

**PLAINFIELD PLAN COMMISSION**

**March 7, 2022**

**6:30 p.m.**

Mr. Bahr: Good evening. Welcome to the Plainfield Plan Commission, March 7<sup>th</sup> meeting.

**ROLL CALL/DETERMINATION OF QUORUM**

Mr. Bahr: If you would please, call roll.

Mr. Klinger: Yeah, so, before we get started here, I understand that there have been some rumors going around through the community about the Little house, which is the large historic home out on Main Street to the west. There is no agenda item related to that property tonight. The property is owned by Hendricks Regional Health, as you know, and they actually are developing on a different site; that also is not on topic for discussion tonight. So, I just wanted to announce that because I think there may be people here who came in relation to that, and there really is no agenda item on the meeting tonight about the Little house. I do understand that the town has encouraged, and HRH has continued to try to find a way to resolve that situation there but again, there is no item on the agenda this evening in relation to that. With that, I don't know if you want to move on...

Mr. Bahr: Roll call, please.

Mr. Klinger: Oh, yeah. Roll call, sorry. Well, hold on, I'm not quite as ready as I thought, I don't have that pulled up yet, sorry.

Mr. Philip – here

Ms. Andres – here

Mr. McPhail – here

Mr. Kirchoff – here

Mr. Brandgard – here

Ms. Giesting – here

Mr. Bahr – here

Everyone is present and accounted for.

Mr. Bahr: Thank you

### **PLEDGE OF ALLEGIANCE**

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

### **APPROVAL OF MINUTES**

Mr. Bahr: Approval of the February 7<sup>th</sup> meeting minutes, please.

Mr. Philip: I move we approve the meeting minutes as submitted.

Ms. Giesting: I second.

Mr. Bahr: Andrew?

Mr. Klinger: I think you can do it by voice vote if you like.

Mr. Bahr: Okay. All in favor?

(All ayes)

Mr. Bahr: All opposed?

(Brief pause)

Mr. Bahr: Thank you

### **DESIGN REVIEW COMMITTEE APPOINTMENT**

Mr. Bahr: Design Review Committee appointment.

Mr. Whaley: Mr. Chairman, as noted in the Planning and Zoning report, Monte Collins has expressed an interest in serving as the alternate member of the Design Review Committee. This

is a position that serves when the full-time member is not able to attend a meeting due to conflict of interest or simply due to absence. So, they backfill that position, essentially. Monte owns Impact Insurance Restoration; he has expressed an interest in being on this committee and I attached his bio with my report. I invited him to be here tonight but unfortunately, he's out of town. But again, he's interested in serving on this committee.

Mr. Bahr: Then are you...

Mr. Kirchoff: So, do we make the appointment or...

Mr. Bahr: Do we make the appoint...

Mr. Whaley: Yes, it's a Plan Commission appointment.

Mr. Klinger: Yeah, it's a Plan Commission appointment.

Mr. Bahr: Voice vote?

Mr. Klinger: It can be voice vote, yep.

Mr. Bahr: I would entertain a motion.

Mr. Philip: I move we appointment Monte Collins to the open, alternate position of the Design Review Committee.

Mr. McPhail: Second

Mr. Bahr: All those in favor?

(All ayes)

Mr. Bahr: All those opposed?

(Brief pause)

Mr. Bahr: Thank you

## **GUIDELINES FOR PUBLIC HEARINGS**

Mr. Bahr: Guidelines for the public hearings:

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

2. Make presentations as concise as possible; please try to limit your comments to no more than five (5) minutes or less.
3. If possible, please designate a speaker to speak for a group in an approval or opposing situation.
4. Following your presentation, please print your name and address at the podium.

## **OATH OF TESTIMONY**

Mr. Bahr: With that, Mr. Daniel, would you administer the Oath?

Mr. Daniel: I will. Anyone 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: First item on the agenda is TA-22-011. Mel?

Mr. Daniel: I think I spoke briefly about this at the last meeting, but to refresh your memory, we are in the process of trying to define, a little more clearly, our motel and hotel operations in the Town of Plainfield. This is the first step in that process. This basically defines a, for lack of a better term, a non-extended stay hotel or motel. The big difference there is the type of facilities that they have available. There are also different state requirements, building construction requirements, amenity requirements, that sort of thing, between the two entities. So, what you have before you is a definition, for lack of a better term, I'll call a non-extended stay, what you would normally consider a hotel or motel – and in fact it's in the definition – for the travelling public, people who are coming to stay for one reason or another. The typical extended stay is where you have people coming in for construction jobs, things like that where they're going to be in there for weeks or maybe months or whatever. This defines the other, the travelling public type of hotel or motel. If you give this a favorable recommendation after a public hearing, then this will go to the Town Council for its consideration. Do you have any questions?

(Brief pause)

Mr. Daniel: Thank you

Mr. Bahr: Thank you. We'll open the public hearing. For anyone who would like to speak for or against, please approach the podium.

(Brief pause)

Ms. Randall: Hi guys. I'm Julie Randall, I'm the Executive Director of Family Promise of Hendricks County, 238 North Vine Street, in Plainfield. I just really want to go on the record to talk about how important hotels are in our community, for those people who are experiencing homelessness, or waiting for a home, or travelling through our community, but also people who come to our community to work and have projects here, they need to utilize our hotels for that. And also, people who have relocated to our communities, it's really important that we have hotels for those people as well. We've had conversations, so this isn't my first time to talk about this issue. I've been assured that the definition that's created is going to carve out a space for extended stay hotels, which is incredibly important. Our community is doing a great thing; we're creating affordable housing like I've never seen, and it's really making an impact and it's really transforming lives. I'm so proud to be part a community that's working together to create more affordable housing, but this piece is important in that step towards affordable housing. There's a lot of people in our community that want desperately to have a home but unfortunately, due to prior evictions or criminal record, or just kind of a shaky work history, it's not that easy to access. And so, we have to use extended stay hotels, and sometimes regular hotels at times, to keep people for a little bit. And it's not just Family Promise, there are other families in our community that need that as well. So, I just want to be assured that we'll make a place for extended stay hotels, and really be conscious of the impact that it has on the people in our community. About 27% of people in Plainfield can't afford to meet their basic needs. That means they don't have enough for food, they don't have enough for rent, they don't have enough for transportation, and they don't have enough for childcare. We serve about 150 of those families each week at Family Promise, and these hotels are helping keep families with a roof over their heads. If we enacted that ordinance as it is right now, and didn't include extended stay hotels, I would have to have a tent city in the Walmart parking lot to house all of the people that would be displaced as a result of that. So, I just really wanted that voice to be heard and I wanted to make sure that the people in our community that need this will still have the opportunity to have that temporary housing while we work to secure permanent housing.

(Brief pause)

Mr. Bahr: Again, my apologies for not...

Ms. Randall: Oh, I like an entrance, you gave me an entrance. Does anybody have any questions, or do I get questions?

Mr. Brandgard: We only want to thank you for your comments.

Ms. Randall: Yeah. Well, I thank you guys, because you guys are making the big difference in the community. I'm telling you, I've been doing this for 25 years, I've worked with this population for 25 years and I've never seen a time where we've made greater end roads to helping people who really need the support most. So, thank you all for doing what you've done to help a lot of in this community. Thank you.

Mr. Bahr: Thank you. Would anyone else like to speak?

(Brief pause)

Mr. Bahr: With that, I'll close the public hearing and open it for discussion.

Mr. Philip: So, help me understand. Does this apply to all existing...?

Mr. Daniel: It does, and it doesn't. I know that's not a very good answer Rich, but because we're in a process here, and we do have another definition in the zoning ordinance – and of course, until it's approved by the town, it's not a part of our code anyway.

Mr. Philip: True, but upon approval by the Town Council, when it gets to that point, does it apply to existing, or is this one of those things we end up with...?

Mr. Daniel: I think there will be a window there where you know, there will be a time when the community will look very seriously at how they enforce this initially, until you know, we're satisfied that everything is in place. Is that helpful?

Mr. Philip: And that was my other question, around enforcement.

Mr. Daniel: Right

Mr. Philip: I can't imagine that the town is going to be stopping by and inspecting logs, so something else is going to be used as a flag.

Mr. Daniel: Right, exactly.

Mr. Philip: Okay

(Brief pause)

Mr. Bahr: Discussion?

(Brief pause)

Mr. Bahr: I'd entertain a motion.

Mr. Kirchoff: So, we need to approve this tonight for it to be sent to the Town Council? Or is this just public hearing?

Mr. Daniel: It needs to go to the Town Council with a recommendation. Either recommend approval, not approval, or that it...

Mr. Kirchoff: So, the other question I have is where are we on further definitions? Because we've talked about what we need to further define some of this.

Mr. Daniel: Yeah, we're working on that right now. It's in process.

Mr. Kirchoff: So, my question to the Commission is, do we want to wait to see the final draft?

Mr. Philip: I would, because I know this moved a lot in the last month, from what we initially saw to where we are today, and I'd like to see the final before it moves on to Town Council. That's just me.

Mr. Daniel: Well, and like I say, it's not enforceable until the Town Council approves it. They don't have to approve it at the next meeting. So, I mean, there's no time limit on how long they hold this until the definition comes in, but that's up to the Plan Commission.

Mr. McPhail: Well, you know, I believe we need to move this along as quickly as possible. You know, if we need to have a little more time – but you know, we're in a situation where we've had to shut down two facilities in the last year because of unsafe living conditions and those types of things. We just can't continue to let that type of thing happen in our community.

Mr. Kirchoff: The other comment I would make is, we already have indications that one of those facilities is going back and having the same practice they were before, and we need to probably stop that as soon as we can.

Ms. Giesting: And this ordinance would do that?

Mr. Daniel: I didn't hear the question.

Ms. Giesting: This ordinance would do that?

Mr. Daniel: I'm sorry, Mary...?

Mr. Kirchoff: Will this ordinance help correct that?

Mr. Daniel: Yes, it would. Yes.

Mr. Klinger: It'll help, yeah.

Ms. Giesting: Okay

Ms. Andres: So, in the amendments that you're all discussing – I'm not aware of what they are; maybe you could briefly talk about – are they addressing Julie's concerns? Are there other things that the language is addressing that you're all looking at? I'm a little like Rich, I'd like to know where things are headed. If we want to try and move this forward, I'd at least like to know where things are headed in that direction before we make a decision.

Mr. Daniel: Do you want me to respond to that?

Mr. Klinger: Yeah

Mr. Daniel: We're in the process of repairing a revised definition of "extended stay" to be adopted by the town, so that there's a clear line between a place where people come – as we say in the definition – travelers and stuff like that, to stay where the facility is designed for that, and then a facility that really has the amenities that are required if you're going to stay there for over a period of time. And also, there's state law that requires construction standards on extended stay, that does not apply to the type of motel or hotel we're talking about here. So, it's a complete – that will be a coming quickly, because we'd like to get this all done quickly.

Ms. Giesting: So, what's missing right now is the definition of extended stay hotel? That's what we're waiting on, is that correct?

Mr. Klinger: Right, and as Mel just said, there are some existing codes and ordinances that are already governing those extended stays in terms of life safety requirements, you know (inaudible) things like that.

Mr. Daniel: Yes

Mr. Kirchoff: You know, I think what you're alluding to, and I think I understand, is that we're not doing retroactive (inaudible) is what you're alluding to, and I think that's important.

Mr. Philip: Yeah, it is. And reading between the lines, the sense of urgency is around so that those facilities that have been closed are going to want to reopen, and we want to have those rules right before they reopen.

Mr. Daniel: Yeah

Mr. Philip: I get it.

(Brief pause)

Mr. McPhail: Mr. President, I'd like to make a motion. I would move that we send a favorable recommendation to the Town Council to adopt this ordinance.



Ms. Andres: Could I suggest that we include within that, the modification of the extended stay – the addition of the extended stay language that you were talking about? I mean, right now we don't have that in here.

Mr. McPhail: Well, I think they're two different ordinances, aren't they?

Mr. Daniel: Yes, they are. Well, yes, they are two different ordinances; we will have another ordinance that deals with just the definition of an extended stay.

Mr. Kirchoff: Oh, I didn't understand that.

Mr. Daniel: Oh, yes.

Mr. Klinger: Right, yeah, it's not an amendment to the existing ordinance, it would be another ordinance emending the code.

Mr. Daniel: This amends or zoning code on the definition of motel and hotel, and extended stay.

Mr. Klinger: But the two pieces obviously are connected.

Ms. Andres: So, extended stay is a separate definition outside of hotel and motel?

Mr. Daniel: Yes

Ms. Andres: Okay

Mr. Daniel: And frankly, this definition really just clarifies – we already have a definition for hotel and a motel, which incorporates much of this language. The only thing this changes, is it puts a 15 day limit in there, for the most part; that's the big difference.

Mr. Kirchoff: Okay

Mr. Daniel: So, this just amends our current definition.

Mr. Kirchoff: I would second to send a favorable recommendation to the Town Council, for this amendment to § 154.13.

Mr. Bahr: We have a motion and a second. Andrew if you would?

Mr. Klinger: Mr. Philip – yes

Ms. Andres – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Ms. Giesting – yes

Mr. Bahr – yes

TA-22-011 is approved.

Mr. Kirchoff: So, let me ask one further question. Will we go through the hearing process again for the ordinance?

Ms. Andres: For the extended stay.

Mr. Daniel: Yes, we'll be...

Mr. Kirchoff: Go through the same process?

Mr. Daniel: Yes

Mr. Kirchoff: Okay, and we will hear that back here?

Mr. Daniel: (inaudible)

Mr. Kirchoff: Thanks, Mel.

Mr. Bahr: Next on the agenda, RZ-22-015.

Mr. Whaley: Mr. Chairman, this petition was withdrawn by the applicants, so we would just need a vote to confirm that you accept that withdrawal.

Mr. Bahr: Oh, I jumped over it because saw the "withdrawn", my mistake.

Mr. Philip: Yeah, he skipped to 015.

Mr. Bahr: Yeah, I saw the "withdrawn" ...

Mr. Klinger: Yeah, I believe we do need some action on the RZ-22-012 withdrawal. Right? Do we need an acceptance of the withdrawal?

Mr. Daniel: Correct

Mr. Brandgard: With that, I would move that we accept the withdrawal request for RZ-22-012.

Ms. Giesting: I second.

Mr. Klinger: And I think that can probably be a voice vote.

Mr. Bahr: All those in favor?

(All ayes)

Mr. Bahr: Opposed?

(Brief pause)

Mr. Bahr: Next on the agenda, RZ-22-015.

Mr. Berg: Thank you Mr. President. This is what's been called the Swalley Land Project. Located at the southeast corner of Smith Road and Allpoints Parkway. Browning is looking to rezone about 25.5 acres from Agriculture, which is the default zoning category when it was annexed into town, to I-2: Office/Warehouse Distribution. You'll see that it's surrounded by quite a bit of similar zoning, other than to the southeast of that, which I believe was rezoned either in 19' or 20', for the - I'm going to mispronounce this, I know I will - the Shutt Helmet facility there, where they were actually making the helmets and they had a business office component there, the I-3, kind of, just again, to the southeast of that. The comprehensive plan does call for that type of zoning in this area. I'm going to continue my tradition of brief and brevity and turn it back to you. The applicant is here to talk in greater detail.

Mr. Bahr: Very good. Would the applicant like to address?

Mr. Hebert: Good evening. Terry Hebert with Browning. I'm at 8940 River Crossing Boulevard, Indianapolis, Indiana. I don't have a lot to add here; Eric did a very nice job of talking about what we want to do. We own all of the land that's basically around there, you know, it's all zoned I-2. So, I'd be glad to answer any questions you guys have. We'd like to rezone this property.

Mr. Bahr: Thank you

Mr. Hebert: Thank you

Mr. Bahr: Thanks very much.

Mr. Hebert: Thank you

Mr. Bahr: We'd like to open the public hearing for anyone that would like to, on behalf or opposing this.

(Brief pause)

Mr. Bahr: Seeing none, I'll close the public hearing. Any discussion amongst the...?

Mr. Philip: Mr. President, I have a motion. I move that the Plan Commission certify the zone map amendment request RZ-22-015, a petition requesting a Zone Map Amendment of 29.58 acres +/- from AG: Agriculture to I-2: Office/Warehouse Distribution.

Mr. McPhail: Second

Mr. Bahr: We have a motion and a second. Andrew, if you'd take roll.

Mr. Klinger:	Mr. Philip – yes
	Ms. Andres – yes
	Mr. McPhail – yes
	Mr. Kirchoff – yes
	Mr. Brandgard – yes
	Ms. Giesting – yes
	Mr. Bahr – yes

The rezone is approved.

Mr. Bahr: Very good. Next on the agenda is FDP-22-013.

Mr. Berg: This is the advantage of being the person who creates the agenda, you get to end your evening a lot earlier than the Director. This is a Final Detail Plan of the PUD/Planned Unit Development Hobbs Station, which was approved, I want to say, either August or September of last year. The applicant is coming forward with a 5-story apartment building, 300 units, retail, commercial space. Located at the northeast corner of Smith and Township, it's 6 acres. Across the way there is the Grundy property, across Smith Road. And then further to the east you've got Adesa. To the north you've got Westmere. And to the south you've got several commercial developments. So, on the left there is the conceptual image we saw with the rezone. If you recall, we did not have really a lot of hard and fast standards, the way that we typically do, say with the gateway corridor. What they've brought to us is on the right. You know, aesthetic opinions, everyone has one – I'd have to say I like what was brought more than that square look that we've got there. We did mention in the staff report that there were some changes. Due to some engineering requirements of hydrology, I guess would be the proper terminology, the detention area got a little bit larger there, and it looks like we have added a road to the

property as well. Again, keeping my tradition of brief and brevity, I'm going to turn it over to the applicant now, if there are no questions for me.

Mr. Sheward: Good evening. My name is Brian Sheward, I'm a Civil Engineer at Kimley-Horn and Associates. I'll be presenting the next two; this one and the next project. This is the Hobbs Station mixed use building on Lot 1. This evening, I have a few people in the back of the room from our design team, and our client Isaac Bamgbose who's in the back. Neil Kippenbrock from my office. And on this one, Alex Marsh from Studio M is the Architect. And Josh Anderson from Anderson + Bohlander is the Landscape Architect. So, this, as Eric mentioned, this is in the southwest corner of the overall Hobbs Station PUD, which is a mixed-use development that you're well aware of. We're here on the northeast corner of Perry Road and Smith Road. So, this is kind of the keynote building that you're going to see as you're coming into the site, along with a future office building that will be on the hard corner. Just to give you a sense of space, what I've circled in yellow is the building we're speaking about. Just south of that building is a future office building. Just east of that future office building is a detention pond that will be interconnected with a larger detention pond across the proposed street, which is Station Boulevard that you can see there just to the south. Eric did a nice job, this is a 5-story building, 300 units. The first floor will be a mix of retail/commercial. It's really an urban feel in this area, so zero lot line, meaning the building is right up against the right-of-way, parallel parking against the street, and kind of a vibrant streetscape is what the goal of the project is here. Zooming in, a few highlights with the petition: this building will have a parking garage inside the building, about 524 parking spaces inside. Access to that garage is to the north on Harper – these road names have been moving around a bit – but that's to the north. And then to the east there's another access to the garage off of Pearson Plaza, which you can see just to the east there on the east face of the building. And then Station Boulevard is highlighted to the south; it will come down and make a "T" intersection with Perry Road and connect all the way across the development and to the Adesa Drive that's far on the east side. Eric had mentioned an access drive, it's highlighted here on the south side of the building. We've been working closely with Scott Singleton and Tim on that right-in/right-out proposed entry on the west that will be on to Smith. And that's a service drive/utility access there on the south side of the building; largely an internal drive to help with trash pickup/drop-off, things like that. Along with this parking, across Pearson Plaza to the east, there's a note that says, "surface parking". That's really accelerating a surface parking lot that would come with this project. It will serve a future apartment building as well as this site; it's kind of a shared use parking, both in the garage of this building as well as the street, more traditional parking as well. Just north of that is a community park that's central to the PUD area or the overall Hobbs Station area, which will have nice walking connectivity between the mixed-use building and the single-family to the north and to the east as well. So, it will be a nice amenity right in the middle of the project. Landscape plan: again, it's heavily hardscaped, nice finishes on the surface with planter boxes and landscaping all the way around the building. As well as on the south tip of the building, down on the northwest corner of Station Boulevard and Pearson Plaza, is a nice outdoor space for relaxing outside and catenary lighting, kind of a nice gathering point next to the retail/commercial, and possibly a restaurant

of some kind there on the tip. Architecture: Alex can speak more to this. We have provided some cut sheets. Heavy masonry, certain parking entrances being a different color to help wayfind for people looking for the garage entry to the building. A few more pictures you can see with those elevations, and we've got larger images if you've got questions about them, and a perspective that Eric had shown, just blown up. You can see it's, in my opinion, kind of a mix of modern and classic at the same time, which is kind of a nice look with an urban feel to it. This is from Pearson Plaza, looking due west. And a perspective looking over the large detention pond, looking north/northwest at that intersection and the tip of the building, coming to the south. if anyone has any questions we'd be happy to answer them, but I appreciate your time. Thank you.

Mr. Bahr: Thank you. We'd like to open the public hearing and ask anyone to approach the podium that would like to speak, in favor or opposing the project.

(Brief pause)

Mr. Bahr: Seeing none, I'd like to close the public hearing and open it up for discussion amongst the Commission.

Ms. Andres: Eric, when I look at the Design Review summary the building materials is blank, is there a reason why that is?

Mr. Berg: Yes, as a part of this planning and development there were no specific standards placed on building materials. It was going to be something that was going to be reviewed by the Design Review Committee based upon the imagery that was put forward in the PUD, which was not specific in terms of materials or architectural style, with the understanding that through the Final Detailed process, which is where we're at right now, the DRC, design review committee, would make a recommendation on the project to you, and you would be the final determinants of whether it met or did not meet the imagery they had before. I probably could have said that in about 30 seconds instead of 2 minutes, sorry.

Ms. Andres: Thank you

Ms. Giesting: So, at the Design Review Committee, there were materials submitted and they were top notch metals, as well as bricks, depending on where you are in the building, to break up the building. I know at that meeting, all that I saw, that the committee saw, we were very impressed with the materials that they were intending to use.

Mr. Bamgbose: Hello, Isaac Bamgbose, New City Development. We do have those materials here as well. And so, if the Commission wants to view some of those materials, we're happy to bring those out. We know it's a full house today, so we don't want to take up too much space, but at the same time we are here and prepared with those materials and images as well.

Mr. Philip: (inaudible) good enough.

Ms. Giesting: They were good, you would have loved them.

Mr. Philip: Thank you, Isaac.

Mr. McPhail: A lot of windows.

Ms. Giesting: Yeah, a lot of windows.

Mr. Philip: I'm sensing we've seen this often enough that we're ready for a motion. Mr. President, I move that the Plan Commission approve FDP-22-013 requesting Final Detailed Plan review for a mixed-use project consisting of a 5-story apartment complex with 300 units, retail and commercial space, support spaces and a 2-story parking garage with 524 spaces on a 6.10-acre parcel to be incrementally platted that is zoned Hobbs Station Planned Unit Development within a Gateway Corridor, finding that:

1. The Development Plan complies with all applicable Development Standards of the District in which the site is located.
2. The Development Plan complies with all applicable provisions of the Subdivision Control Ordinance for which a waiver has not been granted.
3. The Development Plan complies with all applicable provisions for Architectural and Site Design Review for which a waiver has not been granted.
4. The proposed development is appropriate to the site and its surroundings.
5. The proposed development is consistent with the intent and purpose of the Plainfield Zoning Ordinance.

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

1. Substantial compliance with the plans and document approved by the Commission.

Mr. Brandgard: Second

Mr. Bahr: I have a motion and a second. Andrew, if you would call the vote.

Mr. Klinger:

Mr. Philip – yes

Ms. Andres – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Ms. Giesting – yes

Mr. Bahr – yes

FDP-22-013 is approved.

Mr. Bahr: Thank you. Next on the agenda is DP-22-014

Mr. Whaley: This project is titled Terminus at Hobbs Station. This is a request for a development plan approval of a site that was rezoned to I-2: Office/Warehouse Distribution, which is highlighted in the teal color on the screen. It is located to the east of the previous project that you just reviewed, the Hobbs Station mixed-use building, as well as the Hobbs Station residential, which is part of that Planned Unit Development to the west of Adesa, to the east of Smith Road. It's a little over 37 acres. The applicant is proposing to construct two industrial buildings. When the site came through the rezone there were conditions placed on the approval that there would be a maximum of 500,000 square feet allowed on the site for the industrial and warehouse distribution buildings, with a maximum of 300,000 square feet per building. The applicant has proposed buildings which fall within those conditions. Building 1 which is to the north is 233,618 square feet, and then Building 2 which is to the south is 263,922. The build to suit building which was approved as part of the rezone as well, would come later, it's not a part of this petition. So, that will be a future project. As a part of the request, there is a request also for a development incentive on this property. The loading spaces for the loading docks face the future Station Boulevard, which is highlighted in the red dashed line on the south, and the loading space area is highlighted in the yellow. The ordinance requires that the applicant provide additional landscaping at the front of the property in order to utilize that incentive. We've circled that area there; you can see there's quite a bit of landscaping. They have to increase the Plant Unit Value by a number 4, so they are required to have 5 Plant Unit Value on that area. And I do believe they actually exceed that because they're showing 6, and then they also have a 3-foot berm that they're proposing, which gives them another half point. Brian Sheward from Kimley-Horn is here to present this project, unless you have any questions from me.

Mr. Sheward: Again, Brian Sheward form Kimley-Horn and Associates. With me tonight obviously, Isaac, but also Wes Podell in the back, if there's any questions. The design team on this, Shawn Curran from Curran Architectures is here as well. Kevin did a nice job. I-2 zoned, about 37 acres. There are two industrial buildings, both cross docked, docks facing north and south, both located east of the location that we were looking at earlier. On the north and east is Adesa. On the south side will be Station Boulevard, and on the west, the PUD for Hobbs Station. Location map: we can use this as a map going forward. I did want to highlight the southwest side, where there's a potential for a future flex building, so there's a location there circled in



yellow. Landscaping, as a part of the rezone, there were some commitments, one of which is a 5–6-foot landscape berm along the west property line. We're in compliance with that, we're matching that at a 6-foot height across the entire length of the west side, as well as the 3-foot berm and the Plant Unit Value of 5-6 there on the south side, which exceeds the standard. Architecture: I think you'll find this is a very high-end industrial building compared to many around Plainfield. There's a perspective image on page 7 that shows what the corner of that building will look like, the office corner. One item that was a commitment at rezone was to provide some type of screening and an element there on the northwest corner of Klondike and Main Street, or U.S. 40. This is a view angle from that location. And we did do a study for DRC to see what it would look like from that perspective, when looking to the west. You can see in the top image, you can barely see it at the corner. On the bottom image you'll see that you're actually looking at the office side, the non-dock side of the building there, so it gives a good perspective. The applicant is working with Adesa right now to propose what that corner looks like, and they would continue to work with staff before that was installed as part of the project. So, I did want to highlight that. If there are any questions, we'd be happy answer them.

Mr. Kirchoff: Could you go back to slide 4 please?

Mr. Sheward: Did you say 4?

Mr. Kirchoff: Yeah, you skipped over that block to the right.

Mr. Sheward: Oh, the blue, I'm sorry. The blue is just an area that that we've been working with Scott specifically, on truck access in that corner, and knowing that it merges in with the intersection, Plainfield Village Drive I believe, the road that runs out to U.S. 40 from that location. So, the idea here is that as trucks enter and exit the site, entirely from the east – and that's a big point of clarification, that this portion of Station Boulevard, east of where the hand is now, is one lane in both directions, with a center turn lane. But as you move west, beyond the western entrance to the site, a raised median comes in, a landscaped median. And the radius coming out of this entrance is very tight, so it's a deterrent for trucks to continue on their way west. That was a big concern raised at DRC, was making sure that we were doing everything that we could to prevent trucks from moving into the commercial/retail and residential area. So, all ingress/egress is intended to move back – come in from the east, move out to the east all the way down to Klondike Road. What you see there in red is a raised median in the middle that would prevent – if a vehicle is coming in, slowing down a truck to make an entrance, the goal of the red is to prevent someone who's behind them from thinking they can dart out around the outside, and potentially come in conflict with an outbound truck. So, that's something that we've studied pretty heavily with Scott; we feel it's a good deterrent from that scenario happening, and bit of a traffic (inaudible) right there at that location, which we anticipate having quite a bit of trips moving in and out of that entrance.

Mr. Kirchoff: So, my other question, (inaudible) you're talking about?

Mr. Sheward: So, we have – this is a typical entrance, a stop bar, a stop sign. Same thing coming from this dock area; you can see here, is a stop bar and stop sign, just short of the pedestrian sidewalk connection. As an additional measure, just off of view of this screen, kind of right in line with where the blue line is, is another proposed stop bar and stop sign to keep this area clear, similar to what you would see on a road near a fire station that would say, “keep intersection clear”. So, this area would be an entrance and that would be...

Mr. Kirchoff: No, I’m talking about your other – we know how truckers think – how do you plan to police (inaudible) trucks coming out, in your yellow box?

Mr. Sheward: This curve – let me see if I can show you here – because the median starts right here, a truck would have to jump that curb, jump over the median to be able to make a right turn out. They physically would not be able to make that turn without jumping curb at that location. There will also be signage that says no thru truck traffic along this road. So, trucks could come down and enter this entryway to go north but between signage and geometry, this is intended not to be a thru truck passage. But it does need to be able to handle delivery trucks and such, shorter vehicles that would be going to the commercial/retail area to the west.

Ms. Giesting: So, Brian, there are two entrances into these two facilities. Is that correct?

Mr. Sheward: That’s correct. This entrance and this entrance are both truck and auto entries.

Ms. Giesting: Okay. And so, if a truck were going to the back warehouse, it would have to pass through the first one to get to the back one?

Mr. Sheward: Correct. So, you would be able to enter here and travel all the way up and around this building, and all the way back around – with obviously a shared truck court with trailer parking spots in the middle as well, but it’s a full loop drive all the way around, with the exception of a loop drive that goes around the outside of the trailers to the north, but that provides connectivity all the way around the site.

(Brief pause)

Mr. Sheward: I’d be happy to answer any more questions, or I’ll go take a seat.

Mr. Bahr: Thank you very much. With that, I’d like to open it up to a public hearing and ask anyone to approach the podium that would speak in favor or opposing the project.

Mr. Weist: I’m Marc Weist, I live at 2486 Smith Road, Plainfield. The problem I see with the trucks – and I don’t know if in all this planning you took this into consideration – all the new warehouses out there in that area anyway, the truckers don’t buy the proper trucker’s GPS; they use their phones or whatever else, and cheap little GPS’s. So, they’re ignoring the signs that are on Smith Road now, and traveling up and down there. So, signage and things like that aren’t going to stop those trucks from making that turn and jumping that curb and getting over

into the residential areas where they're not supposed to be. That's the biggest part of the reason I was coming to this meeting tonight anyway, because of this Hobbs Station, and more warehouses coming in out there. I would suggest bigger, better signs with flashing lights, or any other kind of enforcement to the truck drivers themselves. Even the warehouses take no responsibility, as drivers come in and out of there, to inform the drivers to go whichever direction they need to go to get over to Ronald Reagan, which is the truck route they are all supposed to be taking. So, if that helps with any of your planning or anything... thank you.

Mr. Bahr: Thank you. If you would, please...thank you. Would anyone else like to address this Commission?

(Brief pause)

Mr. Bahr: Seeing none, I'll close the public hearing and ask the applicant if they would like to address, once again the mechanism, signage, on the trucks entering and leaving the area.

Mr. Sheward: I was just going to note, that's a very valid concern. I mean, it happens all over the place; we hear that all the time. By no means intend to belittle that comment because that's a concern of the owners of the building as well. I would say, we're more than happy to continue working with Scott, Tim, on any additional signage that we can make immediately in this location, as well as potentially on Smith Road, any kind of deterrent signage that may prevent a trucker from entering an area that it shouldn't be. I don't know if I have any other better ideas than that, other than just more signage – and not death by signage by any means, because you see that too, but very clear signage at the entry points off of Smith Road, I think would be a good move to try and prevent that from happening. The intent is to have trucks coming off of U.S. 40 or off Ronald Reagan, up Klondike, and then again from the west, and then exiting the same way. Happy to take any suggestions too.

Mr. Bahr: I wish I had one. I'll open it up for discussion amongst the Commission.

Mr. McPhail: I guess I'd just make one comment. You know, I certainly appreciate the gentleman talking about the trucks going where we don't want them to go. It's not only here, it's several areas in town where we have that situation, and our staff continues to work on signage and redesign of intersections, anything they can do to try to eliminate that. They've really spent a lot of time on this whole project, just because of that situation. I think they've done as good a job as possible, other than being able to catch these guys when they do it, and have good police enforcement, I don't know what else to do. They seem to do it when nobody's around, they run over the light poles and everything else. It is a problem, and our staff is really working hard at it. I don't know what else they can do at this point.

Ms. Giesting: Scott, I know that you've worked with these folks intensively. Do you feel pretty good about the suggestions made to deter trucks getting into neighborhoods?

Mr. Singleton: Yeah, like he mentioned, we have worked with them very closely to try to put elements into the design of the neighborhood to address some of these concerns. We recognize that obviously the challenge is, you do need to get trucks into the commercial areas, and so you have to allow them to move into that area, but you also don't want to encourage them. You want to try to direct them where we want them to go, which is what we'll do with the signing packages. In general, we are taking what I think somebody already mentioned, which is that three-pronged approach, signing and regulation, enforcement, as well as reaching out and working with the industry folks to encourage them and you know, understand how they are able to direct their truck traffic. From the point of – really, the decision gets made back at U.S. 40 and Reagan you know, and where those trucks are going at that point, because once they come to Smith and 40, or Perry and 40, they're wanting to go up Smith Road already at that point. And so, our efforts are trying to get them back at I-70 and try to get that traffic to go to Reagan, and then they'll naturally want to come the route that we want them to go from that point. That's what we're working on, that's the most effective way that we know we're going to be able to solve this problem. But yeah, we are working on that three-pronged approach, and this development did what they could to kind of work with us to make those changes.

Mr. Kirchoff: Did you (inaudible) question (inaudible) blue box, have we done anything like that around here that we can (inaudible)?

Mr. Singleton: Yeah, you talking about that drive that was being talk about earlier?

Mr. Kirchoff: Yeah, this median thing here, I mean...

Mr. Singleton: No, we went back...

Mr. Kirchoff: ...because I think about residential, all the residential people that are going to be living here, using this road, and then trying to – for lack of a better term – fight with truck traffic at this intersection.

Mr. Singleton: Well, we don't expect it to occur really often, Bill, to be honest with you, because we did – the stop sign – so, this doesn't show it, but this is going to be a stop bar here with a stop sign for exiting traffic. And so, the whole idea is that if a vehicle/truck is coming into here and entering, that they would not move into here at that time, to keep this truck from entering into this drive. If they do, if they come out here – so, now the truck can't enter into the drive and come this direction, so that's one out of four trucks that would occur, in theory, and the truck would be in the way of that entry movement. So, I don't know how often the frequency of that's happening, if that were to occur. All we wanted to stop here was – we encouraged these three lane sections, that those can be used for cars to slowly kind of work their way around. In this case we didn't think that was an appropriate movement because this truck is trying to to exit, and it increases the ability for him to exit confidently without having any kind of traffic

coming from the other direction. So, that was the reason we suggested putting that island in there in this case.

Mr. Kirchoff: So, what you're saying, you're moving their que out into the road.

Mr. Singleton: So, we've had extensive discussions that we would never, and they would never allow to use the public right-of-way for queuing, and we stand by...

Mr. Kirchoff: This is what he said.

Mr. Singleton: No, no, no, I don't... I don't know if that word was used, but he certainly, that is not the intent. The intent is to keep this open. That's what that stop bar up here is for.

Mr. Kirchoff: What I don't understand is, you're not going to allow that truck to get in there because somebody's already in there, so they're going to be back on the road. That's what he said.

Mr. Philip: No, I didn't hear (inaudible).

Mr. Sheward: What we're saying is, if there's a truck that's waiting at the stop bar to pull out onto the street, it's stopped at the exact same time that a car or a truck is coming in, and that truck coming in is trying to make a left to come in here, as it approaches and wants to come in, it would be blocked by this truck that's trying to pull out, temporarily for a few seconds. But as that happens, if there happens to be a car right behind that truck that's coming in, we don't want that car to dart out into the middle lane as this truck is pulling out, to create a conflict right there. So, it's a very infrequent, as Scott said, scenario. I don't think this is happening very much, but this is a rolled, this isn't a hard 6-inch curb, this is a more of a rolled curb in the middle, so if somebody were to drive over it, it wouldn't do anything to the car, but it's a deterrent to prevent somebody from trying to dart around. This is really taking a three lane section and turning it into a two lane section, just for this location, to prevent that scenario from occurring.

Mr. Kirchoff: (inaudible)

Mr. Singleton: So, to your point Bill, I think you're talking about two different issues. The queuing...

Mr. Kirchoff: Where the hand is, (inaudible) get in and there's another truck on the roadway, you're going to be queuing on the street.

Mr. Singleton: For that instant, while that truck is trying to exit, there is a potential. It's not a queuing where they don't have the capacity, the general capacity on their site to accept the truck traffic, but you're right, and that is why we brought attention to it. We don't have a lot of these instances in town, to where that entry drive is that close to the public right-of-way. for

brief occurrences and for a short period of time, that truck won't be able to immediately exit the right-of-way, but we do expect it to be a matter of seconds, not minutes or anything like that, where that movement might be stalled. And that is the intent of this added stop bar here, is to further discourage that from happening, so that if this truck is coming down here and he sees a truck that's ready to make this movement, he does not pull in to block that entry drive.

Mr. Klinger: So, Bill, this is really about the truck that's trying to leave the facility and trying to make a left turn out of the facility. If there's a trucks turning in at the same time, the truck turning in may become delayed or stopped.

Mr. Kirchoff: I'm not concerned about the trucks on their property. I'm concerned about the queuing that's going to be on the public street.

Mr. Brandgard: (inaudible) for queuing on the street, that means we've got a line of trucks. This is not a line of trucks.

Mr. Klinger: No, this is two trucks who have a conflict in terms of their direction, right.

Mr. Kirchoff: We don't know what kind of truck driver (inaudible). All I'm saying I'm just uncomfortable with what's proposed.

Mr. Brandgard: And I think this is part of our effort too, to keep trucks from turning right.

Mr. Kirchoff: I get that, I don't have any trouble with that at all. I'm with you.

Mr. Brandgard: But I know what you're talking about.

Mr. Singleton: I appreciate the comments because we saw it as a potential issue, this is our solution that we could come up with, given the desire of the developer to have that drive and have it serviced the way it is, that this was a reasonable series of trade-offs here, to try and make this still work for them.

Mr. Brandgard: Now, if there was a guard shack there, then I would be concerned with this.

Mr. Kirchoff: Good point.

Mr. Singleton: Absolutely.

Mr. Brandgard: Because that's what normally what causes them to que up and back out onto the road.

Mr. Philip: Yes

Mr. Singleton: If there's no more questions...

Mr. Kirchoff: Thanks Scott.

Ms. Giesting: Mr. president, are there two motions for this particular...?

Mr. Philip: (inaudible)

Ms. Giesting: Alright, are we ready? Mr. President, - I move that the Plan Commission approve the Loading Space Orientation Development Incentive finding that:

1. The required front yard or required front bufferyard is effectively screened with a plant unit value which exceeds the standard for such yard by adding a plant unit value of 4.0 to the total plant unit value otherwise required by this ordinance or other development incentive;
2. The proposed development is appropriate to the site and its surroundings; and
3. The proposed development is consistent with the intent and purpose of this ordinance.

Mr. McPhail: Second

Mr. Bahr: I have a motion and a second. Andrew, if you would take call?

Mr. Klinger:

Mr. Philip – yes

Ms. Andres – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Ms. Giesting – yes

Mr. Bahr – yes

Development incentive is approved.

Mr. Philip: Mr. President, the second motion is on the development plan. I move that the Plan Commission approve DP-14-022 as filed by Hobbs Station Industrial QOZB LLC requesting

Architectural and site design approval for two (2) industrial buildings on a 37.04 site zoned I-2: Office/Warehouse Distribution finding that:

1. The Development Plan complies with all applicable Development Standards of the District in which the site is located;
2. The Development Plan complies with all applicable provisions of the Subdivision Control Ordinance for which a waiver has not been granted;
3. The Development Plan complies with all applicable provisions for Architectural and Site Design Review for which a waiver has not been granted;
4. The proposed development is appropriate to the site and its surroundings; and,
5. The proposed development is consistent with the intent and purpose of this Ordinance.

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

1. Substantial compliance with the development plan file as of March 7, 2022.
2. Petitioner shall obtain all offsite utility easements necessary to develop the site as proposed.

Mr. Brandgard: Second

Mr. Bahr: I have a motion and a second. Andrew, if you would please.

Mr. Klinger:

Mr. Philip – yes

Ms. Andres – yes

Mr. McPhail – yes

Mr. Kirchoff – no

Mr. Brandgard – yes

Ms. Giesting – yes

Mr. Bahr – yes

DP-22-014 is approved.



Mr. Bahr: Thank you, and good luck.

## **PLAN COMMISSION DISCUSSION**

Mr. Bahr: Any additional discussion?

Mr. (?): No

## **OLD BUSINESS/NEW BUSINESS**

Mr. Philip: Any other business?

Mr. Whaley: No more petitions but I do have one item that I'd like to discuss with the Commission really quick. We have a standing ordinance committee that reviews updates to the zoning and subdivision control ordinances. We haven't met for a while but we're going to reconvene this committee to take a look at some different chapters of the ordinance that we're currently working on, including the off-street parking regulations that we discussed last month. Scott Slavens had served on that committee. Obviously, he's no longer on the Commission, so he can't be on the committee; he's no longer a resident. And I just wanted to open it up for any other members that would like to volunteer to serve on that committee. We would certainly welcome your participation.

Ms. Andres: How much time do you expect Kevin, in terms of commitment?

Mr. Whaley: We meet on an as needed basis, and it's typically every couple of weeks, so it gives us time to make some modifications and bring that back. And again, it's just as needed, so it can vary depending on the situation. We haven't met for several months but once we ratchet back up, I think we'll probably be meeting every couple of weeks for maybe 2-3, 4 months. And the meetings typically last about an hour.

Ms. Andres: I'm happy to volunteer.

Mr. Whaley: Thank you

Mr. Bahr: Anything additional?

## ADJOURNMENT

Mr. Philip: I move we adjourn.

Mr. Brandgard: Second

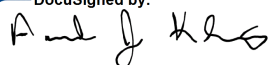
Mr. Bahr: Approved. Thank you.

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Andrew Klinger, Secretary