# APPENDIX B

## Advisory Committee

# Advisory Committee Members

## Whitestown Road Impact Fee Advisory Committee Members

| Name | Title | Association | Email |
|---|---|---|---|
| Dan Patterson | Council President | Whitestown | dpatterson@whitestown.in.gov |
| Cheryl Hancock | Council member & PC | Whitestown | chancock@whitestown.in.gov |
| Mark Pascarella | RDC President | Whitestown | mpascarella@whitestown.in.gov |
| Rex Ramage | Vice President Land Development | PulteGroup | Rex.Ramage@pultegroup.com |
| Adam Braun | Developer | Braun Property | abraun@braunpd.com |
| Phil Sundling | Developer | Lor Corporation | phil@LorCorp.com |
| Matt Doublestein | Director of Operations | Zionsville Schools | mdoublestein@zcs.k12.in.us |
| Sri Venugopalan | Town Engineer | Whitestown | svenugopalan@whitestown.in.gov |
| Todd Barker | | Whitestown | tbarker@whitestown.in.gov |
| Amanda Johnson | Project Manager | EMCS Inc. | ajohnson@emcsinc.com |
| Kate Zale | Deputy Project Manager | EMCS Inc. | kzale@emcsinc.com |

Those in gray lead the discussions however are not official Advisory Committee members

According to IN Code – the Advisory Committee make-up is as follows:

(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.

# Advisory Committee Meeting #1

# Agenda
## Whitestown RIF Advisory Committee Meeting #1
## Town of Whitestown
11:00am July 15, 2025

I. Introductions

II. Indiana Code Authorizes/Committee Make-up

> (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.

III. Study Process

  i. Establish Impact Zone
  ii. Gather Data
  iii. Create Existing Model
  iv. Determine Existing Improvements Needed
  v. Calculate Future Traffic (10-Year Horizon)
  vi. Create Future Model
  vii. Determine Future Improvements Need
  viii. Calculate Net Cost of Improvements (Future-Existing)
  ix. Calculate Costs & Per-Trip Impact Fee

b. Answer questions about process

IV. Current Status

a. RIF Zone
b. Existing Traffic Data
c. Existing Geometric Data
d. Existing Improvements Needed
e. Future Land Uses/Vacant Parcels

V. Next Steps & Timeline

# Road Impact Fee Analysis Procedure

Establish the Impact Zone

Gather Data

Create Existing  Model

Determine Existing Improvement Needs

Calculate Future Traffic (total new trips)

Create Future Model

Determine Future Improvement Needs

Calculate Net Cost of Improvements (Future – Existing)

Calculate per-trip Impact Fee

# Comparison Road Impact Fees

| City of Westfield | Johnson County / Bargersville | City of Fishers | City of Noblesville | Town of Zionsville |
| --- | --- | --- | --- | --- |
| $362.44/trip<br>$3,404 per Single Family home | Road: $272.42/trip<br>$2,561 per Single Family home<br><br>Culvert/Bridge: $4.25/trip<br>$40 per Single Family home | Road: $299.42/trip<br>$3,755 per Single Family home<br><br>Bridge: $16.19/trip<br>$152 per Single Family home | $600/trip<br>$5,640 per Single Family home<br>($533 going to general RIF fund and $67 to Pleasant St) | $275.35/trip<br>$2,616 per Single Family home |

Note: The Town of Ingalls is currently in the process of conducting a Road Impact Fee Study. Also, in 2021 the Town of Pendleton approved a road impact fee of $932 per new daily trip, equivalent to $8,760 per Single Family home.

# Road Impact Fee

- Indiana Code 36-7-4-1300 authorizes local government to use Impact Fees
- Fees are collected at time of permit
- The Road Impact Fee does not pay for existing deficiencies
- The fees can only be used for improvements in the study that are necessitated as a result of new development and apply to capacity needs only (not pavement or safety improvements)
- The council can choose to adopt a lesser fee than the study determines; however, not a greater amount and may choose to incrementally get to full fee
- In lieu of fees can be accepted (eg, the developer wants to pay for a signal that will directly support their development rather than paying a fee to the impact fee fund)

# Road Impact Fee

- **The City has the ability to prioritize the improvements based on where the development actually occurs**

- **The impact fee is intended to address the impact the traffic to and from the site on the overall roadway network (*The City may still require improvements at the site access itself*)**

- **Upon enacting the ordinance, the City must establish an impact fee review board consisting of 3 appointed citizens, one license engineer, one licensed real estate broker and one certified public accountant.**

- **The study must be updated every 5-years.**

# Advisory Committee Meeting #2

# Agenda
# Whitestown RIF Advisory Committee Meeting #2
# Virtual
11:00am September 10, 2025

I. Recap
   a. RIF Zone
   b. Geometric Data – added intersections/Ronald Reagan
   c. Existing Level of Service

II. Future Conditions
   a. Land-Use/Density
   b. Trip Generation
   c. Distribution

III. Next Steps
   a. Continue Distribution of Trips
   b. Finalize Future Analysis
   c. Identify Costs for Needed Improvements

**RIF Advisory Meeting #2 – Virtual 9/10/2025**

Attendees – (all) plus Sri Venugopalan, Todd Barker, Amanda Johnson, Dan Dugan, Kate Zale

Review of where we are, study limits intersections & segments – graphic needs to be updated for CR 575-600 (but analysis assumes now)

Existing intersection LOS – LOS C is acceptable, intersections with movements below C now will likely need improvements for entire intersection for future scenario.

Segment analysis Todd questioning segments between intersections 61-44 showing a poor LOS. (segment analysis here not modeling driveways properly). Conversely – Whitestown Pkwy segments seem to show better than expected. (Intersections dictate and segment analysis may not be modeling queuing and further, the model is using optimized signal timings.

Sri to look to get EMCS signal timings from Brian Leach the field superintendent. Sri fairly confident the signals are not currently coordinated. If the segment analysis can't be calibrated to more accurately reflect existing conditions, we can consider leaving discussion of that out of report and focusing on intersections for the closely spaced intersections 92-95.

EMCS needs to update model for existing based on the Towns comments of the developments which have not been built but are approved. Those trips will be accounted in the existing trip scenario.

The analysis portion of the RIF study focuses on AM & PM peak hours, however the daily trips are used for the fee calculation.

The Land Use Codes and development per acre were shared. Whitestown will make EMCS aware if there are further comments on this. EMCS provided % developed per acre based on historical data and sample areas currently developed in Whitestown. The total parcel site was used including wetlands, however, not flood plains.

The capital projects that are currently under design are not yet funded for construction, so they will be part of the fee calculation.

Next meeting looked to schedule after fall break and AIM conference, potentially Oct 23rd or 24th. (since update to the following week and doodle pole sent out).

EXHIBITS SHARED:

Study Intersections

Study Segments

Permitted Sites

Land Use List

Future Land Use – Undeveloped

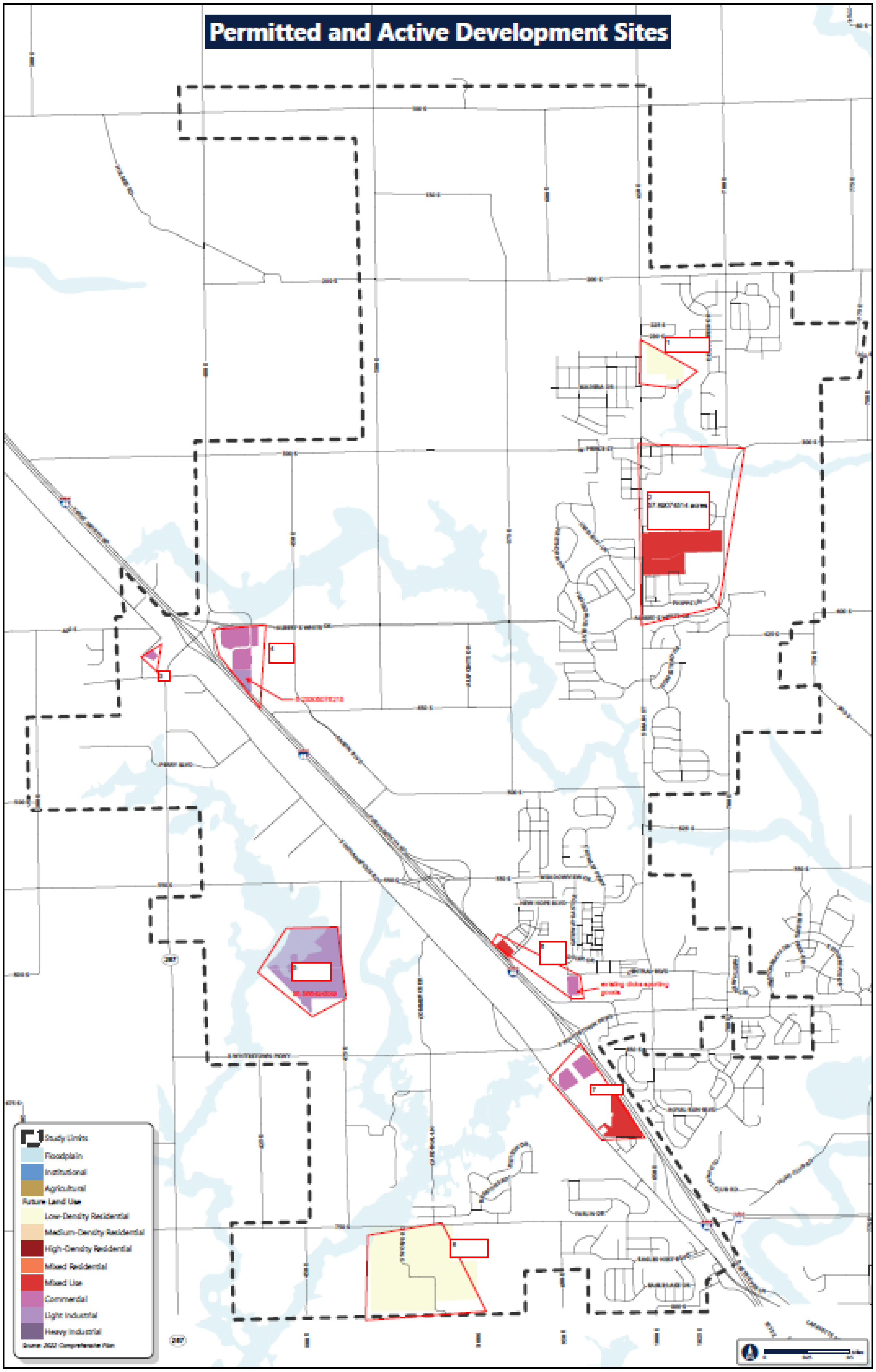
Trip Generation List

HCM Analysis Summary

Zones & SubZones

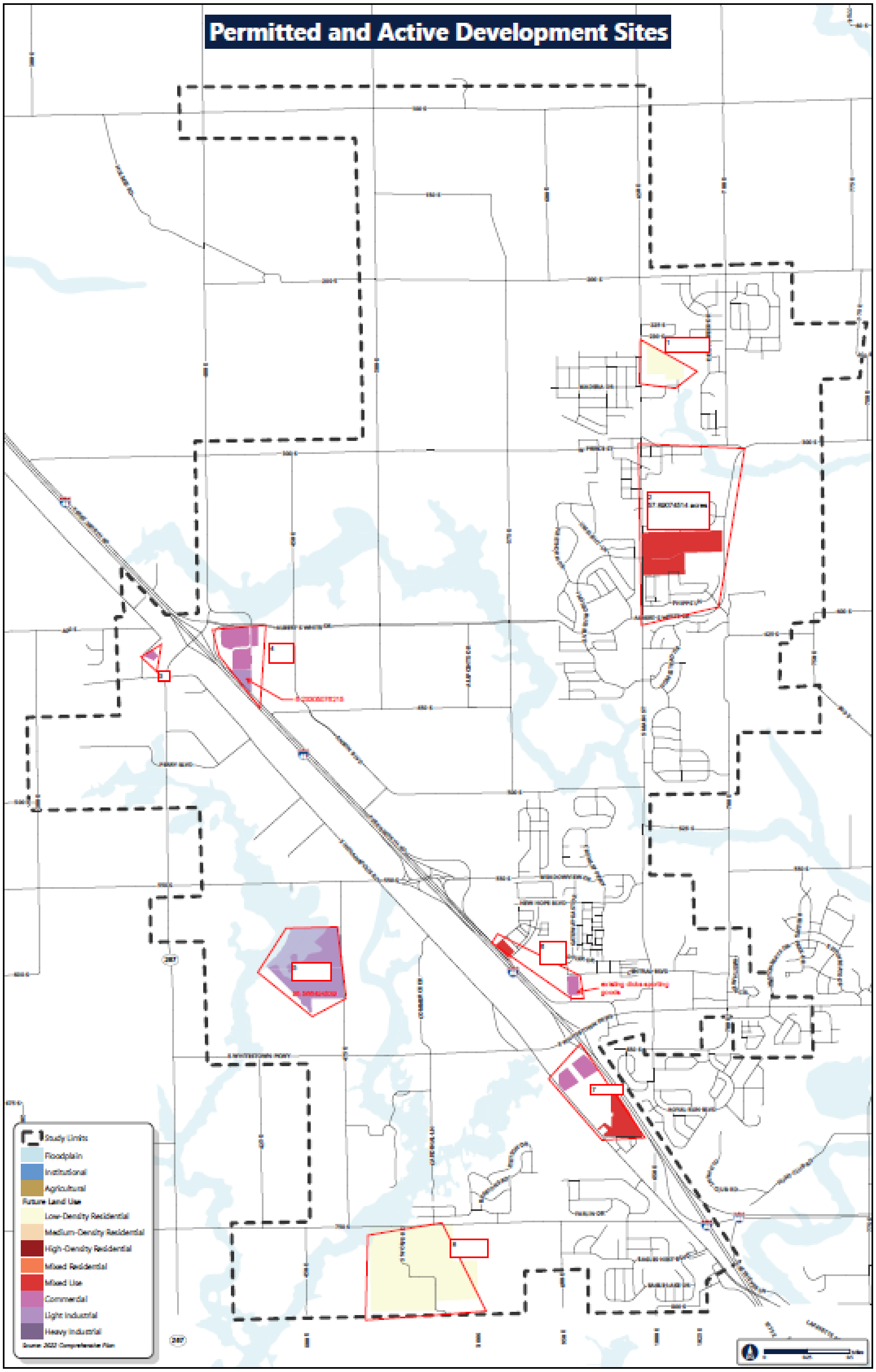

Town of Whitestown Road Impact Fee
Study Intersections
WHITESTOWN
100 S
150 S
200 S
300 S
450 S
500 S
425 S
525 S
550 S
750 S
400 E
450 E
475 E
500 E
575 E
600 E
650 E
700 E
775 E
780 E
ALBERT S WHITE DR
INDIGO BLUE BLVD
PERRY WORTH RD
S INDIANAPOLIS RD
S MAIN ST
ROYAL RUN BLVD
Study Intersections
Existing Intersection
Proposed Intersection
Study Segments
Existing Segment
Proposed Segment
Study Limits


Town of Whitestown Road Impact Fee
Study Segments
WHITESTOWN
INDIANA
Study Intersections
Existing Intersection
Proposed Intersection
Study Segments
Existing Segment
Proposed Segment
Study Limits
100 S
150 S
200 S
300 S
425 S
450 S
500 S
525 S
550 S
750 S
400 E
450 E
475 E
500 E
575 E
600 E
650 E
700 E
775 E
780 E
S MAIN ST
INDIGO BLUE BLVD
S INDIANAPOLIS RD
PERRY WORTH RD
ROYAL RUN BLVD
267
65
865
Miles
emcs


Permitted and Active Development Sites
Study Limits
Floodplain
Institutional
Agricultural
Future Land Use
Low-Density Residential
Medium-Density Residential
High-Density Residential
Mixed Residential
Mixed Use
Commercial
Light Industrial
Heavy Industrial

SUBJECT: LAND USE DENSITIES

| Whitestown | | | | | | |
|---|---|---|---|---|---|---|
| **Future Land Use** | | **ITE Trip Generation Code** | **Description** | **Independent Variable** | **Density** | |
| Low-Density Residential | | 210 | Single-Family Detached Housing | *Dwelling Units* | *2.8* | *Dwelling Units/Acre* |
| Medium-Density Residential | | 215 | Single-Family Attached Housing | *Dwelling Units* | *6.4* | *Dwelling Units/Acre* |
| High-Density Residential | | 220 | Multifamily Housing (Low Rise) | *Dwelling Units* | *16.0* | *Dwelling Units/Acre* |
| Mixed Residential | | | | | | |
| *Low-Density Residential* | *40%* | *210* | *Single-Family Detached Housing* | *Dwelling Units* | *2.8* | *Dwelling Units/Acre* |
| *Medium-Density Residential* | *40%* | *215* | *Single-Family Attached Housing* | *Dwelling Units* | *6.4* | *Dwelling Units/Acre* |
| *High-Density Residential* | *20%* | *220* | *Multifamily Housing (Low Rise)* | *Dwelling Units* | *16.0* | *Dwelling Units/Acre* |
| Institutional | | 532 | Private School (K-12) | *Students* | *8.8* | *Students/Acre* |
| Commercial | | 820 | Shopping Center | *1000 Sq. Ft.* | *6.3* | *1,000 Sq. Ft./Acre* |
| Light Industrial | | 110 | General Light Industrial | *1000 Sq. Ft.* | *13.4* | *1,000 Sq. Ft./Acre* |
| Heavy Industrial | | 140 | Manufacturing | *1000 Sq. Ft.* | *7.8* | *1,000 Sq. Ft./Acre* |
| Mixed Use | | | | | | |
| *High Density Residential* | *50%* | *220* | *Multifamily Housing (Low Rise)* | *Dwelling Units* | *16.0* | *Dwelling Units/Acre* |
| *General Office* | *20%* | *710* | *General Office Building* | *1000 Sq. Ft.* | *11.6* | *1,000 Sq. Ft./Acre* |
| *Retail* | *30%* | *820* | *Shopping Center* | *1000 Sq. Ft.* | *6.3* | *1,000 Sq. Ft./Acre* |


Permitted and Active Development Sites
existing dicks sporting goods
Study Limits
Floodplain
Institutional
Agricultural
Future Land Use
Low-Density Residential
Medium-Density Residential
High-Density Residential
Mixed Residential
Mixed Use
Commercial
Light Industrial
Heavy Industrial

**Range: Summary of all Trips Generated from Future Land Uses**

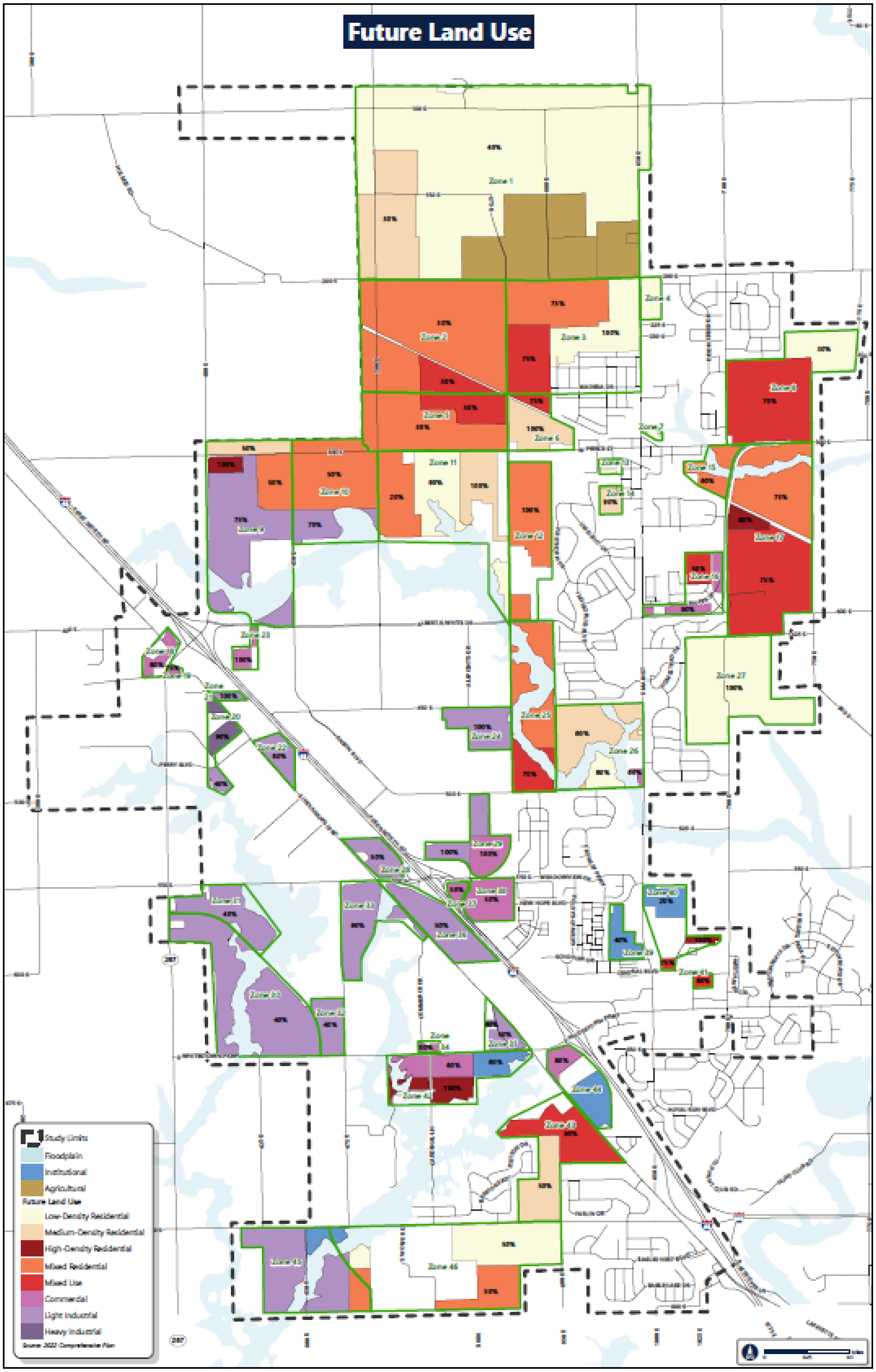
| Zone | Sub-Zones | Future Land Use | Acres | Developed Acres | ITE Codes | Daily Total | AM Peak Total | AM Peak Enter | AM Peak Exit | PM Peak Total | PM Peak Enter | PM Peak Exit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | a,b,c | Medium-Density Residential, Low-Density Residential, Other (Planned Unit Development) | 1218.0 | 571.0 | 215; 210; 210,215,220,820 | 16,070 | 1,132 | 305 | 827 | 1,492 | 898 | 594 |
| 2 | a,b | Mixed Residential, Mixed Use | 352.8 | 105.8 | 210,215,220; 220,710,820 | 5,879 | 396 | 125 | 271 | 517 | 293 | 224 |
| 3 | a,b,c | Mixed Residential, Mixed Use, Low-Density Residential | 260.0 | 217.8 | 210,215,220; 220,710,820; 21( | 12,707 | 821 | 328 | 493 | 1,194 | 633 | 561 |
| 4 | a | Low-Density Residential | 19.8 | 19.8 | 210 | 504 | 39 | 11 | 28 | 52 | 32 | 20 |
| 5 | a,b | Mixed Residential, Mixed Use | 182.3 | 54.7 | 210,215,220; 220,710,820 | 3,784 | 245 | 96 | 149 | 344 | 182 | 162 |
| 6 | a,b | Medium-Density Residential, Mixed Use | 59.6 | 57.1 | 215; 220,710,820 | 3,175 | 202 | 64 | 138 | 263 | 140 | 123 |
| 7 | a | Low-Density Residential | 3.8 | 3.8 | 210 | 98 | 8 | 2 | 6 | 10 | 6 | 4 |
| 8 | a,b | Mixed Use, Low-Density Residential | 211.3 | 125.4 | 220,710,820; 210 | 15,203 | 884 | 483 | 401 | 1,458 | 679 | 779 |
| 9 | a,b,c,c | Medium-Density Residential, High-Density Residential, Light Industrial, Mixed Residential | 239.3 | 165.3 | 215; 220; 110; 210,215,220 | 8,495 | 950 | 698 | 252 | 1,005 | 327 | 678 |
| 10 | a,b | Mixed Residential, Light Industrial | 160.5 | 86.8 | 210,215,220; 110 | 4,073 | 356 | 179 | 177 | 405 | 190 | 215 |
| 11 | a,b,c | Mixed Residential, Low-Density Residential, Medium-Density Residential | 206.1 | 138.1 | 210,215,220; 210; 215 | 5,097 | 370 | 95 | 275 | 440 | 261 | 179 |
| 12 | a,b | Mixed Residential, Commercial | 101.1 | 98.3 | 210,215,220; 820 | 6,169 | 343 | 104 | 239 | 536 | 304 | 232 |
| 13 | a | Low-Density Residential | 5.4 | 5.4 | 210 | 137 | 11 | 3 | 8 | 14 | 9 | 5 |
| 14 | a | Medium-Density Residential | 11.2 | 10.1 | 215 | 425 | 30 | 8 | 22 | 33 | 19 | 14 |
| 15 | a | Mixed Residential | 26.7 | 16.0 | 210,215,220 | 775 | 55 | 15 | 40 | 67 | 41 | 26 |
| 16 | a,b | Mixed Use, Commercial | 40.4 | 29.4 | 220,710,820; 820 | 5,890 | 185 | 112 | 73 | 536 | 258 | 278 |
| 17 | a,b,c | Mixed Residential, High-Density Residential, Mixed Use | 302.5 | 227.6 | 210,215,220; 220; 220,710,82( | 23,211 | 1,384 | 659 | 725 | 2,162 | 1,066 | 1,096 |
| 18 | a | Commercial | 12.3 | 9.2 | 820 | 2,109 | 51 | 32 | 19 | 189 | 93 | 96 |
| 19 | a | Commercial | 1.7 | 1.3 | 820 | 287 | 7 | 4 | 3 | 26 | 13 | 13 |
| 20 | a,b | Heavy Industrial, Light Industrial | 26.9 | 20.1 | 140; 110 | 718 | 88 | 68 | 20 | 104 | 29 | 75 |
| 21 | a | Light Industrial | 5.7 | 5.7 | 110 | 274 | 37 | 32 | 5 | 37 | 9 | 28 |
| 22 | a | Light Industrial | 26.2 | 21.0 | 110 | 1,013 | 135 | 116 | 19 | 138 | 33 | 105 |
| 23 | a | Commercial | 10.7 | 10.7 | 820 | 2,451 | 59 | 37 | 22 | 220 | 108 | 112 |
| 24 | a | Light Industrial | 50.7 | 50.7 | 110 | 2,446 | 326 | 280 | 46 | 333 | 80 | 253 |
| 25 | a,b | Mixed Residential, Mixed Use | 100.9 | 70.7 | 210,215,220; 220,710,820 | 5,365 | 341 | 143 | 198 | 492 | 252 | 240 |
| 26 | a,b,c | Medium-Density Residential, Low-Density Residential, Commercial | 102.5 | 65.6 | 215; 210; 820 | 2,800 | 184 | 51 | 133 | 233 | 132 | 101 |
| 27 | a | Low-Density Residential | 202.1 | 202.1 | 210 | 5,143 | 396 | 107 | 289 | 526 | 326 | 200 |
| 28 | a | Light Industrial | 29.2 | 14.6 | 110 | 704 | 94 | 81 | 13 | 96 | 23 | 73 |
| 29 | b,a | Mixed Use, Light Industrial | 64.5 | 64.5 | 220,710,820; 110 | 5,828 | 456 | 320 | 136 | 622 | 239 | 383 |
| 30 | a | Light Industrial | 185.3 | 83.4 | 110 | 4,022 | 536 | 461 | 75 | 547 | 131 | 416 |
| 31 | a | Light Industrial | 61.4 | 24.5 | 110 | 1,184 | 158 | 136 | 22 | 161 | 39 | 122 |
| 32 | a | Light Industrial | 34.6 | 17.3 | 110 | 833 | 111 | 95 | 16 | 113 | 27 | 86 |
| 33 | a | Light Industrial | 65.3 | 58.7 | 110 | 2,834 | 378 | 325 | 53 | 386 | 93 | 293 |
| 34 | a | Commercial | 3.0 | 1.8 | 820 | 414 | 10 | 6 | 4 | 37 | 18 | 19 |
| 35 | a,b | Heavy Industrial, Light Industrial | 20.5 | 10.4 | 140; 110 | 490 | 65 | 55 | 10 | 67 | 16 | 51 |
| 36 | a | Light Industrial | 68.5 | 34.3 | 110 | 1,653 | 220 | 189 | 31 | 225 | 54 | 171 |
| 37 | a | Commercial | 6.7 | 3.3 | 820 | 767 | 19 | 12 | 7 | 69 | 34 | 35 |
| 38 | a | Commercial | 42.9 | 21.5 | 820 | 4,920 | 119 | 74 | 45 | 441 | 216 | 225 |
| 39 | a | Institutional | 26.1 | 10.4 | 532 | 160 | 70 | 45 | 25 | 17 | 7 | 10 |
| 40 | a,b,c | Institutional, High-Density Residential, Mixed Use | 34.4 | 13.4 | 532; 220; 220,710,82( | 940 | 96 | 46 | 50 | 87 | 44 | 43 |
| 41 | a | Mixed Use | 6.0 | 3.6 | 220,710,820 | 449 | 30 | 17 | 13 | 45 | 19 | 26 |
| 42 | a,b,c | Commercial, High-Density Residential, Institutional | 86.2 | 63.9 | 820; 220; 532 | 7,883 | 400 | 173 | 227 | 693 | 370 | 323 |
| 43 | a,b | Mixed Use, Medium-Density Residential | 135.1 | 97.5 | 220,710,820; 215 | 10,531 | 614 | 312 | 302 | 980 | 466 | 514 |
| 44 | a | Commercial | 16.0 | 12.8 | 820 | 2,930 | 71 | 44 | 27 | 263 | 129 | 134 |
| 45 | a,b,c | Light Industrial, Institutional, Mixed Residential | 145.3 | 72.7 | 110; 532; 210,215,22( | 3,328 | 444 | 358 | 86 | 432 | 118 | 314 |
| 46 | a,b,c,d | Institutional, Light Industrial, Low-Density Residential, Mixed Residential | 169.7 | 84.9 | 532; 110; 210; 210,215,220 | 2,724 | 218 | 66 | 152 | 259 | 156 | 103 |
| **Total** | | | **5,141.2** | **3,082.8** | | **186,892** | **13,144** | **6,972** | **6,172** | **18,366** | **8,612** | **9,754** |

Subject: Level of Service Summary AM Peak Hour

| INT | TYPE | NB | SB | EB | WB | OVERALL | CRITICAL APPROAC | CRITICAL APPROACH | REPORT DELAY | LOS_NB | LOS_SB | LOS_EB | LOS_WB | LOS_OVERAL | LOS_CRITICAL_APPROAC | LOS_REPORT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | All-way stop | 7.5 | 7.62 | 7.22 | 7.5 | 7.5 | SB | 7.62 | 7.5 | A | A | A | A | A | A | A |
| 2 | Two-way stop | 9.48 | 9.73 | 0 | 0.23 | | SB | 9.73 | 9.73 | A | A | A | A | — | A | A |
| 3 | Two-way stop | 0.96 | 0 | 9.23 | 9.9 | | WB | 9.9 | 9.9 | A | A | A | A | — | A | A |
| 4 | Two-way stop | 8.38 | 8.78 | 0 | 0 | | SB | 8.78 | 8.78 | A | A | A | A | — | A | A |
| 5 | Two-way stop | 0.32 | 1.42 | 9.65 | 9.79 | | WB | 9.79 | 9.79 | A | A | A | A | — | A | A |
| 6 | All-way stop | 7.19 | 7.29 | 7.28 | 7.35 | 7.3 | WB | 7.35 | 7.3 | A | A | A | A | A | A | A |
| 9 | Two-way stop | 1.7 | 0 | 8.93 | 0 | | EB | 8.93 | 8.93 | A | A | A | n/a | — | A | A |
| 11 | Two-way stop | 8.91 | 8.84 | 0.9 | 0.5 | | NB | 8.91 | 8.91 | A | A | A | A | — | A | A |
| 12 | All-way stop | 8 | 8.33 | 7.91 | 8.04 | 8.1 | SB | 8.33 | 8.1 | A | A | A | A | A | A | A |
| 13 | Two-way stop | 0 | 10.7 | 0.79 | 0 | | SB | 10.68 | 10.68 | n/a | B | A | A | — | B | B |
| 14 | Two-way stop | 0 | 12.8 | 1.92 | 0 | | SB | 12.78 | 12.78 | n/a | B | A | A | — | B | B |
| 17 | Two-way stop | 0.58 | 0 | 9.03 | 0 | | EB | 9.03 | 9.03 | A | A | A | n/a | — | A | A |
| 18 | Signalized | 8.06 | 0 | 0 | 9.27 | 8.6 | WB | 9.27 | 8.6 | A | A | A | A | A | A | A |
| 19 | Signalized | 0 | 7.3 | 0 | 8.59 | 8.1 | WB | 8.59 | 8.1 | A | A | A | A | A | A | A |
| 20 | Signalized | 0 | 53.7 | 3.36 | 2.83 | 7.2 | SB | 53.69 | 7.2 | A | D | A | A | A | D | A |
| 21 | Signalized | 40.8 | 37.2 | 5.24 | 4.48 | 8.1 | NB | 40.83 | 8.1 | D | D | A | A | A | D | A |
| 22 | All-way stop | 10.2 | 10.3 | 10.8 | 11.8 | 11.1 | WB | 11.77 | 11.1 | B | B | B | B | B | B | B |
| 23 | All-way stop | 8.75 | 8.69 | 8.12 | 8.9 | 8.7 | WB | 8.9 | 8.7 | A | A | A | A | A | A | A |
| 24 | Roundabout | 4.12 | 5.14 | 4.76 | 4.53 | 4.6 | SB | 5.14 | 4.6 | A | A | A | A | A | A | A |
| 25 | Two-way stop | 0.09 | 1.1 | 12.3 | 13.8 | | WB | 13.81 | 13.81 | A | A | B | B | — | B | B |
| 26 | Two-way stop | 5.99 | 9.68 | 0 | 0 | | SB | 9.68 | 9.68 | A | A | n/a | A | — | A | A |
| 27 | Signalized | 13.8 | 15.5 | 22.7 | 23 | 17.1 | WB | 22.99 | 17.1 | B | B | C | C | B | C | B |
| 28 | All-way stop | 6.61 | 7.28 | 0 | 7.44 | 7 | WB | 7.44 | 7 | A | A | n/a | A | A | A | A |
| 29 | Signalized | 9.12 | 9.47 | 24.3 | 23.8 | 15.9 | EB | 24.33 | 15.9 | A | A | C | C | B | C | B |
| 30 | Two-way stop | 0 | 8.67 | 5.88 | 0 | | SB | 8.67 | 8.67 | n/a | A | A | A | — | A | A |
| 31 | Two-way stop | 2.22 | 0 | 8.83 | 0 | | EB | 8.83 | 8.83 | A | A | A | n/a | — | A | A |
| 32 | Two-way stop | 5.71 | 0 | 9.09 | 0 | | EB | 9.09 | 9.09 | A | A | A | n/a | — | A | A |
| 34 | Two-way stop | 9.27 | 9.28 | 2.93 | 0 | | SB | 9.28 | 9.28 | A | A | A | A | — | A | A |
| 35 | Two-way stop | 1.78 | 0 | 13.8 | 0 | | EB | 13.76 | 13.76 | A | A | B | n/a | — | B | B |
| 36 | Two-way stop | 0 | 0 | 0 | 10.7 | | WB | 10.72 | 10.72 | A | A | n/a | B | — | B | B |
| 37 | Roundabout | 3.07 | 2.89 | 3.05 | 2.81 | 3 | NB | 3.07 | 3 | A | A | A | A | A | A | A |
| 38 | All-way stop | 10.7 | 9.49 | 9.84 | 10.2 | 10.2 | NB | 10.69 | 10.2 | B | A | A | B | B | B | B |
| 39 | Signalized | 12.7 | 0 | 4 | 0 | 10.1 | NB | 12.66 | 10.1 | B | A | A | A | B | B | B |
| 40 | Signalized | 0 | 13.3 | 3.25 | 0 | 10.3 | SB | 13.26 | 10.3 | A | B | A | A | B | B | B |
| 41 | Signalized | 23.6 | 18.5 | 13.8 | 0 | 17.7 | NB | 23.63 | 17.7 | C | B | B | A | B | C | B |
| 42 | Two-way stop | 0.75 | 0 | 9.55 | 0 | | EB | 9.55 | 9.55 | A | A | A | n/a | — | A | A |
| 43 | Roundabout | 3.09 | 3.35 | 0 | 4.53 | 4 | WB | 4.53 | 4 | A | A | n/a | A | A | A | A |
| 44 | Roundabout | 5.31 | 7.04 | 7.49 | 5.06 | 6.3 | EB | 7.49 | 6.3 | A | A | A | A | A | A | A |
| 45 | All-way stop | 8.34 | 0 | 8.7 | 8.42 | 8.5 | EB | 8.7 | 8.5 | A | n/a | A | A | A | A | A |
| 46 | Two-way stop | 1.03 | 0 | 12.9 | 0 | | EB | 12.93 | 12.93 | A | A | B | n/a | — | B | B |
| 47 | Roundabout | 4.22 | 4.41 | 3.87 | 5.07 | 4.4 | WB | 5.07 | 4.4 | A | A | A | A | A | A | A |
| 48 | Roundabout | 5.19 | 6.28 | 8.84 | 4.83 | 6.3 | EB | 8.84 | 6.3 | A | A | A | A | A | A | A |
| 49 | Two-way stop | 10.5 | 0 | 0 | 0.25 | | NB | 10.54 | 10.54 | B | n/a | A | A | — | B | B |
| 50 | Two-way stop | 0.33 | 2.1 | 13.5 | 10.9 | | EB | 13.53 | 13.53 | A | A | B | B | — | B | B |
| 51 | Two-way stop | 11.5 | 18.3 | 0.07 | 2.23 | | SB | 18.29 | 18.29 | B | C | A | A | — | C | C |
| 52 | Roundabout | 10.7 | 5.67 | 6.6 | 5.59 | 7.5 | NB | 10.71 | 7.5 | B | A | A | A | A | B | A |
| 53 | Signalized | 0 | 19.5 | 42.1 | 22.3 | 28.8 | EB | 42.06 | 28.8 | A | B | D | C | C | D | C |
| 54 | Signalized | 20.1 | 0 | 7.73 | 15.4 | 13.3 | NB | 20.11 | 13.3 | C | A | A | B | B | C | B |
| 55 | Signalized | 27.6 | 35.5 | 13.5 | 12.7 | 16.2 | SB | 35.53 | 16.2 | C | D | B | B | B | D | B |
| 56 | Signalized | 27 | 22.4 | 15.4 | 16.2 | 18.5 | NB | 26.98 | 18.5 | C | C | B | B | B | C | B |
| 57 | Two-way stop | 10.2 | 11 | 1.59 | 0.54 | | SB | 11.02 | 11.02 | B | B | A | A | — | B | B |
| 58 | Signalized | 32.6 | 23.9 | 13.6 | 15.9 | 19.8 | NB | 32.56 | 19.8 | C | C | B | B | B | C | B |
| 60 | Two-way stop | 0 | 8.59 | 0.44 | 0 | | SB | 8.59 | 8.59 | n/a | A | A | A | — | A | A |
| 61 | Two-way stop | 0 | 8.86 | 3.95 | 0 | | SB | 8.86 | 8.86 | n/a | A | A | A | — | A | A |
| 62 | Two-way stop | 9.28 | 0 | 0 | 2.02 | | NB | 9.28 | 9.28 | A | n/a | A | A | — | A | A |
| 63 | Two-way stop | 0.73 | 0 | 15.5 | 0 | | EB | 15.49 | 15.49 | A | A | C | n/a | — | C | C |

Subject: Level of Service Summary PM Peak Hour

| INT | TYPE | NB | SB | EB | WB | OVERALL | CRITICAL APPROAC | CRITICAL APPROACH | REPORT DELAY | LOS_NB | LOS_SB | LOS_EB | LOS_WB | LOS_OVERAL | LOS_CRITICAL_APPROAC | LOS_REPORT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | All-way stop | 7.61 | 7.75 | 7.65 | 7.52 | 7.7 | SB | 7.8 | 7.7 | A | A | A | A | A | A | A |
| 2 | Two-way stop | 10 | 9.65 | 0.52 | 0.54 | | NB | 10.0 | 10.0 | B | A | A | A | — | B | B |
| 3 | Two-way stop | 1.88 | 0.33 | 9.75 | 10.5 | | WB | 10.5 | 10.5 | A | A | A | B | — | B | B |
| 4 | Two-way stop | 8.89 | 8.5 | 0 | 0.91 | | NB | 8.9 | 8.9 | A | A | A | A | — | A | A |
| 5 | Two-way stop | 0.33 | 1.07 | 10.5 | 10 | | EB | 10.5 | 10.5 | A | A | B | B | — | B | B |
| 6 | All-way stop | 7.13 | 7.3 | 7.21 | 7.43 | 7.3 | WB | 7.4 | 7.3 | A | A | A | A | A | A | A |
| 9 | Two-way stop | 3.46 | 0 | 9.21 | 0 | | EB | 9.2 | 9.2 | A | A | A | n/a | — | A | A |
| 11 | Two-way stop | 9.1 | 9.22 | 0.77 | 0.54 | | SB | 9.2 | 9.2 | A | A | A | A | — | A | A |
| 12 | All-way stop | 9.47 | 8.84 | 8.48 | 8.87 | 9.1 | NB | 9.5 | 9.1 | A | A | A | A | A | A | A |
| 13 | Two-way stop | 0 | 10.8 | 1.64 | 0 | | SB | 10.8 | 10.8 | n/a | B | A | A | — | B | B |
| 14 | Two-way stop | 0 | 16.2 | 3.83 | 0 | | SB | 16.2 | 16.2 | n/a | C | A | A | — | C | C |
| 17 | Two-way stop | 1.46 | 0 | 9.03 | 0 | | EB | 9.0 | 9.0 | A | A | A | n/a | — | A | A |
| 18 | Signalized | 8.01 | 0 | 0 | 9.1 | 8.5 | WB | 9.1 | 8.5 | A | A | A | A | A | A | A |
| 19 | Signalized | 0 | 7.62 | 0 | 9.15 | 8.6 | WB | 9.2 | 8.6 | A | A | A | A | A | A | A |
| 20 | Signalized | 0 | 50.5 | 3.53 | 3.36 | 6.7 | SB | 50.5 | 6.7 | A | D | A | A | A | D | A |
| 21 | Signalized | 60.2 | 38 | 4.73 | 4.47 | 15.3 | NB | 60.2 | 15.3 | E | D | A | A | B | E | B |
| 22 | All-way stop | 12 | 9.87 | 10.7 | 11 | 10.8 | NB | 12.0 | 10.8 | B | A | B | B | B | B | B |
| 23 | All-way stop | 9.78 | 8.92 | 9.25 | 8.85 | 9.2 | NB | 9.8 | 9.2 | A | A | A | A | A | A | A |
| 24 | Roundabout | 5.65 | 5.25 | 5.37 | 5.74 | 5.5 | WB | 5.7 | 5.5 | A | A | A | A | A | A | A |
| 25 | Two-way stop | 0.31 | 1.29 | 15 | 15.2 | | WB | 15.2 | 15.2 | A | A | C | C | — | C | C |
| 26 | Two-way stop | 6.01 | 9.77 | 0 | 0 | | SB | 9.8 | 9.8 | A | A | n/a | A | — | A | A |
| 27 | Signalized | 14.5 | 23.8 | 30.2 | 25.1 | 22.8 | EB | 30.2 | 22.8 | B | C | C | C | C | C | C |
| 28 | All-way stop | 6.66 | 7.25 | 0 | 7.61 | 7.3 | WB | 7.6 | 7.3 | A | A | n/a | A | A | A | A |
| 29 | Signalized | 9.51 | 9.26 | 24.1 | 24.4 | 16.5 | WB | 24.4 | 16.5 | A | A | C | C | B | C | B |
| 30 | Two-way stop | 0 | 8.97 | 5.84 | 0 | | SB | 9.0 | 9.0 | n/a | A | A | A | — | A | A |
| 31 | Two-way stop | 2.21 | 0 | 8.97 | 0 | | EB | 9.0 | 9.0 | A | A | A | n/a | — | A | A |
| 32 | Two-way stop | 5.75 | 0 | 9.22 | 0 | | EB | 9.2 | 9.2 | A | A | A | n/a | — | A | A |
| 34 | Two-way stop | 9.79 | 10.5 | 2.4 | 0.27 | | SB | 10.5 | 10.5 | A | B | A | A | — | B | B |
| 35 | Two-way stop | 0.83 | 0 | 15.4 | 0 | | EB | 15.4 | 15.4 | A | A | C | n/a | — | C | C |
| 36 | Two-way stop | 0 | 0 | 0 | 16 | | WB | 16.0 | 16.0 | A | A | n/a | C | — | C | C |
| 37 | Roundabout | 2.99 | 3.07 | 2.88 | 2.97 | 2.9 | SB | 3.1 | 2.9 | A | A | A | A | A | A | A |
| 38 | All-way stop | 9.55 | 12.4 | 10.3 | 10.3 | 11.2 | SB | 12.4 | 11.2 | A | B | B | B | B | B | B |
| 39 | Signalized | 13 | 0 | 3.65 | 0 | 9.7 | NB | 13.0 | 9.7 | B | A | A | A | A | B | A |
| 40 | Signalized | 0 | 12.6 | 4.33 | 0 | 10.8 | SB | 12.6 | 10.8 | A | B | A | A | B | B | B |
| 41 | Signalized | 44 | 36.2 | 12.9 | 0 | 27.4 | NB | 44.0 | 27.4 | D | D | B | A | C | D | C |
| 42 | Two-way stop | 0.53 | 0 | 9.92 | 0 | | EB | 9.9 | 9.9 | A | A | A | n/a | — | A | A |
| 43 | Roundabout | 3.62 | 4.25 | 0 | 3.57 | 3.9 | SB | 4.3 | 3.9 | A | A | n/a | A | A | A | A |
| 44 | Roundabout | 5.6 | 7.67 | 7.35 | 5.33 | 6.8 | SB | 7.7 | 6.8 | A | A | A | A | A | A | A |
| 45 | All-way stop | 8.68 | 0 | 9.31 | 9.09 | 9 | EB | 9.3 | 9.0 | A | n/a | A | A | A | A | A |
| 46 | Two-way stop | 1.51 | 0 | 18.2 | 0 | | EB | 18.2 | 18.2 | A | A | C | n/a | — | C | C |
| 47 | Roundabout | 6.01 | 8 | 5.05 | 7.02 | 6.3 | SB | 8.0 | 6.3 | A | A | A | A | A | A | A |
| 48 | Roundabout | 11.3 | 6.9 | 11.6 | 13.5 | 10.2 | WB | 13.5 | 10.2 | B | A | B | B | B | B | B |
| 49 | Two-way stop | 9.9 | 0 | 0 | 0.45 | | NB | 9.9 | 9.9 | A | n/a | A | A | — | A | A |
| 50 | Two-way stop | 0.33 | 3.68 | 11.6 | 13.3 | | WB | 13.3 | 13.3 | A | A | B | B | — | B | B |
| 51 | Two-way stop | 10.8 | 19.5 | 0 | 0.77 | | SB | 19.5 | 19.5 | B | C | A | A | — | C | C |
| 52 | Roundabout | 7.04 | 6.55 | 6.65 | 5.29 | 6.2 | NB | 7.0 | 6.2 | A | A | A | A | A | A | A |
| 53 | Signalized | 0 | 36.1 | 12 | 20.2 | 19.4 | SB | 36.1 | 19.4 | A | D | B | C | B | D | B |
| 54 | Signalized | 40.1 | 0 | 5.53 | 8.58 | 10.2 | NB | 40.1 | 10.2 | D | A | A | A | B | D | B |
| 55 | Signalized | 30.4 | 39.2 | 31.2 | 13.1 | 27.1 | SB | 39.2 | 27.1 | C | D | C | B | C | D | C |
| 56 | Signalized | 32.5 | 26.8 | 19.9 | 18.7 | 22.6 | NB | 32.5 | 22.6 | C | C | B | B | C | C | C |
| 57 | Two-way stop | 11.7 | 11.7 | 1.28 | 0.87 | | NB | 11.7 | 11.7 | B | B | A | A | — | B | B |
| 58 | Signalized | 31.6 | 34.6 | 11.4 | 11.7 | 17.4 | SB | 34.6 | 17.4 | C | C | B | B | B | C | B |
| 60 | Two-way stop | 0 | 8.61 | 0.58 | 0 | | SB | 8.6 | 8.6 | n/a | A | A | A | — | A | A |
| 61 | Two-way stop | 0 | 8.86 | 3.95 | 0 | | SB | 8.9 | 8.9 | n/a | A | A | A | — | A | A |
| 62 | Two-way stop | 9.31 | 0 | 0 | 2.79 | | NB | 9.3 | 9.3 | A | n/a | A | A | — | A | A |
| 63 | Two-way stop | 2.74 | 0 | 17.1 | 0 | | EB | 17.1 | 17.1 | A | A | C | n/a | — | C | C |


Future Land Use
Study Limits
Floodplain
Institutional
Agricultural
Future Land Use
Low-Density Residential
Medium-Density Residential
High-Density Residential
Mixed Residential
Mixed Use
Commercial
Light Industrial
Heavy Industrial

# Advisory Committee Meeting #3

# Agenda
# Whitestown RIF Advisory Committee Meeting #3
# Hybrid
11:00am October 30, 2025

I. Recap
   a. Existing LOS

II. Future Conditions
   a. Overall Trip Generation
   b. Overall Growth in Traffic Volumes
   c. Future LOS
   d. Segments & Intersections Needing Improvements

III. Identify Costs for Needed Improvements
   a. Range of Improvements
   b. Estimated Range of Cost per Trip
      i. Discussion of Fees

IV. Final Steps
   a. Finalize Future Total Costs
   b. Finalize Cost per Trip
   c. Final Plan to Board

**RIF Advisory Mting #3 – Hybrid 10/30/2025**

Attendees -

**Online:**
Phil Sundling
Mathew Doublestein
Cheryl Hancock
Mark Pascarella
**In person:**
Adam Braun
Dan Patterson
plus - Sri Venugopalan, Todd Barker, Amanda Johnson, Dan Dugan, Kate Zale

*Goal: recap where we're at and to have a good discussion about the fee.*

- Overview:
  - General process of calculating impact fees
  - Existing traffic analysis
  - Future analysis parcels and trip generation
  - Future growth assignment
  - Future level of service results table
  - Future improvements and how they are selected
  - Range of possible fees
- Amanda opens the floor to feedback
  - Matt: Zionsville chamber has been looking at RIF's for small businesses moving into existing uses. Concern about impacts on local businesses being able to stay in the area while upgrading facilities. Discussion that tenants may not pay directly but costs may be passed on to them. Sri responded: the review committee may be the proper venue to address that to ensure Whitestown does not lose valuable local business.
- Sri: we need to mention what entities are going to be exempted specifically by name (eg: schools). Matt: agree that public tax payers should not be paying impact fees. Sri and EMCS to work on language for the ordinance.
- Sri, with a question for committee: having seen the potential range of fees, does the committee want to discuss capping it somewhere?
  - Dan: after a mores specific number is available then we can talk about capping it
  - Matthew: concerned developers may decide to go to Lebanon, Brownsburg, etc.
  - Cheryl: I agree that we need to discuss capping it.
  - Cheryl: it would be good to compare total fees for different types and then compare that to neighbors.
  - Phil: commercial may have the biggest problem with the fees. If they don't have it built into their pro forma a sudden fee increase may kill a development.
  - Sri: then we will discuss this at the next meeting
- Final meeting poll for meeting before Thanksgiving. Targeting mid-November.

# Advisory Committee Meeting #4

Agenda
Whitestown RIF Advisory Committee Meeting #4
Virtual
10:30am November 21, 2025

I. Recap of procedures and results

II. Updated Fee Calculation and Discussion

III. Next Steps
   a. Distribute Advisory Committee Letter
   b. Finalize Ordinance

**RIF Advisory Meeting #4 – Virtual 11/21/2025**

Attendees -

**Online:**
Rex Ramage
Phil Sundling
Mathew Doublestein
Cheryl Hancock
Mark Pascarella
Adam Braun
Dan Patterson
plus - Sri Venugopalan, Todd Barker, Amanda Johnson, Dan Dugan, Kate Zale

*Goal: Finalize Fee to propose*

- Amanda discussed briefly history of the study and updates since the last meeting.
- Amanda shared the new calculated fee to be ~$318 per trip and opened the floor for discussion
- Sri recommended keeping the fee as calculated rather than adopting a lower fee.
- Dan and Cheryl agreed and discussed that the proposed fee is in line with surrounding area impact fees.
- Rex asked if there was a comparison with other areas of the City impact fees, rather than only surrounding areas. EMCS shared in Advisory Meeting 1 Johnson County/Bargersville fee is $272.42/trip
- Additional discussion about potentially rounding or initially implementing a lower fee and it was agreed that $318 should be proposed as the initial fee and to remain as such for the next 5 years until the Zone Improvement Plan is updated.
- Amanda asked if there were any other concerns about adopting a fee/trip of $318 and none were raised.
- Sri and EMCS confirmed the ordinance will specifically name schools and government buildings as exempt from impact fees.
- Sri reiterated that the impact fee review committee will handle any appeals.
- Draft ordinance was prepared and Sri is sending to legal for review.
- EMCS to draft an advisory letter of support to send to Sri who will distribute to each committee member to sign.