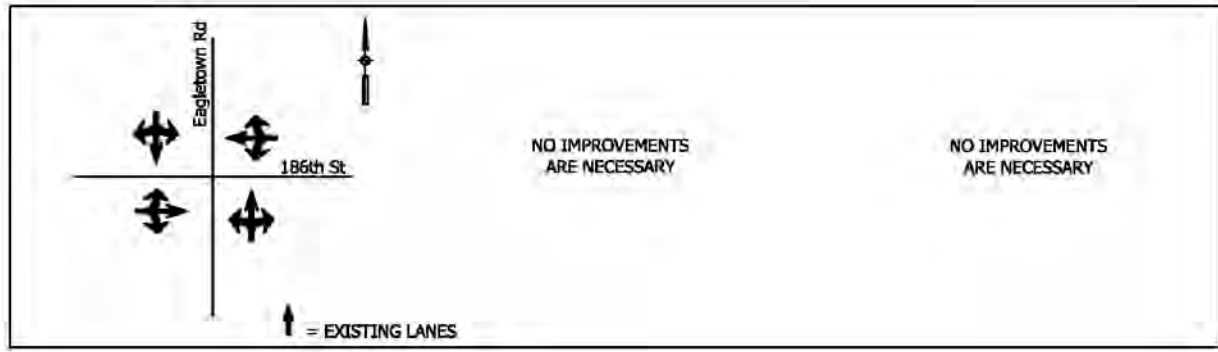
Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

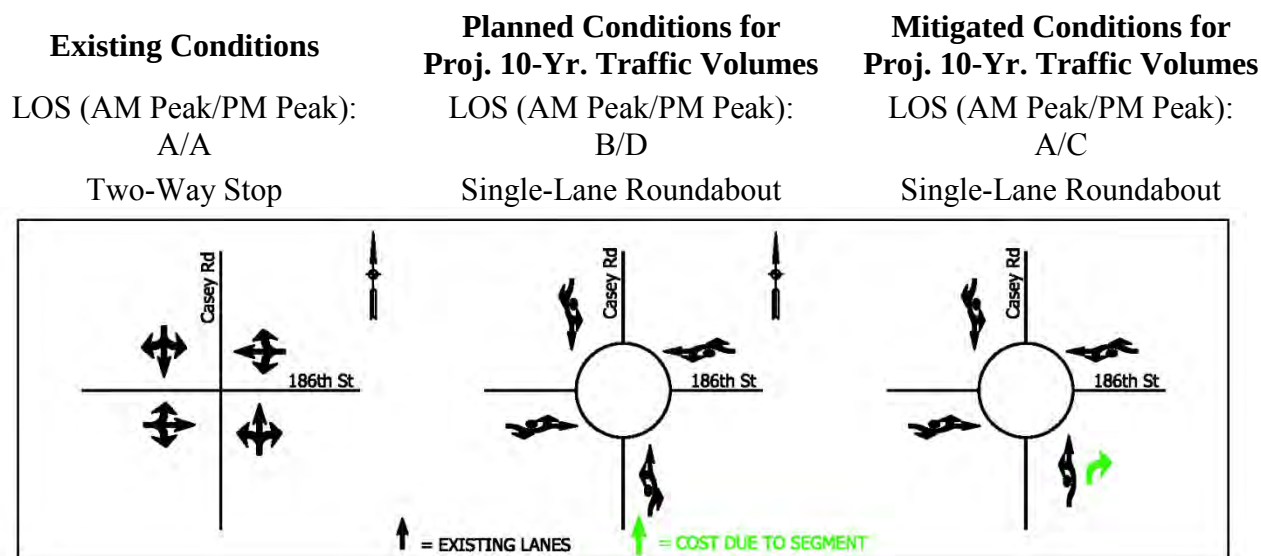
- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CASEY ROAD & 186TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB right-turn by-pass lane.

Additional Estimated Construction Cost to Mitigate

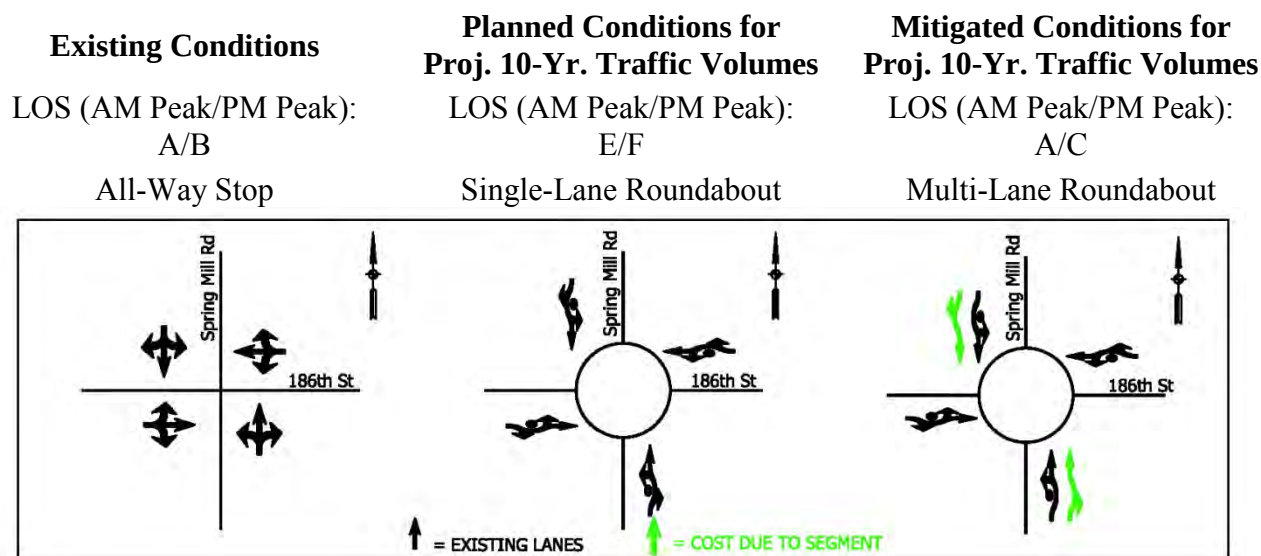
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

There is no additional cost for the NB right-turn by-pass lane. The cost of this improvement is included in the segment mitigated cost.

SPRING MILL ROAD & 186TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- Upgrade from a single-lane roundabout to a double-lane roundabout.

\$300,000

EAST STREET & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GRASSY BRANCH ROAD & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/C

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

SHADY NOOK ROAD & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

MOONTOWN ROAD & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/D

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add a NB left-turn lane along Moontown Road.
- Add an EB right-turn lane along 186th Street.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$400,000

JOLIET ROAD & 193RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

MULE BARN ROAD & 193RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CENTENNIAL ROAD & 193RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

LAMONG ROAD & 193RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAGLETOWN ROAD & 193RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

FREMONT ROAD & 193RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

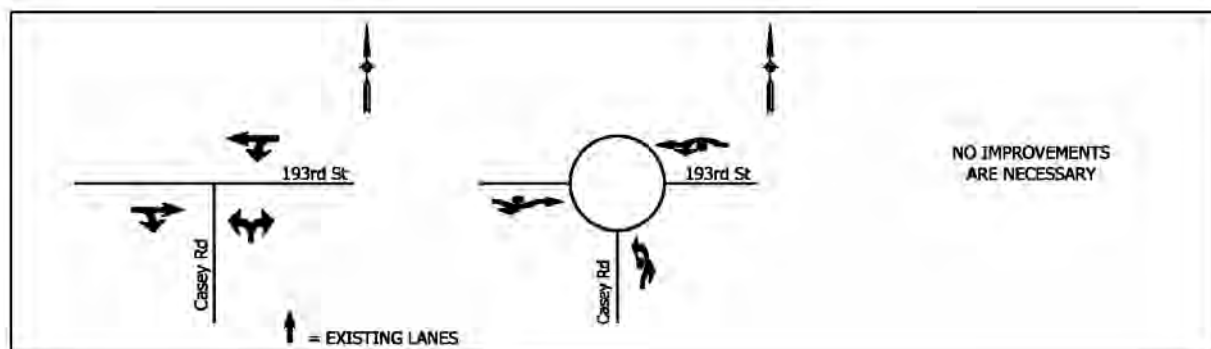
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CASEY ROAD & 193RD STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A	LOS (AM Peak/PM Peak): B/B	LOS (AM Peak/PM Peak): B/B
Two-Way Stop	Single-Lane Roundabout	Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,000,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SIX POINT ROAD & 193RD STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): D/D
Two-Way Stop		Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Add a SB right-turn lane along Six Points Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

SPRING MILL ROAD & 191ST STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): N/A
All-Way Stop		Removed Intersection



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Removed Intersection.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

HORTON ROAD & 191ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

N/A

Removed Intersection



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Removed Intersection.

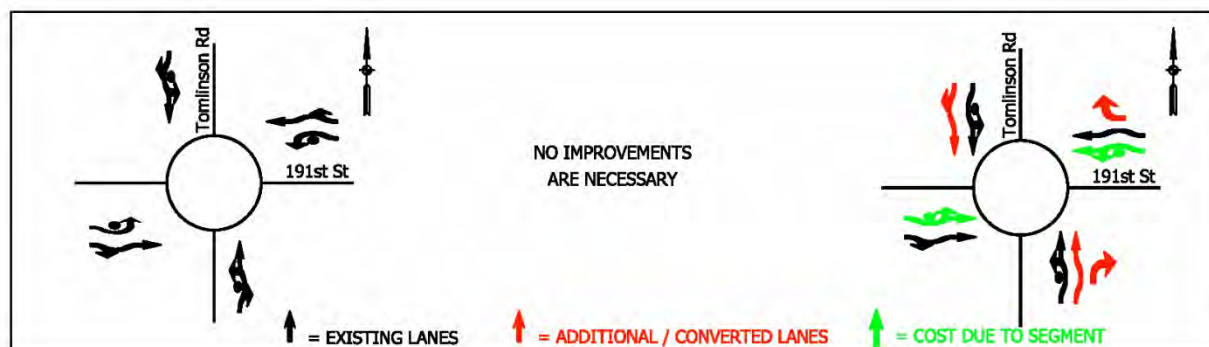
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

TOMLINSON ROAD & 191ST STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): B/D
Multi-Lane Roundabout		Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Restriping of existing single-lane roundabout into a double-lane roundabout.
- Add NB and WB right-turn by-pass lanes.

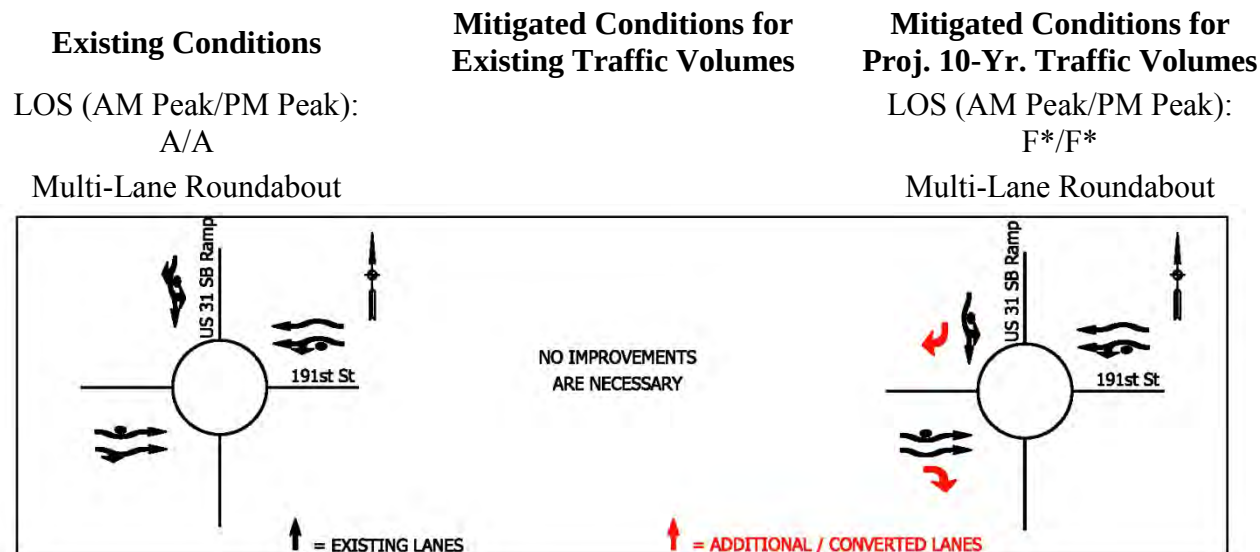
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$400,000

Note:

The cost of the restriping is considered negligible.

US 31 SB RAMP & 191ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add an EB right-turn by-pass lane along 191st Street.
- Add a SB right-turn lane along US 31 SB Ramp.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

Note:

US 31 SB Ramp is State controlled; therefore, the costs associated with the improvements along US 31 SB Ramp will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

US 31 NB RAMP & 191ST STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): F*/F*
Multi-Lane Roundabout		Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Add a NB right-turn lane along US 31 NB Ramp.
- Add a WB right-turn by-pass lane along 191st Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

Note:

US 31 NB Ramp is State controlled; therefore, the costs associated with the improvements along US 31 NB Ramp will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

EAST STREET & 191ST STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/A		LOS (AM Peak/PM Peak): F*/F*
Multi-Lane Roundabout		Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Restriping of existing roundabout into double-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

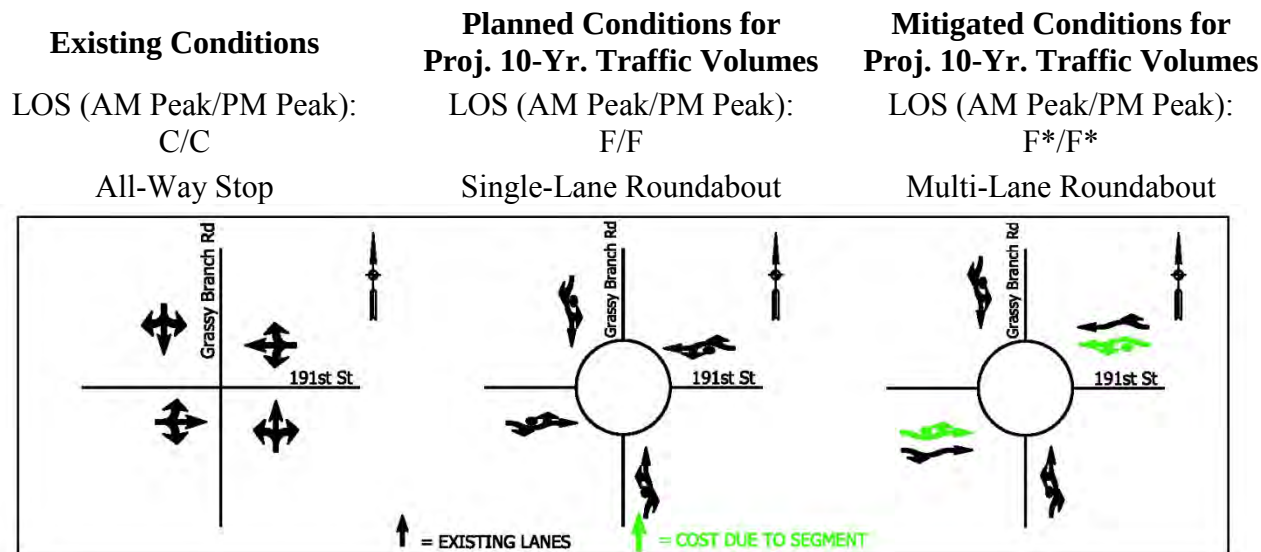
\$0

Note:

The cost of the restriping is considered negligible.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

GRASSY BRANCH ROAD & 191ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

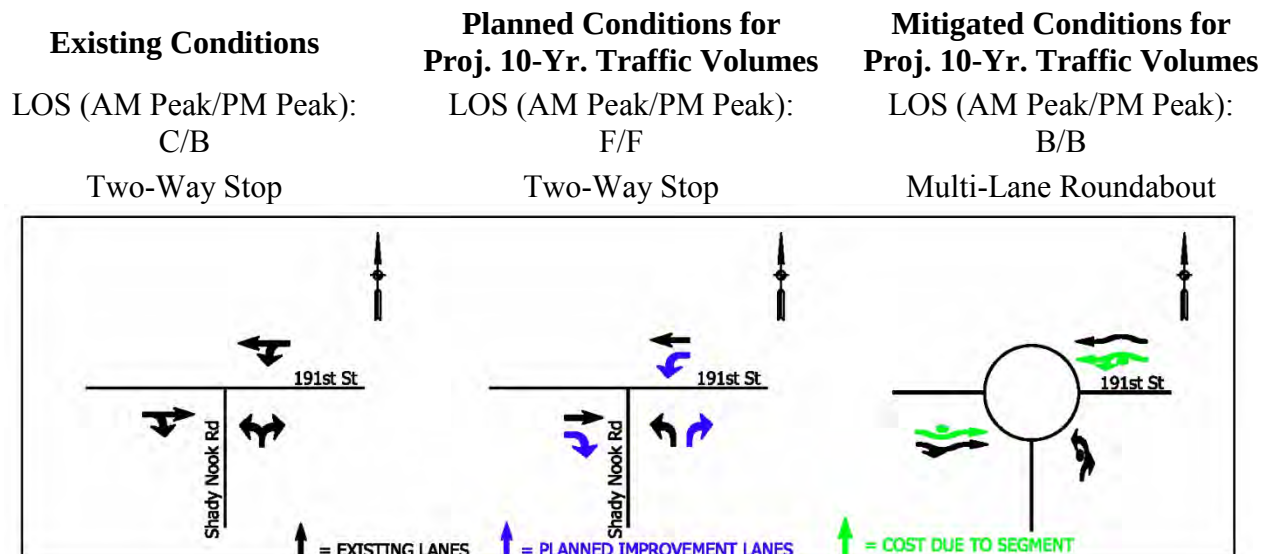
- Upgrade from a single-lane roundabout to a double-lane roundabout.

\$300,000

Note:

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

SHADY NOOK ROAD & 191ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Add an EB right-turn lane along 191st Street.
- Add a WB left-turn lane along 191st Street.
- Add a NB right-turn lane along Shady Nook Road.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$600,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

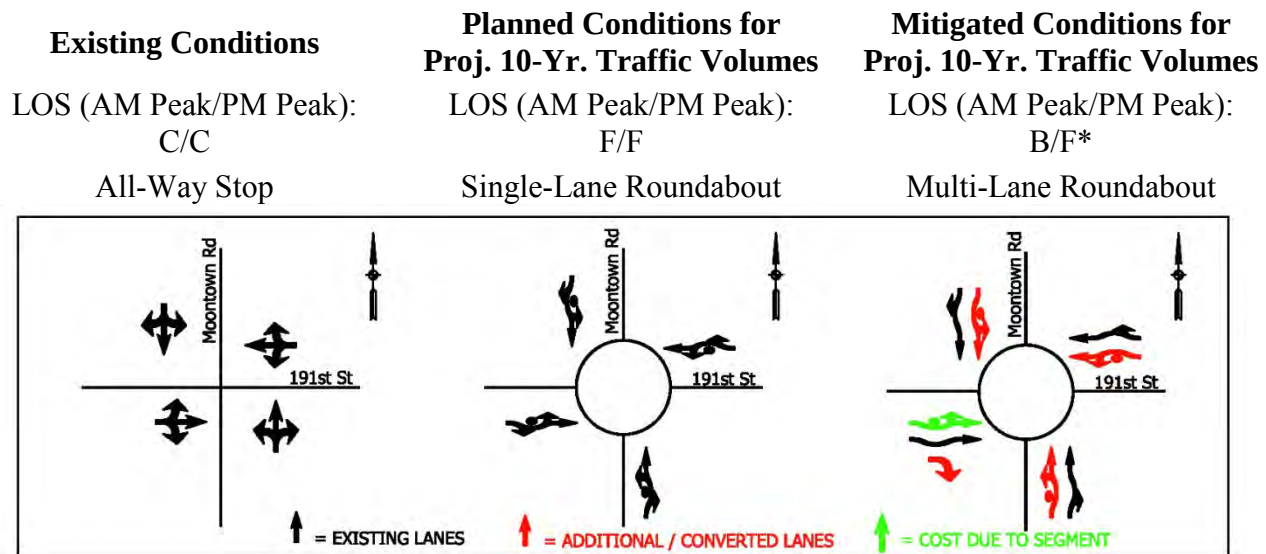
- Construction of a double-lane roundabout.

\$1,500,000

Note:

There is no additional cost for the EB and WB through lane. The cost of this improvement is included in the segment mitigated cost.

MOONTOWN ROAD & 191ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Upgrade from a single-lane roundabout to a double-lane roundabout with EB right-turn by-pass lane.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

Note:

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

CR N 1200 E & 196TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

JOLIET ROAD & 196TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

HORTON ROAD & 199TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): C/E*
Two-Way Stop		Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add a NB right-turn lane along Horton Road.
- Add a WB right-turn lane along 199th Street.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$400,000

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

TOMLINSON ROAD & 196TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

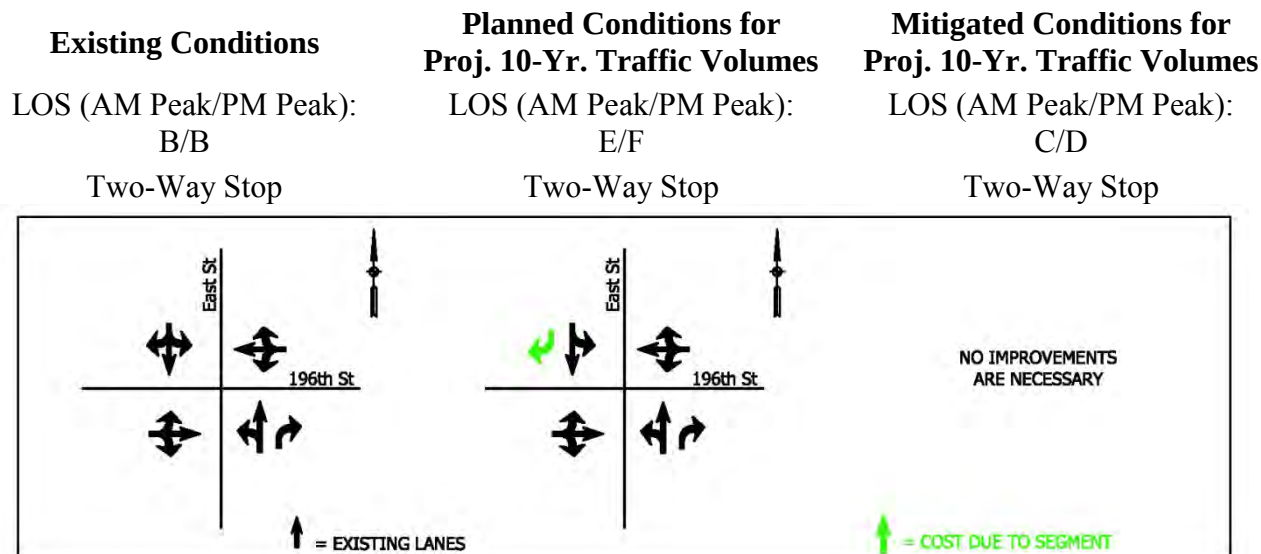
- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

EAST STREET & 196TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Add a SB right-turn lane along East Street.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$0

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Make 196th Street stop for East Street.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

There is no additional cost for the SB right-turn lane. The cost of this improvement is included in the segment mitigated cost.

GRASSY BRANCH ROAD & 196TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/C

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,200,000

MOONTOWN ROAD & 196TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

TOMLINSON ROAD & 199TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/D
Two-Way Stop		Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

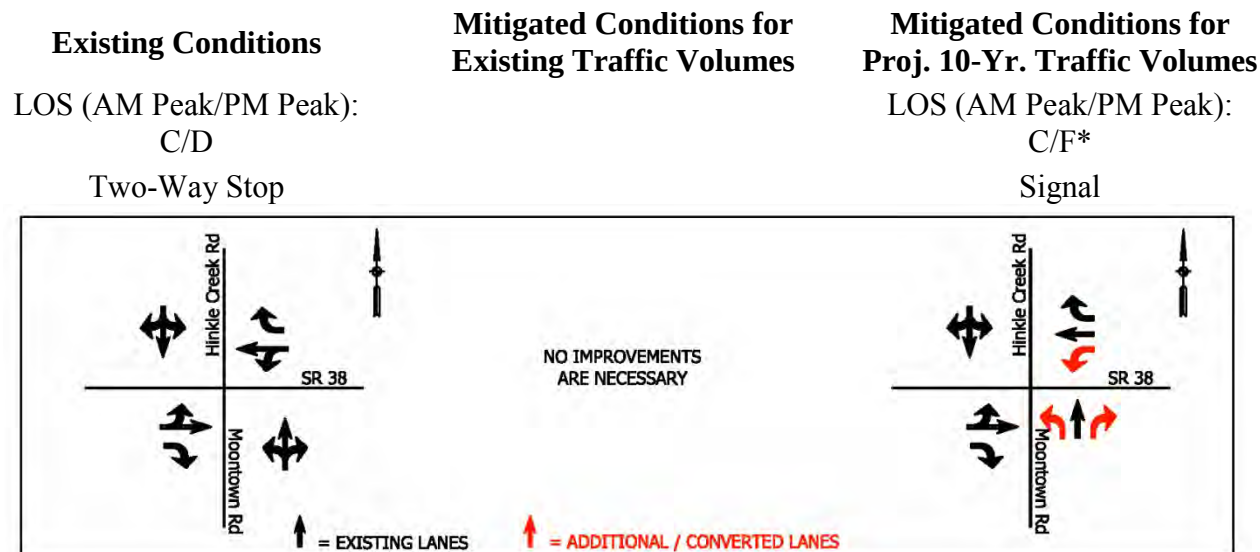
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

INKLE CREEK ROAD & SR 38



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add a NB left-turn lane and a NB right-turn lane along Moontown Road.
- Add a WB left-turn lane along SR 38.
- Installation of a traffic signal.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$490,000

Note:

SR 38 is State controlled; therefore, the costs associated with the improvements along SR 38 will not be included in the impact fee cost. In addition, the cost associated with the installation of a traffic signal is the result of dividing the total cost between the state and new developments.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

CR N 1200 E & 206TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

JOLIET ROAD & 206TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

MULE BARN ROAD & 206TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CENTENNIAL ROAD & 206TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
Two-Way Stop		Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

LAMONG ROAD & 206TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

FREMONT ROAD & 206TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SIX POINT ROAD & 206TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
Two-Way Stop		Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

HORTON ROAD & 206TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/C

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,200,000

OAK RIDGE ROAD & 206TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
Two-Way Stop		Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

TOMLINSON ROAD & 203RD STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): B/B
Two-Way Stop		Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
 Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
 Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
 Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate
 Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GRASSY BRANCH ROAD & 203RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GRASSY BRANCH ROAD & SR 38

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): C/D		LOS (AM Peak/PM Peak): N/A
Two-Way Stop		Removed Intersection



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

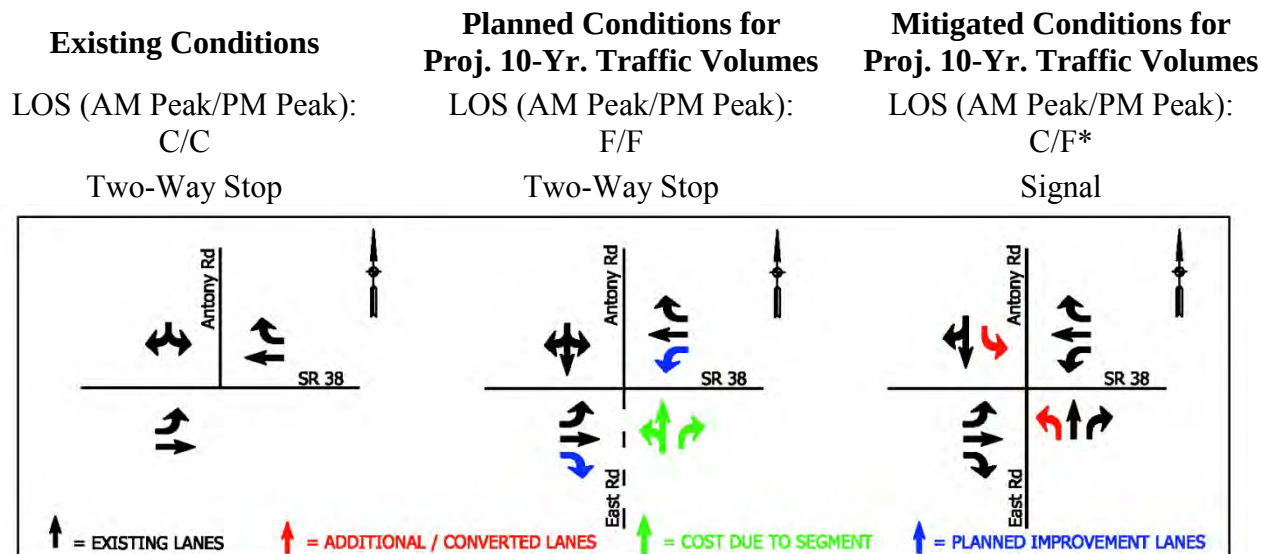
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Removed Intersection.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

ANTHONY ROAD & SR 38



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Add an EB right-turn lane along SR 38.
- Add a WB left-turn lane along SR 38.
- Construction of a NB leg with a right-turn lane and a shared through/left-turn lane.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$0

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- Add NB and SB left-turn lanes along East Street.
- Installation of a traffic signal.

\$490,000

Note:

SR 38 is State controlled; therefore, the costs associated with the improvements along SR 38 will not be included in the impact fee cost. In addition, there is no additional cost for the construction of the NB leg. The cost of this improvement is included in the segment cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

LAMONG ROAD & 211TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

FREMONT ROAD & 211TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

HORTON ROAD & 214TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK RIDGE ROAD & 214TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

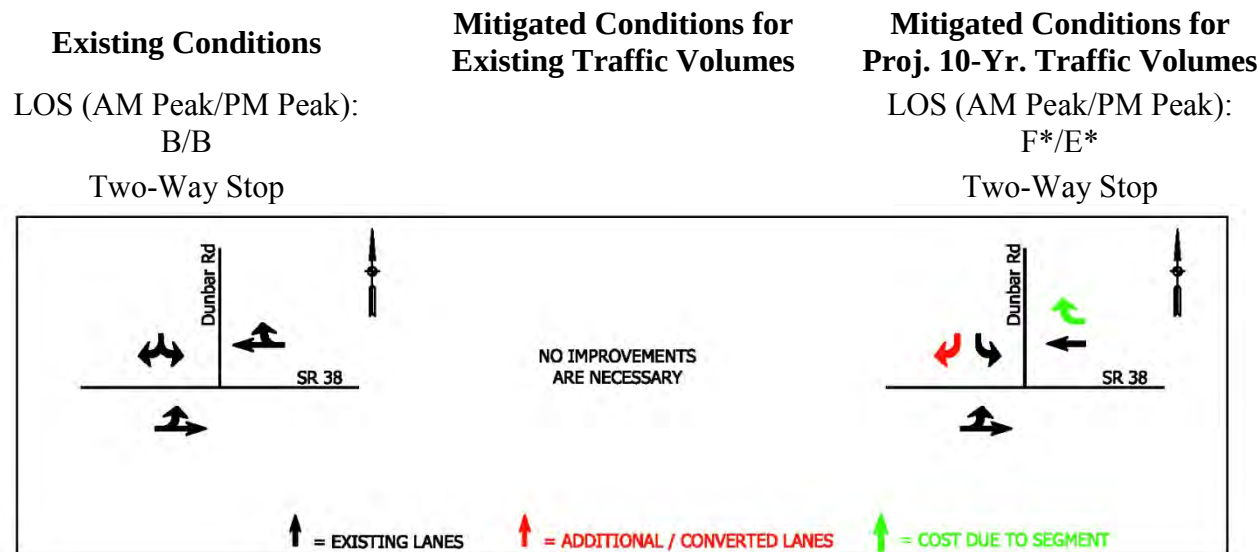
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

DUNBAR ROAD & SR 38



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add a WB right-turn lane along SR 38.
- Add a SB right-turn lane along Dunbar Road.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

Note:

SR 38 is State controlled; therefore, the costs associated with the improvements along SR 38 will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

US 31 SB RAMP & SR 38

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): F*/D
Two-Way Stop		Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Installation of a traffic signal.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

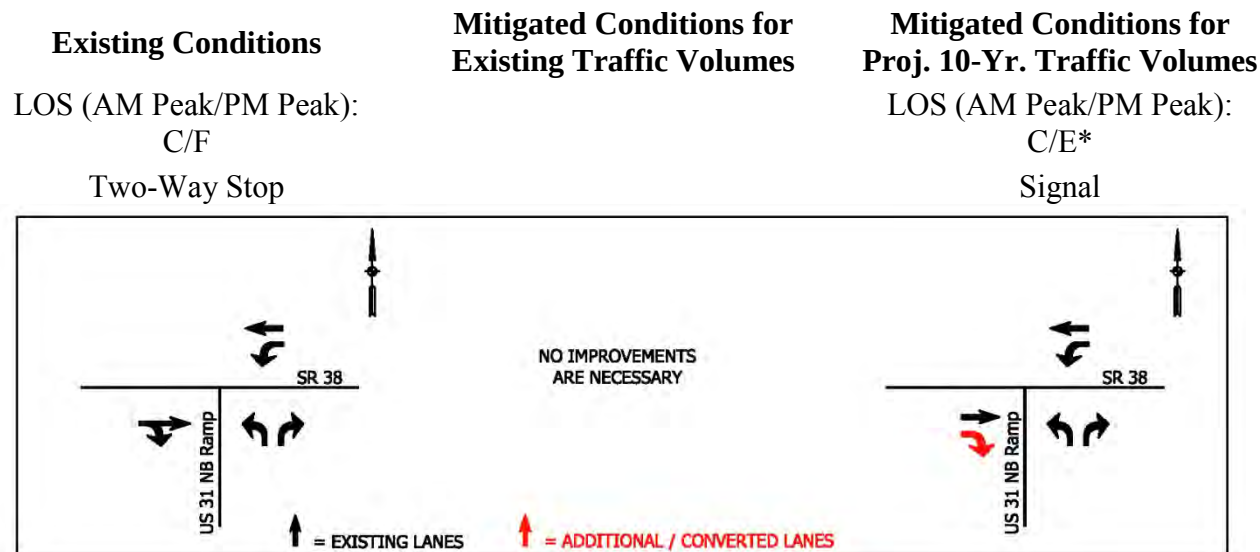
\$0

Note:

This intersection is State controlled; therefore, the costs associated with the improvements at this intersection will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

US 31 NB RAMP & SR 38



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add an EB right-turn lane along SR 38.
- Installation of a traffic signal.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

This intersection is State controlled; therefore, the costs associated with the improvements at this intersection will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

CR N 1200 E & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

MULE BARN ROAD & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

LAMONG ROAD & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

FREMONT ROAD & 216TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
Two-Way Stop		Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SIX POINT ROAD & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

HORTON ROAD & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

DUNBAR ROAD & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

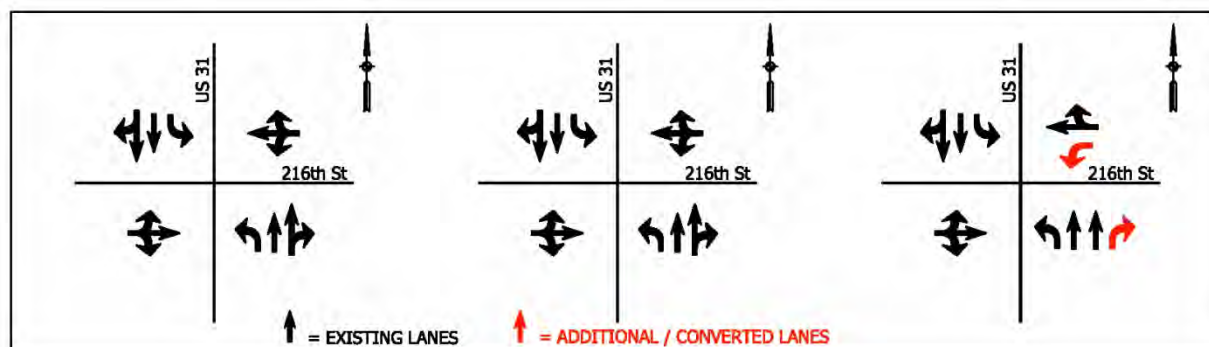
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

US 31 & 216TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): F/F	LOS (AM Peak/PM Peak): A/A	LOS (AM Peak/PM Peak): B/D
Two-Way Stop	Signal	Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- Install Traffic Signal

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$90,000

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add a WB left-turn lane along 216th Street.
- Add a NB right-turn lane along US 31.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

Note:

US 31 is State controlled; therefore, the costs associated with the improvements along US 31 will not be included in the impact fee cost.

ANTHONY ROAD & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

HINKLE CREEK ROAD & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

146TH STREET & WESTERN WAY

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/C Signal		LOS (AM Peak/PM Peak): C/F* Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Add a NB left-turn lane along Western Way.
- Add a SB left-turn lane and a SB through lane along Western Way.
- Add an EB left-turn lane and an right-turn lane along 146th Street.
- Add a WB right-turn lane along 146th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

Note:

146th Street is County controlled; therefore, the costs associated with the improvements along 146th Street will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

WESTFIELD BOULEVARD & 151ST STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): C/F	LOS (AM Peak/PM Peak): A/B
Proposed Intersection	Two-Way Stop	Single-Lane Roundabout

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of a SB leg with a shared left/right lane.

\$0

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

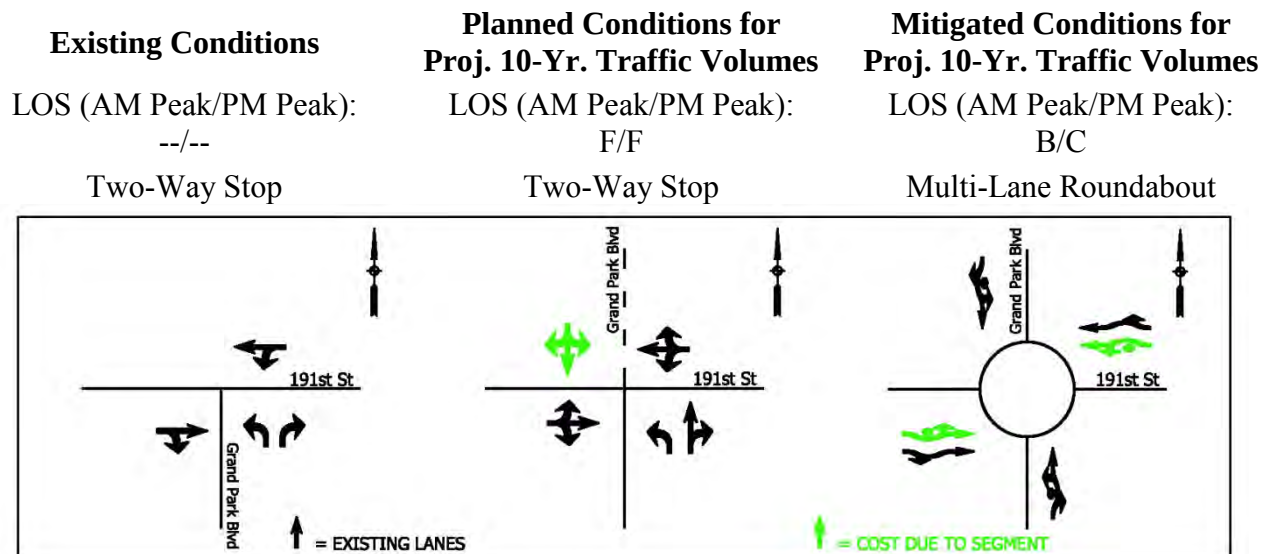
- Construction of a single-lane roundabout.

\$1,000,000

Note:

There is no additional cost for the construction of the SB leg. The cost of this improvement is included in the segment cost.

GRAND PARK BOULEVARD & 191ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of a SB leg with one inbound lane and one outbound lane.

\$0

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- Construction of a double-lane roundabout.

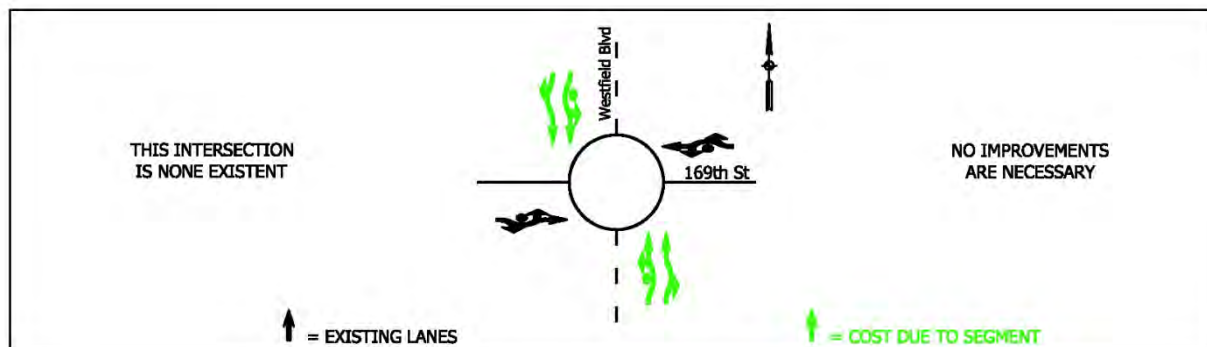
\$1,500,000

Note:

There is no additional cost for the construction of the SB leg. The cost of this improvement is included in the segment cost.

WESTFIELD BOULEVARD & 169TH STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): A/A	LOS (AM Peak/PM Peak): A/A
Proposed Intersection	Multi-Lane Roundabout	Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by

City of Westfield:

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

- Construction of a double-lane roundabout.

\$1,500,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate

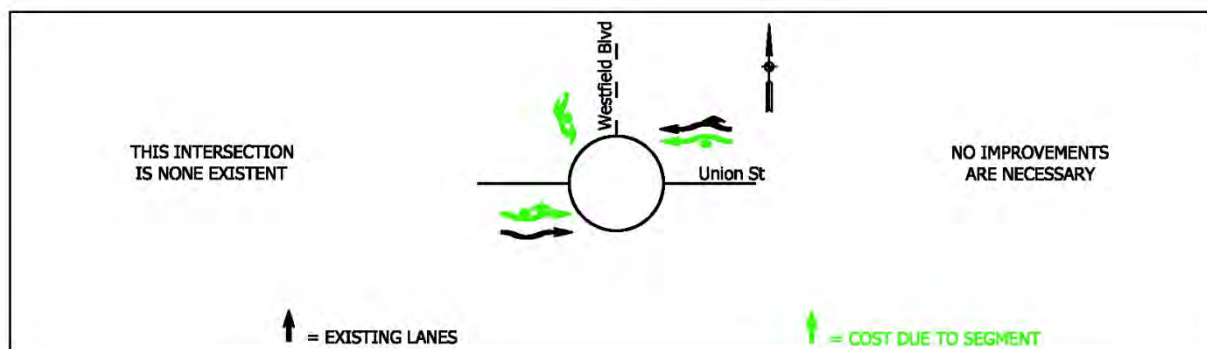
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- No improvements are necessary.

\$0

WESTFIELD BOULEVARD & UNION STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): A/A	LOS (AM Peak/PM Peak): A/A
Proposed Intersection	Multi-Lane Roundabout	Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by

City of Westfield:

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

- Construction of a double-lane roundabout.

\$1,500,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate

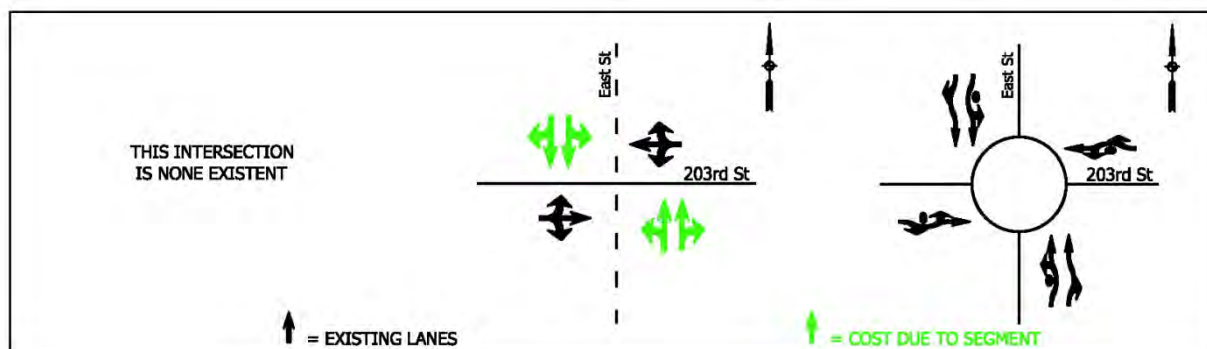
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- No improvements are necessary.

\$0

EAST STREET & 203RD STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): D/F	LOS (AM Peak/PM Peak): A/A
Proposed Intersection	Two-Way Stop	Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of the NB and SB leg with two inbound lanes and two outbound lanes.

\$0

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- Construction of a double-lane roundabout.

\$1,500,000

Note:

There is no additional cost for the construction of the NB and SB leg. The cost of this improvement is included in the segment cost.

EAST STREET & GRASSY BRANCH ROAD

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): F/C	LOS (AM Peak/PM Peak): A/A
Proposed Intersection	Two-Way Stop	Multi-Lane Roundabout

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

- Construction of the NB leg with two inbound lanes and two outbound lanes.
- Construction of the WB leg with one inbound lane and one outbound lane.

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

\$0

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

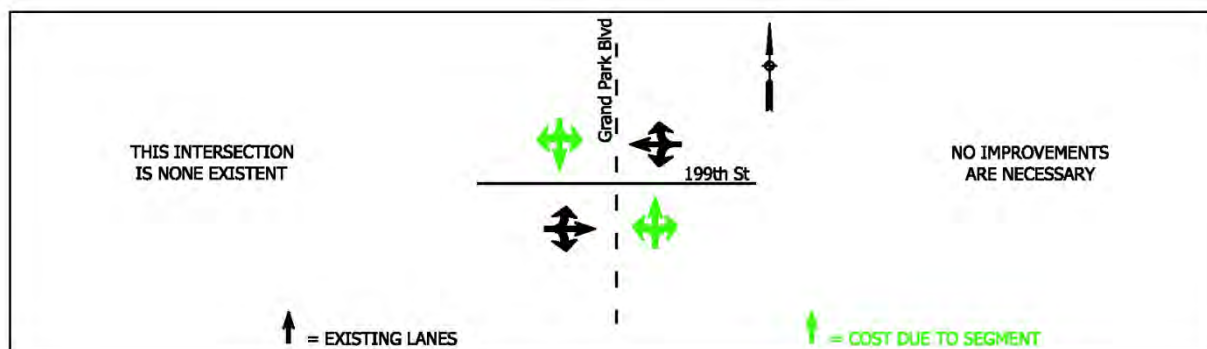
\$1,500,000

Note:

There is no additional cost for the construction of the NB leg and the addition of the SB through lane. The cost of this improvement is included in the segment cost.

GRAND PARK BOULEVARD & 199TH STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): B/B	LOS (AM Peak/PM Peak): B/B
Proposed Intersection	Two-Way Stop	Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of the NB and the SB leg with one inbound lane and one outbound lane.

\$0

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- No improvements are necessary.

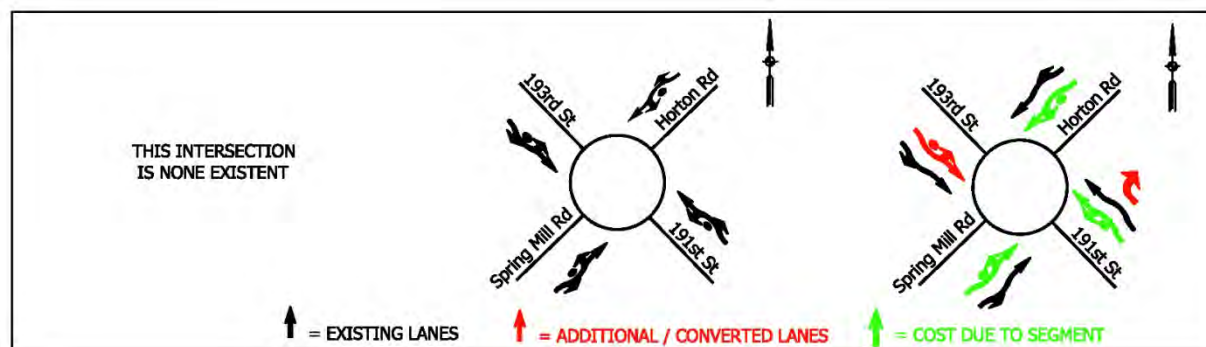
\$0

Note:

There is no additional cost for the construction of the NB and the SB leg. The cost of this improvement is included in the segment cost.

191ST/193RD STREET & SPRING MILL/HORTON ROAD

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): F/F	LOS (AM Peak/PM Peak): C/D
Proposed Intersection	Single-Lane Roundabout	Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by

City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of a single-lane roundabout.

\$1,200,000

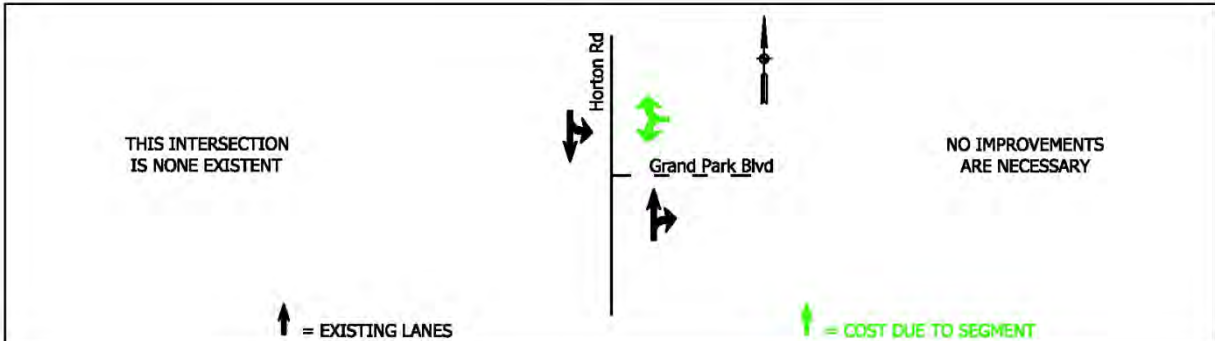
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- Upgrade from a single-lane roundabout to a double-lane roundabout with northwest right-turn by-pass lane.

\$600,000

GRAND PARK BOULEVARD & HORTON ROAD

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): B/C	LOS (AM Peak/PM Peak): B/C
Proposed Intersection	Two-Way Stop	Two-Way Stop
		

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

- Construction of the WB leg with one inbound lane and one outbound lane.

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

\$0

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

There is no additional cost for the construction of the WB leg. The cost of this improvement is included in the segment cost.

DEAN ROAD & 161ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

--/--

Multi-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No mitigations are considered.

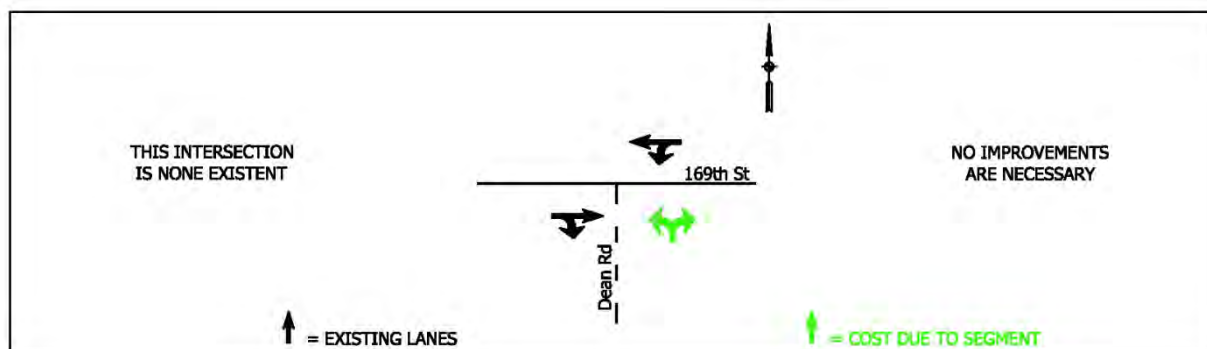
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

DEAN ROAD & 169TH STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): B/C	LOS (AM Peak/PM Peak): B/C
Proposed Intersection	Two-Way Stop	Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of the NB leg with one inbound lane and one outbound lane.

\$0

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- No improvements are necessary.

\$0

Note:

There is no additional cost for the construction of the NB leg. The cost of this improvement is included in the segment cost.

OAK RIDGE ROAD & 181ST STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): C/F	LOS (AM Peak/PM Peak): C/F*
Proposed Intersection	Two-Way Stop	Two-Way Stop

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of a NB and a SB leg with one inbound lane and one outbound lane.

\$0

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- Add a NB left-turn lane along Oak Ridge Road.

\$200,000

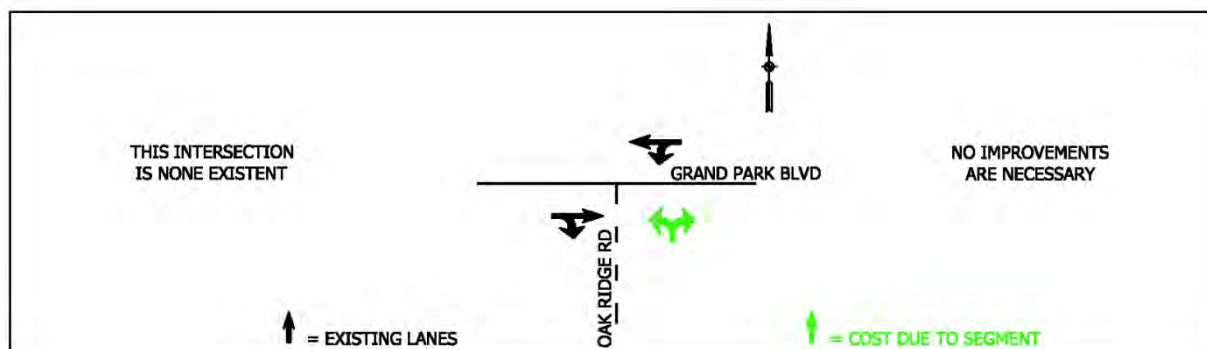
Note:

There is no additional cost for the construction of the NB and SB leg. The cost of this improvement is included in the segment cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

OAK RIDGE ROAD & GRAND PARK BOULEVARD

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): B/C	LOS (AM Peak/PM Peak): B/C
Proposed Intersection	Two-Way Stop	Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of the NB leg with one inbound lane and one outbound lane.

\$0

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- No improvements are necessary.

\$0

Note:

There is no additional cost for the construction of the NB leg. The cost of this improvement is included in the segment cost.

CHAD HITTLE DRIVE & 191ST STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): F/F	LOS (AM Peak/PM Peak): C/E*
Proposed Intersection	Single-Lane Roundabout	Multi-Lane Roundabout

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of a single-lane roundabout.
- \$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

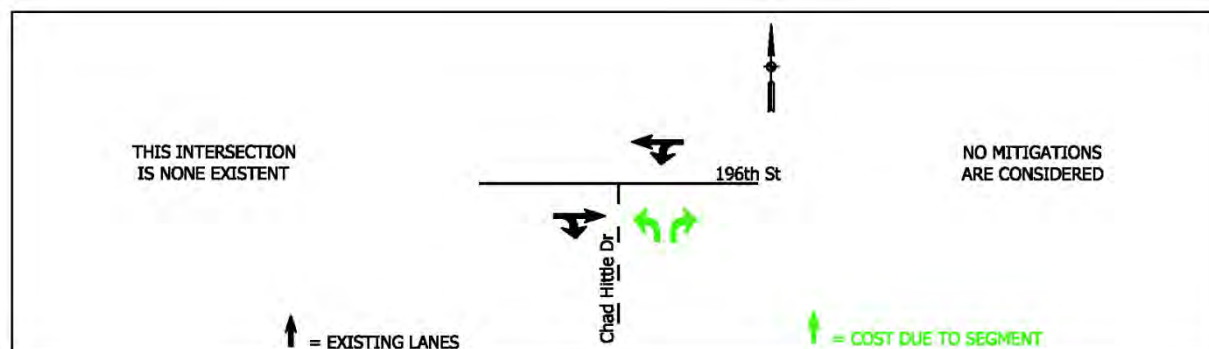
- Construction of a double-lane roundabout.
- \$300,000

Note:

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

CHAD HITTLE DRIVE & 196TH STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): --/--	LOS (AM Peak/PM Peak): B/F	LOS (AM Peak/PM Peak): B/F*
Proposed Intersection	Two-Way Stop	Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of the NB leg with one left-turn lane and one right-turn lane.

\$0

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- No mitigations are considered.

\$0

Note:

There is no additional cost for the construction of the NB leg. The cost of this improvement is included in the segment cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

SUMMARY TABLES FOR ROADWAY SEGMENTS

A tabular summary of each roadway segment analysis is shown in the following pages. For each roadway segment the existing conditions are listed first. These include the segment length, the number of lanes with the corresponding pavement width and the effective shoulder width. The existing level of service (LOS) results are listed which are based on the existing conditions and existing AM peak hour and PM peak hour traffic volumes along the roadway segment. The existing peak hour traffic volumes as well as the existing average daily traffic volumes (ADT) can be found on the “Roadway Segment Summary” figures in **Exhibit B**.

Level of service “D” has been selected for this study by the City of Westfield as the minimum acceptable LOS for roadway segments. If necessary, mitigated conditions for the existing traffic volumes have been recommended for roadway segments that currently operate below the minimum acceptable LOS. The estimated construction cost associated with the improvements is also listed (Today’s Cost).

The projected 10-year traffic volumes for the AM peak hour and PM peak hour have been projected for each roadway segment and can be found on the “Roadway Segment Summary” figures in **Exhibit B**. The recommended “Projected 10-Year Conditions” that will accommodate the projected traffic volumes are also listed in the summary tables. The construction cost of implementing the projected 10-Year Conditions is also listed (10-Year Cost).

All recommended segment improvements were made solely on meeting minimum acceptable level of service criteria. However, standard engineering design practices should be used to determine actual segment improvements.

The following segments listed below have been planned by the City of Westfield:

- Westfield Boulevard: 151st Street to Union Street
- Westfield Boulevard: 161st Street to 169th Street
- Westfield Boulevard: 169th Street to SR 32
- Grand Park Boulevard: 191st Street to 199th Street
- Grand Park Boulevard: 199th Street to Horton Road
- Oak Ridge Road: SR 32 to 181st Street
- Oak Ridge Road: 181st Street to Grand Park Boulevard
- East Street: 196th Street to SR 38
- Chad Hittle Drive: 191st Street to 196th Street
- Dean Road: 161st Street to 169th Street

146TH STREET

EAGLE CREEK AVENUE TO SHELBORNE ROAD

Existing Conditions

Length:	4,833 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
--	-----

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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SHELBORNE ROAD TO TOWNE ROAD

Existing Conditions

Length:	5,293 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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TOWNE ROAD TO DITCH ROAD

Existing Conditions

Length:	5,415 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

DITCH ROAD TO SPRING MILL ROAD

Existing Conditions

Length:	5,252 Feet
Existing # Lanes / Width:	4 Lanes / 67 Feet Median
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes / 91 Feet Median
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SPRING MILL ROAD TO OAK RIDGE ROAD

Existing Conditions

Length:	5,311 Feet
Existing # Lanes / Width:	4 Lanes / 65 Feet Median
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes / 89 Feet Median
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

OAK RIDGE ROAD TO WESTERN WAY

Existing Conditions

Length:	4,481 Feet
Existing # Lanes / Width:	4 Lanes/ 62 Feet Two Way Left Turn Lane
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes/ 86 Feet Two Way Left Turn Lane
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

OAK ROAD TO CAREY ROAD

Existing Conditions

Length:	2,654 Feet
Existing # Lanes / Width:	4 Lanes / 65 Feet Median
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes / 89 Feet Median
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

Note: 146th Street is County controlled; therefore, any improvement costs at this segment will not be included in the impact fee cost.

CAREY ROAD TO GRAY ROAD

Existing Conditions

Length:	5,291 Feet
Existing # Lanes / Width:	4 Lanes / 65 Feet Median
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS D/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes / 89 Feet Median
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

Note: 146th Street is County controlled; therefore, any improvement costs at this segment will not be included in the impact fee cost.

147TH STREET

GREYHOUND PASS TO OAK ROAD

Existing Conditions

Length:	1,274 Feet
Existing # Lanes / Width:	4 Lanes / 49 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 49 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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151ST STREET

GREYHOUND PASS TO US 31

Existing Conditions

Length:	1,539 Feet
Existing # Lanes / Width:	2 Lanes / 26 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
--	-----

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 26 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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US 31 TO COOL CREEK PARK DR

Existing Conditions

Length:	1,343 Feet
Existing # Lanes / Width:	2 Lanes / 26 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 26 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

COOL CREEK PARK DRIVE TO OAK ROAD

Existing Conditions

Length:	1,286 Feet
Existing # Lanes / Width:	2 Lanes / 26 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 26 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CAREY ROAD TO GRAY ROAD

Existing Conditions

Length:	5,330 Feet
Existing # Lanes / Width:	2 Lanes / 50 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 50 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GREYHOUND PASS

SPRING MILL ROAD TO OAK RIDGE ROAD

Existing Conditions

Length:	5,992 Feet
Existing # Lanes / Width:	2 Lanes / 36 Feet
Existing Effective Shoulder Width:	6' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 36 Feet
Recommended Effective Shoulder Width:	6' Paved
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK RIDGE ROAD TO 151ST STREET

Existing Conditions

Length:	4,016 Feet
Existing # Lanes / Width:	2 Lanes / 36 Feet
Existing Effective Shoulder Width:	4' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 36 Feet
Recommended Effective Shoulder Width:	4' Paved
Resulting Level of Service (AM peak / PM peak):	LOS C/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

151ST STREET TO GREYHOUND COURT PLAZA

Existing Conditions

Length:	1,377 Feet
Existing # Lanes / Width:	2 Lanes / 25 Feet
Existing Effective Shoulder Width:	3' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 25 Feet
Recommended Effective Shoulder Width:	3' Paved
Resulting Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

GREYHOUND COURT PLAZA TO GREYHOUND COURT

Existing Conditions

Length:	639 Feet
Existing # Lanes / Width:	2 Lanes / 42 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 42 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

US 31 TO COOL CREEK PARK DRIVE

Existing Conditions

Length:	1,064 Feet
Existing # Lanes / Width:	4 Lanes / 65 Feet Median
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 65 Feet Median
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

COOL CREEK PARK DRIVE TO 146TH STREET

Existing Conditions

Length:	1,076 Feet
Existing # Lanes / Width:	4 Lanes / 58 Feet Two Way Left Turn Lane
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 58 Feet Two Way Left Turn Lane
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

156TH STREET

CR 1200 E TO JOLIET ROAD

Existing Conditions

Length:	2,759 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

JOLIET ROAD TO EAGLE CREEK AVENUE

Existing Conditions

Length:	1,068 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	
	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	
	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

TOWNE ROAD TO DITCH ROAD

Existing Conditions

Length:	5,441 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	
	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	
	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

DITCH ROAD TO SPRING MILL ROAD

Existing Conditions

Length:	5,214 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,981,320

SPRING MILL ROAD TO OAK RIDGE ROAD

Existing Conditions

Length:	5,324 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$2,023,120

OAK RIDGE ROAD TO US 31

Existing Conditions

Length:	4,694 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' Paved
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

159TH STREET

EAGLE CREEK AVENUE TO TOWNE ROAD

Existing Conditions

Length:	3,610 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

161TH STREET

TOWNE ROAD TO DITCH ROAD

Existing Conditions

Length:	5,432 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

DICH ROAD TO SPRING MILL ROAD

Existing Conditions

Length:	5,174 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' Paved
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SPRING MILL ROAD TO OAK RIDGE ROAD

Existing Conditions

Length:	5,307 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$3,024,990 \$1,512,495 attributed to the City
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 45 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$3,024,990 \$1,512,495 attributed to future developments
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OAK RIDGE ROAD TO US 31

Existing Conditions

Length:	4,001 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$1,110,930 \$555,465 attributed to the City
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 45 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,110,930 \$555,465 attributed to future developments
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UNION ROAD TO OAK ROAD

Existing Conditions

Length:	2,602 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$988,760

OAK ROAD TO CAREY ROAD

Existing Conditions

Length:	2,638 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS D/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,002,440

CAREY ROAD TO GRAY ROAD

Existing Conditions

Length:	5,332 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$2,026,160 (\$1,013,080 attributed to the City)
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$2,026,160 (\$1,013,080 attributed to future developments)
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166TH STREET

CR 1200 E TO JOLIET ROAD

Existing Conditions

Length:	2,750 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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JOLIET ROAD TO EAGLE CREEK AVENUE

Existing Conditions

Length:	5,692 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

EAGLE CREEK AVENUE TO TOWNE ROAD

Existing Conditions

Length:	2,268 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

TOWNE ROAD TO EAGLETOWN ROAD

Existing Conditions

Length:	2,717 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

169TH STREET

DITCH ROAD TO SPRING MILL ROAD

Existing Conditions

Length:	5,203 Feet
Existing # Lanes / Width:	2 Lanes / 38 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 38 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

SPRING MILL ROAD TO OAK RIDGE ROAD

Existing Conditions

Length:	5,574 Feet
Existing # Lanes / Width:	2 Lanes / 30 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 30 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK RIDGE ROAD TO US 31

Existing Conditions

Length:	3,033 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

US 31 TO UNION ROAD

Existing Conditions

Length:	2,135 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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CAREY ROAD TO GRAY ROAD

Existing Conditions

Length:	5,342 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

171TH STREET

UNION ROAD TO OAK ROAD

Existing Conditions

Length: 2,622 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 2' Gravel
Existing Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 2' Gravel
Resulting Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK ROAD AND CAREY ROAD

Existing Conditions

Length: 2,641 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 2' Gravel
Existing Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 2' Gravel
Resulting Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SR 32

CR 1200 TO JOLIET ROAD

Existing Conditions

Length: 2,750 Feet
Existing # Lanes / Width: 2 Lanes / 28 Feet
Existing Effective Shoulder Width: 2' Paved

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 28 Feet
Recommended Effective Shoulder Width: 2' Paved

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Note: SR 32 is State controlled; therefore, no analysis was performed on this segment.

CENTENNIAL ROAD TO EAGLETOWN ROAD

Existing Conditions

Length: 5,425 Feet
Existing # Lanes / Width: 2 Lanes / 28 Feet
Existing Effective Shoulder Width: 6' Paved

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 28 Feet
Recommended Effective Shoulder Width: 6' Paved

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Note: SR 32 is State controlled; therefore, no analysis was performed on this segment.

SPRING MILL ROAD TO DARTOWN ROAD

Existing Conditions

Length: 3,894 Feet
Existing # Lanes / Width: 4 Lanes / 72 Feet
Two Way Left Turn Lane
Existing Effective Shoulder Width: Curb & Gutter
Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 72 Feet
Two Way Left Turn Lane
Recommended Effective Shoulder Width: Curb & Gutter
Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0
Note: SR 32 is State controlled; therefore, no analysis was performed on this segment.

EAST STREET TO GRASSY BRANCH

Existing Conditions

Length: 4,102 Feet
Existing # Lanes / Width: 2 Lanes / 21 Feet
Existing Effective Shoulder Width: 8' Paved
Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 48 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0
Note: SR 32 is State controlled; therefore, any improvement costs at this segment will not be included in the impact fee cost.

181ST STREET

DARTOWN ROAD TO WHEELER ROAD

Existing Conditions

Length:	2,646 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

WHEELER ROAD TO US 31

Existing Conditions

Length:	2,084 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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US 31 TO UNION ROAD

Existing Conditions

Length:	1,904 Feet
Existing # Lanes / Width:	2 Lanes / 37 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 37 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

186ST STREET

CR 1200 E TO JOLIET ROAD

Existing Conditions

Length:	2,730 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

JOLIET ROAD TO MULE BARN ROAD

Existing Conditions

Length:	2,652 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

MULE BARN ROAD TO CENTENNIAL ROAD

Existing Conditions

Length:	2,610 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CENTENNIAL ROAD TO EAGLETOWN ROAD

Existing Conditions

Length:	5,288 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

EAGLETOWN ROAD TO CASEY ROAD

Existing Conditions

Length:	3,975 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CASEY ROAD TO SPRING MILL ROAD

Existing Conditions

Length:	3,970 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SPRING MILL ROAD TO KINSLEY AVENUE

Existing Conditions

Length:	2,600 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAST STREET TO GRASSY BRANCH ROAD

Existing Conditions

Length:	4,022 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SHADY NOOK ROAD TO MOONTOWN ROAD

Existing Conditions

Length:	2,643 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

KINSEY AVENUE

186TH STREET TO 181ST STREET/DARTOWN ROAD

Existing Conditions

Length:	3,141 Feet
Existing # Lanes / Width:	2 Lanes / 25 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 25 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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191ST STREET

HORTON ROAD TO TOMLINSON ROAD

Existing Conditions

Length:	6,646 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$2,715,480
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TOMLINSON ROAD TO US 31

Existing Conditions

Length:	2,584 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$981,920

EAST STREET TO GRASSY BRANCH ROAD

Existing Conditions

Length:	3,954 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,502,520

GRASSY BRANCH ROAD TO MOONTOWN ROAD

Existing Conditions

Length:	5,302 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$2,014,760

193RD STREET

JOLIET ROAD TO MULE BARN ROAD

Existing Conditions

Length:	2,639 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

MULE BARN ROAD TO CENTENNIAL ROAD

Existing Conditions

Length:	2,660 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CENTENNIAL ROAD TO LAMONG ROAD

Existing Conditions

Length:	2,655 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

LAMONG ROAD TO EAGLETOWN ROAD

Existing Conditions

Length:	2,639 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

EAGLETOWN ROAD TO FREEMONT ROAD

Existing Conditions

Length:	1,336 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

FREEMONT ROAD TO CASEY ROAD

Existing Conditions

Length:	2,646 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CASEY ROAD TO SIX POINTS ROAD

Existing Conditions

Length:	1,330 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SIX POINTS ROAD TO SPRING MILL ROAD

Existing Conditions

Length:	2,647 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

196TH STREET

TOMLINSON ROAD TO US 31

Existing Conditions

Length:	2,486 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

US 31 TO EAST STREET

Existing Conditions

Length:	1,507 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAST STREET TO GRASSY BRANCH ROAD

Existing Conditions

Length:	3,541 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

GRASSY BRANCH ROAD TO MOONTOWN ROAD

Existing Conditions

Length:	5,303 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

199TH STREET

HORTON ROAD TO TOMLINSON ROAD

Existing Conditions

Length:	7,049 Feet
Existing # Lanes / Width:	2 Lanes / 15 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

203RD STREET

TOMLINSON ROAD TO US 31

Existing Conditions

Length:	2,375 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

206TH STREET

CR 1200 E TO JOLIET ROAD

Existing Conditions

Length:	2,682 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

JOLIET ROAD TO MULE BARN ROAD

Existing Conditions

Length:	2,664 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

MULE BARN ROAD TO CENTENNIAL ROAD

Existing Conditions

Length:	2,653 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CENTENNIAL ROAD TO LAMONG ROAD

Existing Conditions

Length:	2,655 Feet
Existing # Lanes / Width:	2 Lanes / 16 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

LAMONG ROAD TO FREEMONT ROAD

Existing Conditions

Length:	3,969 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

FREEMONT ROAD TO SIX POINTS ROAD

Existing Conditions

Length:	3,971 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SIX POINTS ROAD TO HORTON ROAD

Existing Conditions

Length:	3,979 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

HORTON ROAD TO OAK RIDGE ROAD

Existing Conditions

Length:	4,020 Feet
Existing # Lanes / Width:	2 Lanes / 27 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 27 Feet
Recommended Effective Shoulder Width:	2' Paved
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

COX AVENUE

206TH STREET TO TOMLINSON ROAD

Existing Conditions

Length:	1,492 Feet
Existing # Lanes / Width:	2 Lanes / 27 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 27 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

216TH STREET

CR 1200 E TO MULE BARN ROAD

Existing Conditions

Length:	5,369 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

MULE BARN ROAD TO LAMONG ROAD

Existing Conditions

Length:	5,296 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

LAMONG ROAD TO FREEMONT ROAD

Existing Conditions

Length:	3,967 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SIX POINTS ROAD TO HORTON ROAD

Existing Conditions

Length:	3,988 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

US 31 TO ANTHONY ROAD

Existing Conditions

Length:	5,216 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

ANTHONY ROAD TO HINKLE CREEK ROAD

Existing Conditions

Length:	5,332 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CR 1200 E

146TH STREET TO 156TH STREET

Existing Conditions

Length:	5,283 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

156TH STREET TO 166TH STREET

Existing Conditions

Length:	5,278 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

166TH STREET TO SR 32

Existing Conditions

Length:	5,026 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

186TH STREET TO 196TH STREET

Existing Conditions

Length:	5,319 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

206TH STREET TO 216TH STREET

Existing Conditions

Length:	5,295 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

JOLIET ROAD

156TH STREET TO 166TH STREET

Existing Conditions

Length:	5,282 Feet
Existing # Lanes / Width:	2 Lanes / 23 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 23 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

166TH STREET TO SR 32

Existing Conditions

Length:	5,066 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,300 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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186TH STREET TO 193RD STREET

Existing Conditions

Length:	2,983 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

193RD STREET TO 196TH STREET

Existing Conditions

Length:	1,329 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

196TH STREET TO 206TH STREET

Existing Conditions

Length:	5,313 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SHELBOURNE ROAD

146TH STREET TO 151ST STREET

Existing Conditions

Length:	2,626 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

151ST STREET TO EAGLE CREEK AVENUE

Existing Conditions

Length:	3,755 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

MULE BARN ROAD

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,298 Feet
Existing # Lanes / Width:	2 Lanes / 37 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 37 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

186TH STREET TO 193RD STREET

Existing Conditions

Length:	3,991 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

193RD STREET TO 206TH STREET

Existing Conditions

Length:	6,623 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

206TH STREET TO 216TH STREET

Existing Conditions

Length:	5,289 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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CENTENNIAL ROAD

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,290 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SR 32 TO 186TH STREET

Existing Conditions

Length:	3,981 Feet
Existing # Lanes / Width:	2 Lanes / 16 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

TOWNE ROAD

146TH STREET TO 151ST STREET

Existing Conditions

Length:	2,632 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

151ST STREET TO 156ST STREET

Existing Conditions

Length:	2,640 Feet
Existing # Lanes / Width:	2 Lanes / 26 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 26 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

156TH STREET TO 159ST STREET

Existing Conditions

Length:	1,379 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

161TH STREET TO 166ST STREET

Existing Conditions

Length:	2,639 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

LAMONG ROAD

193RD STREET TO 206TH STREET

Existing Conditions

Length:	6,645 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

206TH STREET TO 211TH STREET

Existing Conditions

Length:	2,645 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

211TH STREET TO 216TH STREET

Existing Conditions

Length:	2,640 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

EAGLETOWN ROAD

166TH STREET TO SR 32

Existing Conditions

Length:	5,134 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,290 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

186TH STREET TO 193RD STREET

Existing Conditions

Length:	3,991 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

FREEMONT ROAD

193RD STREET TO 206TH STREET

Existing Conditions

Length:	6,623 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

206TH STREET TO 211TH STREET

Existing Conditions

Length:	2,646 Feet
Existing # Lanes / Width:	2 Lanes / 16 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

211TH STREET TO 216TH STREET

Existing Conditions

Length:	2,644 Feet
Existing # Lanes / Width:	2 Lanes / 16 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

DITCH ROAD

146TH STREET TO 151ST STREET

Existing Conditions

Length:	2,912 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,106,560

156TH STREET TO 161ST STREET

Existing Conditions

Length:	2,629 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$999,020

161ST STREET TO 166TH STREET

Existing Conditions

Length:	2,629 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$999,020

166TH STREET TO 169TH STREET

Existing Conditions

Length:	1,320 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$501,600

169TH STREET TO SR 32

Existing Conditions

Length:	3,844 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,460,720

CASEY ROAD

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,290 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost for Planned
Improvements (Today's Cost):

\$1,012,320
(\$506,160 attributed to the
City)
(\$506,160 attributed to
future development)

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$2,198,680

186TH STREET TO 193RD STREET

Existing Conditions

Length:	3,973 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SIX POINTS ROAD

193RD STREET TO 206TH STREET

Existing Conditions

Length:	6,614 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

206TH STREET TO 216TH STREET

Existing Conditions

Length:	5,297 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SPRING MILL ROAD

146TH STREET TO GREYHOUND PASS

Existing Conditions

Length:	2,507 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/D
Additional Estimated Construction Cost for Planned Improvements (Today's Cost):	\$476,330 (\$238,165 attributed to the City) (\$238,165 attributed to future developments)

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet Two Way Left Turn Lane
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$952,660

GREYHOUND PASS TO 156TH STREET

Existing Conditions

Length:	2,757 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost for Planned Improvements (Today's Cost):	\$523,830 (\$261,915 attributed to the City) (\$261,915 attributed to future developments)
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet Two Way Left Turn Lane
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,047,660

156TH STREET TO 161ST STREET

Existing Conditions

Length:	2,629 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost for Planned Improvements (Today's Cost):	\$499,510 (\$249,755 attributed to the City) (\$249,755 attributed to future developments)
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet Two Way Left Turn Lane
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$999,020

161TH STREET TO 169TH STREET

Existing Conditions

Length:	3,963 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost for Planned Improvements (Today's Cost):	\$752,970 (\$376,485 attributed to the City) (\$376, 485 attributed to future developments)
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet Two Way Left Turn Lane
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,505,940

169TH STREET TO SR 32

Existing Conditions

Length:	3,842 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost for Planned Improvements (Today's Cost):	\$729,980 (\$364,990 attributed to the City) (\$364,990 attributed to future developments)
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet Two Way Left Turn Lane
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,459,960

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,396 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$2,050,480

186TH STREET TO 191ST STREET

Existing Conditions

Length:	2,644 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,004,720

191ST STREET TO 193RD STREET

Existing Conditions

Length:	1,319 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	
Recommended Effective Shoulder Width:	
Resulting Level of Service (AM peak / PM peak):	

**This segment is merged
and relocated.**

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

HORTON ROAD

191ST STREET TO 199TH STREET

Existing Conditions

Length:	3,965 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,414,740

199TH STREET TO 206TH STREET

Existing Conditions

Length:	3,962 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

206TH STREET TO 214TH STREET

Existing Conditions

Length:	3,977 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

214TH STREET TO 216TH STREET

Existing Conditions

Length:	1,329 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

DARTOWN ROAD

SR 32 TO 181ST STREET

Existing Conditions

Length:	2,626 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS D/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK RIDGE ROAD

GREYHOUND PASS TO 156TH STREET

Existing Conditions

Length:	2,204 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$837,520
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156TH STREET TO 161ST STREET

Existing Conditions

Length:	2,631 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$999,780
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161ST STREET TO 169TH STREET

Existing Conditions

Length:	3,950 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,501,000

169TH STREET TO SR 32

Existing Conditions

Length:	3,814 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,449,320

206TH STREET TO 214TH STREET

Existing Conditions

Length:	3,994 Feet
Existing # Lanes / Width:	2 Lanes / 16 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

214TH STREET TO SR 38

Existing Conditions

Length:	1,910 Feet
Existing # Lanes / Width:	2 Lanes / 16 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

WHEELER ROAD

SR 32 TO 181ST STREET

Existing Conditions

Length:	2,643 Feet
Existing # Lanes / Width:	2 Lanes / 25 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,004,340
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TOMLINSON ROAD

186TH STREET TO 191ST STREET

Existing Conditions

Length:	2,670 Feet
Existing # Lanes / Width:	2 Lanes / 23 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 23 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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196TH STREET TO 199TH

Existing Conditions

Length:	1,823 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / $\geq$ 20 Feet *
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

WESTERN WAY

146TH STREET TO GREYHOUND PASS

Existing Conditions

Length:	1,365 Feet
Existing # Lanes / Width:	4 Lanes / 44 Feet
Existing Effective Shoulder Width:	Curb and Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 44 Feet
Recommended Effective Shoulder Width:	Curb and Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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GREYHOUND COURT

GREYHOUND COURT PLAZA TO 151ST STREET

Existing Conditions

Length:	711 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

UNION STREET

161ST STREET TO 169TH STREET

Existing Conditions

Length:	3,961 Feet
Existing # Lanes / Width:	2 Lanes / 23 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 23 Feet
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

169TH STREET TO SR 32

Existing Conditions

Length:	2,256 Feet
Existing # Lanes / Width:	2 Lanes / 30 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 30 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SR 32 TO 181ST STREET

Existing Conditions

Length:	2,677 Feet
Existing # Lanes / Width:	2 Lanes / 30 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 30 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

COOL CREEK PARK ROAD

GREYHOUND PASS TO 151ST STREET

Existing Conditions

Length:	1,610 Feet
Existing # Lanes / Width:	2 Lanes / 40 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 40 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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EAST STREET

SR 32 TO 181ST STREET

Existing Conditions

Length:	2,686 Feet
Existing # Lanes / Width:	2 Lanes / 25 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 25 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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181ST STREET TO 186TH STREET

Existing Conditions

Length:	2,712 Feet
Existing # Lanes / Width:	2 Lanes / 25 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 25 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

186TH STREET TO 191ST STREET

Existing Conditions

Length:	2,675 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

OAK ROAD

151ST STREET TO 161ST STREET

Existing Conditions

Length:	5,313 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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161ST STREET TO 111ST STREET

Existing Conditions

Length:	5,304 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CAREY ROAD

146TH STREET TO 151ST STREET

Existing Conditions

Length: 2,624 Feet
Existing # Lanes / Width: 2 Lanes / 24 Feet
Existing Effective Shoulder Width: 3' Gravel
Existing Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 48 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$997,120

151ST STREET TO 161ST STREET

Existing Conditions

Length: 5,351 Feet
Existing # Lanes / Width: 2 Lanes / 23 Feet
Existing Effective Shoulder Width: 2' Gravel
Existing Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 48 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$2,033,380

161ST STREET TO 169TH STREET

Existing Conditions

Length:	3,960 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,504,800

169TH STREET TO 171ST STREET

Existing Conditions

Length:	1,348 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$512,240

171ST STREET TO SR 32

Existing Conditions

Length:	2,235 Feet
Existing # Lanes / Width:	2 Lanes / 25 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$849,300

GRASSY BRANCH ROAD

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,385 Feet
Existing # Lanes / Width:	2 Lanes / 25 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$2,046,300

196TH STREET TO 203RD STREET

Existing Conditions

Length:	4,019 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS D/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

203RD STREET TO SR 38

Existing Conditions

Length:	1,097 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

ANTHONY ROAD

SR 38 TO 216TH STREET

Existing Conditions

Length:	5,372 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SHADY NOOK ROAD

SR 32 TO SANIBEL CIRCLE

Existing Conditions

Length:	2,509 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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SANIBEL CIRCLE TO 186TH STREET

Existing Conditions

Length:	2,839 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

186TH STREET TO 191ST STREET

Existing Conditions

Length:	2,661 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GRAY ROAD

146TH STREET TO 151ST STREET

Existing Conditions

Length:	2,667 Feet
Existing # Lanes / Width:	2 Lanes / 32 Feet Two-Way Left Turn Lane
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet Two-Way Left Turn Lane
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

151ST STREET TO 161ST STREET

Existing Conditions

Length:	5,389 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

161ST STREET TO 169TH STREET

Existing Conditions

Length:	3,974 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

169TH STREET TO SR 32

Existing Conditions

Length:	3,695 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	2' Paved
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

MOONTOWN ROAD

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,305 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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186TH STREET TO 191ST STREET

Existing Conditions

Length:	2,670 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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191ST STREET TO 196TH STREET

Existing Conditions

Length:	2,648 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

196TH STREET TO SR 38

Existing Conditions

Length:	2,103 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / $\geq$ 20 Feet *
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

HINKLE CREEK ROAD

SR 38 TO 216TH STREET

Existing Conditions

Length:	8,501 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' Paved
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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EAGLE CREEK AVENUE

146TH STREET TO 151ST STREET

Existing Conditions

Length:	6,185 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SHELBORNE ROAD TO 159TH STREET

Existing Conditions

Length:	1,798 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

LITTLE EAGLE CREEK ROAD

159TH STREET TO 166TH STREET

Existing Conditions

Length:	4,155 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

166TH STREET TO TOWNE ROAD

Existing Conditions

Length:	4,143 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

TOWNE ROAD TO SR 32

Existing Conditions

Length:	2,627 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SR 38

DUNBAR ROAD TO US 31

Existing Conditions

Length: 2,970 Feet
Existing # Lanes / Width: 2 Lanes / 29 Feet
Existing Effective Shoulder Width: 3' Paved
Existing Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 48 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note: SR 38 is State controlled; therefore, any improvement costs at this segment will not be included in the impact fee cost.

ANTHONY ROAD TO HINKLE CREEK ROAD

Existing Conditions

Length: 6,540 Feet
Existing # Lanes / Width: 2 Lanes / 30 Feet
Existing Effective Shoulder Width: 3' Paved
Existing Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 30 Feet
Recommended Effective Shoulder Width: 3' Paved
Resulting Level of Service (AM peak / PM peak): LOS D/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

PROPOSED ROADS

WESTFIELD BOULEVARD

151ST STREET TO UNION STREET

Planned Conditions

Length:	1,638 Feet
Planned # Lanes / Width:	2 Lanes / 24 Feet
Planned Effective Shoulder Width:	8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway:	\$622,440 (\$311,220 attributed to the City)
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$622,440 (\$311,220 attributed to future developments)
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161ST STREET TO 169TH STREET

Planned Conditions

Length:	4,181 Feet
Planned # Lanes / Width:	4 Lanes / 48 Feet
Planned Effective Shoulder Width:	8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway:	\$3,177,560 (\$1,588,780 attributed to the City)
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$3,177,560 (\$1,588,780 attributed to future developments)
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169ST STREET TO UNION STREET

Planned Conditions

Length: 3,752 Feet
Planned # Lanes / Width: 4 Lanes / 48 Feet
Planned Effective Shoulder Width: 8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway: \$2,851,520
(\$1,425,760 attributed to the City)

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 48 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$2,851,520
(\$1,425,760 attributed to future developments)

GRAND PARK BOULEVARD

191ST STREET TO 199TH STREET

Planned Conditions

Length: 4,704 Feet
Planned # Lanes / Width: 2 Lanes / 24 Feet
Planned Effective Shoulder Width: 8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway: \$1,787,520
(\$893,760 attributed to the City)

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 24 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS C/B

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$1,787,520
(\$893,760 attributed to future developments)

199ST STREET TO HORTON STREET

Planned Conditions

Length: 3,545 Feet
Planned # Lanes / Width: 2 Lanes / 24 Feet
Planned Effective Shoulder Width: 8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway: \$1,347,100
(\$673,550 attributed to the City)

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 24 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$1,347,100
(\$673,550 attributed to future developments)

OAK RIDGE ROAD

SR 32 TO 181ST STREET

Planned Conditions

Length: 2,625 Feet
Planned # Lanes / Width: 2 Lanes / 24 Feet
Planned Effective Shoulder Width: 8' or Curb & Gutter

Expected Level of Service (AM peak / PM peak) LOS D/E

Additional Estimated Construction Cost for Planned Roadway: \$997,500
(\$498,750 attributed to the City)
(\$498,750 attributed to future developments)

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 48 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS A/B

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$997,500

181ST STREET TO GRAND PARK BOULEVARD

Planned Conditions

Length: 1,187 Feet
Planned # Lanes / Width: 2 Lanes / 24 Feet
Planned Effective Shoulder Width: 8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway: \$451,060
(\$225,530 attributed to the City)

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 24 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS B/C

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$451,060
(\$225,530 attributed to future developments)

EAST STREET

196ST STREET TO SR 38

Planned Conditions

Length: 5,737 Feet
Planned # Lanes / Width: 4 Lanes / 48 Feet
Planned Effective Shoulder Width: 8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway: \$4,360,120
(\$2,180,060 attributed to the City)

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 48 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$4,360,120
(\$2,180,060 attributed to future developments)

CHAD HITTLE DRIVE

191ST STREET TO 196TH STREET

Planned Conditions

Length:	2,655 Feet
Planned # Lanes / Width:	2 Lanes / 36 Feet Two-Way Left Turn Lane
Planned Effective Shoulder Width:	8' or Curb & Gutter
Additional Estimated Construction Cost for Planned Roadway:	\$1,513,350 (\$756,675 attributed to the City)

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 36 Feet Two-Way Left Turn Lane
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,513,350 (\$756,675 attributed to future developments)

WESTFIELD PARK ROAD

161ST STREET TO 169TH STREET

Planned Conditions

Length:	3,957 Feet
Planned # Lanes / Width:	2 Lanes / 24 Feet
Planned Effective Shoulder Width:	8' or Curb & Gutter
Additional Estimated Construction Cost for Planned Roadway:	\$1,503,660 (\$751,830 attributed to the City)

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,503,660 (\$751,830 attributed to future developments)

Wheeler Landing PUD Amendment (Traditions at GP)

Neighborhood Meeting Summary

Project: Proposed Wheeler Landing Amendment to PUD Ordinance (Ord. 18-04)

Docket Number: 2212-PUD-20

Date: November 29, 2022 at 6:00pm

Location: Wyndham Hotel, 18592 Carousel Lane, Westfield, IN 46074

Attendees: Russell Brown – Leo Brown Development, LLC

Nathan Banker – Representative from Leo Brown

Bill Morton – Representative from Leo Brown

Caleb Ernest – City of Westfield, Community Development Department

5 members of the public

Meeting began at 6:00pm. Mr. Banker provided an overview of the proposal including a slideshow presentation with graphics demonstrating other similar projects, details and floorplans for this project.

(All questions and answers seen below do not reflect the exact word-for-word dialogue that commenced between parties at the meeting, but serves as a close representation of what was discussed.)

Neighbor Comments and Questions:

1. Why are you reducing the masonry requirement?

- a. Response: Typically, for multi-family projects, around this area we've noticed do not have 75% masonry which is the City's current requirement. It is not typical in the multi-family market.

2. Doesn't the PUD set the standards?

- a. Response: Yes, but all multi-family projects typically modify those standards to different percentages or they have conceptual renderings of the elevations that shows the required architecture. We are not at that level yet to show full renderings of the elevations. We are not proposing full vinyl siding. A close example is one of our projects in McCordsville. We are aiming for more like 30-40% masonry.

3. Since you're building next to an airport, the state recommends 1,500 feet away that there is no residential.

- a. Response: Disagree with that statement. We are using site design, ponds and structures that will be away from the runway. We will also submit to FFA.

4. **Indiana code does require special permit because residential is within 1,500 feet from the runway. Also, are you aware that a residential project on the west side of the runway was proposed recently? Why do it again here?**
 - a. Response: Our site is not necessarily adjacent like the other project. Our project is 14 acres and is clipped off so it is not close to the runway.
5. **I know the use is permitted, but why would you do this project close to the runway and especially with such a premier facility/project?**
 - a. Response: We believe the ideal location is by Grand Park and this project can serve as an amenity to the area here as well as in close proximity to the grocery store nearby.
6. **What are you doing to protect future residents in this project from noise from the planes?**
 - a. Response 1: We are studying that right now on how to isolate sounds with landscaping. We have specialists to review what can help buffer sound while not encouraging animal life by edge of runway. Focus is on this project as an amenity to the community and there will be not too many flights a week so not that many planes.
 - b. Response 2: Also, we will be the owners of the parcel, this is one parcel, and the residents will not own any property. We will have better ownership to maintain and make sure the property remains in compliance with any provisions for the runway sound and protection. This is different than the former project on the west side of the runway where it was for-sale homes.
7. **Any planes to protect the pilots from residents, dogs getting loose and lighting?**
 - a. Response: Further into the development of the site and plans submitted will meet City requirements for lighting and other elements such as private drives vs. public and carriage lights vs. tall light poles.
8. **Maybe you should consider fencing to keep people or dogs off the runway property and lighting that is pointed towards the ground.**
 - a. Response: We want that for our residents as well. We have high expectations for this project as it will have units for \$3 to 5,000 a month. So, this is a high-end product with high expectations of quality and attention to managing the site. We definitely want to protect the residents. Also, this is age-restricted so the residents here have less mobility and not as many children will be present. We plan on landscaping the threshold between the runway to contain everyone.

The meeting ended at approximately 6:30pm.

WRITTEN PUBLIC COMMENTS

Docket Number: 2212-PUD-20
Petitioner: Leo Brown Development, LLC
Request: Petitioner requests an amendment to the Real Estate and architectural standards on 2.34 acres +/- in the Wheeler Landing Planned Unit Development (PUD) District.

Enclosed Attachments:

December 05, 2022 Public Hearing

- | | |
|--------------------|---|
| 1. Jacobi, Larry | (11/30/2022) |
| 2. Bolinger, Monty | (11/30/2022) |
| 3. Wheeler, Ryan | (12/02/2022) |
| 4. Sachs, Sam | 11329 E. SR 32, Zionsville, IN (12/02/2022) |

From: [Larry Jacobi](#)
To: [planners](#)
Subject: Westfield airport apartments
Date: Wednesday, November 30, 2022 11:12:05 AM

WARNING: This external email is from
larryjacobi@sbcglobal.net

Hello, my name is Larry Jacobi. I am the owner and operator of the noblesville Airport. I am writing to oppose the apartments proposed next to the Westfield airport. We only have four public use airports in Hamilton county two of them are on the county lines only Westfield and Noblesville serve those in the center of the county.

Housing, including apartments next to a runway is just not a good safety item. Please oppose this.

Larry Jacobi
317-508-0571

Sent from my iPhone

From: [EAA1527](#)
To: [planners](#)
Cc: [Ryan Wheeler](#); [Andy Wheeler](#)
Subject: Traditions at Grand Park concerns
Date: Wednesday, November 30, 2022 3:30:10 PM

WARNING: This external email is from
eea1527@gmail.com.



Westfield City Planners.

My name is Monty Bolinger, and I am a Hamilton County resident that represents the Westfield EAA Chapter 1527, IndyFlyers Club.

It has been brought to my attention that the City Planners are looking at approvals for another encroachment onto the current Westfield Airport, I72.

This has been discussed many times many ways in the past with the City Council during a previous project proposal. Hamilton County has spent many thousands of dollars on studies about the planning around airports, specifically as they pertain to TYQ, the airport known as Indy Executive. These studies should be considered as relevant to developments happening in the area that surrounds I72 as well.

The FAA and many other agencies have done studies and published many papers as to what constitutes good planning for areas immediately adjacent to airports as well.

In the case of what is coming before the Westfield City Planners and ultimately the City Council, is another residential development in immediate proximity to the Westfield Airport. It is well documented that residential communities are not compatible in the direct proximity of an airport and will ultimately end with the dissatisfaction of residents and conflicts between the residents and the airport.

Coming before you, is a development proposal for "Traditions at Grand Park" that should not be allowed at the location being proposed. This proposal places resident housing at the north east end of the I72 runway, within feet of the takeoff and landing zones for aircraft. Residents in the proposed units will be subject to immediate full throttle engine and propeller noise from aircraft departing to the north, as well as close physical proximity to aircraft landing to the

South.

The proposed buildings will fall directly in the space that the FAA considers an (RPZ) Runway Protection Zone. This zone is generally a defined space at the arrival and departure ends of airport runways and is quite specific about what should be allowed in these areas.

From an aircraft arrival and landing perspective, consider that on a standard glidescope of 3 degrees, that at 500' the height is 27'. At 1000' that height is 54'. With the consideration that the proposed buildings could be 15' in height, and within 500' in the RPZ off the end of the runway, landing aircraft could pass very close to the tops of these buildings if the aircraft is on a normal glidepath. If circumstances dictated an abnormal arrival or departure this could be a catastrophic situation that under normal protected conditions would protect lives and property.

As someone that represents our local chapter of pilots and aviation enthusiasts I would ask that you consider denying this request and future requests for residential units to be located in direct proximity of the airport runway. Zoning should not allow for this as it is not in the best interest of those residents, or the pilots and aviation enthusiasts that use this facility.

I would be willing to provide references to publications and any other information as needed or requested.

If you have any questions, please reach out to me directly and I will gladly answer any concerns.

Thank you for your consideration.
Respectfully

Monty Bolinger
President

EAA Chapter 1527

Phone: (317) 674-3703

President: Monty Bolinger
Vice President: Justin Pallas
Secretary: Amy Solomon
Treasurer: Frank Ingegno
Newsletter: Christen Tombers

Planning Commission Members and Staff,

I have noticed the Traditions at Grand Park development that is on the APC agenda for Monday, December 5th, 2022 and would like to submit some comments on behalf of the Westfield Airport.

While the airport is opposed to this development, I do want to take a moment to commend the developer for a few notable design points that show they are making an effort to reduce their impact to the airport environment. These include reduced building heights closest to the runway approach path and keeping water and its related wildlife as far away from the runway as possible. At the neighborhood meeting Mr. Morton (Leo Brown Group) also indicated that they would investigate ways to reduce the impact of aircraft noise to their residents, fencing or other methods to prevent residents and pets from wandering onto the airport environment, and downward facing lighting to avoid causing momentary blindness and loss of night vision to pilots landing at night. I'd love to see these as actual commitments in writing, but I do appreciate the effort that the team has expressed in minimizing their impact.

That being said, we still have an issue with the fact that it is an incompatible land use with the existing airport.

Safety and Welfare of citizens and guests

Earlier in the year, there was a different residential development proposed that was also adjacent to the runway property. We unfortunately missed the APC meetings, but the City Council received multiple letters from Westfield citizens, local aviators, and aviation organizations from national, state, and local levels. All objecting and warning against the incompatible use between these two types of developments.

Indiana Code 8-21-10 identifies that its purpose is for "the safety, welfare, and protection of persons and property in the air and on the ground" (Sec 1). It specifically identifies retirement homes and nursing homes in a list of noise sensitive purpose buildings (Sec 2). The Code explains that, without special permitting, "a person may not erect a building used for a noise sensitive purpose within an area lying one thousand five hundred (1,500) feet on either side of the centerline and the extended centerline of a runway for a distance of one (1) nautical mile from the boundaries of any public use airport." (Sec 3(b)(3)). This development shares a property line with the extended runway.

This development team seems to be disregarding all of these warnings and is needlessly reducing the safety, welfare, and protection of their future residents and the pilots using the Westfield Airport. When asked at the neighborhood meeting why the team was pursuing this development despite the warnings, their answer was effectively because they can; the land is zoned to allow it, the laws don't absolutely prevent it, and they think they will get a positive profit return on their \$50 million investment.

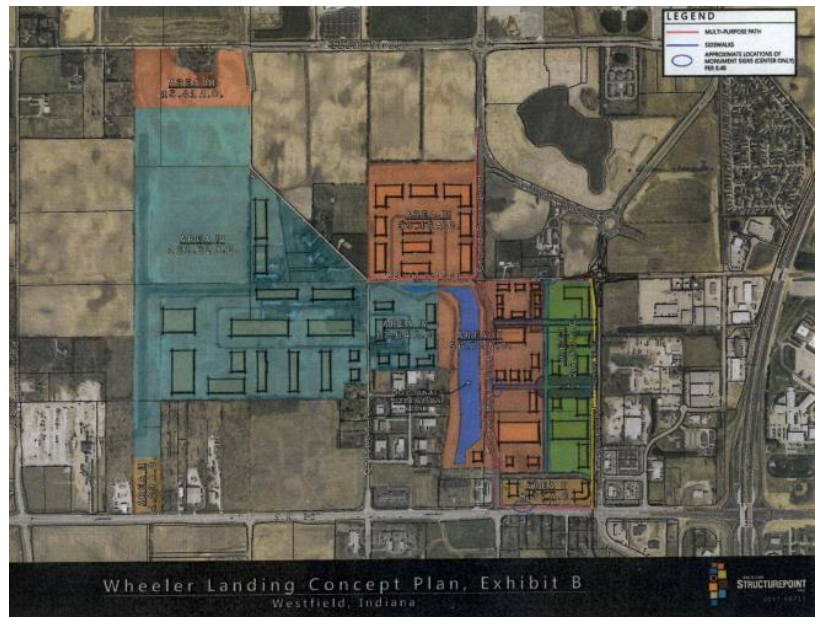
What is worse is that future residents of the facility may not know about the airport until it is too late. The special permit indicating that this lies inside the noise protected zone of an airport is recorded on the title, but renters would not see that since they are not purchasing the land. Secondly, the airport is similar to marinas, golf courses, and other recreation use facilities in that the vast majority of its use is during the warmer months of the year. If the facility was visited in winter, potential tenants may not see or even know they need to consider aircraft noise. Finally, after going through the lengthy process

of getting into nursing home, I'm concerned that some tenants will feel they cannot move out if aircraft noise becomes a problem. At that point the city and the airport will the responsibility of handling the complaints.

Not the intent of Wheeler Landing

Beyond these concerns for the individuals, this was not the intent for the area within the Wheeler Landing PUD. Originally, all of the land west of Dartown Rd was zoned commercial/industrial IAW Area IV of the Wheeler Landing PUD. In early 2018, both city planners and APC members indicated they had serious concerns about the possibility of an industrial building or warehouse being allowed directly across the street from Grand Park. They desired something much more attractive and higher end. For that reason, the section directly across from the park was changed to Area III in March 2018 so that it would match the high level of building standards required along Grand Park Blvd.

At the time an internationally known transportation museum was planning on developing their new campus on that property. They were pretty far into the process and had site plans already drawn. World-renown museum consultants were helping to define the building design and layout. All indications were that we didn't need to worry what was allowed, as we knew what was actually going to go there. So long as that use was on the list, it didn't matter.



If there is a group of people anywhere that understand the regret that comes from having a developer describe a plan, it fall through, and being left with what only is written in black and white, it is this commission. So many times over the last year, I have heard you ask developers to put promises and plans in writing. Some get offended, as if you're asking because you don't believe them, but unfortunately you have experienced this same scenario when the original plan falls through and the next developer uses the wording to their advantage. Even worse, the whole reason for the change was to ensure nicer, premium buildings were built in the area, and the developer is asking to significantly reduce those standards in this request.

Not the Westfield Plan

Furthermore, I'll point out that this is not the plan our city has for this land. The Grand Park Economic Development Vision and Strategy document (https://www.westfield.in.gov/egov/documents/1424891034_49485.pdf) is the culmination of no less than five separate studies from various consultant groups that looked at the viability of the Grand Park idea between 2007 and 2011. It is a 360 page document that lays out the strategy that will make the

Grand Park plan successful toward the overall stated purpose to “attract visitors and new business to Westfield.” (Page 5, The “Grand” Plan, para 1)

Section III and Appendix K (Pages 8 & 360) of the document explain the strategy for the area surrounding Grand Park. A decade later, it is commendable how closely we have stuck to this plan. The Northwest corner of the plan (yellow) shows the only fully residential area of the plan and now includes Osborne Trails and future Lennar Homes subdivisions. It shows mixed use (brown & orange) along 191st St where the new distillery just opened. In the Northeast section it shows retail and hospitality (red) where Chatham Commons is being developed. In the Center and Southeast there is retail, hospitality, and mixed use planned. The current Hinke-Day, Lake Village, and other Wheeler Landing developments in those areas are designed to follow that strategy. To my knowledge the only area currently planned for a use outside of the strategy is the (green) area north of Grand Park. This is intended for privately owned sports venues and creates a draw to support businesses north of Grand Park, and I believe a portion is currently being proposed as dense, low amenity, residential.



This leads us to the area in question today, in the Southwest corner of the plan. This is entirely focused to Corporate Campuses (violet) and Retail/Hospitality (red). Per the document “the City plans to pursue sports themed manufacturing and distribution businesses as well as those companies owned and operated by sports enthusiasts.” This area is critical to the long-term success of the Grand Park plan. Not only does it bring in jobs and industry to Westfield, but it also ensures that with this type of local business support, Grand Park will remain relevant to new sports, products, and requirements.

The airport had no input to this plan, and yet the consulting agencies and the strategy writers came to two important decisions that we agree with; (1) the airport is included in the long term success plan for the area, and (2) it should be surrounded by corporate, retail, and commercial uses for the best success of the entire area.

I’m not sure if the City has ever gotten around to pursue the businesses they mentioned. In 2007 two large projects were initiated: The “Sports Capitol of the World” and “Destination Downtown”. A significant amount of money was used to create Grand Park, but since that time the primary focus seems to have been on Grand Junction. The concentration has been on getting that park set-up, ensuring our downtown becomes a showpiece, and promoting business within the area with items like parking garages. That doesn’t mean we abandoned the plan; it just means that through the less focused marketing of this project, it is taking much longer than some of us expected.

In that regard, I would like to take a moment to point out that there have been many statements over the last year that there are no large areas set aside for large corporate & commercial buildings left in Westfield. There are over 400 acres between SR32 and 186th St East of Springmill. Over 130 acres east

of the airport runway are already zoned through this PUD, and most lots along SR32 are zoned commercial. East of Dartown Rd, there is even more acreage available for commercial use. That is a lot of land awaiting these kinds of developments. The citizens of Westfield have clearly stated that they want higher class restaurants and entertainment. Those companies have indicated that weekend guests at Grand Park are nice, but they need the “lunch shift” crowd to make a profit. That comes from having businesses and corporate offices feeding this area.

Stay true to the plan

I sympathize with the landowners that are obviously ready to sell their property. The demand for developments that match the strategic plan have simply not yet come about, and it is difficult to avoid getting impatient. This is especially true for farmland as it is getting more and more difficult to get agricultural equipment in and out of this area.

So where does all of this leave us? Much of this site is already mistakenly approved for this use. We may not be able to do much about that. However, just because one mistake was made doesn't mean we should propagate the error. I'm concerned that adding the additional acreage requested to this development sends the statement that we have abandoned the plan and it will lead to more requests from residential developers in this same area. A no vote seems to do little harm to this overall development. They could probably plan around it, or simply ensure that only the commercial portions of the business are contained within that area and get it zoned commercial. However, a no vote would say that we are still committed to the long-term success of Grand Park. It would say that we learn from our mistakes. It may even provide that spark to the developer or landowner that they need to seriously consider the future impact of what they are proposing and help them to reconsider the project.

I respectfully request that you vote no on this proposed ordinance.

Ryan Wheeler
Westfield Airport
wheeler.ryan@westfieldairport.com
317.777.2776

December 2, 2022

Westfield City Council
130 Penn St.
Westfield, IN

Re: Ordinance 22-52: Traditions at Grand Park

Dear Council Members,

The Hamilton County Airport Authority (HCAA) has recently learned of plans to develop an “aging in place” property immediately adjacent to the Westfield Airport (I72) located within an area commonly referred to as the Wheeler Landing Planned Unit Development (PUD). Although the airport in question is not owned or operated by the HCAA, we do have an interest in assuring the safety and operability of airports within Hamilton County. As such, we oppose the placing of this facility in such close proximity to the Westfield Airport.

Our objections are based, in part, with our experiences with both existing and proposed residential developments in the vicinity of the Indianapolis Executive Airport (KTYQ) which is owned and operated by the HCAA.

High-density developments are not compatible with airports for two primary reasons. First is safety, for both the future residents of these communities and for the pilots that utilize the airport. High density developments, including the proposed development, utilize wet retention ponds to control drainage. These wet ponds attract waterfowl such as geese, which pose a significant threat to aircraft landing and taking off from these nearby airports. Aircraft within the traffic pattern for landing are at a low altitude and low speed, and an airstrike with a bird could therefore be catastrophic both for the residents on the ground and for the occupants of the aircraft. The proposed development shows two large retention ponds along the east side of the property. These retention ponds are positioned directly under the base turn for Westfield’s runway. This turn is the point where aircraft are descending and slowing down as they make their final approach into the airport. Aircraft are especially vulnerable within this stage of flight, and a potential for a bird strike would be almost unrecoverable at this stage of flight. Due to this heightened risk, the FAA Advisory Circular AC150/5200-33C recommends that water features that can attract wildlife be no closer than 10,000 feet from an airport runway. The proposed development would put wet retention ponds roughly 1,000 feet from the end of the runway.

Additionally, Indiana law (IC 8-21-10) defines both noise sensitive areas and tall structures in and around public use airports in Indiana. While the Westfield Airport is not considered a public use airport, the same practices and principles should be applied in order to promote a safe operating environment for both aviators and Westfield residents. A noise sensitive area is an area extending 1,500 feet on either side of the runway centerline extending for one nautical mile from an airport boundary. Tall structures are buildings that penetrate a 50:1 slope extending 10,000

Hamilton County Airport Authority
Indianapolis Executive Airport
11329 East State Road 32
Zionsville, Indiana 46077



feet from the end of an airport's runway. This development has the potential to be in violation of both of these directives.

The Hamilton County Airport Authority recommends that this proposed development not be allowed at the location immediately adjacent to the Westfield Airport. This recommendation is based on both safety and quality-of-life considerations. If you have additional questions or concerns, feel free to reach out to me at 317-385-3015 or at sam.sachs@hamiltoncounty.in.gov.

Respectfully,

A handwritten signature in black ink, appearing to read "Sam Sachs", positioned above a horizontal blue line.

Sam Sachs
Airport Director
Indianapolis Executive Airport

Cc: Ryan Wheeler
Andy Wheeler
William Frye, HCAA
Michael Howard, HCAA

RESOLUTION NO: 22-04

**ORDER OF THE WESTFIELD-WASHINGTON TOWNSHIP ADVISORY
PLAN COMMISSION DETERMINING THAT THE AMENDED DECLARATORY
RESOLUTION FOR THE GRAND JUNCTION ECONOMIC DEVELOPMENT AREA
APPROVED AND ADOPTED BY THE WESTFIELD REDEVELOPMENT
COMMISSION CONFORMS TO THE COMPREHENSIVE PLAN FOR THE CITY OF
WESTFIELD**

WHEREAS, the Westfield Redevelopment Commission (the “Redevelopment Commission”) on November 21, 2022, approved and adopted a resolution (the “Resolution”) approving certain amendments to the declaratory resolution and development plan for the Grand Junction Economic Development Area (the “2022 Amendments”); and

WHEREAS, the Redevelopment Commission has submitted the Resolution and supporting data to this Plan Commission.

NOW, THEREFORE, BE IT ORDERED BY THE PLAN COMMISSION, AS FOLLOWS:

1. The Resolution and the 2022 Amendments conform to the plan of development for the City of Westfield, Indiana.
2. This Plan Commission hereby approves the Resolution and the 2022 Amendments. This resolution hereby constitutes the written order of the Plan Commission approving the Resolution and the 2022 Amendments pursuant to Ind. Code 36-7-14-16.
3. The Secretary of the Plan Commission is hereby directed to file a copy of the Resolution and the 2022 Amendments with the minutes of this meeting.

[The remainder of this page is intentionally blank.]

SO RESOLVED BY THE WESTFIELD PLAN COMMISSION this 5th day of December, 2022

WESTFIELD ADVISORY PLAN COMMISSION

Voting For

Voting Against

Abstain

Robert Horkay

Robert Horkay

Robert Horkay

Ginny Kelleher

Ginny Kelleher

Ginny Kelleher

Andre Maue

Andre Maue

Andre Maue

Victor McCarty

Victor McCarty

Victor McCarty

David Schmitz

David Schmitz

David Schmitz

Cindy Spoljaric

Cindy Spoljaric

Cindy Spoljaric

Kristen Burkman

Kristen Burkman

Kristen Burkman

Mike Johns

Mike Johns

Mike Johns

Matt Deck

Matt Deck

Matt Deck

ATTEST:

Kevin Todd, Director of Community Development

WESTFIELD REDEVELOPMENT COMMISSION RESOLUTION No. 16-2022

**RESOLUTION OF THE
WESTFIELD REDEVELOPMENT COMMISSION
AMENDING THE DECLARATORY RESOLUTION FOR THE
GRAND JUNCTION ECONOMIC DEVELOPMENT AREA**

WHEREAS, the Westfield Redevelopment Commission (the “Commission”) of the City of Westfield (the “City”), the governing body of the Westfield Department of Redevelopment (the “Department”) and the Westfield Redevelopment District (the “District”), exists and operates under the provisions of Indiana Code 36-7-14 and 36-7-25 *et seq.*, as amended from time to time (the “Act”); and

WHEREAS, the Commission previously adopted and confirmed resolution 2-2009, as has been amended from time to time, (collectively, the “Declaratory Resolution”), establishing an economic development area known as the Grand Junction Economic Development Area (the “Economic Development Area”) and approving a development plan for the Economic Development Area (the “Plan”) pursuant to the Act; and

WHEREAS, the Declaratory Resolution established the Economic Development Area as an allocation area (the “Allocation Area”) within the Area in accordance with Section 39 of the Act; and

WHEREAS, the Commission desires to amend the Declaratory Resolution and the Economic Development Area Plan to: (i) remove certain parcels of residential property, as described on Exhibit A attached hereto, from the Economic Development Area and the Allocation Area; and (ii) to provide that during any period of time that any parcels of property are assessed as residential property under the rules of the Indiana Department of Local Government Finance, such parcels shall not be considered part of the Economic Development Area or the Allocation Area (collectively, the “2022 Amendments”); and

WHEREAS, the Commission has reviewed and considered the 2022 Amendments and the supporting data at a meeting of the Commission held on the date below; and

WHEREAS, the Commission desires to approve the 2022 Amendments.

NOW, THEREFORE, BE IT RESOLVED by the Westfield Redevelopment Commission as follows:

1. It will be of public utility and benefit to amend the Declaratory Resolution and the Plan for the Economic Development Area in the manner provided for in the 2022 Amendments and to continue to develop the Economic Development Area pursuant to the Act.

2. The Declaratory Resolution and the Plan, as amended by this Resolution, conform to the comprehensive plan of development for the City of Westfield.

3. The 2022 Amendments are reasonable and appropriate when considered in relation to the Declaratory Resolution and Plan, as well as the purposes of the Act.

4. The findings and determinations set forth in the Declaratory Resolution are hereby reaffirmed.

5. The parcels described in Exhibit A are hereby removed from the Economic Development Area and the Allocation Area, and it is the desire of the Commission to ensure that all parcels of property assessed as residential property under the rules of the Indiana Department of Local Government Finance (collectively, "Residential Parcels") are *not* to be considered as part of the Economic Development Area or Allocation Area. Accordingly, the Commission finds that during any period of time that any parcels of property within the geographic boundaries of the Economic Development Area are assessed as residential under the rules of the Indiana Department of Local Government Finance, such parcels shall not be part of the Economic Development Area or Allocation Area.

6. The 2022 Amendments are hereby in all respects approved.

7. This Resolution and data in support thereof shall be submitted to the Westfield Plan Commission (the "Plan Commission") and the Westfield Common Council (the "Council") pursuant to the Act. If approved by the Plan Commission and the Council, the 2022 Amendments shall be the subject of a public hearing held by the Commission, which public hearing shall be publicly noticed in the manner provided for by the Act.

Adopted the 21st day of November, 2022.

WESTFIELD REDEVELOPMENT COMMISSION
HAMILTON COUNTY, INDIANA

By: Joseph Plank
President

By: Douglas J. Doty
Vice President

By: Alice Dyle
Secretary

By: Bob Bunn
Member

By: Linda Ann
Member

EXHIBIT A

[Parcels to be Removed from Economic Development Area and Allocation Area]

Parcel Number
08-05-25-02-01-022.000
08-05-35-00-00-006.102
08-05-35-00-00-006.103
08-05-25-02-01-019.000
08-05-25-02-01-003.000
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08-05-25-02-01-005.000
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November, 2022

Resolution No. 16-2022
Grand Junction TIF - Amendment to Declaratory Resolution

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November, 2022

Resolution No. 16-2022
Grand Junction TIF - Amendment to Declaratory Resolution

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November, 2022

Resolution No. 16-2022
Grand Junction TIF - Amendment to Declaratory Resolution

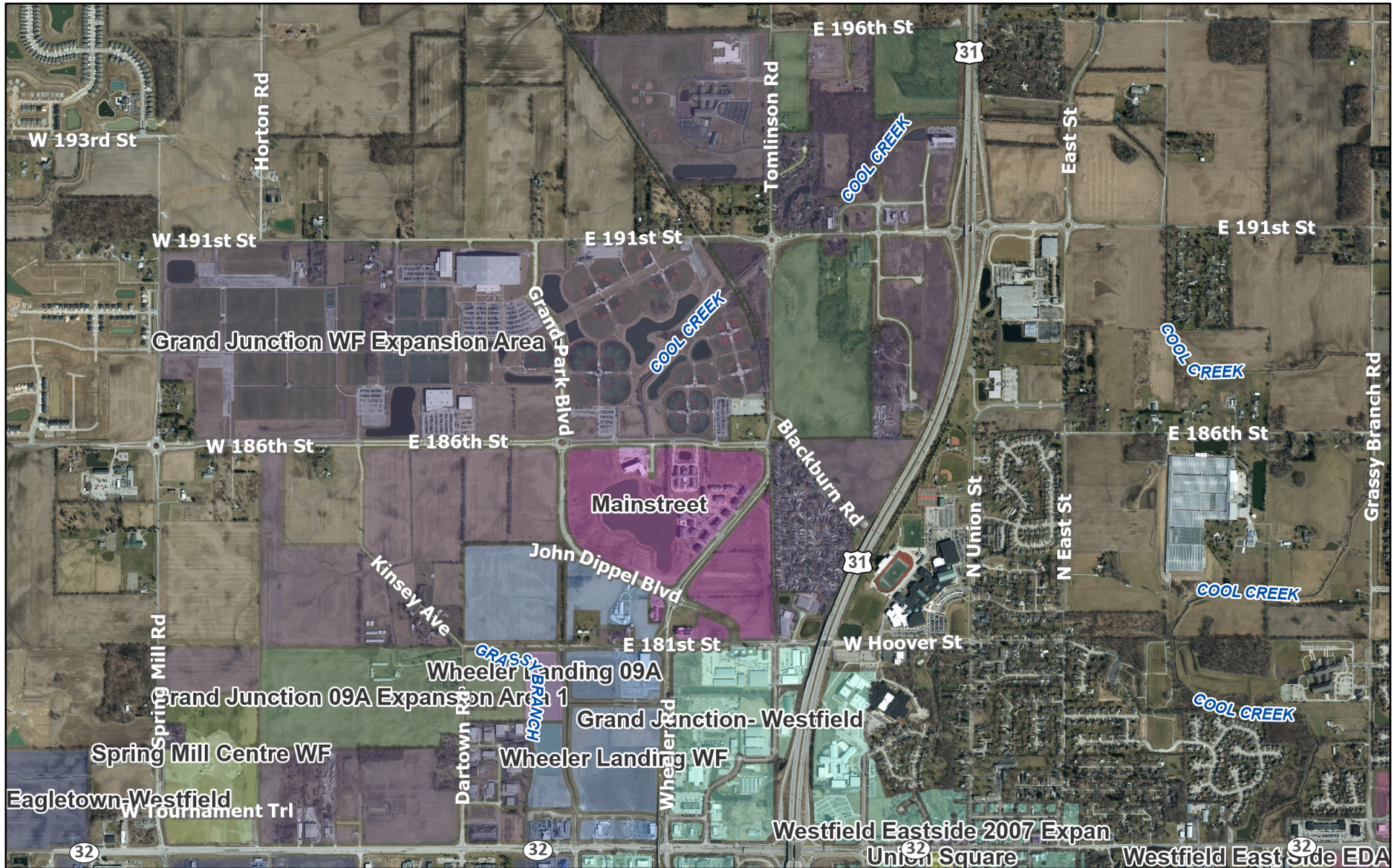
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November, 2022

Resolution No. 16-2022
Grand Junction TIF - Amendment to Declaratory Resolution

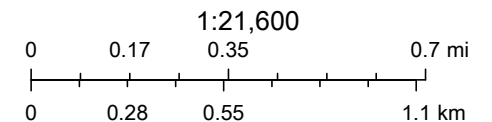
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09-10-06-01-01-018.000

Grand Junction EDA North



December 2, 2022

Rivers & Streams	Interstates & US Highways	90902	90906	90914
Major Roads	TIF District	90902E	90906E	90915
State Highways	90801E	90905	90908	90916



Author: Hamilton County

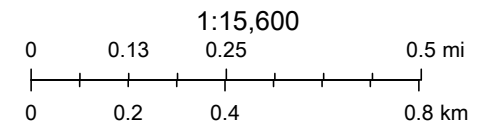
Hamilton County compiled this map. Although strict accuracy standards have been employed, Hamilton County does not warrant or guarantee the accuracy of the information contained herein and disclaims any and all liability resulting from any error or omission.

Grand Junction EDA South



December 2, 2022

Rivers & Streams	Interstates & US Highways	90902E	90906E	90914
Major Roads	TIF District	90905	90910	90915
State Highways	90801E	90906	90911	90917



Author: Hamilton County

Hamilton County compiled this map. Although strict accuracy standards have been employed, Hamilton County does not warrant or guarantee the accuracy of the information contained herein and disclaims any and all liability resulting from any error or omission.

Parcels to be removed from the Resolution

- 09-09-01-02-02-019.000
- 09-09-01-02-06-006.000
- 09-09-01-02-06-007.000
- 09-09-01-02-06-008.000
- 09-09-01-02-06-012.000
- 09-09-01-02-06-013.000
- 09-09-01-02-07-010.000
- 08-05-25-00-00-047.002



Order Number: 22-04

Request: The Westfield Redevelopment Commission is seeking an order from the Westfield-Washington Township Advisory Plan Commission (the "Plan Commission") to indicate that the Redevelopment Commission's Declaratory Resolution, to remove certain parcels from the Grand Junction Economic Development Area, conforms to the Westfield-Washington Township Comprehensive Plan.

Exhibits: Exhibit 1: Staff Report
Exhibit 2: Order 22-04
Exhibit 3: RDC Resolution 16-2022
Exhibit 4: Grand Junction EDA North Map
Exhibit 5: Grand Junction EDA South Map
Exhibit 6: Parcels to Be Removed from The Resolution

Staff Reviewer: Pam Howard, Assistant Director

PETITION HISTORY

The associated Declaratory Resolution (see **Exhibit 3**) to amend the Grand Junction Economic Development Area (the "Grand Junction EDA", see **Exhibit 4**) is being presented at the Westfield Redevelopment Commission's November 21st, 2022, meeting.

PROCEDURAL

The Plan Commission's function for this item is to determine that the Declaratory Resolution conforms to the Westfield-Washington Township Comprehensive Plan, in accordance with IC § 36-7-14-15.8 (a). The Plan Commission shall issue its written order approving or denying the Declaratory Resolution, in accordance with IC § 36-7-14-15.8 (a). Plan Commission orders are not public hearing items.



PROJECT OVERVIEW

Project Description

The Declaratory Resolution proposes to amend the Grand Junction EDA by removing certain residential parcels, and to provide that during any period of time that any parcels of property are assessed as residential property under the rules of the Indiana Department of Local Government Finance, such parcels shall not be considered part of the Economic Development Area or the Allocation Area.

Comprehensive Plan Analysis

As discussed under the PROCEDURAL section of this report, the function of the Plan Commission is to determine that the Declaratory Resolution conforms to the [Comprehensive Plan](#). The Grand Junction EDA spans several land use classifications. All of the parcels being removed are included in the Grand Junction and Family Sports Capital of America study areas. The [Grand Junction Sub-Districts Addendum](#) does contemplate a mix of uses, so some residential could be appropriate in that area. The [Family Sports Capital of America II Addendum](#) contemplates only “uses which would support and compliment the Westfield intergenerational sports initiative.” Single-family residential would not fit this requirement; however, there are many existing single-family homes in the area that may not be developed into commercial uses in the near future.

There are some parcels (see [Exhibit 6](#)) that are actively being used as commercial or have been purchased for the purpose of commercial development. It is the Department’s recommendation that these parcels be removed from the RDC’s resolution so as to remain in the EDA.

DEPARTMENT COMMENTS

- 1) **Recommendation:** The Department recommends **approving Order 22-04 with the condition that the parcels listed in Exhibit 6 be removed from the RDC resolution and remain in the EDA.**
- 2) If any Plan Commission member has questions prior to the meeting, then please contact Pam Howard at 317-531-3751 or phoward@westfield.in.gov.

From: Kevin M. Todd, AICP
To: Ryan Collingswood
Subject: FW: Response to Westfield Advisory Plan Commission Item 2212-CPA-01 & 2212-ZOA-04
Date: Monday, December 5, 2022 5:12:44 PM
Attachments: BACI Issue of the Industry Letter.pdf
Building Materials Market Update Nov 22 Final.pdf
image007.png
image008.png
image009.png
image010.png
image011.png

Kevin M. Todd, AICP | Director

Community Development | 2728 East 171st Street | Westfield, IN 46074
ktodd@westfield.in.gov | 317-379-6467
[Need to send me a file over 25MB?](#)



From: Drake Branda <DrakeB@bagi.com>

Sent: Monday, December 5, 2022 4:22 PM

To: Pamela Howard <phoward@westfield.in.gov>; Kevin M. Todd, AICP <ktodd@westfield.in.gov>; Tyler Wertenberger <twertenberger@westfield.in.gov>; Ed Freeman (efreeman@dwhomes.com) <efreeman@dwhomes.com>

Subject: Response to Westfield Advisory Plan Commission Item 2212-CPA-01 & 2212-ZOA-04

WARNING: This external email is from DrakeB@bagi.com!

Good afternoon,

My name is Drake Branda and I am the Director of Government Affairs for BAGI. I hope you are having a good Monday and a great start to your week. I wanted to give a written response to items "2212-CPA-01 & 2212-ZOA-04" on the Westfield Advisory Plan Commission Agenda for December 5, 2022. Regarding the recommendation to increase the Park and Recreation Impact Fee from \$1,545 to \$3,415, BAGI would recommend not implementing such an increase. Permits across our Greater Indianapolis areas have decreased 18% in 2022, compared to 2021. More specifically, in Westfield, permits have dropped off significantly since June to November. (181 permits were issued in June and only 82 permits were issued in October). While the pace at which this slow-down is happening is surprising, a housing slowdown in itself is not shocking given the unprecedented growth we have had in the housing market over the past 24 months. With interest rates rising, home-building materials increasing, and supply-chain issues still happening, it is getting increasingly expensive to build a home and a sizeable increase to impact fees would be a blow to our builders in Westfield. Inflation, fuel prices, and labor shortages have all had a major impact on the housing climate as well. The BAGI Board of Directors has put together a "State of the Industry" letter that references many of the factors that are effecting our ability to build a home and I have attached that for your review.

To give you some specifics on product increases/updates, I have attached a building materials update for you to review and here is a link to an article that details more items: <https://www.constructiondive.com/news/supply-chain-construction-building-materials-price-2023/636442/>.

Does the Advisory Plan Commission plan on implementing this recommendation, or would you be willing to have a conversation about this or delay the discussion until we can talk about this further? BAGI members would love the opportunity to discuss this increase and I would be happy to facilitate that discussion so that we can collaboratively work together.

Respectfully,
Drake Branda



100 BAGI
BAGI is a 100% member-owned
DRAKE BRANDA
BPCI Chief Executive Officer
BAGI Director of Government
Affairs
Mobile: (219) 476-5101
Email: drakeb@bagi.com
bagi.com

HOMES BUILD OUR LOCAL ECONOMY – in 2020, new home construction created **\$1.55 billion** in local income, over \$352 million in local taxes, and 26,284 jobs.



PROFESSIONAL DEVELOPMENT
December 7, 2022 | 9 - 11 a.m.

How can you promote a healthy company culture?

Join us to find out!

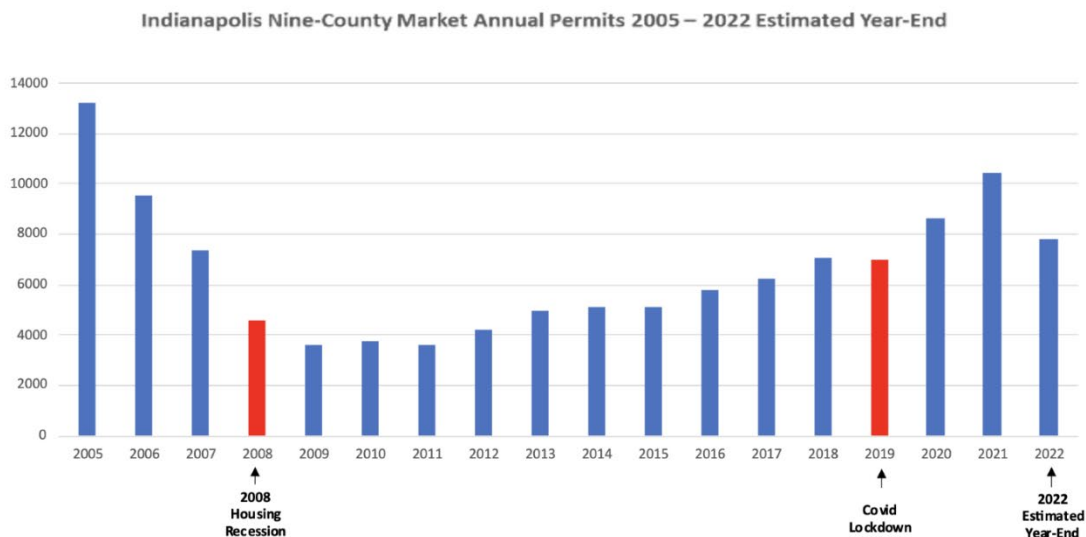
THE RUBI HO GROUP
Strategic | Agile | Sustainable | Collaborative

Builders Association of Greater Indianapolis (BAGI) State of the Industry – August 2022

Dear Industry Members & Consumers,

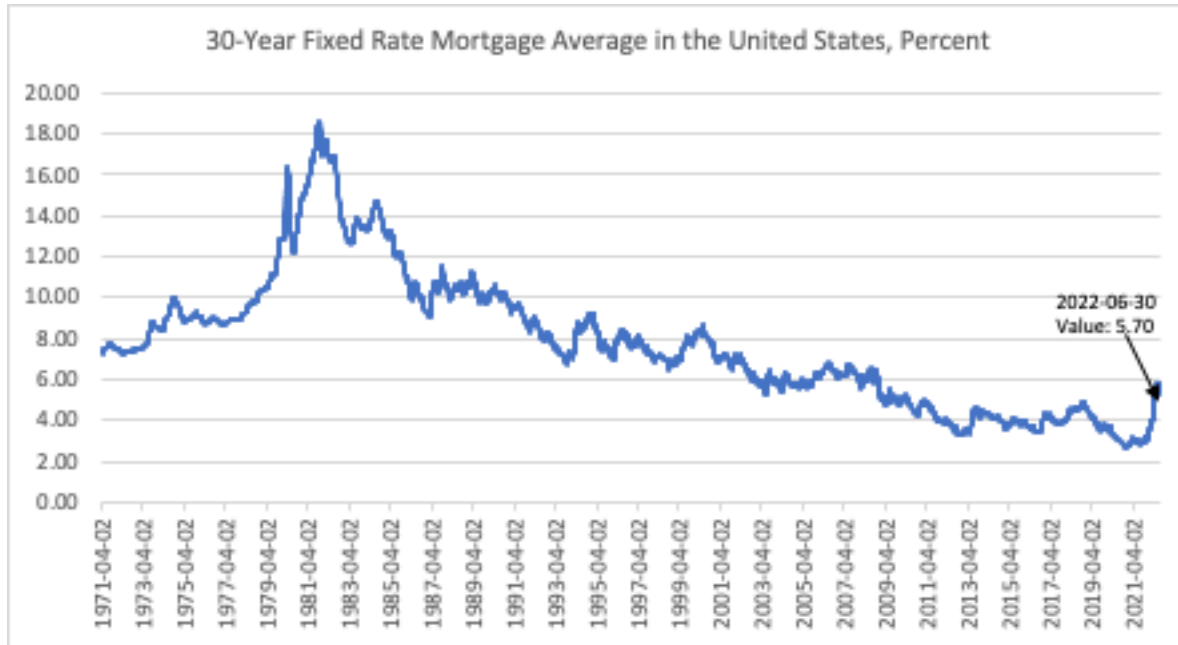
This letter serves to provide an update on the current state of the Indianapolis area housing industry, building on the Builder's Association of Greater Indianapolis' May State of the Industry Letter that provided valuable information regarding the systemic issues in the residential construction industry that were, and still are, disrupting job schedules and project pricing in the construction market.

Our industry has experienced a slow-down in new consumer purchases in the last 60 days driven by inflation, fuel prices, and rising interest rates. Although the pace at which this slow-down occurred is surprising, a housing slowdown itself is not shocking given the unprecedented rate of growth that occurred in the housing market over the last 24 months. As context for this current market, we must remember that the housing market was healthy and functioning efficiently in the pre-pandemic environment. Following the initial pandemic shut down, the market accelerated almost 50% in just two years.



While we continue to experience the issues identified in previous State of the Industry letters, such as labor and material shortages, limited lot availability, price increases, and low inventory of new and existing homes, there are now economic shifts that have created the environment for a slowdown in demand while consumers adjust to the current circumstances. Prominent shifts include:

- **Inflation** – currently beginning to slow but has risen 9% since January of this year, creating rising costs for consumer goods and services.
- **Fuel Prices** – while starting to see improvement, we are still at the highest prices since 2008.
- **Mortgage Rates** – while slowly increasing from historical lows, they are now approaching 6% which compares closely to the approximate average rate in the US since the late 1980s.

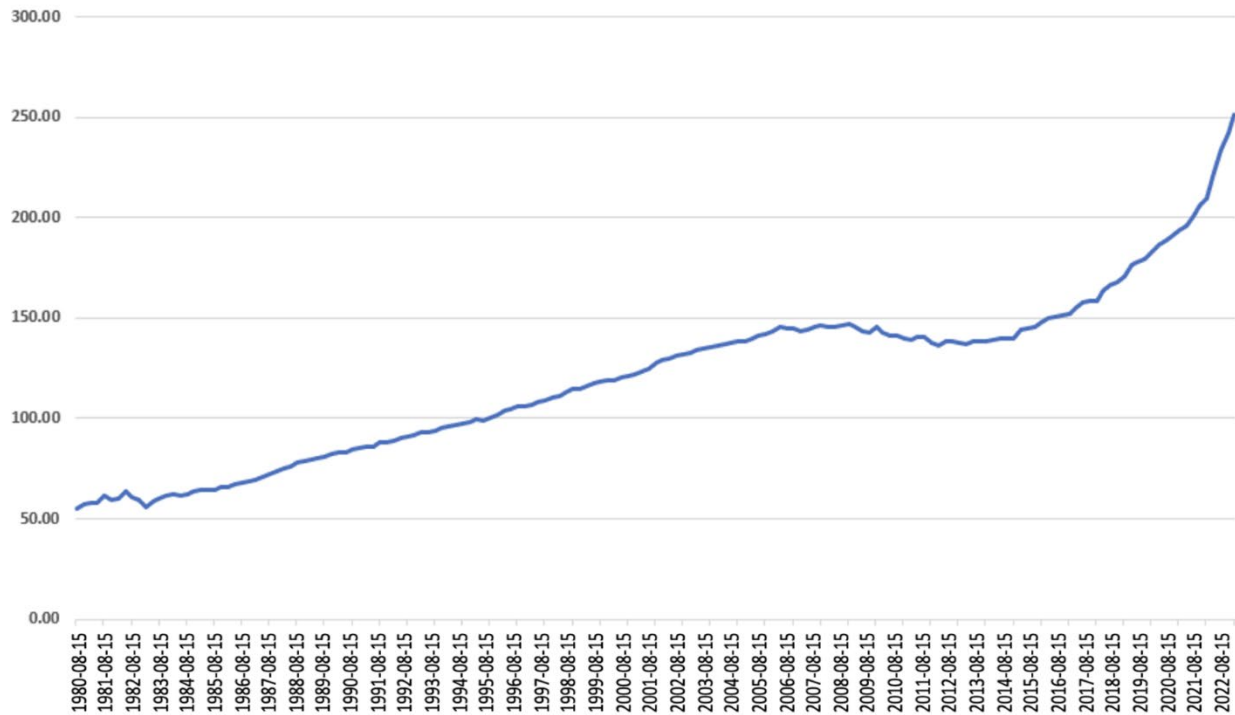


Source: Freddie Mac, 30-Year Fixed Rate Mortgage Average in the United States [MORTGAGE30US], retrieved from FRED, Federal Reserve Bank of St. Louis; <https://fred.stlouisfed.org/series/MORTGAGE30US>, August 1, 2022.

Given these realities, BAGI members are reporting a slowing in consumer traffic to models which is anticipated to result in slowing sales of approximately 25% through 2023 from the peak level experienced in 2021 as seen from Central Indiana's recent single family home building permits report this month. However, there is no need for concern as the fundamentals of the new construction housing market bode well for a healthy market through 2024 and beyond. Most notable of these factors are low inventory of finished new construction homes, continued historical low levels of existing homes, increasing household formation, and continued interest in new homes in both millennials and empty nesters — the country's largest demographic populations.

Keeping in mind that the market was vibrant in 2019, the next 24 months could bring the market back to a more stable position of supply, demand, and production. Based on this, and the positive housing market fundamentals, we do not anticipate that we will experience the "housing bubble burst" that some in the media are reporting. Indianapolis has historically been a market that has seen steady home price growth. In fact, the housing prices in Indianapolis have continued to increase over the last 5 decades, a period that includes the 2008 housing recession.

All Transactions House Price Index for Indianapolis-Carmel-Anderson, IN (MSA)



Source: U.S. Federal Housing Finance Agency, All-Transactions House Price Index for Indianapolis-Carmel-Anderson, IN (MSA) [ATNHPIUS26900Q], retrieved from FRED, Federal Reserve Bank of St. Louis; <https://fred.stlouisfed.org/series/ATNHPIUS26900Q>, August 1, 2022.

While we have and continue to face challenges, we remain confident that this slowdown is not a recession, but a correction – a change in the market that will see price growth slowing, a continued stable supply of new homes, and increased product/labor availabilities. This, in turn, should provide greater opportunity for hopeful Hoosiers the ability to obtain their goal of owning a home. Rest assured that BAGI will continue to remain steadfast in our mission to support homebuilding professionals and consumers by providing the education, advocacy, and promotional resources they need. We will also continue to share market updates if the market conditions and changes dictate.

Members of BAGI are committed to building and remodeling quality homes in central Indiana, and in turn, to help grow our local economy. The housing market is always changing, yet it is still a great time for investment in remodeling or building a new home with historically low interest rates. Check out the latest industry news and learn about additional resources available to you at BAGI.com.

Steve Lains, BAGI CEO
President

Andrew Brindley, 2022 BAGI Board



Foundation Building Materials

Building Materials Market Update – 4th Quarter 2022

November 18, 2022

To Our Valued Customers,

Welcome to the home stretch for 2022. It has been another year filled with a range of unexpected issues which have surfaced within our industry, country, and in many cases the world.

Transportation and freight continue to be a challenge with diesel fuel staying around \$6 per gallon and a depletion in supply causing concern. Driver shortages continue to plague all industries reliant on over the road trucking.

Single family housing is in economic headwinds on many fronts. Mortgage Interest rates have risen quickly from under 3% to now sitting at north of 7%. These increases will surely continue to impact single family housing permits, starts and completions in nearly all markets. (Figure 1. U.S. New Residential Construction Trends).

Supply chain issues have improved in the last six months for a range of building materials that were experiencing lengthy lead times earlier this year. There are still a few products that continue to be problematic. Labor shortages are prevalent in nearly all trades. Multi-family construction and commercial activity remains strong in most markets, however the Architectural Billing Index (ABI), a clear indicator of demand for new non-residential projects, dropped to 47.7 in October after trending above 50 since February of 2021. While the lead time on commercial projects is significantly longer than single family housing the same headwinds facing single family will likely impact commercial activity at some point in the future.

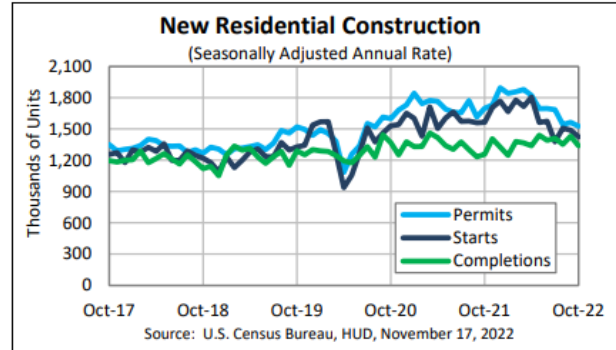


Figure 1. Current and Forecasted Construction in the U.S.
(<https://www.census.gov/construction/nrc/pdf/newresconst.pdf>)

Figure 2. provides a useful summary view of the forecast for residential, non-residential and nonbuilding structures through 2026 including indicators for recession years. (FMI 2022 North American Engineering and Construction Outlook Fourth Quarter Edition, 2022)

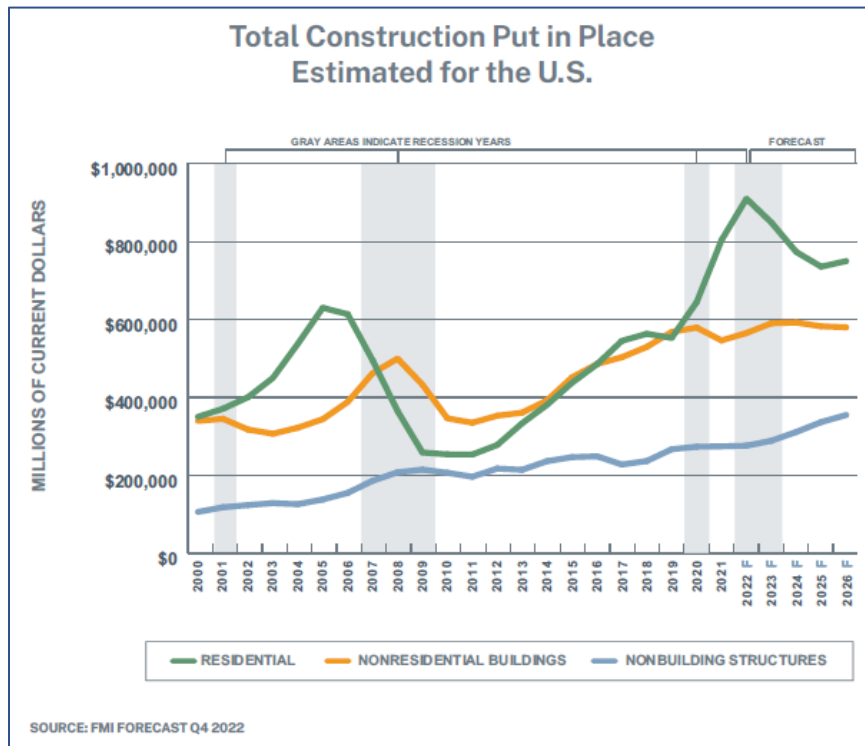


Figure 2. Current and Forecasted Construction in the U.S.

Commentary By Major Product Category

Our view and outlook for the building materials industry by category for the end of 2022 and early 2023 is as follows.

Drywall - Most of the supply chain issues we have all experienced appear to be behind us. Recently, a major drywall manufacturer notified us of a price increase, this could be a signal that others may follow. Glass-mat products are continuing to experience supply issues, primarily due to limited availability of the facer component. Our sense is that glass-mat products will be in very tight supply throughout 2023. Wallboard pricing will moderate in 2023. We anticipate a first quarter increase of around 10% to offset continued raw input increases particularly in natural gas. The remainder of 2023 should see a very calm pricing environment for the remainder of the year.

Insulation - Availability has increased for insulation products. Fiberglass, mineral wool, and spray foam all have greatly improved shipping cycles in the last few months. Raw input costs, particularly natural gas, continues to cause prices to rise. Additionally, fiberglass and mineral wool increases have been announced for mid-December.

Joint Compound - Barring any unforeseen supply chain disruptions like the winter storm that struck the Houston metro area in 2021, joint compound should remain readily available throughout 2023. Drywall tape has been in short supply due to manufacturing issues and the major hurricane in Florida. This tightness in supply should be a short-term issue which will ease as we enter 2023.

Ceilings & Grid - Following unusually high increases in 2022 we expect pricing in this area to return to a more normal cadence. Historically in this product category, a mid-single digit increase in the first and second half of the year was typical. Our view is that 2023 will reflect the more historical pattern. Product availability is strong for this category.

Steel - Supply chain issues were the root cause of this category's very rapid rise in 2021-2022, in 2023 we expect this to change to a pattern of price moderation. Increased worldwide availability combined with weakened demand for automotive and appliance categories will likely cause construction steel products to experience some deflation in 2023 with availability returning to a normal cycle. According to the American Iron and Steel Institute (AISI), domestic steel output was 1,688,000 net tons in the week ending Oct. 15 with utilization running at about 76%, some softening is showing, in which rates above 80% utilization are considered strong and rates at the peak of demand were running at 85% for a 3 month period. (Clark Dietrich, Domestic Market Update Nov. 22).



Figure 3. Base Steel Price Trends (Clark Dietrich, Domestic Market Update Nov. 22).

EIFS/Stucco - Lead times have returned to a more normal cycle for EIFS and stucco products. With this category being heavily involved in the commercial and multi-family sectors we anticipate a price increase of around 10% in the month of February.

These guidelines are our best attempt to help you understand what the future may hold. In no way are we able to guarantee what the future may bring. For example, the impacts in Florida associated with Hurricane Ian are a good reminder of how quickly a market can be disrupted by events beyond our control. We will strive to give you the most current information as we receive it.

Thank you for your business and continued support.

Sincerely,

Kirby Thompson

A handwritten signature in black ink, reading "A. Kirby Thompson". The signature is written in a cursive, flowing style.

Chief Sales Officer