

PLAINFIELD PLAN COMMISSION

February 7, 2022

6:30 p.m.

Mr. Bahr: Good evening, we'd like to call the February 7th Plainfield Plan Commission meeting to order.

ROLL CALL/DETERMINATION OF QUORUM

Mr. Bahr: Andrew if you would, take roll call.

Mr. Klinger:	Mr. Philip – here
	Ms. Andres – here
	Mr. McPhail – here
	Mr. Kirchoff – here
	Mr. Brandgard – here
	Dr. Giesting – present
	Mr. Bahr – here

All members are present and accounted for.

Mr. Bahr: Thank you

PLEDGE OF ALLEGIANCE

Mr. Bahr: If you would all please stand and join me in the Pledge.

APPROVAL OF MINUTES

Mr. Bahr: First up would be approval of the minutes from January 3rd.

Dr. Giesting: I make a motion to approve the minutes as amended.

Ms. Andres: I'll second.

Mr. Bahr: Andrew?

Mr. Klinger:

Mr. Philip – yes

Ms. Andres – yes

Mr. McPhail – yes

Mr. Kirchoff –

Mr. Kirchoff: I will abstain since I was not present.

Mr. Klinger:

Mr. Brandgard – yes

Dr. Giesting – yes

Mr. Bahr – yes

Minutes are approved 6 – 0 with 1 abstention.

Mr. Bahr: Thank you

GUIDELINES FOR PUBLIC HEARINGS

Mr. Bahr: Public hearings, tonight's meeting is of course a public hearing designed to allow the public to give input regarding the subject at hand. Guidelines for conduct of the public hearing:

1. The proceedings are recorded for public record purposes; please come to the podium, located in the front of the Meeting Room, give your name and address and make your presentation.

2. Please make presentations as concise as possible; try to limit your comments to no more than five (5) minutes and avoid repetition of points made by previous speakers. Each speaker will be allowed to speak only once.
3. If possible, please designate a spokesperson for groups supporting or opposing same positions.
4. Following your presentation, please print your name and address on the speakers' sheet provided by the Plan Commission Secretary to ensure the official record reflects your appropriate name and address.

OATH OF TESTIMONY

Mr. Bahr: Oath of Testimony, Mr. Daniel?

Mr. Daniel: All those expecting to speak before this Commission tonight, please stand and raise your right hand.

(Mr. Daniel administers the Oath of Testimony)

Mr. Daniel: Thank you

Mr. Bahr: Thanks Mel.

PUBLIC HEARINGS

Mr. Bahr: No resolutions, so first item for public hearing is PP-21-140.

Mr. Berg: Good evening. Thank you, Mr. President. As you said, this is Primary Plat-21-140 – Trescott. I want to say you saw this probably about 9 months ago, for the rezone. There on the southwest corner of Hall and Hadley; 382 lots – on the motion it does say it's 378, I have no idea why I typed that but apparently, I had 378 on the mind – the applicant is requiring no waivers or any type of incentives as far as for approval of this. So, if there are any questions, the applicant is Drees Homes, if there are any questions regarding more technical aspects, whether it be roadways or drainage or anything like that, Jason Coyle of Banning Engineering is here to wax nostalgic, and give you all the answers that you want on those things that I cannot, as I am not an engineer or a surveyor. So, if there are no questions for me, I'll turn it over to you and whomever you may wish.

Mr. Coyle: Good evening. My name is Jason Coyle with Banning Engineering, 853 Columbia Road, Suite 101, Plainfield, Indiana 46168. Thank you for allowing us to be here tonight, I thank you for

this opportunity. Trescott, a proposed single-family residential development and addition to the Town of Plainfield, proudly presented by Pulte Homes and Drees Homes. Trescott is located just south of Hadley Road or 600 South, it is west of 675 East also know as Hall Road, it's north of 700 South and just a little bit east of 600 east or Moon Road. Just to point out a few landmarks for you: we have Glen Haven West directly to the north abutting us, we have Bridlewood immediately to our east, and then the new Guilford Elementary School across Moon Road on our west side. Before I get too much further, I want to introduce a few folks who I have with me tonight. We have Dave Compton from Pulte Homes that's with us tonight, and then Lee Phillips with Drees Homes, and they're going to be available to answer any questions you guys might have as well. So, Trescott development standards: there's 382 lots, as Eric had mentioned, over 167.3 acres. There are 130 lots that's in the green area there on the west, kind of the north and west sides. Those are zoned R-3 with a minimum lot size of 80 feet wide by 125 feet deep, with a minimum lot area of 10,000 square feet. The remaining 252 lots are those in the yellow there. Those are zoned R-4 with a minimum lot size of 62 feet by 125 feet, for a lot area of 7,750 square feet. Currently both Drees and Pulte are planning to build Trescott in four phases. Phase 1 is broken up into two, 1A and 1B. 1A, they hope to get paved yet this fall. That will be their model court, so they'll have four model homes up in that court. It's going to be a beautiful court when it's all said and done. There will be some nice landscape mounding between the court and Hadley Road; it's just going to be a beautiful area, a great place for some model homes. And then they'll finish out the remaining three sections in the future. Trescott is compliant with the Town of Plainfield's Thoroughfare Plan. If you're familiar with the Thoroughfare Plan, there was a featured road extension, Hackamore Road. And if you see in our plan, we have the Hackamore Road extension that cuts right through the middle of the development. So, we're dedicating that right-of-way to the town, along with all of the perimeter right-of-way that's required by the Thoroughfare Plan. I just want to say, it's been an excellent experience working with the town staff. Both Eric, Scott Singleton, Tim Belcher, they've all done a great job offering thoughtful comments and concerns, and I think through the staff report you'll see that we've addressed those to the best of our ability. With that, I'm going to keep my presentation short. I know there's probably some folks in the audience that probably have some questions, you have questions. I'm here to answer them, along with our team, and we just thank you for the opportunity again and would ask for a favorable approval tonight.

Mr. Bahr: Thank you. Thank you very much. This is a public hearing. We would like to open it up for that and invite anyone in favor or opposing the project to approach the podium.

Mr. Musick: Good evening. My name is Mark Musick and I currently live at 6342 South County Road 675 East. A little bit about me, I am an electrical engineer, retired from Duke Energy after 35 years. My wife and I have lived in Plainfield 41 plus years, and we've lived at the current address 32 plus years. I have two topics that I'd like to discuss this evening, to bring before the board. My first issue of concern is the water problem that we have in the area. I think you have some of the handouts that I've provided. There's a set of four pictures there that shows some of the water issues that we have. My neighbor John Hall, which one of his fields is where a retention pond will be constructed for this development. That field fills with water on a regular basis. The

pictures that you see there is probably the worst situation we've had in the 30 plus years that we've lived there, but that situation occurs probably once every five to six years on average. We always have, if we have continuous rain during the spring, you know where we'll have a week of half an inch every day or so, and then we get another inch, we'll have a small river running through our yard into Lisa Bierman's yard, which then flows to the north from there. Now, John Hall and Lisa Bierman, and my wife and I, we have spent several thousand dollars improving the swales; field tile, drainage pipe, the typical type things that you would do to improve the drainage, and we have improved it quite a bit, but the pictures that you see are after we made the improvements, okay. One picture actually shows where it's up to County Road 675 East, but that was before the road widening that occurred this past year. Now, the road widening finished in July; we don't know exactly how that's going to impact us this spring, that's yet to be seen. I've not been contacted by anybody from Banning or from Drees about how this might impact drainage on my property. The standing water, that type of thing, will continue if things don't change. My hope is that when they install the retention pond that it'll solve my drainage problem. On the other side of that, I do not want that to aggravate my drainage problem. As you can see in the pictures, one time it was up to my back garage, within five or six feet of my home. Obviously, it can't get any worse than that or I'm going to be in trouble. I'd really like some assurance, or for them to contact me about how the grading and the installation of this retention pond that's going to be immediately south of my home, and adjacent to it, how it will impact my drainage situation. And I'm sure Lisa Bierman, if she were here, would also say the same thing, because being neighbors, her property out back becomes a lake as well as John's field and the back part of my property. So, I think Drees needs to come forward to me, and to Lisa, about how they plan on handling the drainage situation, and they need to be held accountable if they make things worse, absolutely. Through no fault of my own, they perform their development and water gets inside my house, then I have an issue with that. So, that's where I'm at with that issue. The other issue that I have, which the town board, I'm not sure, may not have any say in this at all, but there is a huge oak tree in my yard, but the thing is, it straddles the property line between my property and John Hall's property which will soon become part of the development, the Drees development. Approximately 80% of the trunk of that tree is on my property; about 20% is on John's property. It provides probably about 50% of the shade in my yard during the summer. This tree is 70-80 feet tall; the trunk is 6 plus feet in diameter, I'm guessing it's over 100 years old. I don't want that tree cut down if at all possible. And if we come to some agreement that says they won't cut it down, I don't want the excavation of the property south of me to be so invasive that it damages the root system and ultimately kills the tree. So, I'd like some assurances along that line. I don't know who to contact at Drees. I guess I could talk to the engineer at Banning here that showed up here this evening, about that. There's already been some excavation in that field south of me, so I don't even know what the timing is. I have not heard anything and here I am, I'm adjacent to the development. Anyway, those are my issues, thank you for listening.

Mr. Bahr: Thank you

Mr. Brandgard: Thank you

Mr. Rice: my name is Richard Rice, you can call my Rick. I was here once before, but I'm in that corner lot right there, 6430 East County Road 700 South. I have two issues – well first, I've been in that house about ten years, after I retired from 36 years at the phone company. We used to live on 6 acres – there's a lane that goes back into the woods right west of that – we started back there in 86'. So, I've been in the neighborhood for over 35 years. The house on that lot was built in 56'. I used to go over there and help Vivian Hendricks when she needed something. But anyway, when she retired and went to a nursing home and everything, I bought the house, my wife and I did. So, that lot's water since the house has been built, and I kind of knew that when I bought it, but I figured it wasn't that bad. But what happens is when it rains, all the water comes to that lot, it's the lowest lot in the whole area; that's one issue. Now, when I was here last time, they said they were going to put a swale in there and all that. What I'm concerned about is how they're going to get rid of the water. Right now, we've got about four or five drain tiles - and I put that in – and I don't know where they're going to put that water. Two, it's never been dry, hardly ever, this year it's been really bad, or last year. It was just – the field has never dried out. The second problem I have is, if you look at my lot, there's about six or seven lots around it and I think that's quite a few properties around one lot. Most people have like a house behind them and one on each side; we're going to have about six or seven. So, I'd kind of like to address that issue, how we could, I don't know, put a mound there. I'm not saying don't build a subdivision, I'm just saying, we're going to have six or seven houses right in my backyard. So, that's my two issues, that's it.

Mr. Bahr: Did you sign in sir?

Mr. Rice: Yeah, I signed it.

Mr. Bahr: Alright, thank you.

Mr. Rice: Thank you.

Mr. Bahr: Would anyone else like to speak?

(Brief pause)

Mr. Bahr: Seeing none. I'll close the public hearing and open it up, if the petitioner would like to address the...

Mr. Coyle: Yes, thank you. We'll start with Mark's comments, Mr. Musick's comments concerning drainage. I actually have prepared a separate PowerPoint for the Hendricks County Drainage Board that is going to be held tomorrow. In that presentation we have, we show existing and proposed basins. I'm just going to try and do it with this pointer here instead of asking staff to pull up that presentation. Apparently, there's an existing basin. Basically, this whole area here dips below Hackamore Road. It includes all of the Hall business area, and then all ends up about right here. That totals 126.9 acres, it all heads, all of that drainage currently heads right to their back door, 126 acres. If you see in the development state, we have one, two, three ponds now

that we're going to pick up all of that water. We're going to detain it and we are going to make their drainage problem a whole lot better. We are going to route the water that ends up in this pond, back north to the existing tributary that runs through the property. So, their drainage problem is going to significantly be improved by what we're doing with this development. As far as the tree, I would love to know exactly where that tree is to see if we can work around that tree. I know currently in our plan we have a 15 foot landscape easement around our entire perimeter, 15 feet around our entire perimeter that we are not touching at all. We are not grading it – we're actually required to do a Level 3 landscaping in that area, in that 15 feet. So, we're going to enhance the landscaping, not grade anything, and we're going to cut a swale from that pond back to the west and back north away from their property. So, I think they're going to see significant improvements. Obviously if there's not 126 acres that's coming to their back door, that should be a huge improvement. If we can get together afterwards and talk about the oak tree, I'd be happy to see what we can do to salvage that oak tree. As far as Mr. Rice's comments, again, the drainage concerns – any water that is leaving the Trescott development now, towards his property, will be captured and will be brought back into our detention ponds. So, I can say very little water will actually reach his property. The other thing is, if we were to install a mound along his property, we would almost be impounding water on his property. So, any water that would roll off of his site, onto our site, would be impounded unless we put storm sewers on both sides of the mound. And so, what were trying to do is just cut a swale along his property. Once again, we've got a 15 foot landscape easement, and then we would have our 30 foot drainage easement that would have that swale, storm pipe, subsurface drain, that would capture all that water and route it away from his home. So, he should see improvement as well. Obviously the Musicks are going to see way more improvement just because there's a lot more water headed their way. As far as the number of lots, I mean, that's just how the layout kind of works out. We've got that single street coming in. And I will tell you, we're seeking Primary Plat approval – we've talked with the developer and everyone, and I just kind of feel like that is, I believe that's our last section, Section 4... let me confirm that, it may be Section 3. No, it is our last section, that is Section 4, and I believe wholeheartedly that that whole area is going to change before we even get there. I think more land is going to come into this development and we're going to be back asking for an amended Primary Plat. I just have that gut feeling, and I feel like we would come in and ask for an amended Primary Plat for that Section 4, and that whole south area would change quite a bit, but we're not there yet. Any questions from the Commission that I can answer?

Mr. Brandgard: I don't have a question, but I do make a request that you save that tree.

Mr. Coyle: Yes, sir. We will do everything that we can.

Mr. Bahr: Thank you

Mr. Coyle: Thank you

Ms. Andres: (microphone not on) Can I ask you a question...

Mr. Coyle: Yes

Ms. Andres: (microphone not on) Can you just help me understand. I know that it's not flood plain, how recently were those maps developed? I'm just kind of curious, in terms of...

Mr. Coyle: The FEMA Flood Plain Maps?

Ms. Andres: Yes

Mr. Coyle: So, they're updated all the time. I don't know when. I don't know that I have a note on this. Typically, I would put a flood note – let me take a quick look and see. I do not have a note concerning what map it is but typically they're updated every so often. I think the last round was done within the last ten years

Ms. Andres: Okay

Mr. Coyle: And we will, as a part of – so, we have two streams that we're going to be, or two tributaries that we're going to be crossing in this northern section; we will do a flood study, like just a local flood study of those areas, and we will determine a 100 year flood stage on those tributaries, and then our two culvert crossings will have handled that 100 year stage through that as well.

Ms. Andres: Okay, great. And then if you're looking at dividing the various ponds that you have on there, are they strategically – is part of it for fire storage in case something comes up or are you designing them that you're anticipating that kind of water you're going to need to store

Mr. Coyle: So, I'm guessing, you just said "fire storage"?

Ms. Andres: Yeah, well, water in case there's a fire... and you know...

Mr. Coyle: So, the town – so, in rural communities they would use ponds. They would put like a pipe down into the pond and a pump truck could draw off the pond. In Plainfield they've got plenty of municipal water.

Ms. Andres: So, these are just for...?

Mr. Coyle: Yeah, these are just for detention only, and they will be stored to meet the required release rates).

Ms. Andres: Okay

Mr. Coyle: Alright, thank you.

Mr. Bahr: Open it up for discussion with the Commission.

(Brief pause)

Mr. Bahr: There is none?

Mr. Berg: If I could just remind you that I typo-ed the number of lots.

Mr. Philip: I'm aware of that. Mr. President, I have a motion. I move that the Plan Commission approve PP-21-140 to create a 382-lot residential subdivision on approximately 167.3 acres finding that:

1. Adequate provisions have been made for regulation of minimum lot width, minimum lot depth and minimum lot area;
2. Adequate provisions have been made for the widths, grades, curves and coordination of subdivisions public ways with current and planned public ways; and
3. Adequate provisions have been made for the extension of water, sewer, and other municipal services.

And that such approval shall be subject to the following condition(s):

1. Compliance with the Town Standards, including but not limited to the following Chapters of the Plainfield Town Code;
 - Chapter 51: General Sewer Use and Wastewater Pretreatment
 - Chapter 52: Water Regulations
 - Chapter 55: Drainage
 - Chapter 56: Storm Water
 - Chapter 93.15: Access to Public Streets and Thoroughfares
 - Chapter 152: Flood Hazard Reduction; and
 - Chapter 153: Subdivision Control Ordinance
2. Substantial compliance with the primary plat file dated February 7, 2022.
3. Coordination of potential street names with the Town's GIS Planner to avoid emergency response issues.
4. Prior to the issuance of secondary plat, any/all offsite drainage easements and any/all required Hendricks County Drainage Board approvals shall be obtained by the applicant.

Mr. McPhail: Second

Mr. Bahr: Andrew, if you would take roll?

Mr. Klinger:

Mr. Philip – yes

Ms. Andres – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Dr. Giesting – yes

Mr. Bahr – abstain

PP-21-140 is approved.

Mr. Bahr: Thank you. Next, we have TA-22-011 – Zoning Code Definition Text Amendment. Mel?

Mr. Daniel: Would you like for me to comment on this? We prepared this and submitted this – obviously the definition in the current town code that we have has been there for a long time. In fact, it was there prior to the town code. The zoning ordinance was brought into the town code at the time the town code was adopted. As a result of changing circumstances over many, many years, and some issues we've had in the town of Plainfield particularly, it seemed appropriate to define “motel” and “hotel” in a fashion that more clarified. I don't think it technically changed – our definition says, “the travelling public”, and it has for a long time. I think if you apply “travelling public” to our definition, I think it's hard to get beyond having people come in and stay weeks, months, and that sort of thing, in a motel that's not deemed adequate for that. But rather than get into issues like that, we thought it was a better idea to amend the definition of “motel” and “hotel” in Plainfield. And to add – this isn't here tonight – but I'm sure you've heard of “extended stay” hotels and motels; we do intend to present to the town, a definition of “extended stay” hotels and motels, so that to the extent that those facilities are available in Plainfield that meet our Zoning Board Code, that we will have that. But as of now, we are trying to deal with the current situation. So, this redefines, or in my opinion, more aptly clarifies our current “motel” and “hotel” definition. I'd be glad to answer any questions.

Mr. Bahr: Thank you

Mr. Daniel: You're welcome.

Mr. Bahr: Andrew, I would...

Mr. Daniel: I probably should clarify that. Tonight, the purpose is for the Council to review this and then set it for public hearing so that we can take public comment on that, to the extent as needed.

Mr. Philip: Okay

Mr. Bahr: So, the public hearing will follow?

Mr. Klinger: Yeah, so what we would do is set it for a public hearing for the next meeting and put out public notice of that.

Mr. Philip: So, this is a head's up?

Mr. Bahr: A head's up.

Mr. Klinger: Yeah

Mr. Bahr: Very good. Okay. No additional action is required then? Thank you, Mel, again.

PLAN COMMISSION DISCUSSION

Mr. Bahr: Plan Commission discussion, Design Matters

Mr. Whaley: Good evening, Plan Commission members. Periodically, from time to time we like to have conversations and discussions with the Commission to talk about design related issues. Obviously, design affects the built environment, it affects the community in which we live, work, and play. And so, periodically we want to take a look at different issues that are impacting design, look at the trends reoccurring, and try to convey that information to you all, and have some discussion about how those different trends are impacting the communities throughout the U.S., and could be affecting Plainfield. The overview of the discussion tonight, we're going to talk about what's called "Sense of Place". This is a term that's used frequently in the planning profession; it's also used in other professions and social sciences. We're going to try and give you an overview of what that means and how we apply it to the different variables that we look at when we're looking at projects. We're also going to talk about certain development influences and challenges and how that affects sense of place. And then we're going to talk about design trends, and really focus on a couple different commercial trends that we're seeing as they relate to drive-through facilities. Obviously during COVID we saw an increased demand for drive-throughs as more and more consumers were picking up food at different locations as opposed to eating inside those facilities. And then we're also going to talk a bit about off-street parking. And Eric's going to handle that subject, so I'm going to try not to step on his toes too much as I go through these

slides. As I said, we talk about this term or phrase that we use quite a bit in the planning profession, "Sense of Place". You've probably also heard it referred to as "Quality of Life" or "Quality of Place". I've included this quote from Edward T. McMahon. Not the sidekick of Johnny Carson, this is a person who writes for the Urban Land Institute, the ULI – you've probably heard of that institute. Really, he summarizes "Sense of Place" as being a collection of unique qualities and characteristics – visual, cultural, social, and environmental- that provide meaning to a location. So, each community obviously tries to be unique, and be separate and different from other communities. In terms of community, what does it mean to have this unique Sense of Place? Obviously, that affects people's emotional experiences when they go to a different location, and you know, within a community you can go from one part to another, and that ends up affecting you in different ways based upon how you perceived that place. Obviously, different characteristics end up affecting the quality of life, and that quality of place as well. In terms of sense of place, creating that sense and community is a guiding principle for designing livable and high-quality environments. Obviously, this is focused on the downtown plan in the town of Plainfield, focusing on elevating the downtown design and trying to make it a vibrant dynamic place and enhance that aspect of it. Also, it was a focus of conversation when we looked at the Perry Crossing master plan, the area south of the mall. The comprehensive plan has recommended creating an urban village in that location, and so we wanted to ensure that urban village had a high-quality sense of place. There's a variety of different factors that ultimately influenced that. Design of the buildings and structures is one aspect, also building location and placement, the location of parking and other facilities on the property ultimately impacted that sense of place. So, there is this strong relationship between design and people's perceptions. And it can really be at that micro level, such as a building. We've got the current town hall shown in that upper left corner, and then the town hall that is currently under construction, the Government Center, in the left hand corner. The building in the upper left doesn't really have a strong sense of connection to the pedestrian ways out along Main Street and Center. I think even on the east side there's one area that looks like there was a door at one point that was closed in. To gain access to the building you have to go to the north side. This building has very few windows, so not a very good sense of transparency into the building. Although I wasn't around for the discussion, the new town hall is currently under construction, and I do believe that transparency was a strong key element in the design of that structure. And there is a pedestrian plaza out in front of the building as well. So, again, it creates that strong connection to the pedestrian phase out front.

Mr. Klinger: Actually creating a pedestrian gathering place as part of the building.

Mr. Whaley: Exactly. And then the images on the right hand side – I actually used these in a separate presentation for our leadership when we're talking about design – this is Madison, Indiana where my wife is originally from. In the upper image you can see the downtown area, the area that people tend to associate with the city of Madison. It's a very tourist driven community in their downtown area, and the number of festivals that they have along the road front. And then the area that's considered to be what people call "(inaudible) hill" images. Down below, that was built basically using all the current zoning practices, and development regulations they

think of today that ultimately ended up impacting similar development. As you can see, there's a pretty stark contrast between those areas.

Mr. Klinger: Can you – sorry – can I comment on that?

Mr. Whaley: Yeah

Mr. Klinger: What's interesting to me is that the street profile here is actually about the same, right. I mean, it's four lanes with, it looks like street level parking on both sides in the downtown area there. Whereas the below picture is actually only five lanes with no parking on the sides, but yet your perception is different, right. Doesn't it feel a little more closed in on the picture above? It's actually bigger. So, anyway, just a comment.

Mr. Whaley: Yeah, that's a good point. As you pull buildings up closer to the edge of the public right-of-way, it creates a sense of closure, what people describe as almost being like an outdoor room because you create that walled in space. And from a pedestrian standpoint it feels a lot more comfortable to be walking in an area like the one in the image up top because you're in close to those buildings. You can see that there is the activity happening within those spaces, you can interact with people out on the sidewalk. Also, from a safety standpoint, when you're up close to the activity it feels a lot safer when you walk through there. There don't appear to be any sidewalks in image on the bottom but if you're walking along that roadway, it would have a very different feel, from a pedestrian standpoint, being separated from those buildings.

Ms. (?): (microphone not on) (inaudible)

Mr. Whaley: So, that's the main highway that's in Madison, that's up on the hill. That's their commercial strip.

Ms. (?): (microphone not on) (inaudible)

Mr. Whaley: Yeah, so that's the – the bottom picture is the one that's going to have all of your big box retail such as Walmart and all the things; drive-through restaurants. This is post 1950's development, whereas the one on the top was obviously downtown area, late 19th, early 20th century. Talk about a few different influences and challenges that end up affecting commercial development, and how that relates to that sense of place. The first one being that it's designed for motor vehicles. I think we all are aware that we have a culture that is highly dependent on motor vehicles, and that has influence on the design. The second would be development regulation, and we talked a little bit in that past about how conventional zoning tends to prescribe certain development regulations such as setbacks, to create a (inaudible), and that ends up affecting building placements. Then the third being business operations/consumer preferences. Businesses have certain operations (inaudible) achievement of property and that ultimately ends up affecting how that site is laid out. Here's an example that was affected by all three. This was, we're going to pick on Avon, our neighbors to the north, this is where the Super Target is located. As you can see there, we have quite a bit of passable parking located in front

of the main buildings of the shopping center. Obviously, the retailers have a certain demand for, or an expectation for an area that they're going to have for parking to be available for their customers. But then there's also government regulation which requires a certain amount of parking spaces based upon the square footage of those retail facilities. This one is interesting; this is Chick-fil-A in Plainfield, two different aerial images taken fourteen years apart. In 2006, if you look at the drive-through location in the image on the left, you can see that there's very few cars in this particular image, and there's more cars in the parking lot. And then as we get to 2020 it's about an even split, there's about the same number of cars in the parking lot as they are in the drive-through facility now. Obviously, Chick-fil-A's drive through operation has increased in popularity over time and they've added additional drive through lanes and changed their operations. So, this is just reflective of how you can have an existing site and how that business operation can end up changing how that site functions. One other observation about this image on the right, it looks like we have the addition of a pedestrian connection.

Mr. Klinger: Well, that's because we made them do it because they wanted to change their facility.

Mr. Whaley: Alright, and I did spell "drive-thru" differently here, just to throw some people off and see if anybody's catching it, so I thought I'd point it out – trying to include some diversity in the presentation here. This is taken down in Columbus, Indiana. This is just your typical layout drive-through restaurants. You see there's a sidewalk in front of the buildings but there are no sidewalk connections up to those buildings, and they do sit back quite a ways off of the public right-of-way, and you have parking as well as some interior circulation lanes that circle around those buildings. In Indiana this is just your typical drive-through restaurant setup. This is up in Brownsburg, just another example. You have three drive-through restaurants there. Standard setup of taking a building and setting it roughly in the middle of the lot and putting some drive-through lanes around the building for circulation; parking on the sides and the rear. This gives a summary of what the ordinance is currently regulating with respect to drive-through facilities. The focus in these provisions, which is concluded in "Accessory Uses", is mainly upon providing stacking. You can see the image in the right hand corner, of the Starbucks out on Main Street. The vehicles are lined up with customers waiting for coffee. And then it also focuses on the addition of the bailout lanes, so if you're in a drive-through lane waiting for an order and there's an issue, you can get out of that line and continue on and not be stuck.

Mr. Klinger: The bottom picture is the Starbucks on Main Street?

Mr. Whaley: Yeah

Mr. Klinger: So, that's actually really good because the cars aren't actually lining all the way out and around. So, that was a good day.

Mr. Whaley: Yeah, there have been times it's been out into the main drive isles of the shopping center. But you can see looking at this image, and even this example, they are blocking some

access points across the parking lot. The main point here is that this is the current focus of the ordinance, on these two main items. There isn't really any specific guidance or language that pertains to building location, drive-through location, or how that should be designed; it's just mainly focuses on these two things. Mainly being approached from a traffic standpoint. So, what we are seeing with respect to development in drive-through facilities is we're seeing more and more alternative drive-through designs. Rather than having the building sitting squarely in the middle of the site with circulation around the building, we do see other examples where the drive-through is isolated to the side or the rear of the building. This just gives you examples of what that could look like. The reason that these alternative drive-through examples have importance when it comes to sense of place is, we talked a little bit earlier about how important it is to try and get buildings up closer to the right-of-way so that the building becomes the emphasis of the property and not all the accessories such as the parking or the circulation lanes interfering with your perception of that building or causing issues with pedestrian access. This just provides you with examples of what that looks like out in the real world application. This is a McDonald's placed at a hard corner intersection. It's got the drive-through on the north side of the building and you can see that that allows the building to be up closer to the streetscape and how that hopefully impacts the pedestrian business. It's probably hard to see but the drive-through lane comes in just on the north side of the building – its in a shadow there. Going back to our example of Chic-fil-A, this shows how you can take a Chic-fil-A restaurant, which seem to be pretty heavily dependent on that drive-through business and put it up at the hard corner. It can be accomplished even with this particular business. You've got a couple of lanes that feed into that drive-through, and then it narrows down to one. Rather than wrapping everything around the building they're isolating it to a different part of the site.

Mr. Klinger: I would think, at least for some folks, they would be excited about that too because you can see the traffic, right. I think people like to see that the business is busy, right, that the people want to go there. They don't want it to be too busy, but they also want to see that it's busy.

Ms. Andres: (microphone not on) (inaudible) real estate (inaudible). I think the concept is great, but I wonder (inaudible).

Mr. Whaley: I think that the site shown here is fairly comparable to the one that's in Plainfield. The building looks like it's a little bit smaller but if you were to take that building and put it in the middle of the site for example, you'd end up consuming roughly the same amount of land because you'd have to have the circulation lanes going around the building, and then those lanes have to feed into the parking areas. This one just looks like it's a repositioning of those different pieces, its roughly about the same. This is the last example I have in this set here. This is Starbucks, it's on the north side of the building. In the lower right hand corner image it's got sort of a U-shaped drive-through, so it's not wrapping around the building, it's being placed next to the building for the pick up window. And then if you look at the image in the upper right, what that does is allow that building to be closer to the street, not have parking in the front. It creates a different streetscape. And then this image, there's no drive-through on this building but I wanted

to show you sort of the comparison between the two. If you're trying to create a different streetscape, it is possible to have a mixture of different uses in an area, and have buildings create that consistent setback along the streetscape, to create that look through the area, but still get that mix of uses. With that, I'm going to turn it over to Eric and he's going to talk about off-street parking. Are there any questions or comments that you wanted to ask of me at this point?

Mr. Brandgard: You touched on that a little bit earlier, but you know the issue we're having now with the drive-throughs was created by the COVID thing. Using Starbucks is a good example, it never had lines like it's having now, partially because they changed their business model. Most of their business is driven by drive-through, not an internal business. A lot of businesses have gone to that. Is that going to be a long term thing or short term? So, when you're looking at the stacking issue, you know, where's it going? I don't have an answer, I'm just...

Mr. Klinger: I would guess that, you know, it's not going to be as bad, you know, as I was kind of joking and commenting. Starbucks literally, at the peak of COVID, that Starbucks line wound around all the way back out to the main drive coming in and created a lot of problems.

Mr. Brandgard: Yeah

Mr. Klinger: You know, we're probably not going to see that again, but I think we're definitely seeing that the model has changed for a lot of these businesses. You brought up Chic-fil-A, I mean, so much of their business is just drive-through now and I don't think that's necessarily going to go back to the way it was.

Mr. Brandgard: Well, the changes they made were pre-COVID.

Mr. Klinger: Yeah, yeah.

Mr. Brandgard: So it's...

Mr. Klinger: Yeah, they were already headed in that direction.

Mr. Brandgard: Yeah

Mr. Klinger: And it gives you an opportunity to get out of the line if you don't want to actually order.

Mr. Bahr: So you're not stuck.

Mr. Klinger: Yeah

Mr. Whaley: So, if you look at the Taco Bell in the upper right hand image, that's a Plainfield business out on Main Street, and they've got enough space there that if you were in that line, you could exit without having to wait. You could basically pull around (inaudible)...

Dr. Giesting: Staff, are you saying – so, that's part of our ordinance, to have a bailout lane. And Scott, you're saying that attributes to sometime backing up?

Mr. Singleton: (not at microphone) No, just when you're looking at a layout of a drive-through, (inaudible) need to have that (inaudible), you really (inaudible), you tend to want that to be like a circulation drive (inaudible) building. (inaudible) by the time you do that, you start getting that circulation around the building, (inaudible) it's hard to explain, (inaudible). I struggle with that myself, how to (inaudible) efficiently, (inaudible) purposes.

Dr. Giesting: So, when you said, as we look to the future, what did you mean by that? Not having bailout lanes?

Me Singleton: (not at microphone) Yeah, (inaudible) this type of development – I don't know if this can be (inaudible).

Mr. Klinger: Yeah, I think because they're separating the drive-through que from some of the internal driving lanes, right, you're going to end up losing that when you go with this sort of design, you lose that bailout lane. But yeah, I mean yeah, that's something to be discussed – what is the utility of the bailout lane. Is it something just so people can go order their food and then bailout and not pay for it? I don't know.

Ms. Andres: I think it helps when you're receiving the – like Chic-fil-A, I think the reason their lane moves so fast is they will bring the food out and you may be seven cars back. You get your food and you get to hop out, so it makes the line move faster because they're bringing shorter orders out. So, I mean, I think there is some utility to it, but it only works in the right usage, I think.

Mr. Berg: The bailout line is meant to be before the ordering station.

Ms. Andres: Oh, okay

Mr. Philip: Yes, that's what the ordinance says.

Mr. Klinger: Just the way that Chic-fil-A was designed, it happened to be that you have that ability to order and get your food and bailout. Yeah, that's not necessarily a requirement.

Mr. Whaley: Alright, thank you.

Mr. Berg: We're going to talk about the fun topic of off-street parking. If you've been through our ordinance, and heaven knows I have, it looks like this.

Mr. Brandgard: How come you haven't changed it? You've changed everything else.

Mr. Berg: That's why I'm here my friend.

Mr. Brandgard: Oh, okay.

Mr. Berg: Well, we got to a point where we were saying to ourselves, this is pretty significant of an idea, that we thought before we invested too much time into this, we want to make sure that we're not going in the wrong direction. So, people like Kent, and Bruce Smith, and Scott Slavens, a group of many of us, have been looking at our zoning ordinance and trying to find a way to make it more – legible is not the right word – but more accessible and usable for people who aren't – I look around and see several attorneys – but for people who aren't attorneys. So, we kind of had a thought process. The first thing was, okay, let's just take what we have here, and we'll put it into a quick and easy to read table. Well, but then we have 500 different uses, and we only have 35 different parking standards. Do we need to bring these closer to each other? And then I thought again, well, I can take the 500 and cram them into about 55 and put parking requirements for each of them. And then I was like, where are these numbers even coming from? Are they relevant? So, as you can tell, I argue with myself a lot.

Mr. Klinger: And lose.

Mr. Berg: Yeah, I should probably take some kind of medication for this. And then we have developers – and we hear this all the time – I don't need this many parking spaces. People like Kevin and I are like, we've got all these empty parking lots, what are we doing? So, we came to the conclusion: could we create a process that meets the needs without creating a large surplus or deficit? And by the fact that I'm bringing this in front of you, you can probably get the idea that we've got some ideas. The first question we ask is, "where do these numbers come from?" some of them are based upon parking generation layout, IT the Institute of Transportation engineers. And then some of them we R and D'ed from other zoning ordinances. And when I say R and D, I'm not talking "research and development", I'm talking "robbed and duplicate". These numbers, we've been putting in the zoning code since the 50's even though the assumptions and the data they're based on have changed over time. This is in Lansdale, Pennsylvania.

Mr. (?): That's a classic car show right there.

Mr. Berg: Pretty much. That's it now, so we've changed our needs, we've changed how we do things. Part of what Kevin was talking about with drive-throughs shows how we're maybe not using as much parking. I mean, when you can have Amazon Prime deliver something to your door, that day or the next day, are we seeing less of a need for parking? Last year I looked at how we're using the land. Again, areas that are not single-family residential, not including rights-of-way. 28% of lands and parcels for commercial, industrial, multi-family, is paved. That's as much as we have in buildings. Now, I wouldn't have thought that much, but I'm not exactly always the brightest light on the Christmas tree. 28%, and then you look at – I know this isn't typically something the Plan Commission looks at – assessed value, but I have three folks here in front of me that do look at it more. That 28% of the land makes up 1% of our AV. Is there a better use for that land? It's \$0.46 per square foot on average versus just under \$38.00 per square foot. Is there a better way? Again, that building there – the building that Kevin showed earlier, I'm going to show again – you know, if we plopped this in the middle of a corn field we'd need 356 parking spaces. 100 of those spaces would be because of the Performing and Fine Arts Center, which

probably will not be used at the same time as the Government Center. So, we'd be looking for a whole bunch of asphalt for but for reasons that would be very rare, that you'd have events in both locations at the same time. As it is, if that building were still zoned Town Center, it would need 178 spaces. This is where I'm going to separate my shoulder patting myself on the back, but we suggested it be rezoned Municipal because then you could do a Municipal Use Plan and then use the parking structure across the street to make up for those needed parking spaces. There's kind of a concept out there called a parkingshed, like a watershed, that you allow a structure or a parking lot that's in the area to take up some of the need of some of the other uses. You see that really a lot more commonly, not referred to as such when you look at strip malls or large malls. For instance, The Shops at Perry Crossing, for every square foot you're looking at, if my memory is correct, 3 ½ spaces. So, you don't have to sit here and figure out, okay, this use requires five spots per thousand, this one requires two per thousand, it's all baked into the same pie, so to speak. So, this is something that we could look at throughout town, to have uses sharing spaces, even if they're not on the same parcel. This is something that came to us recently, strictly a drive-through. I mean, it's got a picnic table too, but 12 parking spaces. That's how they interpreted our code, that they needed 12 parking spaces for a drive-through that has a picnic table. And again, going back to – and I know, it's a very uninspiring drive-through...

Mr. Brandgard: They probably need the parking spaces for the employees.

Mr. Berg: You would, but at the same time, going back to the idea of a parkingshed, if you look to the south there, that's the Burlington and Ross Dress for Less, that's the site to the south there. You know, those spots, other than semi-trucks, I don't think I've seen anyone that far to the north. If you allow it to operate as a parkingshed, you could perhaps reconfigure that site to make it so that it may work better for the public, the operator, and the general design of the area. So, again, that's just kind of an example of where you could work a parkingshed into what we're looking at. I think I already asked this question, but what would we fill that space with? Well, if we have buildings that are averaging about \$38.00 per square foot in Assessed Value, I think we'd probably want to go that direction. We've already done it in a couple of places. Here's a notable one, the parking lot on the south side of The Shops at Perry Crossing that became a hotel. Again, I apologize for all the AV but it's a pretty doggone significant difference there, less than half a million to \$9.6 million. I mean, putting buildings in unused parking lots seems to make a pretty good deal of sense.

Mr. Brandgard: Just a comment, as I recall, when Meijer went in, we required that big parking lot but allowed them to put a big chunk of it in grass until there was a need.

Mr. Berg: Is that on the north side there, toward Blackthorne?

Mr. Brandgard: Yeah

Mr. McPhail: You know, I had the same thought, Robin. They knew how many parking spaces they needed; they convinced us that they knew, and we allowed them...

Mr. Brandgard: That's right.

Mr. McPhail: ... to build it, and they were right. I go there pretty often because it's too convenient for me, but I've never lacked finding a parking spot.

Mr. Berg: You guys are ahead of me there. Just kind of looking here at The Shops at Perry Crossing, you can see on the west side there, not many cars. And it's not just COVID; you look at the 2017 you get the same story. 2013 seems pretty much the same story; 2011, 2006. Those spots were put there, and put in a, for lack of a better word, an inconvenient position because they knew they weren't going to need them. If they'd have needed them, they would have found a place closer to the body of the mall to put them. In fact, if you look just on the north of City Center Circle, they didn't even pave that until 2016. Looking at the area that I was pointing out, you've got the theater and 1,200 parking spots; Assessed Value of about \$5.75 million. If you take the theater out of it, it's a lot less. This is us having a little bit of fun with our GIS Urban, trying to put buildings in there. I need to get a lot better at that, as you can see, they look a lot like Post-it-Notes.

Mr. Brandgard: They actually do.

Mr. Berg: It looks like I just raided Staples or Office Depot. But using the average for mixed use, medical office, hotel, it increases the AV. Not only that, the mixed use, the apartments, all those things increase the number of people who are going to go and shop at our shops, who are going to buy goods, who are going to pay taxes and do all the other things that good citizens do. You say, boy this is just Eric sitting here and being crazy. No, retailers are looking at doing this. Walmart is cutting their parking. The article there talks about how they're going from 6 to 8 per 1,000 square feet of building, to 3.5 because they just don't need it as much. You know, I did show a lot of The Shops at Perry Crossing, a couple of weeks ago Poag announced that they had formed a partnership with a multi-family developer to do things like that, to take their lifestyle center and change it from just a shopping destination, to mixed use where people would live, work, play, shop, all of it. So, if it's reached that point, then clearly, it's something that's got some steam to it. The other thing is not focusing so much on hitting a certain number, it allows us to focus on design. You know, there are ways to design a parking lot so that we don't have the troubles that we have with semis parking within it. How to place the islands, how much space between the islands and similarities like that. Part of that can be things like making it easier for pedestrians to get up and down the aisles so that you're not walking behind cars. That's something, on the right there, that's a Target, and the argument you're going to hear is, oh my gosh, doing that makes it doggone impossible to plow snow. That's a Target in Woodbury, Minnesota. If anyone knows to deal with snow, it's up there. That store gets plowed, people go in there, so it's doable. So, the direction we're thinking about putting in front of you is this. What that would mean is that an applicant would bring forward what they thought they needed – maybe if it seemed outlandish, we'd have a conversation with the applicant, staff and the Design Review Committee and this board would have the opportunity to weigh in and say you know, you have a drive-through with 700 spaces, maybe cut those spaces down; or you're putting in a

300,000 square foot Walmart and you've got 2 spaces, maybe you need to bump that up. But at the same time, you look at things like parkingsheds, which really isn't really pushed forward in our ordinance. So, I guess what I'm looking for from this board tonight is one, whether we think this is a workable idea, and two, whether you'd like us to move forward and try to bring something to you with Mel and his team at Taft, for review and perhaps adoption.

Mr. Brandgard: You have my vote for both.

Mr. Berg: Well, then I'll stop yammering before I change any votes. Thank you.

Mr. Brandgard: Very good.

Mr. Bahr: Very good. Very interesting. Scott, we talked about parking and traffic, is there any principle out there on what the traffic's going to be like after COVID? We got - COVID – and just the impact of traffic. There may not be anything out there yet but...

Mr. Klinger: When COVID first (inaudible), everybody was ordering online, right. So, they weren't actually seeing your typical Christmas kind of peaks in April of 2020. So, really some drop off in traffic in terms of the industrial areas there. I think we've seen more. I'm sure, but it's hard to say exactly where.

Mr. Brandgard: I think on the other hand too, a lot of people who were sent home to work are going to stay home working because the companies found out they don't need office hours. I can name two or three of them that have made that decision.

Mr. McPhail: Traffic I got into this evening. You know, Plainfield backed up, Avon Avenue and it took me 20 minutes to get from Carr Road to here, and normally it takes me about 5.

Mr. Brandgard: You know, Avon Avenue when I came through, it was later than you, that light seems to be shortened; it's not letting many cars through.

Mr. McPhail: Well, I'd like to thank staff for all the work they've done. I had an opportunity to communicate with them pretty often, but they've really been looking at every section of our ordinances and saying where can we make improvements. They've done a lot of work and maybe that's one plus we got from COVID, maybe a little more time to look at it. But they have done a great deal of effort, and I appreciate them communicating with me

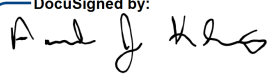
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Mr. Steve Bahr, President

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