

FIELD PLAN COMMISSION

June 24, 2021

6:30 p.m.

Mr. Slavens: Good evening, I'd like to call to order the June 24,2021, Plan Commission.

ROLL CALL/DETERMINATION OF QUORUM

Mr. Slavens: Kim, if you could please roll call for determination of quorum.

Ms. Robinson:

Mr. Philip – here

Mr. McPhail – here

Mr. Brandgard – here

Mr. Smith – here

Mr. Kirchoff – here

Mr. Bahr – here

Mr. Slavens – here

Mr. Slavens: Thank you

PLEDGE OF ALLEGIANCE

Mr. Slavens: If everyone could please join me in the Pledge of Allegiance.

APPROVAL OF MINUTES

Mr. Slavens: Next on the agenda is review and approval of the minutes from our June 7, 2021, meeting.

(Brief pause)

Mr. Slavens: Do we have a motion for approval, or any sort of amendments?

Mr. Bahr: Motion to approve.

Mr. Slavens: We have a motion from Mr. Bahr. Do we have a second?

Mr. McPhail: Second

Mr. Slavens: Second from Mr. McPhail, thank you. All in favor, please say aye.

(All ayes)

Mr. Slavens: Any opposed?

(Brief pause)

Mr. Slavens: Thank you

PUBLIC HEARING GUIDELINES

Mr. Slavens: There are two petitions tonight for public hearing. If you are in the audience for the public hearing tonight, please wait until the presentations are done; come to the podium, state your name and address, it would be greatly appreciated. If you are online, put comments into comments; Kim is monitoring those, and we'll get to you once the presentations are complete.

OATH OF TESTIMONY

Mr. Slavens: Mr. Daniel, if you could provide the Oath of Testimony.

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

(Mr. Daniel administers the Oath of Testimony)

Mr. Daniel: Thank you

Mr. Slavens: Thank you Mel.

PUBLIC HEARINGS

Mr. Slavens: The first item on the agenda, I think they're going to be presented together and voted on separately; RZA-21-036 and PUD-21-039.

Mr. Whaley: Good evening. As the Chairman just stated, these petitions are RZA-21-036 which is a rezone petition and then the other is PUD-21-039 which is a Planned Unit Development for Hobbs Station. These petitions are separate; the project encompasses one large project for this area, so we are doing the presentations of both petitions at the same time since they are interrelated. This slide shows that area that would be affected by both of these petitions in its totality, approximately 118 +/- acres, but as you can see the site is located on the east side of Smith Road, south of the Westmere Subdivision, and west of the ADESA auto auction facility, and north of Main Street. This just provides a summary of the two petitions that we have tonight. As I mentioned, one of them is a rezone request from an existing PUD zoning which comprises most of the property, but then there's also some Neighborhood Retail, some General Commercial, and some Agriculture included within that zone request. And that is to change the map to Hobbs Station PUD, that area. The other is a request to zone a portion of an existing parcel from GC: General Commercial to I-2: Office/Warehouse Distribution. This slide shows those two petitions represented in their perspective sites. The left or west, which is highlighted in teal, would be the Hobbs Station PUD area. And then the area to the east of that is the Terminus at Hobbs Station, which is the request for the I-2 zoning; that's highlighted in the yellow. And then this just shows what those different zoning classes would look like, if approved by the Town Council through the ordinance process. You can see that in relation to the surrounding zoning classifications that currently exist today. At this point, I'll tell you what we can do – the applicant has their own presentation to present to you tonight, and then afterwards staff will circle back and follow up with any remarks that we would like to add, in addition to what the applicant provides to you with their presentation.

Mr. Tuohy: Thank you. Good evening Mr. President; members of the Plan Commission. My name is Brian Tuohy, and I am an attorney in Indianapolis; address is 50 South Meridian. I represent the petitioner in both these cases. I appreciate the Plan Commission allowing us to present them together; I think it will be an efficient – I understand it's two different cases and you'll vote on it, but since it's the same property owner, it's the same developer, it's the same site, I appreciate that; I think that will make this go smoother. Before I start, I'd like to introduce the folks that are here. With the developer is Isaac Bamgbose, Wes Podell and Charlie Podell – and ask them to stand. Our engineer is Banning, and I believe Steve Brehob and Jeff Banning may be here also, or he was. With Pulte Homes: Dave Compton, Rex Ramage and Robin Crawford. With Weekley Homes: Ed Freeman. A&F Engineering, our traffic consultant: Steve Fehribach, the President of that company. And from ADESA, the landowner: Steve Hood, who is the Vice President of Facilities. And a gentleman, Nick Schwarzkopf, who is the broker. They are all here tonight in support of this petition. Thank you for hearing our case. – Now if I could just figure out how to move things forward here – So, first off, let me give you just a minute's introduction to these people. These gentlemen, Wes Podell and Isaac Bamgbose have been involved in mixed-use

development, and that's really the majority of what's going to happen, what we propose to have happen on this site. And some of the things that they've been involved in are like Ironworks at Keystone at the corner of 86th and Keystone where the Ruth's Chris is; there's a boutique hotel there, there's apartments, there's a bakery, there's a restaurant. It's truly a mixed-use development. And so, that's one that Isaac has worked on and was the lead developer for that. Then there's a new development in downtown Indianapolis called Bottleworks, and that's the old Coca-Cola bottling plant. And again, they took a site that had an old bottling warehouse and facility on it, and they changed it into a true mixed use. There's a boutique hotel there, a movie theater, there's a thing called The Garage which has a number of restaurants and eateries and places to have a cold beer and other libations, and also kind of indoor recreation: cornhole, basketball shooting, they have music in there. It's truly a mixed-use development at the end of Massachusetts Avenue near where it joins College Avenue. So, these folks are experienced in mixed-use. And then Wes Podell was involved in Keystone at the Crossing. If you look at this photograph there's four uses in there: there's a hotel, there's office, there's apartments, there's retail at the bottom of those buildings off to the right. The reason I'm telling you that is, we don't know exactly how this site is going to develop, but these gentlemen have been involved in developments that turned out very, very well, and represented substantial capital investments and been substantial catalysts to areas that needed to be developed. So, what are we thinking about here? The staff pointed out the site. Let's take a minute and take a look at this site. It's an unusual site; it's 125 or so acres at the east end of Smith Road, where Smith and Perry Road join together. If you look around it, to the north we have the Westmere Subdivision, residential subdivision, but now as you go a little to the right you see the ADESA property. The ADESA property is an "L" shaped property. So, you have a terrific and successful business in ADESA that's got this blank canvas of 120 some acres, and so what are you going to do to redevelop that – not redevelop but develop it because it's empty now. It used to be Hobbs Nursery, that's why the name is now Hobbs Station and Terminus at Hobbs; we're trying to harken back to what it was. But how are you going to develop something next to an ongoing business that can have 12,000 cars every day on that site, plus the trucks that come and go and bring those cars. And so, ADESA went through a pretty rigorous vetting process where they interviewed a lot of different developers, and there were a lot of different ideas. They selected Isaac and Wes and I think that's quite a chip for them; these guys survived that and got ADESA's support. And their vision is, on the site where it says Hobbs Station PUD, that would be a mixed-use zoning, a mixed-use PUD. And what's kind of interesting about this site now is it is already zoned PUD. And the plan Commission members will probably remember that it was called the Woodbrook PUD, and I think it was zoned back in 2020. That PUD had an idea, a concept that there would be single-family homes, there would be daycare, there would be senior living, both assisted living and independent living, and there would be a community center, but that never happened. But this shows that what we're doing is essentially taking a PUD zoned site and substituting a new PUD site, which we'll talk about here in just a minute; and also substituting an I-2 use. But you can see the surrounding zoning, there's GC, that's that red; there's up at the top, that's Westmere, that's Residential; you have the Grundy property, that's the AG off to the left there in the green, which I suspect will eventually be back before this body, making a Residential zoning. So, there's old

and new retail along U.S. 40, south of us. So, let's get to their vision. The developer proposes that in this western portion of the site, in the 86 acres, we create a PUD which has two kinds of uses. One, a mixed-use, and it's got some sub-categories; and two, a Residential District. And so, if we start in the lower left-hand corner of that site, let's walk through what those proposed uses are. This is just a closeup of what I just showed you; I'm showing you the 86 acres. If you start down in the lower left-hand corner – and let's just get ourselves oriented. There's Perry Road down there in the left-hand corner; Smith Road going up the left side of that proposed development. And what this PUD does, members of the Plan Commission, is it doesn't give an exact footprint/blueprint of exactly what's going to happen. We're not to that stage yet, but what it does is set a template of what could happen on this site. But the thing I'll remind you of a couple of times during this presentation, the thing you have to keep in mind, that whatever happens on this site, whether it be an office building or it says office there, or a mixed-use building, which they anticipate to be, perhaps office, retail and residential, all in one building. They've done that before at Keystone at the Crossing. The building where Ruth's Chris is, there's a restaurant in there, there's offices in there, there's also people living above it. They think that will work here; they don't know exactly what that's going to look like now, but what this PUD proposal does is set parameters that says that on that corner there's going to be office; north of that corner there's going to be mixed-use. And then north of that, in the yellow, is multi-family, there's going to be multi-family. You go off to the right of the multi-family, there's going to be senior living. You come down, down that road that's – you come off that spine road that runs east to west, again, there's going to be multi-family. So, in about 38 acres of those 86 acres they are suggesting to this Plan Commission that they would set a template, and that template would allow for those uses. But when the specific user comes along, and the multi-family person comes along that is just north of that lake, and wants to develop those two apartments, you're going to know that they're – first off, they're going to have to come to you, he or she is going to have to come to you and present a detailed development plan; it's going to lay out the architecture, it's going to lay out the parking, it's going to lay out the access, it's going to lay out the size of the apartments and how many there are. And before the first shovel goes in the ground for that use, it's going to have to be approved by this body, even after this approves. But what this does is sets a template that says in those 38 acres, there would be a maximum of 650 residential; those units might be some for rent, there might be some condominiums, there might be some that would be in that mixed-use building, there would certainly be some in those multi-family buildings. And it also sets a template for how tall those buildings would be; they'd be either three or four stories, as outlined in the PUD. The office building that they would like to have, that's the building on the corner, they think massing would be appropriate, they'd like to have up to six stories on that building. And we didn't put a height in there, but the height we agreed to, it would not be more than 85 feet. In addition, this mixed-use district would exclude what would be, some would say less desirable uses; so adult entertainment, gas stations, lumberyards, recycling centers, tree nurseries – those could not go in this district. The architectural standards, and they've included quite a bit, we have spent a fair amount of time working on a PUD ordinance. Planning staff was terrific; they met with us on multiple occasions, these drafting occasions. Mr. McPhail, on behalf of the Council, met with us. There was a lot of wordsmithing in this, and it sets a guideline, a set

of elements that will dictate how, when they come back before you with a detailed plan approval, this sets the template for what that will have in it. But things like the signage plan for this area, it would be subject to your approval. We agree there has to be an overall signage plan, and I'll get to that in a minute, that is complimentary, and the PUD says that; the signage has to be complementary throughout this whole development. The idea of having private streets, interior access driveways and the locations of those, all of those we've laid out in a template of what the streets could look like; we've laid out a template of what these streets would be comprised of, but the exact location and the exact engineering of those, they're going to be back before you in a detailed plan review. So, in summary, as you look at this southwest corner of the site, this mixed-use area of 38 acres, what it allows for is up to 250,000 square feet of office, including medical use. They think there's a possibility there could be a hospital there. You've seen these sort of pocket hospitals that are springing up around central Indiana. It allows for up to 650 residential apartments or townhomes; it allows for 70,000 feet of retail, and in that retail there may be office and other types of uses. There's not going to be a new shopping center there; neighborhood retail is what they're aiming at. And the biggest retailer in the community supports this, and I'll get to that in a minute. And there's going to be 250 senior living units. All of that is in that 38 acre site that is kind of bordered at the top left by multi-family and across to where it says senior living, and then come down to the multi-family and come down that spine road to Perry Road where it says office and multi-use. That's the proposal for the mixed-use portion of the PUD. And what will it look like? Well, that view, if you're down in that pond in the south border there – think about where that pond is, and then I also want you to think about where that multi-family, up at the top where that yellow color is, and the residential – the two views that they've rendered: the top would be looking from that pond up to that mixed-use area, so Smith Road would be off to the left. And then the entrance from Smith Road, this would be looking east where on either side of that entrance there would be multi-family buildings. That's their vision for the PUD, so that's the goal. Will it look exactly like that? Probably not, but you get the last word on that when they come in for detailed plan review. I think it's an important element of what you're considering, and it specifically says in the PUD, "All improvements located in the Mixed-Use District shall be subject to the requirements for the filing of a Final Detailed Plan petition, as set forth in Article 6 of the Plainfield Zoning Ordinance." Let's turn now to the residential; as I mentioned, there are two sections to the PUD. One, we've got the mixed-use which we just talked about, and two, we've got the residential district. So, the residential district, it makes sense if you think about what we saw originally. The residential district is up at the north end along Smith Road and along the east end, and we'll talk about what's over there in a minute. The idea in the residential district is to have two kinds of residential products. One, they're all single-family homes and there's 271 of them, but the two kinds of homes are what they call rear-load or alley-loaded homes, and then more traditional front load homes. And if you look at the, I guess it's kind of a lime green color, up on Smith Road – what I'd like the Plan Commission to understand is all of those home, all of their front doors face Smith Road. The one example that you can see that I remember seeing in Indianapolis, is Ft. Benjamin Harrison along 56th Street. You have a number of those old military homes face 56th Street, where right across the street is the largest commercial – I think it's where they pay the Army throughout the world – and that's

right across the street from those homes. They load their garages in through the back; those are alley. Behind those alleys the snow would be cleared by the HOA, so that would not be a responsibility of the town of Plainfield. But that lime green color shows that on Smith Road, and then on that east/west road above where it says multi-family, all those homes on that road would face that road on both sides of the road. So, as you go over to the right you can see that those homes would all face the road, and they would be rear loaded. About 92 of those homes in this plan, and they're along Smith Road and on the east/west road off of Smith Road. The front load homes, they would be right adjacent to Westmere in the north part, the top part of that exhibit. And you can see they wrap around and come down the eastern border of the site and to the bottom of what we call the spine road – and I've used that term a couple of times, I better define it. The spine road is a new road that would come from Perry Road and go east, all the way over to connect with a road that's now in ADESA's, going west out of ADESA, it does not connect up that far. And alongside that, I believe, would be the Vandalia Trail. Because what these folks believe they can create here is a walkable, bikeable, pedestrian friendly community that is most certainly denser than you're used to seeing, but it's denser in a way that you're seeing in urban developments now. There's mixed-use; they could walk to their office, they could walk to the dry cleaner, they could walk to a coffee shop, they could walk to a senior living facility, and they would be able to get to the Vandalia Trail and go both east and west on that, and I know there's big plans for that. Those front load homes are more traditional, there's about 170 of those. And then right in the center of this, in the purple, there's an area of about 3 acres for townhomes. They don't know yet whether the townhomes work in Plainfield, but they think they will, and they've shown some members of this body versions of those. And so, they've set aside up to an area of 3 acres for those townhomes. The development standards in the PUD document – and the PUD document, I don't know, it's 40 or 50 pages, as I said, it was a fair amount of work – again, it's not absolutely specific but it's a template for this body to consider. And things like the lot widths, it sets out that the lot widths are either 50 or 40 feet wide; it sets out the sideyard separations; it sets out the sizes of the homes. The alley homes will range in size from 1,600 feet to 2,300 square feet. The front load homes will range in size from 2,400 square feet to 3,000 square feet. It sets out that no home in the development will be allowed to have vinyl siding; it also has an anti-monotony code. And each home, whether it be an alley load home or a front load home, it will have a sidewalk from the front door to the street sidewalk because that was an important consideration of the planners. All of the homes will have front porches. That area will connect to the Vandalia Trail. And the homes will have the front facing garages; the garages will be set back from the front elevation of the front porch, again, to create a non-monotonous looking development. What do the homes look like? These are renderings of the single-family rear loads. These are the homes that would be closer to the street, and in the back of those homes would be the garage, and then an area between the garage and the home for each resident. The single-family homes are so new, I don't really have renderings for them, but I can show you homes with porches on them that are similar to the homes they would build. But the standards for those are contained in an exhibit attached to the PUD statement, and it is really detailed about what the homes have to have in terms of eaves and soffits, 12 inch overhangs, front porches, no vinyl, wainscotting on corner lots, front yards sodded, side yards seeded – and

we'll get to that in a second. The size of the garages: on the front load homes they will be a minimum of 490 square feet; the alley garages are smaller, they're 400 square feet. These homes, members of the Plan Commission, are expected to cost in excess of \$300,000 on an average. The best thing about that is, the Pulte folks and the David Weekley folks, they firmly believe they can sell them in this hopefully to be developed site. That \$300,000 average is about \$100,000 more than the average of the homes in the Westmere area just north of us. The PUD outlines landscaping. It also indicates that signage for this area will have to be approved by you; lighting plans will be subject to the Plan Commission's approval. The townhomes, we don't know exactly what they'd look like. This is renderings of what we think would be likely candidates, and it's in the PUD, it's an exhibit in the PUD. Road types: there are several different road types in there. Will these roads be located exactly in these spots, perhaps not, but this shows the different types of roads that will be in there; from roads that will have medians in between them, to roads that are smaller within the single-family subdivision. We'll show sidewalks, alleys. But again, it all has to come back to you for a detailed plan approval. These are exhibits, again as part of the PUD. I know there's been some past PUDs that weren't very detailed, I'll say it that way; this one has quite a bit of detail, so a couple of years ago, a new body is here, they come in for detailed plan approval, they'll have this document to look at and say, okay, they showed exhibit B was this type of road, this is darn close to what exhibit B is. But again, you'll get a chance to look at that. In terms of distances, there were some concerns raised about that, because now we're going to get into talking about this industrial site. But the distances from the closest industrial building they propose, to the Westmere Subdivision, is about 449 feet from house to building; that was Steve Brehob's estimate of that. That's a fair distance; that would be a football field and half of another football field. And that separated by, as you can see, a pretty significant buffer, which I'm going to talk about in a minute. We showed in the PUD that that landscape buffer was going to be a Level 3.5; we'll make a commitment tonight that that landscape buffer area separating homes in Hobbs Station, separating the homes in Westmere and this industrial development, be a Level 6 buffer. We reached out to the present CEO of Poag Shopping Centers – I'm not sure I'm pronouncing his name correctly, but they're the owners of the Shops at Perry Crossing – and in a letter dated June 23rd he says, "Please accept this letter of support for the above referenced petition." He has been consulted with all the way along; Wes Podell has kept him apprised of what we're doing here. And he writes in his letter, "We believe this development will be a long-term benefit for Plainfield and the businesses located in the Shops. Plainfield and the surrounding areas provide most of the customers for their tenants, so developments like the ADESA site will continue the strong growth we have witnessed." I would mention that I have sent out 185 notices. These gentlemen haven't even seen the bill for the certified mail yet; it was significant, I think it was a couple thousand dollars. I have had two calls. These gentlemen have met twice with the President of the Westmere HOA. And a very nice woman who lives on the corner, the northwest corner of the site, I've talked to her a couple of times and explained to her the landscaping that we were going to provide, and I think we addressed her concerns; she may be listening tonight. But we've had virtually no contact, and certainly no opposition that I'm aware of, to this proposed development. The conditions on the PUD, the staff asked for six conditions; we agreed to the first four. So, whatever we do tonight, our presentation, I want the record to

reflect we agreed to the first four conditions approved by staff. We would respectfully like not to agree to the sod requirements for all the yards. The developers have gone the extra mile in terms of eliminating vinyl, extending sidewalks to the street, adding front porches, adding wainscoting around the houses, coming up with architectural details that enhance the value of the house, but they would respectfully like to avoid landscaping the whole yard. They'll landscape the front yard and the corner lots. They'll landscape out on the side that faces the street. And item six, there are three parts of item six. We agreed to remove the eyebrow shingles; we would like to leave the change in elevation of roof ridge, and we would like to leave an 8/12 roof pitch in the checklist. So, out of six conditions proposed by staff, I think we've agreed to four and a third of them, is the way to say that. In summary, for the PUD: the PUD is subject to Final Detailed Plan approval by this Plan Commission. Each time they want to build something they will have to bring in detailed elevations of the building or the phases of development, to this body. And roadway improvements, signage and street lighting are all subject to your approval, and they come back before you. Incompatible uses, we believe have been excluded by the PUD. The home sizes will range from 1,600 square feet to 2,400 square feet, in the single-family area for the alley loaded product. The front load homes will range in size from about 2,400 square feet to 3,000 square feet. The homes are expected to have an average price of \$300,000 or better; no vinyl siding within any of the residential districts. And all homes will have a sidewalk from the front door to street sidewalk. Let's look now for a minute at that industrial development. So, now we're going over here to the right side of what's highlighted there. These folks have sort of an interesting proposition. They're trying to take a site, as I've said, that's surrounded as you see, on two sides, north of the Terminus at Hobbs Station; to the east by a very successful business that moves 12,000 cars in and out sometimes very frequently. And they had to be compatible with ADESA's continuous operation. And so, what they're proposing on that site, which is the I-2 site; it's about 38 acres, and they're proposing not more than three buildings to be zoned I-2. So, what I did there, I zoomed in; this is the outlook, and you see across the top that ADESA extends on the top/north side of that, Westmere is off to the left/northwest. And the Hobbs Station residential is right to the west, right to the left. And now as you zoom in, what they would propose to do is to build not more than three buildings, and the size of those buildings are plus or minus 233,000 square feet at the building at the north, and 263,000 square feet at the building at the south. Are they exact? No, but again, this is within, I think it's within 600 feet of a Gateway Corridor, so they're going to have to come back in with a plan for this. But these buildings are small in size, and they've got a commitment that is set to not more than 500,000 square feet over the whole site, except for that front building which they'd like to mean smaller loading areas, parking; it would be more office and flex warehouse space. We've certainly seen some around the airport, and some out here in Plainfield; there's one of these on Hadley Road near your convention center. But the key piece of this, and I think it's the evidence that supports these statements, the key piece of this, there's 188-foot-wide buffer there on the left side, which I'm making a commitment this evening to have detention ponds and landscaping that will take it to a Level 6. It will take it to a Level 6 berm and landscaping buffer. In addition, they've agreed to orient the buildings so that those dock doors don't face those homes, either in Hobbs Station or Westmere; the dock doors face north and south, as shown. And so, that development is right under the west

edge, the west leg/segment of the ADESA parking lot. The distance of those buildings – well, first off this is that landscape buffer which in the commitment shows at 3.5 or 4.5; in talking with the folks at Banning, we know now how to do it, we'll make that a Level 6. But you can see that there's quite a distance between the edge of the building and the back lots of those homes. In fact, by our measurements it's about 292 feet to the back of the Hobbs homes, and about 450 feet from the nearest home in the Westmere Subdivision. In addition, these buildings, they committed these wings on the corners of the building where the truck dock doors are, to knock down the noise. This is – and I'll speed this up because it's longer than you expected – this is not like the UPS building; it's not a million square feet, it doesn't back up with dozens of dock doors to the Medallion Meadows. This is a smaller industrial footprint than what you are used to seeing off of Ronald Reagan, or up at All Points. Not that there is anything wrong with those buildings, these are just much smaller buildings, about a fourth of the size. But the evidence that I think is most persuasive, is that Pulte and Weekley are willing to invest several million dollars in capital in the Hobbs Station PUD site with a firm belief – and they're here tonight prove this - that they can sell homes that would cost in excess of \$300,000. And I'm pretty certain a big reason for that is the orientation of these buildings, their smaller size, and the breadth and the features of the landscape buffer between it. This again, is showing those distances that I mentioned between – there's the 292 feet between the buildings and the Hobbs Station, there's the 449 feet between the Westmere homes and the leading edge of the industrial building. There's a series of commitments that are included, and we're changing one here this evening. It said that in commitment #4 that the buffer plan would be a Level 4.5 standard; we'll agree to a Level 6 standard. This is an aerial view of what this might look like. That white area right there would be where that smaller 40,000 foot flex space would go. They wouldn't build that on spec, they would wait until a user came along and then build that building. Staff proposed four conditions in connection with this zoning; we agree to all of them. So, in summary on the I-2: the commitments limit the development to three buildings, they limit the size of the buildings, they limit the location and orientation of the buildings, and a key commitment is that they require that buffer area to be installed before any of those buildings are occupied. The commitments prohibit incompatible uses; the dock doors are committed to face north and south; Industrial rezoning is supported by ADESA and adjoining residential developers who are stepping up and investing substantial sums in the Hobbs Station. This rezoning allows for a substantial increase in tax base of essentially, a vacant site, and the petitioner agrees to all conditions proposed by the staff. We thank you very much for allowing us to go over the time limit and combine these two cases. We will try to answer any questions you may have. We thank the staff and Mr. McPhail for working on this with us and would appreciate your favor and support. Thank you.

Mr. Slavens: Thank you Sir. I think before we turn it over for questions, and to the public, I think Kevin, you wanted to present again.

Mr. Whaley: Yeah, I think as you saw tonight, this is a fairly large and robust project, and we had to split it into two different petitions. Staff wanted to give the applicant the opportunity to come forward and explain the project in detail, and then we would follow with staff concerns and talk about the conditions a little bit. Obviously, the applicant said that they agree to all of the

conditions on the industrial side, so I won't focus on that too much, but I do want to walk through some of the comments on the staff report.

The Comprehensive Plan recommends ADESA for the portion of the project that was shown for the I-2 rezone – and you can see that in the dark purple – the Comp Plan said that ADESA classification is a fairly unique recommended area for the Comprehensive Plan, and it acknowledges that the ADESA site is different from other commercial areas within Plainfield because of the uniqueness of the site, and it did recommend that if redevelopment occurs on the site, that it could potentially accommodate several types of projects. So, careful consideration should be given to how the overall site should develop, from a Mater Planning standpoint. On this exhibit you can see that the I-2 area is surrounded by commercial on the north, east, and south, and then you have PUD zoning to the west. So, obviously from a planning standpoint, if this is approved as I-2 we have some concerns about the compatibility of the development with the surrounding land uses and surrounding zoning classifications, which could yield additional development in the future, based upon those base districts, if redevelopment does ever occur. Also, we do have a little bit of concern about the potential for establishing industrial uses within this area. Obviously, ADESA has said that they have no plans to decrease their operations, or leave Plainfield, but obviously you never know what the future holds for sites in the future, but that I-2 could put pressure on having additional industrial uses in that area; that's the concern that staff has. This exhibit shows the site for the I-2 zoning in relation to the intersection of Klondike Road and Main Street. I think you'll note in the staff report, we did make a comment about the visibility of the site from that intersection. There are no intervening buildings or other structures of significant size that screen any industrial uses from that section, and with this being a gateway corridor we had added a condition to have the applicant work with ADESA who owns that property that you see in the foreground, as well as the property in the background, to develop some sort of a plan to provide some screening within that area.

This first condition appears in both staff reports, and this condition was provided to us in working with our legal counsel. There is a significant amount of public participation from an investment side of the project for infrastructure that would need to take place, so the town is going to have to come to a development agreement with the petitioners, and there was some concern that if that development agreement wasn't reached, and the property was rezoned to I-2, now we have an industrial zoning that could fall to the base development standards, and it doesn't have to be attached to that Planned Unit Development that you saw tonight. So, we did add this condition that it would revert back to GC/General Commercial Zoning District, if that agreement is not reached.

The second condition that we added had to do with the parcel that the petitioner is proposing to rezone and develop. As you can see, on this exhibit the parcel is a little bit larger than the I-2 that they are proposing to rezone. And so, this would require a subdivision, and to go through the platting process. And again, the applicants did agree to that condition. And then this is the one in reference to the landscaping at that intersection, or some other form of structures or visual

screening that can be really effective from that view. Then the last one has to do with the landscape buffer. And again, they agreed to increase that to a Level 6.

Other issues that we identified in the staff report, and these two are going to come up in the development plan review process, would be the lighting and other industrial developments that have been adjacent to residential. We've seen a voluntary commitment to reduce the lighting that is located closest to the residential properties to a maximum height of 20 feet; I think the developer had proposed 30 feet in this rezone. And then also the building orientation and configuration; in order to have the cross dock operations we saw on the exhibit they provided, the docks located on the north and south side of the building, to have the docks face the front of the property, it will require a development incentive be granted from the plan Commission at the development plan phase. And so, we wanted to have you all discuss whether that's something you think that you would support if it didn't get approved for rezone, or of you would like to see perhaps, a single loaded building facing Main Street. As we pointed out earlier in the presentation – I can go back a few slides – so, when the ADESA connector is extended west, that would connect with Smith and Perry and Township Line Road, and that's going to change traffic patterns in the area. So, as this road is constructed and you have more traffic volume coming through, that site now is going to, eventually in the future, potentially cause some increased pressure for redevelopment along the south side of that new road because you'll have those lots that front on Main Street and this road as well, that could eventually be subdivided or redeveloped with new commercial spaces facing that street. So, that was one of the reasons we raised that concern, or question, with having those dock doors facing that street, whether you want more of a commercial type of environment through there. And you see that in other areas of Plainfield, like for example along Ronald Reagan Parkway at Stafford Road, some of the Metro Air buildings have more of a commercial feel to them with a store front design.

(Inaudible question)

Mr. Whaley: Yeah, so the concern would be with the mixed-use to the west and the residential to the west of the industrial site. If you see additional commercial development on the south side of this new road, will that industrial building with the cross dock operations, and the docks facing that thoroughfare be compatible with the surrounding commercial. And that's the question. And that's all I have for the I-2 zone. Eric was the lead planner for PUD, so he'll come up and offer some comments as well.

Mr. Berg: I don't know if I can be quite as good as the silver-tongued orator from Indianapolis, but I'll do my best. Senator Henry Clay said that the best compromise leaves both sides unhappy. I'm not sure that's necessarily true, but it's an interesting philosophy. Having written three zoning ordinances I can tell you that none of them were perfect, and neither is this PUD, of course, no one has ever written a perfect one. There are some things in here, some details that we wish were in here that would make our job, and your job as the final judicators, much easier when this comes through, but the applicant would like to preserve that flexibility, and that's a choice that you may make tonight. I will say that that lets you guys order off the menu a little bit more; when

it comes in front of you can go a little crazy and decide maybe the building's pink or something like that. I don't see that happening but... we've raised a couple comments in the staff report: should there be build-to lines – Mr. Touhy addressed the issue of height earlier; I'm not sure we were necessarily against a taller building or a shorter building, we were just trying to figure out what the animal in front of us was going to look like. We raised the issue of block length. We heard a lot about walkability and that's – you know, everything we've read, everything we've been told is that the shorter blocks are good for walkability, but we're looking at blocks that could be as long as 1,000 feet. So, that's something that were having a little trouble syncing up words with words. And of course, I'm going to bring up sod. You know, they're bringing in a very upscale development and the problem with that that we have, particularly on our DPW side, is that until a lawn is established, we have to keep sending people out there to inspect it, to make sure that it meets all of the standards for erosion control; that runs into a good amount of money. We're looking at 225 new homes a year; this year we're on track for about 360. We've got 788 – well, you can read this as well as I can; I don't need to read you the numbers. In the next two years we could be looking at 1,600 new homes coming in. Granted they will be spread out through the process of platting but that's going to raise a lot of new inspections that our DPW folks are going to have to do. So, that a concern because once that sod is established, then we don't have to go out there. And obviously you would wait until it's been CO'd and turned over to the owner, otherwise you would be ripping up sod as you're building it. So, throughout the last year, through the pandemic, we've been encouraged by our leadership to find ways to minimize costs. Well, if we're not sending people out there, that seems like a good way to minimize costs. Here you're going to see the slide that I really didn't need to go into. I'm not sure we have a problem with 8/12 roof pitch; the only problem that we really have is that in these other PUDs, Vandalia, Sugar Grove, Legacy Farms – again, you can read them – we've only given points for 10/12. So, that's why we bring up that issue. Again, are we necessarily opposed to 8/12? No, but we're just pointing out that we've held others to a different standard. And I promised myself I wasn't going to talk as long as it took Brian Tuohy to clear his throat, but I do need to correct him on one thing – Woodbrook was in 2000, I'm guessing it didn't start because of Y2K. So, that's all I've got, unless you have any questions for me.

Mr. Slavens: Thank you

Mr. Brandgard: (microphone not on) (inaudible)

Mr. Berg: We're just pointing out that's it's different from what you've approved.

Mr. Slavens: (inaudible)

Mr. Berg: Yeah, and we didn't know – I wasn't here for any of these, so I didn't know if there was a specific issue with 10/12, whether that was what you wanted to have consistently, or whether that was something that was because of the product that was offered.

Mr. McPhail: (microphone not on) (inaudible) has something to do with the roof pitch. (inaudible) tell you that I can sit down and look at any home and evaluate that based on (inaudible) I think what they're saying is they want the same points for an 8/12 that we give for a 10/12 (inaudible).

Mr. Kirchoff: It's basically just a feature. We're not saying it has to be whatever, it's just a feature.

Mr. Berg: Correct, we're just deciding what they'd get the points for.

Mr. Kirchoff: I understand, but what we're saying here is, it's a feature that we've asked them to incorporate, and we give them credit for it. Thank you.

Mr. Smith: (microphone not on) (inaudible) construction (inaudible).

Mr. Berg: Not that I am aware of. The way I've always understood it is it's aesthetic.

Mr. Smith: (microphone not on) (inaudible) this would make it somewhat more pointed (inaudible)?

Mr. Berg: Yes

Mr. Smith: (microphone not on) As opposed to (inaudible) somewhat different look of (inaudible), more angled.

Mr. Berg: And as I said, our main goal in bringing this up was to make sure that if there was a 10/12 issue in the past, that we weren't overlooking something that this Commission had seen as important in the past.

Mr. Slavens: Thank you Eric.

Mr. Brandgard: I think from my standpoint, they've brought it in, and we've approved it; I don't think we – I don't recall directing anybody to that.

Mr. McPhail: (microphone not on) (inaudible)

Mr. Berg: It was brought to my attention on this one by DPW.

Mr. McPhail: (microphone not on) I haven't heard nothing over the years but (inaudible).

Mr. Berg: The last subdivision that we did, Bridlewood, they are doing full sod on the full development.

Mr. Whaley: (microphone not on) And that may have been why it was brought to our attention now; they've seen the change in operation between subdivisions (inaudible).

Mr. McPhail: (microphone not on) I know that sod is good (inaudible) when it's put in properly and it's watered and taken care of; if that homeowner's not watering that sod, you get a worse problem than a seeded yard. (inaudible) it takes a lot more water to take care of that sod. I don't know what's the best (inaudible)

Mr. Smith: (microphone not on) (inaudible)

Mr. Brandgard: I think that the issue is, the runoff standards that we have today, that we didn't used to have. What I'm saying is, when our houses were built you just threw the seed out, but nobody came to check it because there was no runoff standard. Today there is and we've got to make sure that you don't have the dirt and dirty water running off where it ought to run anyways.

(inaudible)

Mr. Brandgard: (inaudible) It's up to you, let him come up out of sequence, but I think he wants to answer something.

Mr. Slavens: Yeah, if you could state your name and (inaudible), I'd appreciate it.

Mr. Compton: For the record, David Compton, Vice President of Land Acquisitions for Pulte Homes of Indiana. Thank you for the opportunity to address this question brought forth from staff. So, the EPA, IDEM, Rural 5, we're all doing things a lot different than we were in 1988 when I started in this business. To address staff's question, Pulte, and all the major builders, we're under consent decree from the EPA; it came out originally through Walmart and some violations there, so we actually have third party inspectors that go out to our sites during the construction process. To address your question directly Robin, on seeding, Pulte has gone a step further; when we finish grade a house, we don't put seed and straw down anymore; we not only do that, but we also mat it. You know, the matting you'll see on the sides of roads and things like that; we actually mat the entire yard. It is a proven fact, if you bring both landscapers up here, that over the years when you seed a lawn it takes better root to the ground than sodding it. We're certainly understanding the staff and all municipalities with concern over costs of inspection, but we believe that this extra step that we take in making sure that we don't just put seed and straw down – a windy day, the straw blows around and your seed goes all over the place; that extra step, we actually get there and actually put that mat down at every house. Our commitment would be to treat corner lots like two front yards, and then we would also put this matting down on every lot that is final graded and seeded within the community. So, I just wanted to provide some clarification; we're doing it today at Trailside and we do it in all the Pulte communities across the city.

Mr. Kirchoff: (microphone not on) (inaudible)

Mr. Compton: Yes, front yard's sod Bill, yes. Yeah sod, and then corner lots, and then the matting of everything beyond that. I hope that provides a little clarification of how we operate. Thank you.

Mr. Slavens: Thank you. Any questions for staff before we turn it over to public hearing?

(Brief pause)

Mr. Slavens: These two petitions are listed as public hearing; if there's anybody in the room who would like to speak for or against the petitions, please do so now.

(Brief pause)

Mr. Slavens: Seeing no one come forward, Kim, anyone online for or against? Staff, did anyone submit any comments or questions prior to tonight's meeting?

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

Mr. Slavens: Thank you. I think we will close this for public hearing and turn it back over to the Commission for further discussion.

Mr. Touhy: Mr. President, there was one person who wanted to speak; I don't think he understood this was the appropriate time.

Mr. Slavens: Okay

Mr. Tuohy: If it's not too late.

Mr. Slavens: Yeah, it's fine. If you could state your name and address.

Mr. Hood: I'm Steve Hood; I'm with ADESA. I just want to tell you I take this process very seriously. We're committed to Plainfield. We've been here for 30 some years; I believe we're a good corporate citizen. This is a very important piece of property to us. We didn't put it on the market and try to sell it to anyone. We had a very, very calculated way of selling this property; we hired CBRE. I think we met with a number of you before we even did an RFP to hand select developers that we would send it to, to understand what you wanted with this property because we didn't want to have a situation where we're selling to someone who was building something that you didn't want. So, what we took from that was the 80 acres of residential and the 38 acres of some type of modified industrial; we did a very thorough RFP, we interviewed a number of different developers and clearly the best developer was New City. Wes and Isaac have been fantastic to work with. I have a weekly meeting with them every Wednesday. I've seen the plan from the very beginning; I've engaged our Regional Vice President, our CFO, our General Manager of our ADESA Auction here in Plainfield, throughout the process. So, I think I just wanted to emphasize that we take it very seriously and we're very, very confident with New City and what they're going to bring to the town.

Mr. Slavens: Thank you, thank you for your comments, appreciate it. Now we'll close it for public hearing and turn it back to the Commission for any discussion. We probably want to take them one at a time for discussion. The easier one maybe, the rezone, I-2. Any discussion on that point?

Mr. Kirchoff: I have just a couple of questions. Is Scott Singleton here?

Mr. Slavens: He's online.

Mr. Kirchoff: Is he? Okay. As I read through the traffic analysis, I was curious if – and Mr. Tuohy eluded that there's probably another development pretty close to this one, that's going to be knocking on our door pretty soon – but I wonder, have we done other, I guess, have we done analysis – I mean, this is just one project we're talking about, but as I sat and read this, no one else was being considered on the east side of town. Where are we, as we think down the road, and traffic analysis?

Mr. Slavens: Scott, if you're online – could you hear that question from Bill?

Mr. Singleton: I could hear it; can everybody hear me?

Mr. Slavens: Yes

Mr. Singleton: Bill, in all honesty I've got to admit, I didn't quite understand what level of analysis you were asking that we did or did not perform.

Mr. Kirchoff: Well, all I'm saying is that I read through the traffic analysis, but as I did and realizing that everything is going to be dumping down on that roundabout, and then down Smith Road and then – so, to follow the question I had, how soon do we think Williams Trace is going to be extended. And so, I guess I just didn't want to think about this. Not that we shouldn't you know, be looking at it for just this but I just kind of want to take a step back Scott and say, are we really looking long term enough here, as we think about this. Is that a fair question?

Mr. Singleton: Yeah, I definitely think that it is, and I can tell you that of course, part of that process is when we do our thoroughfare plan and develop the anticipated street sections for the different corridors that are running through this area. And of course, as I noted in my report, there are two added streets that were brought up in the thoroughfare plan that we wanted to see this development create because of those commercial properties on U.S. 40 that kind of front back into this area. And so, what they call a spine road, which is what we refer to as a frontage road in the traffic study, you know, that was in the thoroughfare plan, new roadway that was in our planning documents, and that capacity of that roadway is sufficient based off our forecasted volumes. And then getting that connectivity down to Williams Trace in the future, I can tell you that the traffic study that was done for this development assumes that that connection does not exist because we don't have a timeline of when that would come available. So, that's good because it pushes more traffic to that intersection with Perry Road, which was probably one of my biggest points of concern in the proposal that was offered, how that intersection would

perform, that new key intersection and the proximity to the roundabout. But the analysis said that we don't expect there to be any significant ques or low-level service there, so in that sense I think we're okay. But I think jumping back to that Williams Trace connection on our thoroughfare plan, getting that activity, getting that connectivity over to Smith Road so that traffic has those kinds of options, was something that was critical in the development. So, Smith Road, I don't have the forecasted total volumes of what that road is intended to carry, but it is identified as a major collector which would keep it at two lanes with left turn lanes. And then as Brian Tuohy had mentioned, or alluded to, there was some – obviously I think some of us are aware – interested parties on the west side of Smith. And so, we're actually looking at that development producing some alternatives to even further kind of provide alternatives to Smith Road in the future creep up too high on that corridor. So, I think all in all, all of those improvements collectively, with the thoroughfare planning and what the analysis is already telling us, I'd like to think that we have taken a broader look to understand what this whole area can expect from traffic. Although, your point is certainly well made in the sense that this is probably more dense than what our thoroughfare plan forecasted, but that is part of the local analysis being done; that we're not seeing any kind of red flags that jump out with this added traffic, from a local level.

Mr. Kirchoff: Thanks Scott.

Mr. Slavens: So, any questions, concerns, comments? We won't make a motion yet; I just wanted to make sure we break it down by conversations. Anything about the General Commercial or I-2, any questions about that? Further discussion?

Mr. McPhail: (microphone not on) Something happens in the economy, and they decide they want to sell out to somebody else, we're not faced with a situation that we had at Metropolis. I think we're getting there; I haven't seen a final draft of a couple of things that we addressed... just want to make sure that they are addressed.

Mr. Slavens: I guess, Mr. Tuohy, or a representative – Will, is there a way to switch it back to Mr. Tuohy's presentation?

(Brief pause)

Mr. Slavens: And just of the record, if you could state your name and address, please.

Mr. Bamgbose: Yes, Isaac Bamgbose, New City Development, 211 North Pennsylvania Avenue, Indianapolis, Indiana. So, what we discussed with the folks over at Pulte in terms of being able to have a combination of again, the rear load homes and the front load homes; on the rear load side we would have on street parking, obviously along this Main Street to really help with the guest visitation parking right there. As it relates to these skinnier streets right here, we do think it's important to maintain some parking. So, what we're proposing is that we restrict parking on one side of the street on each of these roads, but we do still think that it's really important to the salability of these homes and just the viability here, to have at least parking here on one side.

And we feel good about that, especially because of the cluster mailboxes that we'll be doing; so, we won't be having mailboxes on both sides of the street, you know, we're going to have the cluster mailboxes. But we feel a pretty important aspect of this was to have parking at least on one side of those internal streets, via the HOA. As much as we would like to avoid that, it's something that we would have to enforce and you know, put signage up.

Mr. Kirchoff: This is probably... I have a question... different project, but I was confused, I am confused as to which.

Mr. Bamgbose: Yeah, so overall all of the streets in the development are public streets. The only streets that would be private would be the alleys. So, the alleys on the rear loads, so behind the homes with the doors on the fronts, these internal alleys – and there's an alley that runs back here as well.

Mr. Kirchoff: So, I'm thinking snow removal.

Mr. McPhail: I believe that we have a commitment that the HOA will take care of all the snow removal on the residential streets.

Mr. Bamgbose: Correct

Mr. Kirchoff: Is that in here?

Mr. McPhail: I don't know.

Mr. Slavens: Is that in the PUD already?

Mr. Bamgbose: I don't believe that's in the PUD, as far as the commitment, but I think as far as the thought process...

Mr. Kirchoff: I may be ahead of the game, why don't we do it when we get the – the petitioner comes in with a specific area? I just wanted us to think about that; I don't like to mix the two things, but at this point in time – first of all, I wasn't sure which was which, and then secondly, the question of (inaudible). That makes sense now, okay.

Mr. Slavens: On the next phase it would be addressed.

Mr. McPhail: We did have a meeting that covered those issues; Jason was in on the meeting, Tim, Scott – and so, they've agreed to take care of all the snow in the residential area.

Mr. Kirchoff: Okay

Mr. McPhail: Of course, the mixed-use, they'll have to do that too.

(Inaudible conversation)

Mr. McPhail: I made another note, and we were talking about the connective road from ADESA, in to there, and they've committed to work with Scott. When they get to the industrial area into the residential – that truck's designed to where a truck can get through there, but he's going to have to really work hard to do it. So, I think they've committed to do that, and I think somebody brought that question up on the industrial. And I don't think they've made this commitment, but I'd like to see a commitment that one building size would not exceed that 263,000. The commitment has no more than 500,000; I'd like to...

Mr. Tuohy: (inaudible)

Mr. McPhail: I think that's all the notes I had Scott.

Mr. Slavens: Okay

Mr. Kirchoff: Kent, you're more versed in this than I am because I read through it and the kind of questions that popped in my brain: are the setbacks consistent with our town's standards and guidelines?

Mr. McPhail: They are improved as far as I'm concerned. With the front load homes, the current standard is, I believe, the garage can be 20 feet; they've committed to a minimum of 26 feet, for the garage door to be setback from the right-of-way. And we've talked about that a lot; you know, these new four-door pickup trucks won't, you know, they're blocking sidewalks. They've committed to put a front porch and a minimum offset from the front of the front porch to the garage door, a minimum of 6 feet. So, they can get the setback at 20 feet with the porch, but the garage door will be 26 feet. Does everybody agree with that?

Mr. Kirchoff: And the garage sizes, how...?

Mr. McPhail: The garage sizes, they've committed to 490 square feet on the front load; the rear load, 400 square feet. Robin and Bruce and I were part of the group that toured the Weekley product, and we believe that's sufficient with a rear load. Because that rear load is not going to have much other room than the house sitting on the lot; we don't anticipate, you know, the extra equipment and that type of thing, being on the front. It seemed to work really well in the two developments they showed us.

Mr. Slavens: Okay, all right, we'll move on to questions/concerns around the PUD zoning proposal. This was the one we had the most conditions, and the commitments on five and six were in question. I think one was around the "to sod or not to sod." Are we okay with the removal of that condition to not require sod the front yard?

(Brief pause)

Mr. Slavens: I'm seeing heads shake, "yes", okay. And then I got a little confused with the "agreed to remove..." – number six here, "The petitioner agreed to remove the eyebrow shingle"

condition. So, that's good. "Amend the language for the first Group 1 item to revert to 'Change in elevation of Roof Ridge'", which I think was that 8/12 conversation. Anybody seem to be okay with that?

(Brief pause)

Mr. Slavens: Anything else that was... especially number six?

(Brief pause)

Mr. Slavens: Okay, so I think that's all the notes I had.

(Brief pause)

Mr. Slavens: I think the only other question brought up by staff was back to the I-2 district, around development; development incentive needed for rezone, for the dock layout. So, I don't think that's tonight; that's for future consideration, if that's going to be considered.

(Brief pause)

Mr. Slavens: Okay, I think I got all the notes I had. Anybody have anything else to discuss tonight for the rezone? I've seen there be a lot more detailed questions, a lot more conversations in these meetings, but...?

Mr. Smith: I'm sure that there will be – I have a long list of details, but they're mostly things to come in future discussions.

Mr. Slavens: Sure

Mr. Smith: Details about the houses and so forth. I'm still going to be on my crusade about wiring for electric cars; that's another story for another day.

Mr. Slavens: Okay

Mr. Smith: And the on the industrial building, I think it was referenced in the staff report in a way that the southernmost building, the number two building, I'd like to see the south face of that with no loading docks, no docks facing towards Main Street. Instead, that side could be like a faux office façade, or something like that. I guess that's a discussion for another day also, when we get to those details of the design.

Mr. Slavens: Okay

Mr. Smith: But I'd kind of like the developer to know what's coming down the pipeline anyway.

Mr. Slavens: Give them a sneak peek on the comments. And I know I appreciate – we talked about it last time, around the – about two weeks, three weeks ago we had the sneak peek at this as well...

Mr. Smith: Yeah

Mr. Slavens: And so, I appreciate the cooperation of everybody. Kent, thank you for taking point on this and thank you for spearheading it, and getting into details to help get us to this point. There was a lot of work by staff, Kent, and the developers, so we truly do appreciate that. So, if there's no further discussion, look for any sort of a motion.

Mr. Bahr: (microphone not on) Kevin, you mentioned... address the comprehensive plan.

Mr. Whaley: Yes, the comprehensive plan recommends single-family detached for the area of the Hobbs Station PUD. And then it recommends ADESA for the area where it's shown for the I-2 industrial zone classification. And the point there was, ADESA, even though it's shown in a purple in the comprehensive plan – the consultants didn't really do us any favors by using that color choice there because that's usually associated with industrial – but the plan itself, in the document and the text, doesn't mention industrial in that area; it only talks about commercial and it emphasizes that that area needs further study in the future, because it could support a variety of different developments.

Mr. Slavens: Okay, thank you Kevin. Any further comments or questions from the Commission?

Mr. Kirchoff: (microphone not on) No building greater than 263; should that not be a condition in here?

Mr. McPhail: Yeah, I think they agreed to that.

Mr. Kirchoff: They agreed to it but....

Mr. McPhail: If it's not in the PUD, we need to make it a condition, yeah.

Mr. Slavens: Well, if it's for the I-2 it would not be part of the PUD, right?

Mr. Philip: Sorry. Right now, for this parcel, the I-2 parcel, we're talking just rezoning, so talking about other rules around that isn't today's business, is that right?

Mr. McPhail: I think perspective building size has to be a zoning commitment to enforce it.

Mr. Philip: Okay

Mr. Whaley: Yeah, we'd just add that state statute allows a Plan Commission to impose reasonable conditions on rezone requests, like the one that you had before; if you think that the conditions would make it a better project and make it a better fit for the area.

Mr. Slavens: So yeah, its appropriate to make a condition of the max building size with this petition here. Okay.

Mr. Philip: And that max was 262 or 260?

Mr. McPhail: 263

Mr. Philip:263, thank you. Mr. Tuohy, is that right; is that max 263,000?

Mr. Tuohy: (inaudible)

Mr. Philip: Okay, I just didn't want to find it wrong.

Mr. Tuohy: Yeah, appreciate it.

Mr. Podell: Wes Podell, Formation Properties, 211 North Penn. To answer the question on the industrial: So, the discussion around front load, or rear load versus cross dock, the only concern we have with limiting square footage, we want to build the plan that's shown, so we're comfortable locking in on that. But if the front building had to be a rear load, it would cause us to lose a significant amount of square footage because you can't build kind of the same depth in a rear load building. So, our concern, that's what we were talking about, is what sort of amount we could commit to if indeed this cross dock issue is going to be an issue.

Mr. Philip: So, Wes, just to make sure I'm following – so, in theory, the front building could get squeezed because you can't go as deep into it, because you're only loading from the back. And in theory, if I was developing it, I might want the back building then to be potentially deeper relative to that, which is why he asked for half a million square foot restriction for the two combined.

Mr. Podell: That's correct.

Mr. Philip: Okay

Mr. Kirchoff: Thank you, that's simplified. I don't want to see a 500,000 square foot...

Mr. Podell: Agreed; we're not.

Mr. Kirchoff: Yeah, I think that was early on, we were looking at something like that – I don't know what common ground, middle ground we could do here, but... I don't know – and I appreciate what you're saying, I totally understand that. I just want to make sure we don't get into a position where you come in a say, well, we're going to build one big building there.

Mr. Podell: We're not planning to do that, and we're happy to commit to that.

Mr. Smith: So, your commitment would be 263 and then one at 233?

Mr. Podell: Correct

Mr. Smith: So, you're just under 500.

Mr. Podell: Yes, the issue is that front building would have to get shallower if it was rear load, and then to your point, we would have to do a larger building at back.

Mr. Smith: Or you could just flip them if necessary.

Mr. Philip: Well, no. 260 and 230 is no longer the right ratio if the front building is only rear load, is what he's saying.

Mr. Kirchoff: No more 500,000 with two buildings.

Mr. Podell: Correct.

Mr. Kirchoff: And I think that covers us.

Mr. Slavens: Yep

Mr. Kirchoff: Doesn't it?

Mr. Philip: I'd draw a line someplace Bill, but if one of the buildings isn't bigger than 350 or 400 something, I don't want them to build another 40,000 square foot flex building and the next building be 490,000. And you don't want to do that; you don't want to bring that to us.

Mr. Whaley: Yeah, if I could add, the existing commitments that have been provided by the petitioner would limit the maximum of any one building on the site to a maximum of 300,000 square feet. So, with that, if they did 300,000 the other one could be up to 200,000.

Mr. Philip: Okay, thank you for explaining that. We want to do the right things and not tie our hands at the wrong time.

Mr. Kirchoff: Or limit them.

Mr. Philip: Or - yeah, I want this to be successful and that's all part of it.

Mr. Smith: I think we can accomplish it and still stay within the numbers.

Mr. Philip: So, I don't need an additional condition because it's been included in everything that's been given to us? Is that what you're telling me Kevin?

Mr. Whaley: Yeah.

Mr. Philip: Okay, All right. Mr. President, are we ready for a motion?

Mr. Slavens: Absolutely

Mr. Philip: Al right. I move that the Plan Commission certify the zone map amendment RZ-21-036 requesting rezoning of 38.89 acres from GC: General Commercial to I-2: Office / Warehouse Distribution with a favorable recommendation.

And, that such approval shall be subject to the following conditions that may be added by the Commission or Applicant:

1. Petitioner and the Town of Plainfield entering into a Development Agreement, satisfactory to the Town, for the development of both the I-2 property and the PUD property within ninety (90) days, unless extended by mutual agreement of the parties, of this rezoning approval or the approvals for both the I-2 and the PUD shall be deemed a nullity and the zoning on the property shall revert to its prior zoning classification without any additional action by the Town or Plan Commission.
2. Development of the site shall be subject to Plan Commission approval. A recorded Secondary Plat will be required prior to issuance of an Improvement Location Permit.
3. The petitioners will work with the Town, INDOT, and / or ADESA to add screening elements such as landscaping, design features, or other structures along the frontages of property located at northwest corner of the Main St. and Klondike Rd. intersection so that the visual impact of the industrial warehouse buildings will be minimized from the Gateway Corridor. The plan will be subject to staff approval and review by the Plan Commission.
4. As this site is being utilized to buffer the residential site to the west and the residential perimeter landscaping that is typically required is not being provided, an increase to 6.0 PUV is required.

Mr. Slavens: We have a motion from Mr. Philip. Do we have a second?

Mr. Brandgard: I'll second.

Mr. Slavens: We have a second from Mr. Brandgard. Kim, if you could take roll call.

Ms. Robinson: Mr. Philip – yes

Mr. McPhail – yes

Mr. Brandgard – yes

Mr. Smith – yes

Mr. Kirchoff – yes

Mr. Bahr – yes

Mr. Slavens – yes

RZ-21-036 has been approved.

Mr. Slavens: Thank you. Next up for a motion is PUD-21-039. Any further discussions on this one, or a motion?

(Brief pause)

Mr. Philip: All right Mr. President, I think I'm ready for a motion.

Mr. Slavens: Okay

Mr. Philip: I move that the Plan Commission certify the zone map amendment request PUD-21-039, a petition seeking a zone map amendment of 86.8 acres located at the northeast corner of the Smith Road/Township Line Road roundabout from GC: General Commercial, NR: Neighborhood Retail Commercial, and Woodbrook PUD to Hobbs Station PUD (Planned Unit Development) with a favorable recommendation with the following conditions:

1. Petitioner and the Town of Plainfield entering into a Development Agreement, satisfactory to the Town, for the development of both the I-2 property and the PUD property within ninety (90) days, unless extended by mutual agreement of the parties, of this rezoning approval or the approvals for both the I-2 and the PUD shall be deemed a nullity and the zoning on the property shall revert to its prior zoning classification without any additional action by the Town or Plan Commission.
2. Strike Exhibit C, Section 2.a.v.
3. Strike Exhibit C, Section 2.a.iv.
4. Submittal of a Master Sign Plan for the review and decision of the Plan Commission. This sign plan shall encompass the requested signs for the entire Planned Unit Development.
5. Amend the Exhibit C-1 to remove the Group 1 item "eyebrow shingles over garage door".

And that is it, right? That used to be #6, now it's #5, and remove "and", we no longer talk roof pitch.

Mr. Slavens: I think so.

Mr. Slavens: Pardon me? #6 is now #5, I think...

Mr. Philip: Petitioner committed to it, so I thought we were okay; that was my assumption, could have been erroneous.

Mr. Slavens: The petitioner agreed to remove the eyebrow shingles from the garage, and then it's up to us to decide if we want to do the 8/12 pitch removal as well. I think we agreed it was not needed to remove.

Mr. Kirchoff: So, you changed it...

Mr. Philip: I added eyebrow shingles.

Mr. Kirchoff: Thank you

Mr. Philip: That's my story, I'm sticking to it; as long as there is a recording...

Mr. Kirchoff: I'll second

Mr. Slavens: Okay, we have a motion from Mr. Philip and a second from Mr. Brandgard.

Mr. Brandgard: No, no, Bill.

Mr. Smith: Bill did

Mr. Slavens: That's Bill's second; my apologies. A motion from Mr. Philip, second from Mr. Kirchoff. Kim, if you could...

Ms. Robinson:	Mr. Philip – yes
	Mr. McPhail – yes
	Mr. Brandgard – yes
	Mr. Smith – yes
	Mr. Kirchoff – yes
	Mr. Bahr – yes
	Mr. Slavens – yes

PUD-21-039 has been approved.

Mr. Slavens: Thank you. Great discussions; looking forward to future discussions around the details.

Mr. Tuohy: Thank you very much for your time this evening.

Mr. Slavens: Appreciate it.

PLAN COMMISSION DISCUSSION

Mr. Slavens: Next is Plan Commission discussion. Kevin are you – regarding electronic meeting participation.

Mr. Whaley: Yeah, what you have before you tonight is a resolution to establish a policy for the electronic participation of meetings. During COVID while we were under the emergency order of the Governor there were some provisions to allow for you all to participate remotely and that's why we were able to conduct those meetings via Lifesize. Now that that emergency order has been lifted, I believe there has been a House Bill that went through the Legislature to allow for communities to have an opportunity to continue virtual participation, and this would establish the policy for you all to do that. A similar resolution has been to the Town Council and has been passed; one is brought before you, and then we have another one to be brought before the Board of Zoning Appeals. I don't know if Mel wants to offer anything additional in response to that, but that's what you have tonight.

Mr. Daniel: Let me know if you have any questions, but the resolution tracks with the state statute that was passed by the Legislature that allows the town and the town's commissions and boards to conduct meetings electronically, under those circumstances, and it's spelled out in some detail, and it creates some interesting issues there, but it's all in there, so that is what's required by the state's statute if the Plan Commission wants to go forward with having the ability of electronic attendance of the meetings.

Mr. Slavens: I see no issue with it; it was successful to begin with.

Mr. Brandgard: I move that we approve Resolution No. 03-2021.

Mr. Slavens: Motion from Mr. Brandgard. Do we have a second?

Mr. Bahr: Second

Mr. Philip: Second from Mr. Bahr. All in favor, please say aye.

(All ayes)

Mr. Slavens: Any opposed?

(Brief pause)

Mr. Slavens: Good, Resolution No. 03-2021 has been passed.

OLD BUSINESS/NEW BUSINESS

Mr. Slavens: Any other topics sir?

Mr. Whaley: The only thing I have this evening is the next Plan Commission meeting will be on July 13th; it's a Tuesday, at 6:30 p.m.

Mr. Slavens: Thank you for your flexibility in that. I know a lot of us were going back forth on contentions, I know we did that three or four times, so appreciate the staff's flexibility on that.

Mr. Whaley: Glad we found a day that works for everybody.

Mr. McPhail: Appreciate that.

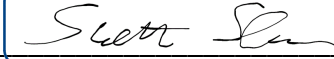
Mr. Slavens: Thank you Commission members as well, appreciate it.


ADJOURN

Mr. Slavens: Any further discussions, or a motion for adjournment?

Mr. McPhail: I move to adjourn.

Mr. Slavens: That was quick. Thank you, Kim, for monitoring Plan Secretary tonight.

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Scott Slavens, President

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Andrew Klinger, Secretary