

**PLAINFIELD PLAN COMMISSION**

**April 7, 2022**

**6:30 p.m.**

Mr. Bahr: Good evening. We'd like to call to order the April 7<sup>th</sup> Plainfield Plan Commission meeting.

**ROLL CALL/DETERMINATION OF QUORUM**

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

Mr. Klinger:

Mr. Philip –

Ms. Andres – here

Mr. McPhail – here

Mr. Kirchoff – here

Mr. Brandgard – here

Ms. Giesting – here

Mr. Bahr – here

Mr. Philip sent his regrets, but we do have a quorum for doing business.

Mr. Bahr: Thank you very much.

**PLEDGE OF ALLEGIANCE**

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

## **APPROVAL OF MINUTES**

Mr. Bahr: The next item is approval of the minutes from March 7<sup>th</sup>. Any discussion?

Ms. Giesting: I make a motion to approve the minutes from March 7<sup>th</sup>.

Ms. Andres: I'll second.

Mr. Bahr: We have a motion and a second. All in favor?

(All ayes)

Mr. Bahr: All opposed?

(Brief pause)

Mr. Bahr: Motion carried.

## **GUIDELINES FOR PUBLIC HEARINGS**

Mr. Bahr: Public hearings: Public Hearings are designed to allow public input regarding the subject matter. Guidelines Governing the Conduct:

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 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 at the podium.

## **OATH OF TESTIMONY**

Mr. Bahr: With that in mind, Mr. Daniel, if you would, administer the Oath.

Mr. Daniel: Anyone expecting to speak to the Commission tonight, please stand and raise your right hand.

(Mr. Daniel administers the Oath of Testimony)

Mr. Daniel: Thank you

Mr. Bahr: Thank you, Mel.

## **PUBLIC HEARINGS**

Mr. Bahr: No resolutions, and first on the agenda is PUD-21-123.

Mr. Whaley: Good evening. This is a rezone request for a project that has been called Bo-Mar Estates Planned Unit Development, PUD-21-123. This site is located at the northwest corner of Smith Road and Township Line Road. It's highlighted on the screen in the teal color. You're looking at over 120 acres which the applicant has proposed to develop for a mixed residential project. This would be a master planned residential community consisting of townhomes, apartments, single-family homes, as well as paired villas. The surrounding zoning includes a Planned Unit Development to the east, which is where the Hobbs Station project was recently approved. We do have some residential to the south. There is some residential that is zoned in Avon, known as The Settlement, to the west, as well as some additional residential that's in Hendricks County, and we do have some Hendricks County (inaudible) to the north. This site is located in what the Comprehensive Plan identified as a Priority Residential Growth Area; it's highlighted in the purple color on the screen and (inaudible) lower right-hand corner. These areas were identified in the plan as being critical for future growth and critical because these areas are (inaudible) infrastructure including roads and utilities. And so, the intent here is to focus on residential growth in those areas that are already (inaudible). To let the audience as well as Commission members know, this is the first step in the process which consists of several procedures for approving this type of project. Tonight's request is for rezone, to rezone from Agriculture to Planned Unit Development. And so, this Commission would be making a recommendation to the Town Council on that rezone request. Then after that, the applicant would come back if the project receives that approval for rezoning. Then they would have to plat the property to create lots for the residential units. We also would be looking at Secondary Plat, which is an administrative review. And then we also have a Final Detailed Plan of the townhome section, as well as the multi-family (inaudible). The applicant is here to give a presentation (inaudible).

Mr. Tuohy: Thank you Mr. President, members of the Plan Commission. Good evening, my name is Brian Touhy; I'm representing the petitioner Olthof Homes. Here with me is Joe Lenehan, the Director of Development of Olthof Homes. Thank you for your time in hearing our case this evening. We have a PowerPoint that I'll start off with in the presentation, and then Joe will take

over, with your permission. So, Kevin set the stage very well. This is the site that's known as the Grundy property, it's 126 acres. It's on the west side of Smith Road, just north of Township Line Road. It is bordered on the west by The Settlement, it's over on the display there, and on the east by Hobbs Station, and then on the south by Township Line Road, some other developments, and Vandalia Trail. Then up to the northeast and north are some scattered single-family residential and Westmere, and then the Adesa property. This is a photograph looking east, towards the site from the Settlement, and the purpose of that is to illustrate to the Plan Commission the size and depth – there is a very large, wooded area that would remain in place. It would remain in place at the Settlement; it would remain in place with this development also. This photograph is looking west from Smith Road, again to show you that tree line that will (inaudible) place along the western border of this site (inaudible). Looking at the surrounding zoning of the site – so, the site is there in green, it's zoned Agriculture, as Kevin mentioned – and kind of interesting with the proposed zoning as PUD – and you'll see to the left, or the west, is PUD zoning, and then up to the northeast, that is Westmere, it's PUD zoning. And then across the street, this body and Town Council, not too long ago, approved the Hobbs Station PUD. And then to the south is kind of a smattering of different zonings, including R-4, R-5, again, a PUD, and then you go down to U.S. 40 where you run into some Commercial and Retail development. When looking at rezonings, one of the elements, as I know you know, what you look at is the Comprehensive Plan, and in this case, it's really sort of amazing, the Comprehensive Plan has this site divided into two uses. The right side is designated as MF, that stands for multi-family. The left side of the site, the west side, that designation is SFD, that's single-family development. What Olthof plans to do is to almost exactly mirror that. On the east side of the site, they have townhomes, and area set aside for multi-family apartments, which would be right across the street from the mixed-use site at Hobbs Station. And then on the west side of the site, as the Comprehensive Plan contemplates, they show the development to be for single-family development. And so, if you can – and Joe will take over here in a minute – just think back to this (inaudible) here, that's your Comprehensive Plan, and over to the far left you see the home of The Settlement, then you come into that wooded area and you come into single-family development, as what's contemplated, then you come to multi-family development, then you come to Smith Road, and then you come to the Hobbs Station PUD. As you can see, what the Olthof folks are planning – you've got the Settlement to the left, you've got that tree preservation area that we talked about, and then you come into single-family and paired villas on the west side of the site, where the Comprehensive Plan called for single-family development. Then you go to the east side of the site, and you have townhomes, a community park, and eventually some multi-family, which then gets you to Smith Road, across the street from Hobbs Station. So, with that, I'll ask Joe to come up and explain (inaudible) of this site, and a little bit about (inaudible). Thank you for your time.

Mr. Lenehan: I'm Joe Lenehan with Olthof Homes. (inaudible) this evening. (inaudible) Olthof Homes is a family home building company, started in (inaudible) in 1961 and (inaudible) homes in Indiana (inaudible) Ft. Wayne. We're really thrilled to be here; this is our first project in Plainfield and we're excited (inaudible). Just a couple things about the (inaudible), it was mentioned, we have Hobbs Station to the east, so we've lined up our entrances with that. And

so, the access is off Smith Road, lined up with those entrances (inaudible) Shady Lane there (inaudible). And so, as was mentioned, we have a multi-family, or an apartment section, right across the street from Hobbs Station, similar uses. And then we're transitioning out to the west. The PUD is (inaudible) standards for the apartments, of course. And when that project matures it would come back before the DRC and the Plan Commission (inaudible). And then you can see the townhome, single-family, and (inaudible) as well. And I've got some renderings and things like that, that I can kind of show you, about those products. One other thing I did kind of want to point out, when we design segues like this, you can see the park is labeled there, one of the things that we try to do is locate our open spaces along roadways. And you know, we can do it many different ways; we like to do it along roadways because it gives the community a nice open feel. Right when you come in you can see the amenities, you can see the open space, and that's important to us. And so, you've basically got a park surrounded by road. It's a little (inaudible) for us, but we think it's important and it will really add value in the community. I just want to point out kind of like the main trail that kind of runs around – and of course we've got the Vandalia Trail to the south which we'll be connecting to – we've got a really strong paved path through our community, and then of course there will be some other walking trails and sidewalks that tie into that as well. That connectivity is really important to us when we develop communities. This is just kind of a rendering of the amenities center in the middle, we envision a clubhouse and pool. We've got a couple of pickleball courts, a putting green, a dog park, and kind of a bigger open area which can be multi-use; this is a multi-generational community. Kind of some renderings of the entrance markers. We would have entrance markers at the entrances on Smith and Township Line Road. And then we also designed kind of some secondary markers. So, with each of the different uses, the estates the villas, the townhomes, we'll have secondary markers. And then also, the one in the top right is to note the clubhouse. This is just a few examples of some of the homes. I'll just point out the one on the top left is kind of a prairie style, and you know, when Olthof Homes comes into a community, we want to provide a lot of variety. We don't like monotony, so we like to we like to mix things up with quite a lot of architectural styles. And then within each home, we want to have a lot of blending of materials. So, you'll notice on that prairie style home, you've got brick but then you've also got a shake siding that goes all the way up into the gable. And then on the right you've got a little bit more of a traditional elevation, traditional style of architecture, and what you get are those horizontal board and batten siding that goes up into that gable. So, you can see, they work well together, but also a nice blend of materials. This is just a few examples of the paired cottages. Similar things, you've got varied levels of masonry, siding. I will note – this was the result of the DRC – there will be no vinyl here, so this will all be hardy plank siding on all of these homes. And then the townhomes; I'll just pause on these a little bit longer, just to kind of explain. These are two story townhomes. And you can see, we do rear loaded townhomes in this case. And this is deliberate on our part because we want to really get a lot of the architecture on the front of the home. So, they'll be serviced by private rear alleys, or driveways, if you will. What that allows us to do, again, is there are no driveways on the fronts of these homes, and you can see we get a lot of different architectural styles – I'll go through them. There's kind of two different ways that you could do a two-story townhome like this, that's rear loaded. Some people will actually have the garage

attached, and when they do that, they kind of push it up underneath the building, and that's a perfectly fine way to do it. We like to do detached garages, and I'll explain why. We separate the garage from the unit by about 16 feet, and then what everybody gets is a private courtyard. They get a private courtyard between their townhome and their garage. And when you do the attached garages underneath, you usually end up with cantilever balconies, which is fine, but then you get the decks and the chairs and things like that, kind of out into it, and that's okay, but that's not the way we like to do it. We like to have it where you have that private courtyard and everything's contained, and the people really like the private space. So, here's – I've got several different examples – there's lots of different examples of how we can design these homes. So, the home on the right is kind of what we call a modern farmhouse style. Again, you've got kind of a wainscot masonry; you've got the vertical board and batten. The unit on the left is a little bit more of a traditional. You can see we're layering in a lot of different materials. On the left you've got cultured stone; we've got horizontal siding and vertical siding. I'll kind of just flip through these. Again, you can get just sort of a flavoring; these are some of them. And of course, when we put these units together, these units could be right/left, we'd mix up different colors, siding and masonry, and all of those things. I meant to mention as I went through, but on the single-family homes, we're talking about units from 1900 to 3400 square feet. I expect those to be in the upper \$300's to mid-\$400's. On the paired villas we're talking about 1465 to roughly 1600 square feet, and those are like \$250 to the low \$300's. And then on the townhomes we're talking about 1223 to 1647 square feet, and those are \$250,000 and up; some of them will close in the low \$300's most likely, by the time we're done. And then I mentioned before, we've got the apartment piece. We included kind of some representative photos. What we're going for here, and we worked with staff on this, is a Main Street urban style apartment, the idea was to complement what Hobbs Station has and again, transition from east to west into our community. So, you'll have multi story/four story buildings at Hobbs Station; the buildings along Smith and Township on our property will be four and then they'll transition down to three, and then you go into our two-story townhomes, and into the single-family residential. I'm going to turn it back over to Brian here, he's going to cover the last couple of slides, and of course I'll be around for questions.

Mr. Tuohy: So, members of the Plan Commission, again, thank you for your time. We had a couple of meetings with the DRC in February and March. We actually filed for this case, I think back in October of last year, and we've had several meetings with Kevin and Eric, kind of fine tuning the PUD statement. In fact, we made great use of the Level 2 facility in my Plainfield office. The DRC asked for certain commitments – Joe mentioned one of them, about the fiber cement siding, masonry siding, stone siding, brick siding, instead of vinyl; they agreed to that. They agreed to another architectural commitment and some commitments to landscaping. The staff looked at this very closely and we worked diligently with both Kevin and Eric, and we've had meetings with Scott Singleton and Tim on this proposed development. The staff report notes that the Comprehensive Plan looks for a mixture of single-family and attached multi-family uses; the Olthof plan provides that and does add to the diversity of Plainfield's housing inventory. It also has some density in an area that is served by the infrastructure. Then the staff report goes on to

mention that the locations near retail centers, big box stores, restaurants and medical facilities, and the proximity of the site to those uses provides opportunities for shorter vehicular trips, as well as multi-mobile transportation options including walking and biking. And sort of to finish it up, I brought the aerial out a little further with hopes to illustrate to the Plan Commission that as you can see from this site, with the pathways that they've installed on the site, with the existing sidewalk network that is on Perry Road (inaudible) Vandalia Trail (inaudible), it is not at all (inaudible) walk or ride from this community to the shops of Perry Crossing. (inaudible) safely on sidewalks, not to mention the other retail opportunities along U.S. 40. So, with this development and the Hobbs Station development, there will certainly be a nucleus, a clustering of potential residents that will have easy access to the Shops at Perry Crossing. (inaudible) but I think this illustrates, it's a close walk from those restaurants, (inaudible) and other things like that (inaudible) Shops at Perry Crossing. So, that's what Olthof's excited about; it's a walkable community, multi-aged community, from young folks who might want to rent to start, to active adults that might want to have a pared patio home, to people who (inaudible) homes (inaudible). So, with those remarks, we appreciate your time and ask you for a (inaudible).

Mr. Bahr: At this time, I'd like to open it up to public hearing and allow those to speak their mind on the project.

Mr. Hank: Good evening, my name is Max Hank, a neighbor to the project. Actually, I can see my house right up there. I am not a resident of Plainfield. My wife and I live in The Settlement right along the bike path there. So, the back of our house looks at the woods. First of all, I would like to thank the developer and their representatives and the Plan Commission for extending an invitation to probably, I think, everyone that lives along the street (inaudible) where this is happening, we appreciate that. We do have some questions. Looking at that plan relieved our concerns in some respect, but my questions are probably more for the developer than they are for the Commission, so I'm not sure exactly how to address the questions. I've been a resident there for 14 years and have always had the pleasure at looking at trees beyond my backyard. It appears that the trees are going to stay; that was stated in the initial commentary, but when you look at the overhead maps now, versus the plat plan, it's kind of hard to believe that all of the trees will remain. I'd just like the sense of – some sort of percentage or whatever – of the trees that will remain. We can see some retention ponds that I don't believe are there now, so something will have to be removed to put those in. So, that's one question. Steve, Mr. President, how should we handle this? Do I state all of my questions and then they can be...?

Mr. Bahr: State all of your questions and then – Kevin, reiterate the purpose of tonight. It is rezoning, not so much plat planning, correct?

Mr. Whaley: (Not at microphone) (inaudible)

Mr. Kirchoff: Max, I think, voice your concerns and we will respond, as appropriate.

Mr. Hank: Obviously I'm a little rusty on how many steps these things go through, and I think this is the first step, but... we had the concern about basically that buffer area. We also have a concern about the drainage. There's going to be a lot of dirt moved back there. We have kind of a barrier, so we would like to know what the anticipated drainage issues may be. And this is probably a little bit premature, but since we're the neighbors, is there any anticipated work we would see on our side of those property lines, as the work gets underway? Assuming that you folks approve this, and so forth. And if there's going to be any street lighting back there that we might see, especially in the wintertime. You can see a lot more in the winter than you can in the summer, through those trees, but we can't see the other side; we've never been able to see the fields over there. So, those are our questions at this point. We appreciate the opportunity to have been made aware of this. We'll certainly keep, as best we can, our fingers on the pulse of what's going on. I've kind of known all along that that property wasn't going to stay Agricultural land forever. It looks to me like a pretty good use of the land, especially the fact that the single-family homes are going to be closer to the PUD, which is all single-family in The Settlement. I thank you for your time this evening, and we look forward to keeping up to date on what's going on with this.

Mr. Kirchoff: Did you sign?

Mr. Bahr: Sign in, please.

Mr. Hank: Thank you again.

Mr. Bahr: Thank you.

Ms. Donaldson Weist: Hello, thank you for allowing us to speak. My name is Kari Donaldson Weist. I live at 2486 Smith Road. I am the very first single-family home on the north side of the project. We've lived in our house for 15 years. We took a repo-ed home and have worked diligently to redo it from the outside, in. We are now redoing the very last part of it. One of the reasons we bought that space was so that we could have a little bit of country right next to everything, but not have to go very far. So, I'm a little disappointed to see all of the developments coming in, and I know growth is part of it, but I think we're experiencing a little too much growth in our area for the road situations that we have. Traffic is really bad in our area. There's I'd say, 10-12 houses on that side of the street, and from the warehouses already, we are having a hard time getting out of our driveways. So, with Hobbs Station and then this project, it's going to create even more of an issue for us to even be able to get out of our driveways of a day. Adding a second roundabout within a half a mile to the other roundabout will also create an issue. Roundabouts create backups, and then a second one in that area is going to create another backup. We have semi traffic coming down our road already, which is not allowed, but it still does come to those warehouses; that is going to create more of an issue. I think we need to consider that with everything. It is also going to reduce the property value, whether we realize that or not, of our homes on that stretch of the road. This type of project is going to bring in like you said, several age ranges. We're going to have younger kids, teenagers; it's going to create more crime, more theft, more safety concerns than what we have. It's going to disrupt my view that I've come



to love in my home, of the trees, of nature, and now I'm going to have townhomes, obviously detached garages that I'm hearing are going to be my view. I see there a 25 foot buffer; I'm not sure what that means, but I'm hoping that there is going to be something that is going to block me from seeing the townhomes, whether it be a fence, or something. I didn't see anything other than a 25-foot buffer listed on my side, and I don't know what that entails, but I would like to have more information on that if this gets approved. I would like to know how many townhomes are in one building, attached. And also, is this property being annexed into Plainfield? Because as I thought right now, we were not in the town of Plainfield, on this side of Township Line Road. So, would they be in Plainfield, and then it starts my property where we are not the Town of Plainfield? I have not been informed on how that's going to work. I think that's all of my questions. So, I guess that means I am strongly opposed. Thank you for hearing me out.

Mr. Bahr: Thank you, and would you sign in please?

Mr. Kirchoff: Did you sign in? Thank you.

Ms. Donaldson Weist: Oh, and there's one more thing. My tree line that runs along that property line there, the Grundy's never allowed us to do anything with that property line, so if this gets approved, I would like to know what will be done with that property line because it's pretty rugged and nasty looking, so I would like that (inaudible) as well. Thank you.

Mr. Bahr: Thank you.

Ms. Royer: Hello, my name is Angela Royer, I live on Shady Lane. I (inaudible) roundabout. I guess this is going to be a future question, but is Shady Lane going to stay the way it is, or it is going to be wider? I've almost been hit four times pulling into my driveway (inaudible). People coming flying down there, I'm turning in my driveway and they're flying down to the stop sign. I'm in the main thoroughfare (inaudible). So, it's the concern of mine that that road, the speed limit, adding that kind of traffic, of safety with of coming in and out of our driveways.

Mr. Bahr: Thank you.

Ms. Royer: Thank you for the opportunity.

Mr. Bahr: Thank you.

Mr. Percy: My name is Matt Percy, and if I repeat any of the questions that have been asked – I would prefer that they had a microphone that we could hear in the back – just making a statement. I live right across from – I live on Township Line Road right across from the empty field, the development. This isn't directed towards the development in and of itself, as much as just the full gambit of what's happening on Township Line Road and off Township Line Road. My question is who is going to take care of the road that's deteriorating. This (inaudible) 10 years old; if you drive down Township Line Road there's potholes – I can show you one in my front yard, or right outside my front yard, that's 4-foot big now. It vibrates my house when the trucks run up

and down that road, and trust me, there's a lot of trucks running up and down that road now. Between the development on Dan Jones, we get semi-trucks from the warehouses, we get dump trucks, we get concrete trucks, everything's running up and down that road, and I challenge any of you to drive down that road and look on the south side of Township Line Road there and see how bad it is getting. Not just in front of my house but all up and down that road. And so, between the Hobbs development and this development we're going to increase all that heavy traffic down through there, and that road is not going to stand up to all that wear and tear. It may not seem like a big deal but when your house vibrates when those trucks come through there, I think it needs to be addressed. So, that was my concern, one of the main reasons. The developer did a very nice job before we even started, explaining to me and showing to me, and I appreciate that; I appreciate the notification that these things were unfolding. I've lived there for over 30 years, no doubt in my mind that this was inevitable. We used to laugh about are they going to plant the field this year or is it going to be a development. So, not naive to think that this wasn't going to happen but with the superhighway I live on now, not only the deterioration of the road but anybody that lives on that road knows it's a real convenient drag strip. The speed limits down through there, getting out of your drive is the big question because one person's going 35 and the next person's going 55. I do think, again, between the school buses and everything else, I don't know who's going to be responsible for that but we're talking increasing traffic dramatically. So, what are we going to do to help control that? Because again, I'm not exaggerating at all, of the craziness that happens throughout the day, it's not just at night but throughout the day. I think again, there needs to be somebody, a presence or something down through there to help control the speeding and the other things that happen down through there. Again, it's not safe now, let alone when you increase that substantially between those two developments here. So, again, those are my basic concerns. It's going to happen, I'm sure, one way or the other but I think at least it ought to be addressed or considered in the big picture, not just this development this evening.

Mr. Bahr: Thank you

Mr. Percy: I didn't ask, just one quick – is that going to be Avon or is that going to be Plainfield?

Mr. Kirchoff: Plainfield

Mr. Brandgard: Plainfield

Mr. Percy: Okay, just curious.

Mr. Knerr: Hi, good evening councilors, my name is Patrick Knerr. I've been a resident at The Settlement for 5 ½ years, since my wife and I first moved to Indiana from the east coast. We are technically in Avon School District, and in 2018 they narrowly passed a school referendum increase by property taxes of about 30% due to an overcrowding of the schools, due to rapid development throughout Avon. I'm extremely concerned that between Hobbs Station adding more than 800 dwelling units and now this planned PUD adding in the neighborhood of 750,

based on the current plan, 750 dwelling units, that the overcrowding in Plainfield Schools will be coming next. Which then would necessitate another bail out from taxpayers in this area. So, I ask the council to consider very carefully the density with which these PUDs are being developed. We've already heard about potential concerns for the infrastructure, also for the overcrowding of the amenities we have in the community. Thank you very much.

Mr. Bahr: Thank you. Is there anyone else that would like to address this Commission?

(Brief pause)

Mr. Bahr: Seeing none, we'll close the public meeting.

Mr. Whaley: Mr. Chairman, I did want to make the Commission aware that we did have two letters of remonstrance sent to our office, which have been posted to the project page on our site. One was from Jody King and the other one was from Kari Donaldson Weist who spoke this evening.

Mr. Bahr: Would the petitioner like to address some of the questions that were asked?

Mr. Klinger: While he comes up, I'll go ahead and address the annexation question. This property is part of the Town of Plainfield. I don't know when exactly it was annexed but it's been some time ago. So, The Settlement is in the Town of Avon. As you look at this map, the homes north of the site are in unincorporated Hendricks County and then pretty much everything else is town of Plainfield. So, Westmere, Hobbs Station, Adesa, and all of the development to the south. But this particular property has been part of the Town of Plainfield for some time.

Mr. Bahr: Thank you

Mr. Lenehan: So, I'll try to work through this; I may not go in exact order, I'll jump around a little bit. Kevin just mentioned there were two written remonstrances that came. One was from the Kings; I met with them today, and they are immediately west of the site, on the north side of Township Line Road. We talked about a lot of different things. Part of the challenge here is we're at the conceptual stage; we'll go to primary, but some of the things that I talked about with them is once we get into engineering I can work with them, and I will work with anybody who spoke tonight. I've got business cards with my cell phone and my email and will meet with each person individually if they'd like. But I met with them, talked about buffering, landscaping, things like that. And so, we'll be working on some things with them. I did not get a chance to meet with Keri who I think also spoke (inaudible) that I traded email with. So, I'll be meeting with them as well. I'll kind of walk through some of the questions that were presented here. The roadway things get outside the scope of my project but just about my project in particular, I was going to say I know Hobbs Station and we hired a traffic engineer who did an analysis and actually recommended some improvements, some very specific things that are our project. By the time they were done with their analysis, once these improvements are made, the level of service on these roads will be quite good actually. So, I know it can sometimes be a little confusing – for example, the

roundabout that is at our northern entrance, it was deliberate, and it was specified by the engineer, to be a traffic calming thing, for example, to really discourage semi traffic. So, I actually think something like that may end up helping quite a bit. I just kind of wanted to mention that. Okay, (inaudible) asked a few questions – and again, I'll give you my business card and we can get together, but she asked about Plainfield – that was answered. She said townhomes – the townhome size varies but you can kind of see in the detailed plan, there are some that are 8-9 units; the townhome buildings kind of vary per building. There may be a couple that get up to that level but many of them are smaller. On some of the straighter stretches, like around the multi-family section, I think there was a couple that looked to be (inaudible). She talked about – I think I addressed the traffic side of it a little bit, but (inaudible) and things like that. So, just like I did with Jodi King, I'll meet with her. We're open, so I always tell people, anything I can say yes to, I'll say yes to. I can't always say yes to everything but... As far as additional landscaping, it sounds like she actually wants some stuff cleared out, we can do that. We can do additional landscaping. And I'll meet with her, and we will work out those things together. So, that's the best I can do. I mean, (inaudible) myself but I can assure you, I will perform, and I will get those things (inaudible). Then there were a couple of questions about – one was about drainage and we're really not at that stage, but we have to, by law, collect all of our water and put it in a retention pond (inaudible). That's the next step and we will really be looking at that. There are streetlights in our community, within our roadway systems but there wouldn't be any streetlights west of our homes (inaudible) west side of the lots. And then I just wanted to talk a little bit about tree preservation. If it was said that every single tree would be saved, I can't promise that, but many of them. So, this is a good place to start – so, if you can kind of see the shape of the property where this retention pond here is and where this cul-de-sac is right here, and you can kind of see that retention pond is located here and then that cul-de-sac is located here. So, we're preserving, I can't say 100%, but we're really just trying to stay out of this. Where we do get into the trees a bit is whit this right through here. I'll kind of go back to the site plan here in just a second. You can kind of see that that cul-de-sac and that retention pond fits in here. In the end, we're preserving 13 acres of trees. It's our desire to be a really good neighbor and have a nice, big buffer right along that west side. And again, if I can work with adjacent property owners, I will. That's everything that I've got (inaudible).

Mr. Bahr: Any questions?

Mr. Lenehan Okay, thank you.

Ms. Giesting: Scott, would you be willing to talk a little bit about plans for road and traffic? Thank you.

Mr. Singleton: I'll try to speak in the mic for those who have a hard time hearing in the back. Is that okay? It doesn't seem like it's very loud.

Ms. Giesting: Can you all hear in the back?

Mr. Singleton: I was actually expecting comments tonight, so I did throw together a few quick slides to share. Of course, I did include a fairly extensive write-up to supplement our own traffic analysis, as part of the staff report we offered to the Commission. I have that in front of me; I'll try to get to those and make sure I don't repeat too many points. In expectation of folks in the room that might not understand exactly what we do for some of these areas and how we've looked at them before, I did bring in a couple of slides here. So, this is the town's Thoroughfare Plan for this area and what we're talking about, and interestingly both of these properties are kind of developing at the same time, as was mentioned before, with Hobbs Station and the Grundy Farm here. Several years ago, as the AllPoints Park developed, you know, as those improvement projects got done, the town had always intended to come down and make improvements on Smith Road. We actually revised our project and the roadway through here was just done, what we call FDR, Full-Depth Reclamation. We grind up the existing asphalt and put some toppings on top of it. It was a 15-20 year life project, not knowing when these projects were going to come online. And as soon as we do that, of course, here comes quite a few new homes and stuff. But we didn't do a full-scale improvement of that roadway, in anticipation of this. So, to our point, we do have some projects coming, that we've been coordinating with Hobbs and the Olthof developments. So, Smith Road, as you can see, is identified as a "major collector" through here and that puts – when you get to a "minor collector" that's when you can start to anticipate potentially going to four lanes. Part of the communications when Olthof came in was – and they were very good to work with early on – we really want to create, and what people want, is a walkable community. They want to feel like they can be next to the streets and cars aren't zooming by, right. We've heard a lot tonight about cars speeding. So, that concept and that desire was looked at early on, as they presented their projects. And so, the roundabouts that you see, roundabouts kind of force people to slow down, as opposed to a traffic light or anything like that that gives you a green light and allows you to keep your high speeds going or hit the brakes very hard. It creates a more steady stream of traffic, so the roundabouts that you're seeing are part of that approach. What we did here, very similar on the east side at Hobbs where we already had a proposed future street – we come over here and kind of distribute traffic to a signal, a future – it's a signal now but it'll be connected in the future – we took the same approach and just came through our processes to try to offer a way to, for traffic in here, traffic on Smith Road, whether you're in Westmere or north of there, that you can come through this neighborhood slowly and at a respectable speed because of the roundabouts, and not have to stay on Smith Road, and not have to come to Perry if you're going down Township Line Road. So, it just gives drivers options, and it ensures that one single street doesn't get overwhelmed. And so, we feel like this development is going to help with that issue, and it's going to kind of balance the traffic out through here and give people a lot of options if one thing's backed up. And the roundabout will help support that as well. So, that was something that we looked at earlier. This is the section (inaudible) currently, the Town Council recently approved the design contract for Smith Road, to take it to a more complete construction. And what you see here is a two-lane boulevard. It'll have turn lanes at the entrances on the south point, and then that north point will be that roundabout. And that roundabout is there, again, to create an entry and an area to slow down. And we had that ability because we had both sides that were kind of coming in at a similar time, and we were

able to get those discussion out there and get that coordination. Also, on this you'll see that we have two wide paths to try to encourage bike and pedestrian movements through here. About the trucks, we've heard comments about trucks, so I wanted to share with the group, this is not something that we were very aware of, some of the concerns. So, this is a drawing I've made for some of our contractors. We're going to be relocating some of those existing signs, and we're going to be adding some bigger, broader signs in the interim. The roundabout and increased traffic that will come with this – there's no doubt this is going to increase traffic, everybody knows that – those will be a deterrent for truck traffic in and of itself. But in the interim – we know that's several years away – we are going to get some other signs up that are more prevalent. We do hear from the drivers, yeah, they're there, but they're hard to see. And so, we're trying to create the visibility while also making sure that, you know, it's a regulatory issue where we don't see as much truck traffic going through there. Truck traffic does have to get through because moving people hire moving trucks and vans and such, so we still have to allow them, but we are trying to keep the through traffic out of there. As far as – I had a comment from Mr. Percy about who was caring for the road – it's a weird topic, I don't want to get into too much detail but when that road was built it was with state money, federal money actually. The state was having an issue with using recycled aggregate in that asphalt, and that project is one of those projects. And so, it is not surprising. We do know it is not going to get the amount of life out of that pavement, particularly the surface, as you would with other pavements that have been placed. It's just sort of an odd thing with the timing of that project, but we'll get, as is deteriorates, they get into our system and we rate them and we prioritize those to be resurfaced and retreated, as the conditions warrant, based on funding, the condition of the roadway, and the number of vehicles that use the roads. Oh, and I did want to respond to the comments about Shady Lane. So, the Smith Road project, again, that's under contract (inaudible) move forward we hope to build funding (inaudible). Ideally it will be as early as next summer, we could see construction, but if not, as soon as that funding becomes available, we'll coordinate all of that and try to get that done. The Shady Lane roundabout that is shown on there, that is not – the developer is not doing that; he's doing a roundabout in his own community, again, to keep that traffic slowed, to force kind of that cadence. You get in a roundabout; you really don't get the chance to speed up. The Shady Lane roundabout will be a supplemental project that will be able to exist because of the four lanes on Township Line Road fairly easy; it's got left turn lanes there. But once that roundabout goes in the idea is that you're not going to come into Shady Lane at a high speed of travel. The Vandalia Trail has been mentioned several times. Coming through there we really expect the walkable movements to accelerate and really see an increase through that area a lot. So, that's what we're hoping to see actually. And we want traffic to be slowing down, and really make a nice place for pedestrians to visit businesses. Does that answer all of your questions?

Mr. McPhail: I have some questions that I need to ask the developer, about this PUD ordinance. You know, I do appreciate all the cooperation that we've gotten up to this point, but I still have a few questions that I need to get answered. On Page 4 of your PUD document – I just want to make this comment – when you talk about the multi-family, what you're asking for is about two and a half times what our standard ordinance requires, so we're going to put your feet to the fire

on the quality of that project. You know, we'll give you density but we're going to get quality out of it; we're going to hold your feet to the fire. On number 3, on streets, it says, the PUD may have both public and private streets which will be built to town standards. The word "may" bothers me a little bit because I tell you, with your plan your going to have to have some private streets.

Mr. Lenehan: Yes, sir.

Mr. McPhail: I don't know if that's a legal question, but anytime I see "may" and not "shall", it bothers me. On your Districts 2.3, townhomes shall consist of approximately 29.9 acres which may consist of attached multi-family, two-story townhouses. Again, the word "may" bothers me.

(Inaudible conversation)

Mr. McPhail: It's on Page 4, Item 2, under (inaudible).

Mr. Tuohy: Mr. McPhail, I think originally, they may have thought that they would be one-story (inaudible) three-story, but I think (inaudible). It will consist of (inaudible).

Mr. McPhail: Then on the page that talks about the density of multi-family. I'm going to keep flipping through here to find my highlights. I'm on Page 10. I know staff has had some conversations with you about the minimum garage sizes. Your paired villa units are below the minimum standards that we normally ask for. My question is, in the paired villas and the townhomes, are you providing all the lawncare, snow removal and that type of thing?

Mr. Lenehan: Yes, sir.

Mr. McPhail: Okay, then I think we can live with that garage size.

Mr. Lenehan: (inaudible)

Mr. McPhail: Yeah. So, when you start bringing your plans in, I wanted to make sure that this Commission sees your covenants that will cover that because we don't have any with the ordinance at this point.

Mr. Kirchoff: Kent, what is our normal garage size minimum?

Mr. McPhail: In the single-family they're 484...

Mr. Kirchoff: (inaudible)

Mr. McPhail: The townhomes are 412; townhouses are 440, I believe. And we have approved in some paired homes and some townhomes and other projects, something below that 484.

Mr. Kirchoff: Okay. And since it's detached, it's not going to have (inaudible), which is another thing we take into consideration.

Mr. Lenehan (inaudible)

Mr. Kirchoff: Okay

Mr. McPhail: Let me make sure – I think that’s all I've got but I want to flip through here.

Mr. Kirchoff: A question I would have is, do you have a sense of sequencing? Do you know how you're going to start and the sequencing?

Mr. Lenehan: Yeah, so we’ll likely start on Smith Road and then work our way kind of right through the middle. I can show you...

Mr. Kirchoff: Okay. Can you bring it up Brian?

(inaudible)

Mr. Kirchoff: Kevin’s going to take care of it.

Mr. Lenehan: (inaudible) show you where we start. (inaudible). Obviously, this could change. Once you get into engineering and you're really...

Mr. Kirchoff: No, I understand, but just generally... I think the public would be interested to know as well.

Mr. Lenehan: Sure. So, roughly, in general – I want the amenities early on – so, roughly, in general, my plan is – again, all conditional on once we get into engineering – we come in here and get a part of all of this, so I have all of the products, right and then we add on in future phases after that. So, if you can kind of picture starting off of Smith Road, one section going down there – obviously I’ll need to put in some retention and things like that as well, but again, it will all depend, the exact plans that I do.

Mr. (?): (microphone not on) In terms of the first family that you'd expect to move in (inaudible), summer or fall...?

Mr. Lenehan: The earliest I’m thinking is late summer/early fall, at the earliest, of 2023. It kind of depends on how the rest of this progresses.

Mr. (?): How many years would you expect (inaudible)?

Mr. Lenehan: Probably about a 5-year project (inaudible).

Mr. McPhail: That’s all the questions I have, and again, I appreciate – because I got some answers this week on some other issues that bothered me in the PUD ordinance, and they’ve been very good to respond to all of those issues, like garage setbacks, driveways, and sidewalks, those types



of things that we've been trying to upgrade. I think they've done a pretty nice job; I think they've got a good project.

Ms. Giesting: Yeah. I'd like to add, on the DRC committee, when we talked about no vinyl, this group has been great about coming up with alternatives of better materials or these homes, to add that quality that you're talking about. So, I just want to the Commission to know that when we ask for them to comply with different ideas, they've done so.

Ms. Andres: Can I just ask about the park? And this is maybe a future question too, but just in terms of the maintenance of that – is that going to be handled through a management company...

Ms. Giesting: That's a good question.

Ms. Andres: ...and upkeep handled through HOA fees, or how is that going to be...?

Mr. Lenehan: That's exactly right. So, what we'll do is we'll set up a (inaudible) association that will manage all of the amenities and common spaces that benefit all of the product types. And then each product type will also have its own association. And so, what Olthof Homes likes to do is hire a property manager on day one. We're super involved; we like to stay involved in our communities. But there will be a management company, there will be a property manager assigned to Bo-Mar Estates, and then we're in communication with them. When our customers move in, it gives them somebody to reach out to if they have a question or an issue. So, all of the common areas will be maintained by that homeowner's association, and then the townhomes and paired villas, their grounds care is also taken care of by an association.

Ms. Andres: So, will they have (inaudible)?

Mr. Lenehan: Yes, completely (inaudible), townhomes and paired villas. The single-family lots will maintain their own homes, but they'll contribute to the community common areas.

Mr. Tuohy: (inaudible)

Mr. McPhail: I just might make one other comment (inaudible) that, but we had a question about the schools (inaudible) and I will tell you that I live in Plainfield, I live in Avon School District; I've lived there 30 years and I've paid the highest taxes in the county, and I don't expect change.

Mr. Klinger: I will comment on that as well because I do have regular meetings with the Avon Schools Superintendent. And so, I've kept him informed about these projects, this project and the Hobbs Station project, and of course they are keenly interested in the timeframe that we just talked about, so they may be reaching out to you. And so, they are definitely working to incorporate these things into their long-range capital planning. So, they're fully aware of what's happening and trying to plan around it. And I will say, Kent, I think it's good to expect no changes but given that AllPoints Industrial Park is coming to full buildout and now you have some

industrial buildings going up in Avon, north of 100, over on Ronald Reagan, that additional tax base – I would expect that additional tax base to drive those rates down. So, I hope you're wrong.

Mr. McPhail: Yeah, well we've got 8 years on the referendum and we're 2-3 years into it, so hopefully they won't come back for another. (inaudible).

Mr. Kirchoff: The only other question I have is, I'm not sure (inaudible).

Mr. Lenehan: It's so extremely rare but yeah. So, basically what you're doing, as you get closer to the same home, you're increasing the number of differences there has to be. So, we might have – for single-family for example, we might have seven (inaudible).

Mr. Kirchoff: Okay

Mr. Lenehan: And they each have multiple elevations. And then you have brick, you have stone, you have (inaudible) styles of (inaudible).

Mr. Kirchoff: (inaudible) my question. You may have seven different models, so that's (inaudible).

Mr. Lenehan: Yeah

Mr. Kirchoff: Thank you

(inaudible)

Mr. Kirchoff: I understand, I understand. That's premature.

Ms. Giesting: Are we ready for a motion?

Mr. Bahr: (inaudible)

Mr. Lenehan: Thank you

Ms. Giesting: All right, I'll make the motion. I move that the Plan Commission certify the zone map amendment request PUD-21-123, a petition by Olthof Homes seeking a zone map amendment of 126 acres located at the northwest corner of Smith Rd. and Township Line Rd., from AG: Agriculture to Bo-Mar Estates PUD (Planned Unit Development) with a favorable recommendation to the Town Council. I don't think we had any conditions.

Mr. McPhail: I'll second.

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

Mr. Klinger:

Ms. Andres – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Ms. Giesting – yes

Mr. Bahr – yes

PUD-21-123 is approved.

Mr. Bahr: Thank you. Good luck. We'll take a 5-minute break.

(Commission takes a 5-minute break)

(Technical problems with Audio)

Mr. Berg: (inaudible) two petitions in front of you. The first is a Zone Map Amendment with multiple zones, Agriculture and Saratoga Planned Unit Development to General Commercial. There is (inaudible). (inaudible) covering all of our bases. (inaudible) Primary Plat (inaudible) three lot (inaudible) subdivision. This is located just to (inaudible) U.S. 40. (inaudible) to the north there, and Saratoga Crossing to the northwest. (inaudible). So, since I am again directionally challenged, I'm going to turn this over to the applicant (inaudible) going north when we're going south.

(inaudible)

Mr. Brehob: Good evening. For the record, I am Steve Brehob with Banning Engineering, representing Hendricks Regional Health. (inaudible) is here with me this evening as well. I hope that – hopefully between the two of us we can answer any questions that you may have. I don't have a big fancy presentation this evening, I do want to thank Eric and the planning staff, even though he can't figure out which way north, south, east and west is, I still want to thank him for working with us and helping us pair down a giant list of uses to ones that we feel are compatible, not only for Hendricks on this site, but more compatible for the surrounding area. I also want to thank Scott Singleton for working with us on the road alignment on the north/south road and getting it into a location where it can not only benefit this site but could provide future access to properties to the south. And also, for thinking about the signalized intersection at Saratoga and U.S. 40, and what road improvements and connections we could make to help alleviate traffic in that area. So, with that being said, I'd be happy to answer any questions that you may have.

Mr. McPhail: I guess I just have one question. The roadway going north there, that's going through a church property?

Mr. Brehob: Yes

Mr. McPhail: Do you have an easement or...?

Mr. Brehob: No (inaudible).

(inaudible)

Mr. Brehob: Yes, we worked with the church to obtain an easement for that piece of property and the way that the language is written, if at some point in time in the future the town had interest in that becoming a public roadway then it could be, but initially it would be a private road (inaudible).

Mr. McPhail: Very good, thank you. (inaudible)

Mr. Bahr: Thank you. This is a public hearing; we would like to open it up at this time for anyone that would like to address this Commission.

(Brief pause)

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

Ms. Giesting: So, I take it, what we want to do here, or what we're looking at doing for this evening is a zoning amendment without really knowing what's going to happen on those areas. Is that correct?

(inaudible)

Ms. Giesting: Yes

Mr. Kirchoff: (inaudible)

(inaudible)

Mr. Kirchoff: One questions I have is (inaudible) access north of CVS? (inaudible)

(inaudible)

Mr. Kirchoff: (inaudible) just asking for zoning, that's a different (inaudible). When we get to that part, I'll ask (inaudible) questions about traffic. Thank you.

Mr. Daniel: Mr. Bahr, I do have a comment before the board takes any action here. A piece of this has not been annexed into the town yet. Part of it, most of it is, but some of it is not and I noticed on the two motions, the second motion indicates in section 5, subject to the completion of the annexation of any parcel not currently in the town, which is correct, but I think that should also be a condition in the first motion if the town decides to approve this.

Mr. Klinger: (inaudible) annexation (inaudible).

Mr. Daniel: Yeah

Mr. Berg: (inaudible)

Ms. Giesting: (inaudible)

(inaudible)

Ms. Giesting: All right, for the first motion, I move that the Plan Commission certify the zone map amendment request RZ-22-002 a petition requesting a Zone Map Amendment of 8.9 acres +/- from AG: Agriculture and Saratoga Planned Unit Development to GC: General Commercial with a favorable recommendation subject to the following conditions:

1. Subject to the modifications to the GC: General Commercial District, either as provided by the Applicant or as modified by the Plan Commission, are recorded on an Exhibit A form with this Zone Map Amendment as commitments.
2. Subject to the completion of the annexation of any parcel not currently within the Town's boundary or, in the case of inability to annex, the resubmittal of a primary plat without un-annexed properties.

Mr. Kirchoff: Second

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

Mr. Klinger:

Ms. Andres – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Ms. Giesting – yes

Mr. Bahr – yes

RZ-22-002 is approved.

Ms. Andres: I'll make the motion for the Primary Plat. I move that the Plan Commission approve PP-22-002 to create a 3-lot commercial subdivision on approximately 8.9 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 provided to the Commission on March 7, 2022.
3. Coordination of potential street name with the Town's GIS Planner to avoid emergency response issues.
4. The Secondary Plat will resolve the location of a cross access easement between the CVS parcel and the proposed north/south private street.
5. Subject to the completion of the annexation of any parcel not currently within the Town's boundary or, in the case of inability to annex, the resubmittal of a primary plat without un-annexed properties.

Mr. Brandgard: Second

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

Mr. Klinger:

Ms. Andres – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Ms. Giesting – yes

Mr. Bahr – yes

PP-22-002 is approved.

Mr. Bahr: Thank you

Mr. Brehob: Thank you

Mr. Bahr: Next on the agenda is DP-22-005.

Mr. Berg: Okay, this is what we (inaudible) facility. It's an expansion (inaudible). Initially (inaudible) it was planned for, so (inaudible). (inaudible) some I-2 (inaudible) to the northwest is I-2 (inaudible). To the right you're going to see (inaudible). This is an illustration of (inaudible) building (inaudible). This has been through Design Review Committee; they did make some requests for some changes. (inaudible). The applicant is here to discuss this (inaudible).

Mr. Nawrocki: First of all, good evening. My name is Joe Nawrocki and I'm with Paradigm Design. Based out of Grand Rapids, Michigan. We are the civil engineering firm for this project. Last month at the Design Review Committee my client (inaudible) represented. She's out of town for another meeting, so I'm here to represent if you have any questions. But also, I'll present to you the project, where we're at today. We are seeking your approval, the Plan Commission's approval that will allow this expansion that has been planned for, as Eric mentioned, since 2008. So, we've created our construction documents over the course of the last four months. We have submitted the plans. I have a black and white PowerPoint, nothing too colorful, that I thought I could at least put up on the screen.

Mr. Brandgard: That's an attention getter.

Mr. Nawrocki: What's that?

Mr. Brandgard: That's an attention getter.

Mr. Nawrocki: Yes, it is. At least, (inaudible). So, everything you're going to be looking at will be facing north, and to the right is the east. (inaudible). So, this is a basic – can you hear me okay without me having to bend over?

Mr. Brandgard: Yeah

Mr. Nawrocki: Thank you, I appreciate it. So, again, Joe Nawrocki, we represent the client through the (inaudible) firm Paradigm Design. On 3/10 the project was presented to the Design Review Committee and since then we believe we've satisfied all of the requirements that the DRC has requested of us. Since then, we've submitted some additional plans, and we'll also answer the question with regards to what the exterior is going to look like (inaudible). I also want to mention that the vast majority of (inaudible) because I thought (inaudible). So, (inaudible) business the addition of the approximate 57,000 square feet. The facility that exists today, off to the east side (inaudible) 2.7 acres of additional property that we will put the addition on, which will improve (inaudible) 57,000 square feet addition, plus a parking lot. One thing that's really critical (inaudible). This is the existing survey that shows the existing greenspace (inaudible). This shows the addition which is also going to include a relocation, or the removal, I should say, (inaudible). The addition will be (inaudible) the existing architectural (inaudible). The parking lot, the loop, (inaudible) for fire safety (inaudible) additional fire (inaudible). The existing (inaudible) retention pond (inaudible) size for this addition. (inaudible) BFS Engineering (inaudible). (inaudible). And then of course, (inaudible). (inaudible). (inaudible) is actually to the north (inaudible). (inaudible) this vantage point here is actually if you're (inaudible). (inaudible) this way, and this is (inaudible). (inaudible) so, what we're (inaudible) and then we'll (inaudible). (inaudible) the existing building (inaudible), so that would be the only (inaudible). (inaudible)

Mr. Brandgard: (inaudible)

Mr. Nawrocki: I'm sorry?

Mr. Brandgard: (inaudible)

Mr. Nawrocki: (inaudible) so, I'm here to field any questions you might have, and obviously I'm here to get your hopeful approval so we can then get the project submitted (inaudible).

Mr. McPhail: (inaudible) the additional space (inaudible)?

Mr. Nawrocki: (inaudible)

Mr. McPhail: (inaudible) additional warehouse...

Mr. Nawrocki: (inaudible)

Mr. Bahr: Thank you. This is a public hearing; we'd like to open it at this time, for anyone that would like to approach the Commission.



(Brief pause)

Mr. Bahr: Seeing none, I'll close the public hearing and open it up for discussion.

(Brief pause)

Ms. Andres: (inaudible) I move that the Plan Commission approve DP-22-005 requesting Architectural and Site Design Approval for an approximately 56,190 square foot addition to an existing distribution building on a parcel zoned I2-Office/Warehouse Distribution 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

Ms. Giesting: I'll second.

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

Mr. Klinger:

Ms. Andres – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Ms. Giesting – yes

Mr. Bahr – yes

DP-22-005 is approved.

Mr. Bahr: Thank you

### **OLD BUSINESS/NEW BUSINESS**

Mr. Bahr: Kevin?

Mr. Whaley: (inaudible) my report to you all (inaudible). I just wanted to keep you guys (inaudible). (inaudible). The first is off street parking (inaudible)

(Completely inaudible audio throughout Mr. Whaley's presentation)

Mr. McPhail: Looks good

Mr. Bahr: Real good

Mr. McPhail: (inaudible) Hendricks County and the tourist association. Want to make sure we (inaudible) operator (inaudible) for accomplishing what we want to do and not (inaudible).


### **ADJOURNMENT**

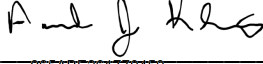
Mr. Bahr: Anything else?

(inaudible)

Mr. Kirchoff: I move we adjourn.

Mr. Bahr: So moved

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Mr. Steve Bahr, President

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Mr. Andrew Klinger, Secretary