

From: [Linda Naas](#)
To: [APC](#); [Jesse Pohlman](#)
Cc: [Andy Cook](#); [Robert Horkay](#); [Steve Hoover](#); [Rob Stokes](#); [John Dippel](#); [Jim Ake](#); [Bob Smith](#); [Cindy Spoljaric](#)
Subject: Fw: 1309-CPA-02 Public Hearing 09/03/13
Date: Tuesday, September 10, 2013 9:07:34 PM
Attachments: [Part 032812 Road Impact Fee ZI Plan.pdf](#)

To continue our comments on this subject, please refer to the few pages we have copied out of the Westfield Road Impact Fee Zone Improvement Plan dated 3/28/12, barely over a year ago.

161st Street, a Secondary Arterial, is now being upgraded to a Primary Arterial 1, with no new traffic studies.

- This is a considerably wider street design requiring significantly more land to be acquired.
- The 3/28/12 report estimated traffic out to 2021.
- This plan was based on knowing and projecting traffic counts based on the US31 improvements.
- The newly designed underpass at 156th Street **will lower** the traffic counts on 161st Street not raise them.
- There is no data that projects increases beyond what this above mentioned Plan projects.
- Previously we asked that Westfield not change street classifications without actual traffic counts. (see email below)

On a side note but important, please ask about the proposed street design on 161st Street, as it appears that this street will not follow the center of the road when widened but will widen to the north affecting multiple properties and **NOT** affecting Pulte's Viking Meadows or possible Springs and Enclave PUD.

Since much of the added traffic is to support Pulte properties, why is the increasing amount of property taken for streets being taken from everyone but Pulte. This design needs to change.

This plan was promoted for the Grand Park, there is no need for a change to 161st Street.

We don't believe anything has changed from last year to substantiate this upgrade.

SUGGESTION: Amend this 1309-CPA-02 by removing the upgrade classification of 161st Street west of Hwy US31.

Pages including traffic counts, estimated costs and construction schedules

----- Forwarded by Linda Naas/LogicKeyMail on 09/10/2013 07:34 PM -----

From: Linda Naas/LogicKeyMail
To: apc@westfield.in.gov, jpohlman@westfield.in.gov
Cc: Andy Cook <acook@westfield.in.gov>, Robert Horkay <rhorkay@westfield.in.gov>, shoover@westfield.in.gov, rstokes@westfield.in.gov, jdippel@westfield.in.gov, jake@westfield.in.gov, bsmith@westfield.in.gov, cspoljaric@westfield.in.gov
Date: 09/03/2013 03:37 PM
Subject: 1309-CPA-02 Public Hearing 09/03/13

Jesse Pohlman, Senior Planner, and Westfield APC members,

I submit this to the APC and ask that you read it at tonight's (9/3/13) meeting in my

absence. I have a previous commitment.

Linda Naas
161st Street Neighbors

How thoroughly have you reviewed this amendment? Is there Council support of this? I know it was presented at Council.

SUGGESTION: postpone this amendment and only consider it in a total review of the Comp Plan with much more community discussion and input.

Change street designations only with supporting traffic counts.

During US31 improvements is definitely not a time when you can take traffic counts so we should rely on the latest counts prior to construction. After construction is complete, would be a more appropriate time to again take traffic counts. Much of Westfield changes are based on "dreams" but no real facts or numbers. Our population is not growing exponentially. We are not even at the growth levels we thought were happening in the early 2000's before the economic slow-down. It is very costly and problematic to build ahead of growth, example is Monon Elementary School which has financial repercussions on the entire school district. Again, this plan can be looked at as a land grab for the City paid for by the community. Anyway you explain how to get the money, it all comes back to the taxpayers, residents and property owners.

Too many changes to the Thoroughfare Plan - 2007, 2009, 2010, 2011 all during an economic slowdown - and again we are changing things that were changed in those amendments.

Where is the long-range plan that the community can plan for and depend upon? Westfield changes things over and over and spends money changing things over and over. The need to build trails now has cost us more money to redesign and rebuild and seems to continue.

The only sure thing about this amendment is that the Thoroughfare Plan will change again shortly.

More public input needed than just a public hearing on this amendment: - Comp Plan study would provide that input.

There are significant changes being made to our Comprehensive Plan with the use of Thoroughfare Plan Amendments without enough input from the public. Over 200 people were involved in the last Comp Plan revision and clearly those people are not aware of all the changes being made by staff and approved by Council.

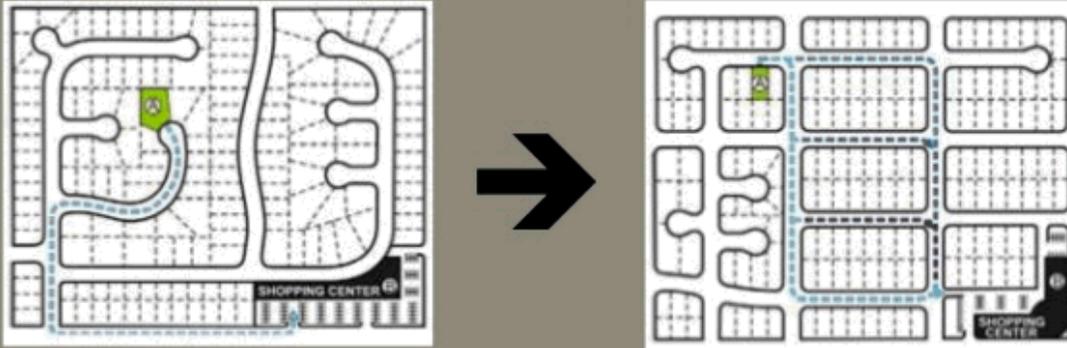
More study into the sources for Complete Streets,

Did the Council go to the sources noted in the Complete Streets Policy; i.e.

<http://www.smartgrowthamerica.org/complete-streets>? The changes described here do not seem to me to be what the community envisioned for Westfield in our Comp Plan. These changes radically effect the development of our community in a very different way than envisioned at the last Comp Plan meetings. This plan has not been approved in half of our states and definitely not in Indiana.

Why adopt a policy?

To gradually create a complete network of streets that serve all users.



Source: <http://www.smartgrowthamerica.org/complete-streets/changing-policy>

There is more concerning information on this website that doesn't seem to be in agreement with the community's desires in our Comp Plan.

1309-CPA-02 [PUBLIC HEARING]

Thoroughfare Plan Amendment 2013

The City of Westfield requests approval of an amendment to the Westfield Thoroughfare Plan, a part of the Westfield-Washington Township Comprehensive Plan.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Addendum and Resolution](#) | [Exhibit 3: Existing Thoroughfare Plan Maps](#) | [Exhibit 4: Complete Streets Policy](#)



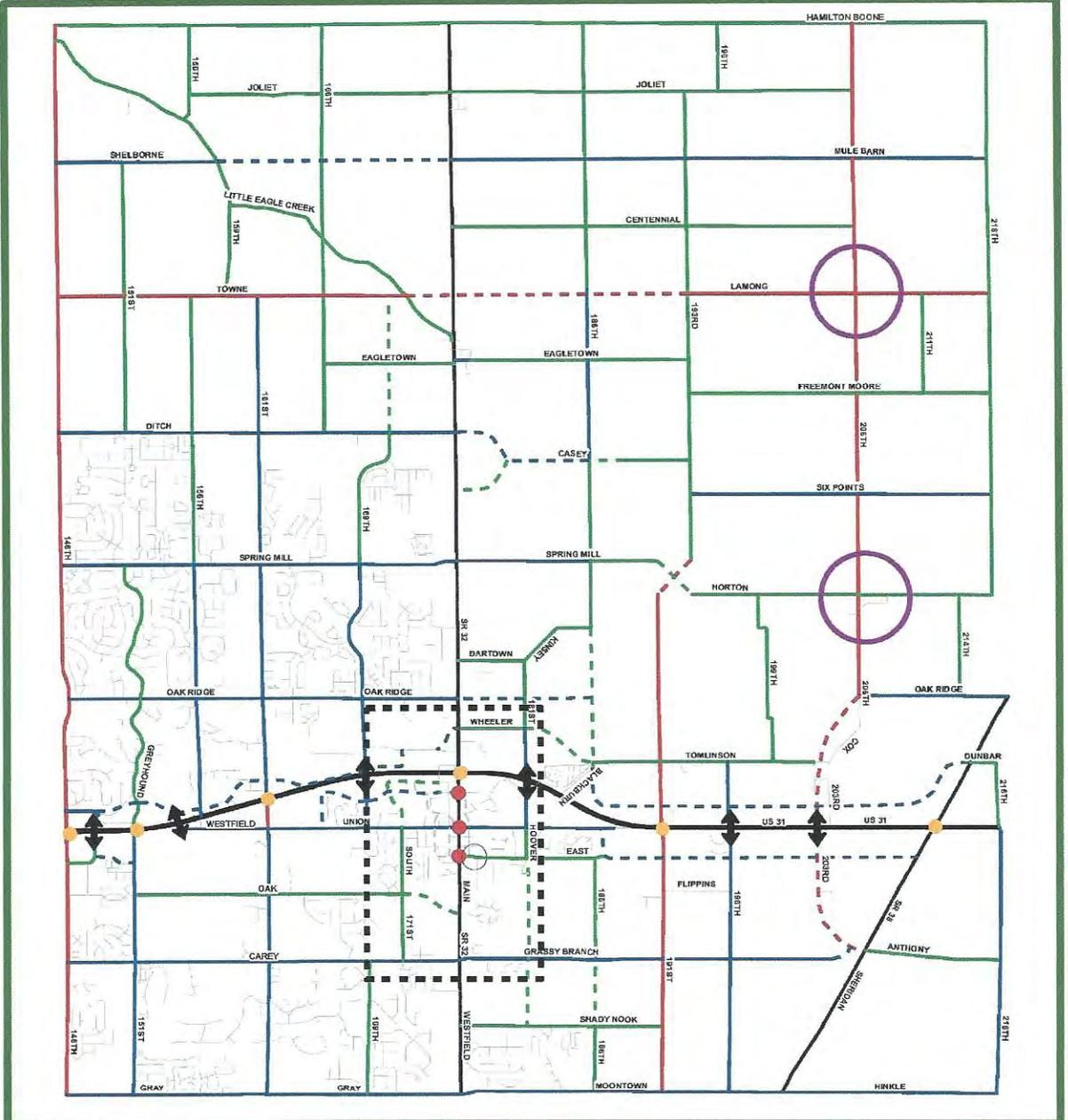
CITY OF
Westfield
INDIANA



WESTFIELD ROAD IMPACT FEE

Zone Improvement Plan

March 28, 2012



City of Westfield Thoroughfare Plan

Collector System Map
Supersedes Figure 4.7
from 2010 Summer Amendment

- Legend**
- Local
 - Proposed Local
 - Collector
 - Proposed Collector
 - Primary Arterial 1
 - Primary Arterial 2
 - Proposed Primary Arterial 2
 - Secondary Arterial
 - Proposed Secondary
 - Proposed Full Access Intersections
 - Interchanges
 - Under/Over Passes
 - Safety Improvements
 - Context Sensitive Areas



Maps Are
Not To Scale

Disclaimer: The City of Westfield, Indiana has created this map as an attempt to increase the availability of public information and enhance public knowledge. The City is continually collecting, generating and disseminating information. Because of this, the information displayed on this map is not guaranteed to be completely accurate or all-inclusive. The City of Westfield reserves the right to change the content of this map without notice. The City of Westfield does not warrant the accuracy of the information displayed on this map. The City of Westfield is not responsible for any errors or omissions on this map. No information displayed on this map should be used in place of legal consultation. Roadway construction and other projects may be subject to change without notice. The City of Westfield is not responsible for any errors or omissions on this map. No information displayed on this map should be used in place of legal consultation. Roadway construction and other projects may be subject to change without notice.

Westfield Road Impact Fee Study **Figure 1-2 Westfield Thoroughfare Plan**



Road Impact Fee Study

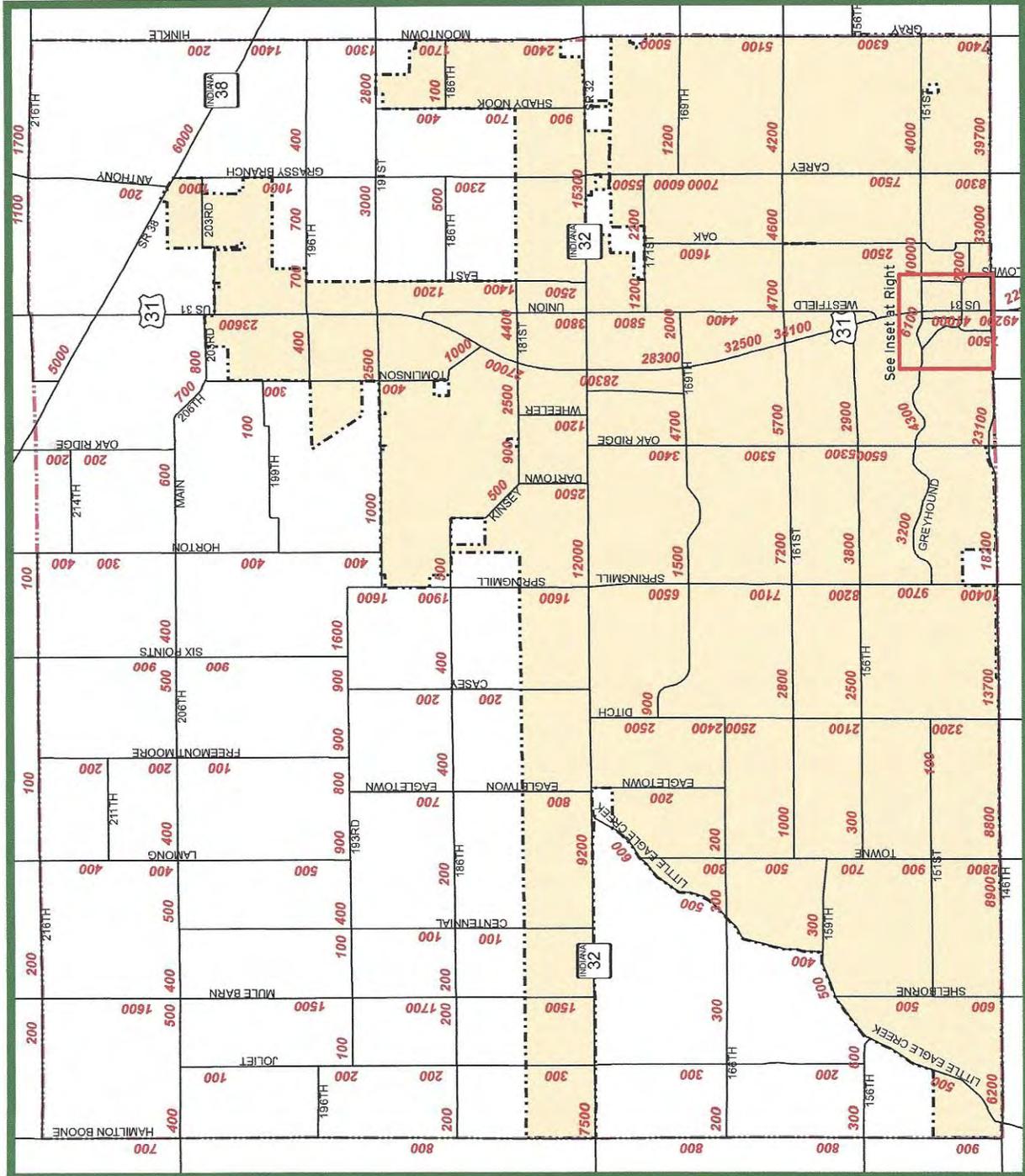
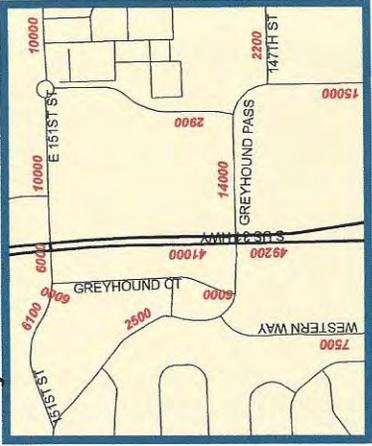
Figure 3-1 Existing Traffic Volumes

- City of Westfield
- Washington Township
- ### Existing Average Daily Traffic



HNTB April 2012

Greyhound Pass Inset



3.3 Levels of Service and Infrastructure Needs

Roadway segment levels of service and intersection levels of service were determined under existing 2011 conditions using the criteria and methods described in Section 2, **Community Level of Service Criteria**. Table 3-1 lists the roadway segments that currently do not meet the roadway cross section LOS criterion of a 22-foot minimum paved width for segments carrying at least 5,000 vehicles per day. Figure 3-3 shows the intersections and segments in the study area that do not meet minimum acceptable traffic operations LOS under existing conditions.

Figure 3-4 summarizes the existing roadway improvement needs for roads that are currently the responsibility of the City of Westfield. Widening in order to meet minimum standards for 2-lane road width is needed on Springmill Road, Oakridge Road, Carey Road, Gray Road and 151st Street. Although daily volumes do not warrant a signal at the intersection of 161st and Carey, a new roundabout is necessary to achieve adequate traffic operation LOS. Detailed evaluation could reveal that this intersection meets signal warrants. Analysis of the intersection of 156th and Springmill indicates that new left turn lanes are required on the north and south approaches to achieve adequate traffic operation LOS. While existing operational deficiencies are also indicated on US 31, SR 32 and 146th Street, these facilities are not the responsibility of the City of Westfield.

Table 3-1: 2011 Roadway Segment Cross Section Deficiencies

Road	Begin	End	Average Daily Traffic Volume	Typical Paved Width (feet)
Carey Road	Saddlehorn Drive	151st Street	8,300	21
Carey Road	151st Street	161st Street	7,500	21
Gray Road	Guerin Way	161 st Street	6,300	19
Gray Road	161 st Street	169 th Street	5,100	19
Gray Road	169 th Street	Golden Hinde Way	5,000	19
Oakridge Road	Sapphire Way	Greyhound Pass	5,100	20
Oakridge Road	Greyhound Pass	156th Street	6,500	19
Oakridge Road	156th Street	169th Street	5,300	19
Springmill Road	City Limit	Greyhound Pass	10,400	20
Springmill Road	Greyhound Pass	156th Street	9,700	20
Springmill Road	156th Street	161st Street	8,200	20
Springmill Road	161st Street	169th Street	7,100	20
Springmill Road	169th Street	SR 32	6,500	20
151 st Street	Carmel Landing	Carey Road	6,300	20



CITY OF Westfield INDIANA

Road Impact Fee Study

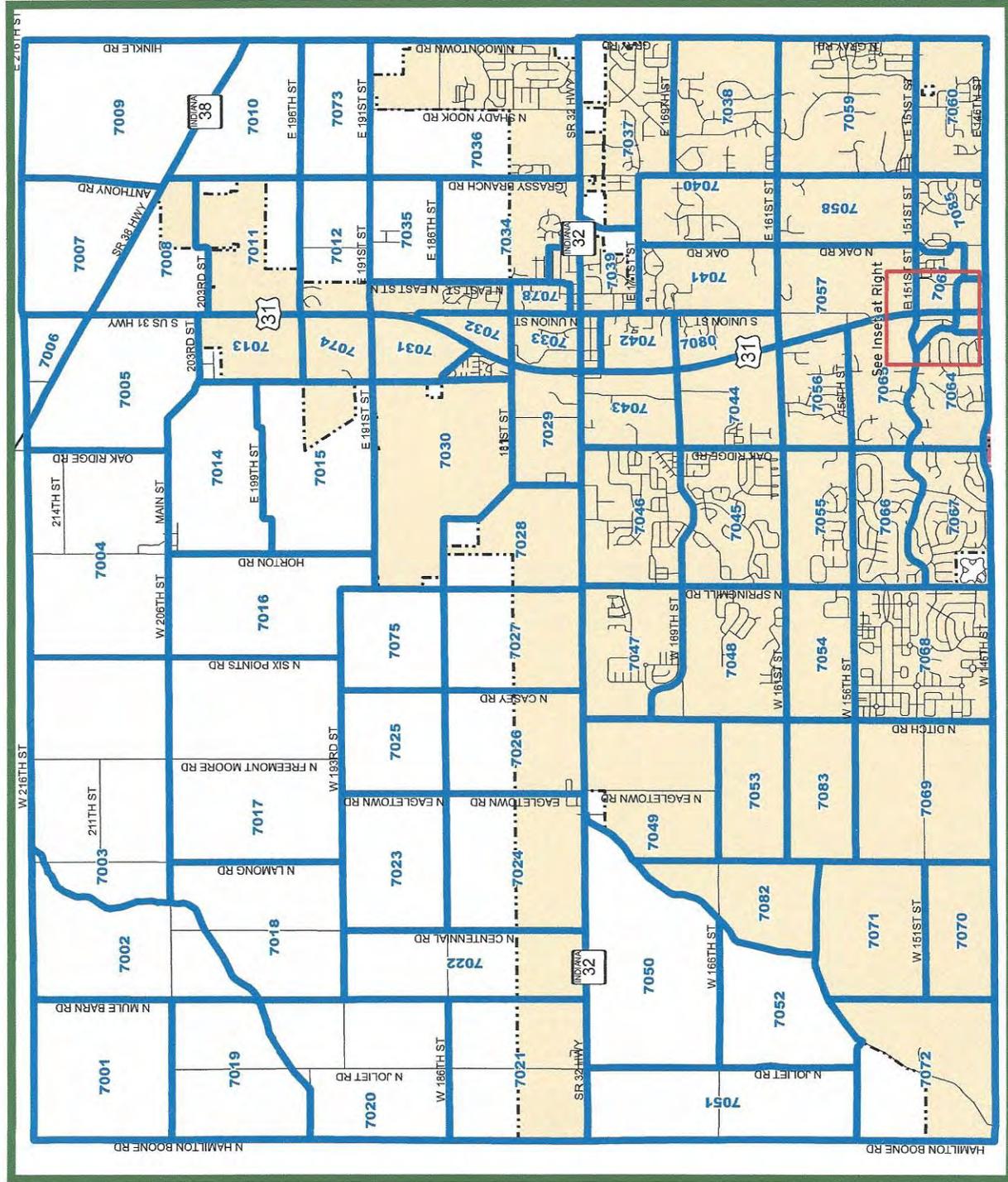
Figure 4-2 Traffic Analysis Zones

- City of Westfield
- Washington Township
- Traffic Analysis Zones (TAZ)



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TAZ	2011 Households	2021 Households	HH Growth	2011 Employment	2021 Employment	Emp. Growth
7015	36	243	207	0	300	300
7016	144	157	13	0	6	6
7017	30	30	0	6	6	0
7018	33	33	0	9	9	0
7019	6	6	0	3	3	0
7020	31	31	0	2	2	0
7021	62	62	0	46	46	0
7022	13	13	0	6	6	0
7023	17	17	0	13	13	0
7024	43	43	0	11	11	0
7025	23	23	0	0	0	0
7026	58	507	449	9	9	0
7027	63	397	334	170	408	238
7028	13	13	0	122	1443	1321
7029	3	3	0	489	1157	668
7030	29	715	686	6	888	882
7031	10	34	24	38	692	654
7032	0	0	0	145	145	0
7033	90	90	0	506	672	166
7034	236	354	118	247	247	0
7035	54	54	0	14	14	0
7036	655	1017	362	57	57	0
7037	478	564	86	504	504	0
7038	201	282	81	78	78	0
7039	247	247	0	363	379	16
7040	146	412	266	29	29	0
7041	380	524	144	20	20	0
7042	100	349	249	213	218	5
7043	21	21	0	728	728	0
7044	98	98	0	502	502	0
7045	819	904	85	358	358	0
7046	914	1039	125	537	562	25
7047	468	762	294	104	104	0
7048	236	641	405	6	6	0
7049	28	28	0	61	61	0
7050	47	47	0	74	74	0
7051	54	54	0	25	25	0

4.4 Committed Network Improvements

In order to correctly model future roadway conditions, it is necessary to reflect the transportation improvement projects that are already funded and are expected to be in place by 2021. These “committed” projects are coded into the travel demand model. This allows analysis of the future network to focus on areas where there are additional improvement needs that are not currently being addressed. Table 4-2 lists the committed projects that are included as part of the 2021 roadway network. These projects are either under construction in 2011 or have construction funding identified in the 2012-2015 Regional Transportation Improvement Program maintained by the Indianapolis Metropolitan Planning Organization.

Table 4-2: Committed Network Capacity Improvements in 2021 Travel Demand Model

Road	Location	Description	Responsible
US 31	96 th St to 216 th St	Upgrade to Freeway. Widen to 6 lanes. Add interchanges, frontage roads, and relocated property access points	INDOT
146 th St	Spring Mill Rd to Ditch Rd	Widen to 4 lanes. Roundabout at Ditch.	Hamilton County
156 th St	At Springmill Rd	Construct roundabout	Westfield
161 st St	At Oakridge Rd	Construct roundabout	Westfield
161 st St	At Cool Creek	Replace existing 1-lane bridge #147	Hamilton County
186 th St	Tomlinson Road to Grand Park Entrance	New road on new alignment	Westfield
Towne Rd*	131 st St to 146 th St	Widen to 4 lanes with roundabouts	Carmel

*under construction in 2011

The upgrade of US 31 to a limited access freeway facility from 96th Street to 216th Street will have by far the most significant impact on travel in the Westfield area. Transportation patterns in and around Westfield are expected to shift appreciably when improvements are made to US 31. Within Washington Township, US 31 interchanges are planned for 146th Street, 151st Street, 161st Street, SR 32, 191st Street and SR 38. Many of these east-west roads will experience increased traffic demand from travelers accessing US 31, while many roads parallel to US 31 will experience less growth or possibly a decrease in traffic demand from existing conditions. The US 31 freeway upgrade is expected to be in place through Westfield by 2017



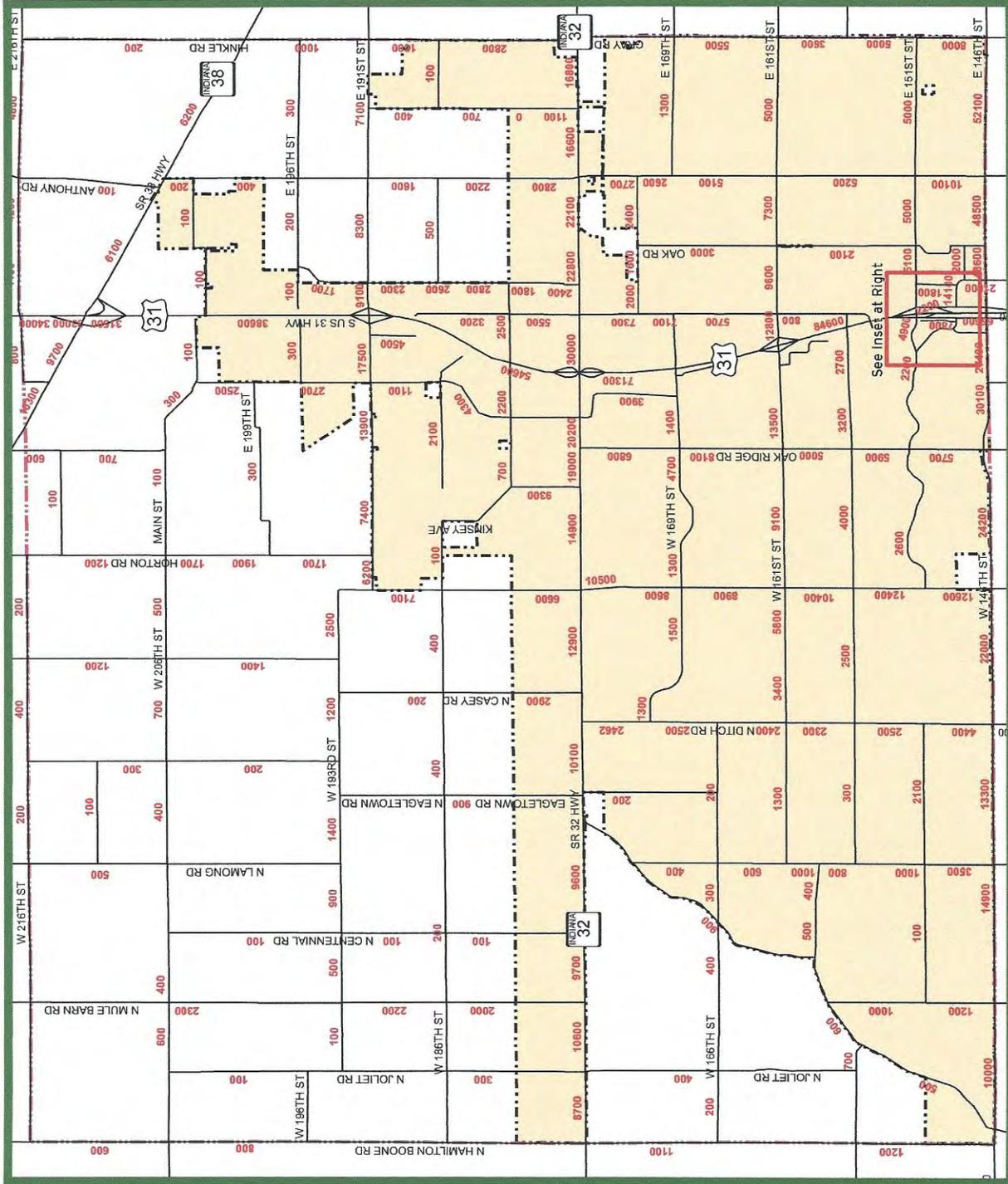
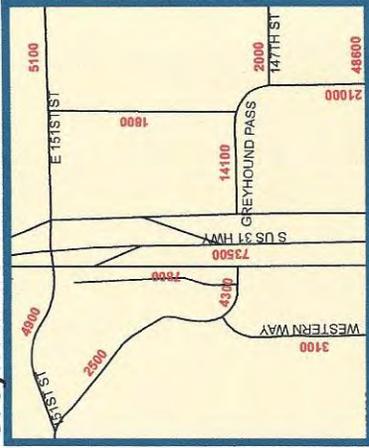
Road Impact Fee Study
Figure 4-5
2021 Forecast
Traffic Volumes

- City of Westfield
- Washington Township
- ###** Existing Average Daily Traffic



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Greyhound Pass Inset



See Inset at Right

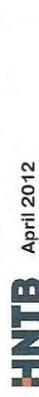


Road Impact Fee Study

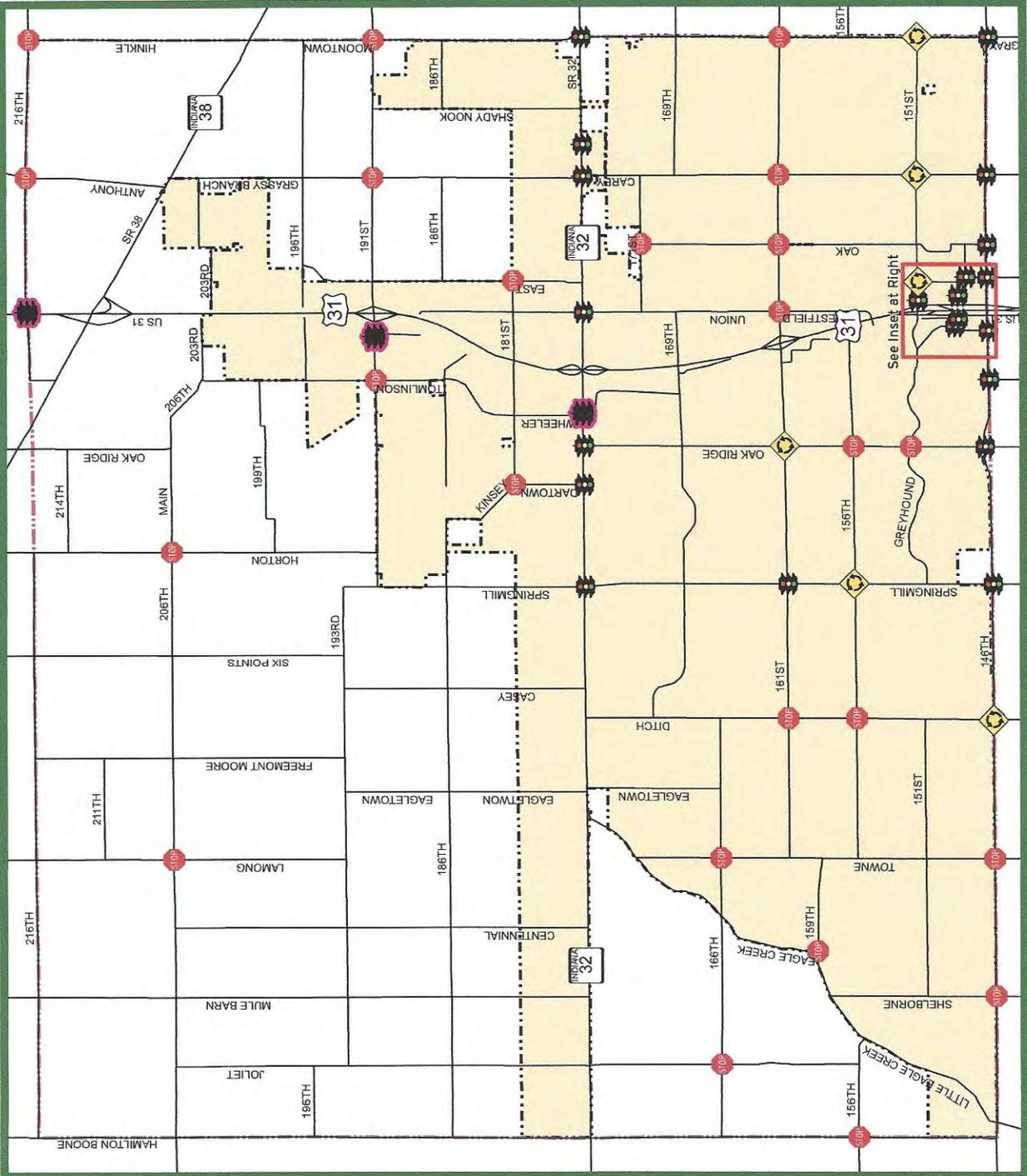
Figure 5-1 2021 Committed & Warranted Traffic Control

- City of Westfield
- Washington Township
- Existing or Committed All-Way Stop
- Existing or Committed Traffic Signal
- Existing or Committed Roundabout
- Daily Volumes Warrant New Traffic Signal

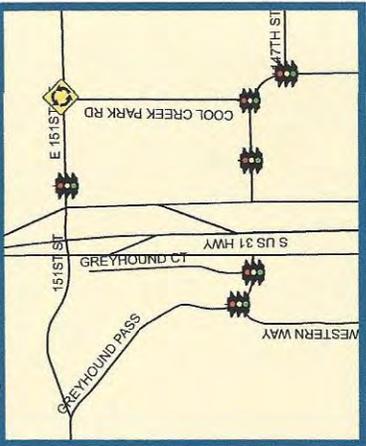
NOTE: US 31 ramp intersection control not shown



HNTB April 2012



Greyhound Pass Inset



See Inset at Right



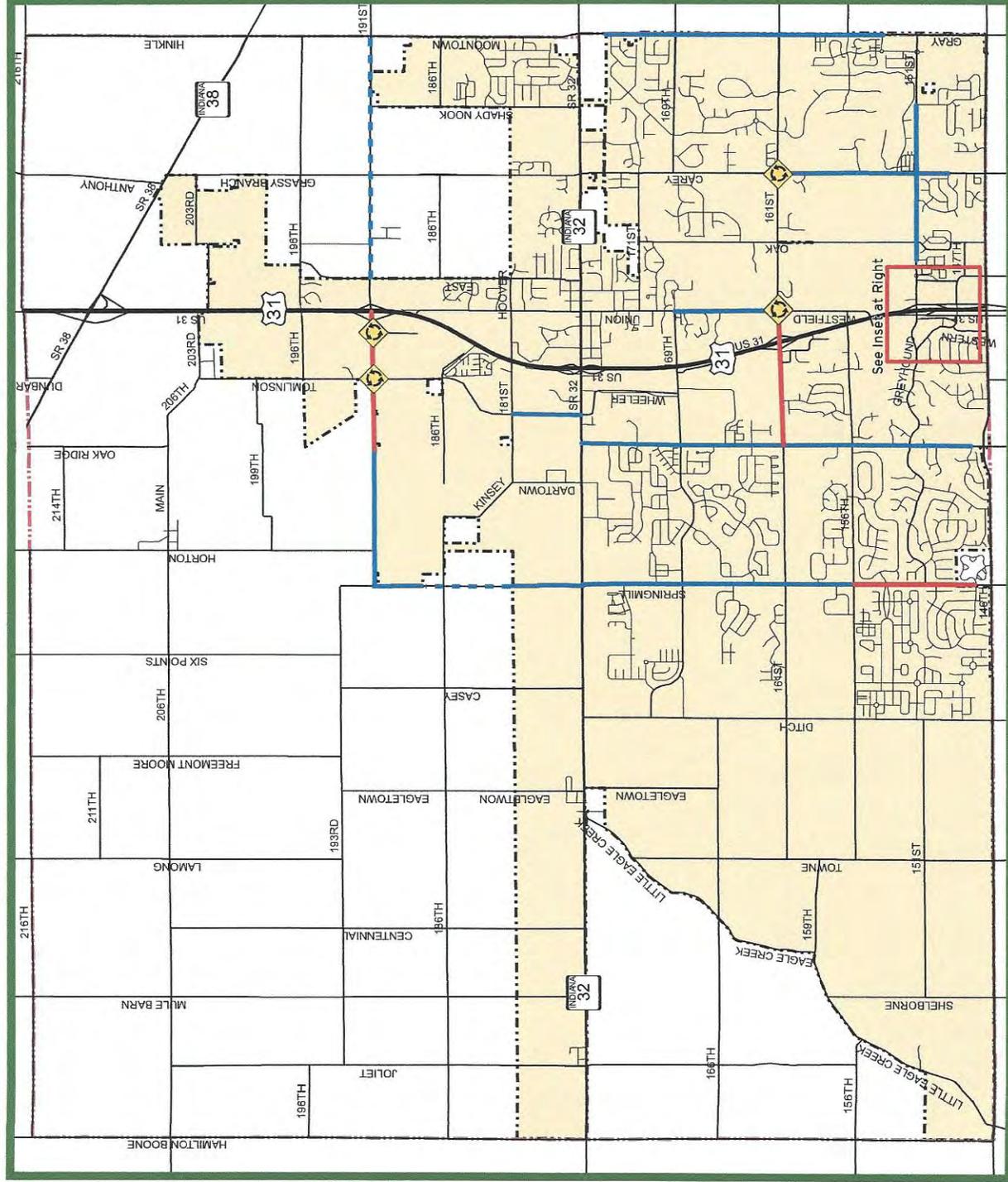
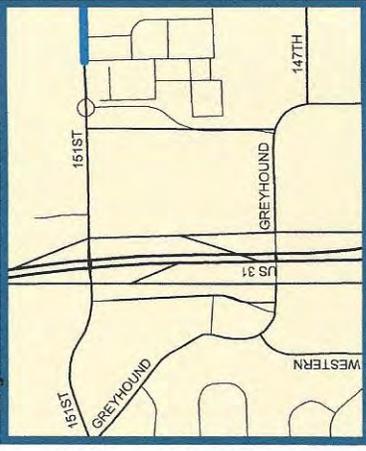
Road Impact Fee Study
Figure 5-3
2021 Roadway
Improvement Needs

- City of Westfield
- Washington Township
- Widen & Overlay - 2 Lanes
- Widen & Overlay - 2 Lanes (Potential Future Westfield Road)
- Widen/Reconstruct - 4 Lanes
- New Roundabout



HNTB April 2012

Greyhound Pass Inset



See Inset at Right

Table 6-2: 2021 Improvement Costs

Road	Begin	End	Project	Typical Section	Cost to Meet 2021 LOS				Cost to Meet 2011 LOS	Impact Fee Cost
					Construction	Design, Survey & Inspection (15%)	Right-of-Way Acquisition	Total		
Carey Road	Saddlehorn	161st Street	Widen and Resurface, Roundabout at 161st	2-lane with shoulders	\$2,451,600	\$367,700	\$23,000	\$2,842,300	\$2,842,300	\$0
Springmill Road	City Limits	156th Street	Widen and Reconstruct	4-lane with median, curb & gutter	\$4,533,500	\$680,000	\$144,500	\$5,358,000	\$880,000	\$4,478,000
Springmill Road	156th Street	161st Street	Widen and Resurface	2-lane with shoulders	\$359,000	\$53,900	\$4,300	\$417,200	\$417,200	\$0
Springmill Road	161st Street	SR 32	Widen and Resurface	2-lane with shoulders	\$1,015,600	\$152,300	\$26,400	\$1,194,300	\$1,194,300	\$0
Springmill Road	SR 32	191st	Widen and Resurface	2-lane with shoulders	\$669,300	\$100,400	\$65,800	\$835,500	\$0	\$835,500
Gray Road	Guerin Way	161st Street	Widen and Resurface	2-lane with shoulders	\$916,500	\$137,500	\$39,200	\$1,093,200	\$1,093,200	\$0
Gray Road	161st Street	Golden Hinde Way	Widen and Resurface	2-lane with shoulders	\$1,031,900	\$154,800	\$59,700	\$1,246,400	\$1,246,400	\$0
151st Street	Garmel Landing	Carey Road	Widen and Resurface	2-lane with shoulders	\$558,100	\$83,700	\$0	\$641,800	\$641,800	\$0
151st Street	Carey Road	Setters Road	Widen and Resurface	2-lane with shoulders	\$389,600	\$58,400	\$0	\$448,000	\$448,000	\$0
161st Street	Oakridge Road	US 31	Widen and Reconstruct	4-lane with median, curb & gutter	\$4,633,900	\$695,100	\$1,301,400	\$6,630,400	\$0	\$6,630,400
161st Street	US 31	Union Street	Widen and Reconstruct, Roundabout at Union	4-lane with median, curb & gutter	\$2,950,300	\$442,500	\$131,500	\$3,524,300	\$0	\$3,524,300
Oakridge Road	Sapphire Drive	161st Street	Widen and Resurface	2-lane with shoulders	\$979,600	\$146,900	\$65,700	\$1,192,200	\$1,192,200	\$0
Oakridge Road	161st Street	169th Street	Widen and Resurface	2-lane with shoulders	\$995,800	\$149,400	\$8,500	\$1,153,700	\$1,153,700	\$0
Oakridge Road	169th Street	Pine Ridge Drive	Widen and Resurface	2-lane with shoulders	\$448,700	\$67,300	\$1,700	\$517,700	\$0	\$517,700
Wheeler Road	SR 32	181st Street	Widen and Resurface	2-lane with shoulders	\$380,800	\$57,100	\$40,900	\$478,800	\$0	\$478,800
Union Street	161st Street	David Brown Drive	Widen and Resurface	2-lane with shoulders	\$514,400	\$77,200	\$29,000	\$620,600	\$0	\$620,600
191st Street	Springmill Road	Grand Park Entrance	Widen and Resurface	2-lane with shoulders	\$736,700	\$110,500	\$83,500	\$930,700	\$0	\$930,700
191st Street	Grand Park Entrance	Tomlinson Road	Widen and Reconstruct, Roundabout at Tomlinson	4-lane with median, curb & gutter	\$6,176,100	\$926,400	\$1,034,800	\$8,137,300	\$0	\$8,137,300
191st Street	Tomlinson Road	US 31	Widen and Reconstruct, Roundabout at West Access	4-lane with median, curb & gutter	\$4,041,800	\$606,300	\$2,230,300	\$6,878,400	\$0	\$6,878,400
TOTAL:					\$33,783,200	\$5,067,400	\$5,290,200	\$44,140,800	\$10,661,100	\$33,479,700

Table 8-1: Example Road Improvements Construction Schedule

Project	Road	Begin	End	Description	Years*
1	Carey Road	Saddlehorn Drive	161st Street	Widen and Resurface. Roundabout at 161st	1-3
2	Springmill Road	at 156th Street		Roundabout (committed project)	1-3
3	Oakridge Road	at 161st Street		Roundabout (committed project)	1-3
4	186th Street	Grand Park Entrance	Tomlinson Road	New 2-lane road (committed project)	1-3
5	Oakridge Road	Sapphire Drive	161st Street	Widen and Resurface	1-3
6	Oakridge Road	161st Street	169th Street	Widen and Resurface	1-3
7	Wheeler Road	SR 32	181st Street	Widen and Resurface	1-3
8	161st Street	US 31	Union Street	Widen and Reconstruct. Roundabout at Union	4-6
9	Springmill Road	City Limits	156th Street	Widen and Reconstruct	4-6
10	Springmill Road	156th Street	161st Street	Widen and Resurface	4-6
11	161st Street	Oakridge Road	US 31	Widen and Reconstruct	4-6
12	191st Street	Springmill Road	Grand Park Entrance	Widen and Resurface	4-6
13	191st Street	Grand Park Entrance	Tomlinson Road	Widen and Reconstruct. Roundabout at Tomlinson	4-6
14	191st Street	Tomlinson Road	US 31	Widen and Reconstruct. Roundabout at West Access	4-6
15	Gray Road	Guerin Way	161st Street	Widen and Resurface	7-10
16	Gray Road	161st Street	Golden Hinde Way	Widen and Resurface	7-10
17	151st Street	Carmel Landing	Carey Road	Widen and Resurface	7-10
18	151st Street	Carey Road	Setters Road	Widen and Resurface	7-10
19	Union Street	161st Street	David Brown Drive	Widen and Resurface	7-10
20	Springmill Road	161st Street	SR 32	Widen and Resurface	7-10
21	Springmill Road	SR 32	191st	Widen and Resurface	7-10
22	Oakridge Road	169th Street	Pine Ridge Drive	Widen and Resurface	7-10

*Illustrative schedule only. See text for assumptions.

Good afternoon Plan Commissioners,

I just wanted to follow up again with you on the Thoroughfare Plan changes, 1309-CPA-02, on the Agenda for Monday night, 9-16-13.

I would again ask that you table this issue and appoint a committee, made up of Plan Commissioners and general citizens, to look into this further with several public meetings so that public concerns can be addressed. I would gladly sit on such a committee if you decided to appoint one.

One of the reasons I'd like to see a committee formed is that this will impact people's property. The right-of-way can be as wide as 150 feet for a Primary Arterial. That can make a huge impact on someone's home, front or back yard could essentially disappear due to the ROW. Please, put yourself in the shoes of those that live on the roadways this item impacts. Would you want to find out you no longer can plant trees in you front or back yard due to the ROW? At least give the residents an opportunity, through a committee, to understand and discuss the impact of these changes.

A second reason for believing a committee should be formed is that there are no traffic studies accompanying these proposed changes. The city did studies to set the Road Impact Fees, the State did studies to determine the impact of 31 becoming an interstate, none of which showed these changes as necessary. So, let the committee be formed so they can commission the traffic studies and then determine if additional ROW is needed.

In conclusion, I think this is too big of an Agenda item to just allow one, not very well publicized Public Hearing, to determine the impacts this will have on many residents of this community.

Thanks you for your time

Sincerely

Ron Thomas

Plan Commissioners,

I'm sending you this as part of the Public Hearing because I cannot attend as I coach a soccer team in WYSA and we practice Tuesdays and Thursdays. I appreciate your consideration.

I just wanted to touch on 1309-CPA-02. This petition is being brought forth for the purpose of redefining some road classifications within our Thoroughfare Plan. In the past, our classifications have generally fallen in line with the County's Thoroughfare Plan but this one seems to deviate from that historic pattern. Furthermore, in the past, when significant changes are needed, there has been a study committee appointed by the Plan Commission as part of an amendment to the Comprehensive Plan. Traffic count information, known development patterns, opinions from engineering professionals and the Comprehensive Plan were considerations studied during the process. The petition seems to be a wholly internal document without any community input except the proposed Public Hearing tonight. This needs to be a very transparent process and this doesn't seem to be the case for these proposed changes.

In conclusion, I ask you to table this version and appoint a Comprehensive Plan Study Committee. Seek out community members for the Study Committee, who will transparently and publicly study the issues and develop a new Thoroughfare Plan, if one is needed. Don't just accept that this should be approved and that the Mayor, Council, or staff has the authority to develop and present this without including you. The Plan Commission controls the Comprehensive Plan, per Indiana state law*, and has the authority to study and amend, should the need arise, the "Comp Plan", no one else does. I have included references to the state laws that apply below and highlighted specific words so that you can glance over them for consideration of your time.

Thanks for your time,

Ron Thomas

ronthomaswf@comcast.net

*

IC 36-7-4-405 Duties of plan commission; street names and numbers; areas not subject to plan commission; notice; development plans Sec. 405. (a) ADVISORY) AREA. **Each plan commission shall: (1) make recommendations to the legislative body or bodies concerning: (A) the adoption of the comprehensive plan and amendments to the comprehensive plan; (B) the adoption or text amendment of: (i) an initial zoning ordinance; (ii) a replacement zoning ordinance; and (iii) a subdivision control ordinance; (C) the adoption or amendment of a PUD district ordinance (as defined in section 1503 of this chapter); and (D) zone map changes; and (2) render decisions concerning and approve plats, replats, and amendments to plats of subdivisions under the 700 series of this chapter. (b) Each plan commission:.....**

IC 36-7-4-407 Duties; powers; advisory citizens' committees Sec. 407. **Each plan commission may establish advisory committees of citizens interested in problems of planning and zoning.** In its resolution establishing such a committee, the commission shall specify the terms of its members and its purposes. Each advisory committee shall: (1) study the subject and problems specified by the commission and.....

IC 36-7-4-501 Comprehensive plan; requirement; approval; purpose Sec. 501. A comprehensive plan shall be approved by resolution in accordance with the 500 series for the promotion of public health, safety, morals, convenience, order, or the general welfare and for the sake of efficiency and economy in the process of development. **The plan commission shall prepare the comprehensive plan.** As added by Acts 1981, P.L.309, SEC.23. Amended by Acts 1981, P.L.310, SEC.26; P.L.335-1985, SEC.3.

IC 36-7-4-502 Comprehensive plan; contents Sec. 502. A comprehensive plan must contain at least the following elements: (1) A statement of objectives for the future development of the jurisdiction. (2) A statement of policy for the land use development of the jurisdiction. (3) **A statement of policy for the development of public ways,** public places, public lands, public structures, and public utilities. As added by Acts 1981, P.L.309, SEC.23. Amended by Acts 1981, P.L.310, SEC.27; P.L.335-1985, SEC.4.

IC 36-7-4-503 Comprehensive plan; additional contents Sec. 503. A comprehensive plan may, in addition to the elements required by section 502 of this chapter, include the following:

(1) Surveys and studies of current conditions and probable future growth within the jurisdiction and adjoining jurisdictions. (2) **Maps,** plats, charts, and descriptive material presenting basic information, locations, extent, and character of any of the following: (A) History, population, and physical site conditions. (B) Land use, including the height, area, bulk, location, and use of private and public structures and premises. (C) Population densities. (D) Community centers and neighborhood units. (E) Areas needing redevelopment and conservation. (F) Public ways, including bridges, viaducts, subways, parkways, and other public places. (G) Sewers, sanitation, and drainage, including handling, treatment, and disposal of excess drainage waters, sewage, garbage, refuse, and other wastes. (H) Air, land, and water pollution. (I) Flood control and irrigation. (J) Public and private utilities, such as water, light, heat, communication, and other services. (K) **Transportation,** including rail, bus, truck, air and water transport, and their terminal facilities. (L) Local mass transit, including taxicabs, buses, and street, elevated, or underground railways..... (6) **A short and long range plan for the location, general design, and assignment of priority for construction of thoroughfares in the jurisdiction for the purpose of providing a system of major public ways that allows effective vehicular movement,** encourages effective use of land, and makes economic use of public funds. As added by Acts 1981, P.L.309, SEC.23. Amended by Acts 1981, P.L.310, SEC.28; P.L.335-1985, SEC.5; P.L.220-1986, SEC.9; P.L.185-2005, SEC.6; P.L.2-2007, SEC.386.

IC 36-7-4-504 Comprehensive plan; consideration of policy and pattern; validation, continuance, and consolidation of preexisting plans Sec. 504. (a) After the comprehensive plan is approved for a jurisdiction, each governmental entity within the territorial jurisdiction where the plan is in effect shall give consideration to the general policy and

IC 36-7-4-505 Comprehensive plan; requests for related information Sec. 505. (a) **When the plan commission undertakes the preparation of a comprehensive plan, the commission may request any public or private officials to make available any information, documents, and plans that have been prepared and that provide any information that relates to the comprehensive plan.** (b) **All officials and departments of state government and of the political subdivisions operating within lands under the jurisdiction of the plan commission shall comply with requests under subsection (a).** (c) **All officials of public and private utilities operating within lands under the jurisdiction of the plan commission shall comply with requests under subsection (a) to furnish public information.** As added by Acts 1981, P.L.309, SEC.23. Amended by Acts 1981, P.L.310, SEC.29; P.L.335-1985, SEC.7.

IC 36-7-4-506 Thoroughfare plans included in comprehensive plans; location, change, vacation, or improvement of thoroughfares Sec. 506. (a) A thoroughfare plan that is included in the comprehensive plan may determine lines for new, extended, widened, or narrowed public ways in any part of the territory in the jurisdiction. (b) The determination of lines for public ways, as provided in subsection (a), does not constitute the opening, establishment, or acceptance of land for public way purposes. (c) After a thoroughfare plan has been included in the comprehensive plan, thoroughfares may be located, changed, widened, straightened, or vacated only in the manner indicated by the comprehensive plan. (d) After a thoroughfare plan has been included in the comprehensive plan, the plan commission may recommend to the agency responsible for constructing thoroughfares in the jurisdiction the order in which thoroughfare improvements should be made. As added by Acts 1981, P.L.309, SEC.23. Amended by Acts 1981, P.L.310, SEC.30; P.L.335-1985, SEC.8; P.L.220-1986, SEC.11.

IC 36-7-4-507 Comprehensive plan; notice and hearings before adoption Sec. 507. Before the approval of a comprehensive plan, the **plan commission must: (1) give notice and hold one (1) or more public hearings on the plan;** (2) publish, in accordance with IC 5-3-1, a schedule stating the times and places of the hearing or hearings. The schedule must state the time and place of each hearing, and state where the entire plan is on file and may be examined in its entirety for at least ten (10) days before the hearing. As added by Acts 1981, P.L.309, SEC.23. Amended by Acts 1981, P.L.45, SEC.18; P.L.335-1985, SEC.9.

IC 36-7-4-511 Comprehensive plan; amendment approval; preparation and submission of amendments Sec. 511. (a) Each amendment to the comprehensive plan must be approved according to the procedure set forth in the 500 series. (b) **ADVISORY)AREA. If the legislative body wants an amendment, it may direct the plan commission to prepare the amendment and submit it in the same manner as any other amendment to the comprehensive plan. The commission shall prepare and submit the amendment** within sixty (60) days after the formal written request by the legislative body. However, the legislative body may grant the commission an extension of time, of specified duration, in which to prepare and submit the amendment. As added by Acts 1981, P.L.309, SEC.23. Amended by P.L.335-1985, SEC.13; P.L.220-1986, SEC.14.