

PLAINFIELD PLAN COMMISSION

August 7, 2023

6:30 p.m.

Mr. Bahr: Good evening. I'd like to welcome you to the August 7,2023 Plainfield Plan Commission meeting.

ROLL CALL/DETERMINATION OF QUORUM

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

Mr. Klinger:	Mr. Phillip – here
	Mr. Everling – here
	Mr. McPhail – here
	Mr. Kirchoff – here
	Mr. Brandgard – here
	Ms. Andres – here
	Mr. Bahr – here

Everyone is accounted for; Mr. Philip: is joining us virtually.

Mr. Bahr: Very good. Thank you.

PLEDGE OF ALLEGIANCE

Mr. Bahr: If you would all please join me, stand, and say the Pledge of Allegiance.

APPROVAL OF MINUTES

Mr. Bahr: Thank you. First item would be approval of minutes from the July 6, 2023, meeting. If there are no discussions, additions, or deletions...

Ms. Andres: I'll move to approve.

Mr. Kirchoff: Second

Mr. Bahr: We have a motion, and a second by Mr. Kirchoff. Andrew, if you would please, call the vote.

Mr. Klinger:

Mr. Phillip – yes

Mr. Everling – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Ms. Andres – yes

Mr. Bahr –

Mr. Bahr: I will abstain, for I was not present.

Mr. Klinger: Minutes are approved.

Mr. Bahr: Very good. Thank you.

GUIDELINES FOR PUBLIC HEARINGS

Mr. Bahr: Public hearings. Public hearings are designed to allow public input regarding the subject matter. Guidelines for such:

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 be as concise as possible; try to limit your comments to no more than five minutes. Each speaker will be allowed to speak only once.
3. Following your presentation, please print your name and address on the speakers' sheet provided at the podium.

OATH OF TESTIMONY

Mr. Bahr: Mr. Daniel, would you administer the oath please?

Mr. Daniel: Anyone expecting to testify before this Commission tonight, stand and raise your right hand please.

(Mr. Daniel administers the Oath of Testimony)

Mr. Daniel: Thank you.

Mr. Bahr: Thank you sir.

OLD BUSINESS

Mr. Bahr: Kevin? Cabin coffee.

Mr. Whaley: Good evening members of the Plan Commission. Back in September of 2022, Cabin Coffee received final detail plan approval for a new drive-through restaurant at the corner of Vandalia Boulevard and Main Street. That approved site plan is shown on the left, the image on the screen. This project moved forward to the civil plan review process and unfortunately was unable to get through that review with an approval. As a result of that, some issues they ran into, the applicant of Cabin Coffee selected a different engineer to fulfil the civil plan review process for their project and continue that design. They hired Banning Engineering to go through that process. Banning contacted staff recently and said that they had taken a look at the approved site plan and determined that detention, the pond you see at the north end of the site, was not necessary because of the master drainage for the area. So, with that elimination of the ponds, that opened up some acreage within that property and they took a look at the overall project to see if there were any other efficiencies that could be gained. They started to take a look at the circulation that goes around the site, and they started to realize that perhaps there might be some excess pavement that could be removed, shifting the building over towards Vandalia Boulevard. As you can see on the right, they prepared a different site plan – which is largely compliant with what was approved. But again, it's a smaller site because they don't use as much acreage because of that elimination of detention and reconfiguration of circulation on the site.

What we are requesting tonight is to have the Plan Commission give consent to delegate, especially the authority to approve an amended final detailed plan, to staff so that we can continue to work with Banning, refine the details of this plan in conjunction with civil plan review at the same time, and hopefully get this project (inaudible) and get it constructed. So, the question that we have for you tonight is if you like the general direction, you're comfortable giving that consent. Or if you have any comments or feedback.

Mr. Bahr: Discussion?

Mr. McPhail: I don't have any questions. You know, I'm the council liaison with the planning department and I got a quick look at this one day last week and I think it's close enough to what we approved that we can delegate to the staff to get it through. Otherwise, they'd have to go through another public hearing and everything else. I just don't think that's necessary. I think it's close enough to what we approved, and I think it's improved as a matter of fact.

Mr. Kirchoff: I would concur. I'm a little concerned about stacking capacity. It looks like you lost some stacking capacity. But other than that, I trust you guys' judgement.

Mr. Whaley: Yeah, we've been having those discussions. Scott Singleton, Director of Transportation met with staff last week and brought up some concerns regarding that. So, they're continuing to refine this conceptual plan. The one that you see on the screen right now (inaudible).

Mr. Brandgard: With all that said, I would consent.

Mr. Bahr: So, would you like a vote?

Mr. Brandgard: They just need a consent.

Mr. Bahr: Consent from the council, all in favor?

(Consent is given)

Mr. Bahr: Alright, we consent. Thank you.

Mr. Whaley: Moving on to DP-22-114. That's the proposed Chick-Fil-A on Cambridge. If you'll recall, back in May the Plan Commission granted a continuance to this project so that the applicant could go back and revise the traffic impact study for this project and so that staff could also meet with council members to talk about potential improvements that could be made to the Cambridge (inaudible). That project was again continued on June 5th to allow more time for the processes to play out. As a result of those continuances, we do have a revised traffic study which has been uploaded to the project page. That study has been reviewed by A&F Engineering and they provided some comments in reference to the study after their analysis. We do also have an updated memo from our Transportation Director Scott Singleton. If you recall, his comments

were reflected in a memo and that staff report referred to them. We also have a parking agreement with Narita which has been provided by the applicant. This parking agreement is for 14 spaces directly to the south of their site and it's good for one year with automatic year-to-year extensions. The staff report that we have remains unchanged. I would say that if you do decide to approve the project, there is a reference to the May 1st date and the compliance to the plan, so you just need to make sure that reflects today's date instead. But otherwise, we don't have any additional comments beyond what was included in the staff report. If you have questions about the traffic study results, the assessment or analysis of that, I'm not the person to answer those questions but we do have staff here who can certainly do that for you. Do you have any questions for me?

(Brief pause)

Mr. McPhail: I do have a couple of questions. In the report it talks about the incentives that they've asked for – it's certainly my interpretation of our ordinance for incentives is that those incentives are for improvements to the project. It seems to me that these incentives (inaudible) necessary for this project. Am I misinterpreting that?

Mr. Whaley: That is the statement that was offered in the staff report, yes. The development incentives would be necessary to fit basically everything they want on the site. So, the number of parking spaces, circulation, the drive-through staffing areas, all that fits within the site if the development incentives are approved, but those would be necessary for that (inaudible).

Mr. McPhail: So, it doesn't improve the project, it just makes it qualify.

Mr. Whaley: It makes it qualify, that's correct.

Mr. McPhail: Thank you.

Mr. Bahr: (inaudible) We welcome the petitioner to step forward.

Ms. Accardo: Good evening, my name is Leslie Accardo with PEA Group. We're the civil engineers for the project. We appreciate the opportunity to be back here before you this evening. We have representatives today, Justin Lurk with Chick-Fil-A, Jordan Chapman with Plainfield Retail Development, the developer, Julie Kroll with Flies and Vanderbrink, she's a traffic engineer, and Joe Calderon with Barns & Thornburg, legal representative. We also have some additional representatives from both the local and regional Chick-Fil-As for additional questions. We've already got a little bit of a timeline – just a recap, we did appear before the Design Review Committee back in April of this year and based on those comments that we received, we went back and updated the plans and elevations and updated those to provide to you for the May 1st Plan Commission meeting. Between the last Plan Commission meeting and last Friday, we've done additional work by engaging a third party traffic engineer ourselves – which we had actually previously done – but the city has also engaged a traffic engineer and we have had multiple meetings both with city staff, third party consultant, Chick-Fil-A, and the internal team. Based on

those we have made some updates to the plan and the traffic study, based on those recommendations. We provided updates to the township last Friday. As you all are all aware we already have a location here in Plainfield, so this would be the second location. We have revised the site plan based on recommendations. So, as far as the ingress southbound, there's a dedicated southbound right turn lane and an existing left-hand lane. For exiting the site, we have provided a right turn only to prevent some of the concerns regarding left-hand traffic. We've also added some centerline hardening to prevent those left-hand turns – and Julie will show some of that when she goes through her part of the presentation. All traffic will be directed to southbound Cambridge Way, leaving the site. Onsite we're providing directional arrows, signage, and as you can see, a right turn only exit. As far as drive-through stacking, we started with a traditional layout but made it a lot better. So, we're just continuing to improve the way the drive-throughs operate. Chick-Fil-A spends a lot of time doing analysis and they're constantly updating the way they operate their drive-throughs, and they are designed for maximum flexibility. As traffic, weather, volume, all of that exists throughout the day, changes are made to the operating of the drive-through. We also ensured that the parking was centralized on the site in order to reduce as much crossover traffic as possible for pedestrians. And as noted, we have added an extra 14 spaces on the adjacent site for parking, and those will be used primarily for employees.

Ms. Kroll: Good evening, I'm Julie Kroll with Flies and Vanderbrink. We're the traffic consultants on this project for the applicant. So, I'm just going to just kind of walk you through some of the highlights of the traffic impact study that was submitted for this project. We did collect data on Cambridge Way before school was out for the year, so this is inclusive of school traffic volumes. The a.m. was collected between 7:00 and 9:00 in the morning, the midday was collected between 11:00 in the morning and 1:00 in the afternoon to encompass lunch peak, and then the afternoon was collected between 4:00 and 6:00 p.m. So, what you see in front of you is the highest of those hours. So, the highest a.m., the highest midday, and the highest p.m. and these are the existing traffic volumes on Cambridge Way and Manchester Drive. So, the highest occurred southbound traffic with 159 vehicles which is about 2.5 cars per minute. And then the highest northbound was about 2 vehicles per minute. This in terms of traffic volume is actually really low traffic volume. And what that does, it actually creates quite a few gaps in traffic. And you'll see that as we kind of go through the presentation. So, this is the distribution to kind of show you like a bigger picture of why we were seeing the volumes. So, this is – you can see the site in the upper left-hand corner here – the a.m. distribution and the p.m. distribution are almost identical. Most of the traffic is not going northbound past Manchester Drive and the reason is because once you get up to Hadley/Perry Road, it's a right only. So, the majority of vehicles that are on Cambridge Way, south of Manchester, head out to Clarks Creek Drive and then go straight north to the signal, and just avoid the whole area. What we did see was right around lunchtime that some of those vehicles were headed north. And the only reason you go north at Manchester would be to either go to McDonald's or the gas station. So, we were seeing some of those lunchtime trips. We anticipate, with the addition of the Chick-Fil-A, that some of those lunchtime trips will now be going into the Chick-Fil-A, so you'll see that in our numbers as well. So, when we looked at the future traffic volumes, we took the traffic generated at the two side driveways – and north is an

ingress driveway, the south is an egress driveway, right turn out only. So, there's no egress left turns. And we assumed, for the purposes of the analysis, that all the right turns would also then turn left on Manchester. Some of them likely will turn and go south but for these purposes we wanted to see how the modeling would work. There was some concern about vehicles making egress left turns. To help with that we're recommending centerline hardening, and that will also force vehicles exiting the driveway to make a two-stage right turn. So, they'll make a right turn into the left turn lane and then make a left turn on to Manchester, so we don't have vehicles cutting through the whole intersection. So, what you're seeing in front of you – we model our studies in a program called (inaudible) and a companion software to that is called SimTraffic – and this takes the volumes that you just saw on the screen, those numbers, and puts them into a simulation software so we can see what kind of queuing we get. So, we have the numbers of queuing that were in the study, and this is represented in the video – just so you know, this is at four times speed, so the cars aren't going that fast. What you can see is vehicles exiting the site and they're making essentially a free flow movement and that is because of the number of vehicles that are conflicting northbound is very, very low, so it creates a lot of gaps in traffic so we're not seeing much delay. You're exiting the site, you're getting in the turn lane, and you're immediately making the left. So, we're not seeing measurable amounts of queuing at all on this site. And really, that's just because we have a low volume of conflicting traffic on the adjacent street. So, to help make sure that people make that two-stage left turn – because we don't want them cutting straight across the intersection. We also don't want them trying to make a left turn out of the site – this is an example of what we call centerline hardening. It's basically a raised centerline – and you can put (inaudible), there's different types of (inaudible) you can put there – but that really creates a visual barrier for vehicles that are exiting the site that you can't make a left turn, and prohibits them from cutting straight across the intersection, to make that turn to go right and then make another left. And this was actually – in the A&F letter, they recommended a center median, and this is a similar type of treatment with the same effect, to provide that blocking of the left turns to egress, and to create a two-stage left turn. And I can answer questions; Wes can answer questions, and we have representatives from Chick-Fil-A.

Mr. Brandgard: Before you leave – I think, as I recall our conversation, our major problem was with stacking. And as the business picks up at the noon time area – we know from the first Chick-Fil-A, we ran into a lot of stacking out in the roadway because your stacking lanes couldn't handle that. And I think that's what part of our problem, our issues were, is traffic. You've shown us how you can get out; you're not showing us how you get in without blocking traffic.

Ms. Kroll: Yeah, I want to talk about, so, like – and maybe Wes can tell you a little bit about the old store versus the new store model. So, I've been out to the current Plainfield site. It kind of like loops around in a circle around the building. The new store model, you can kind of see it kind of makes this a much wider two-lane/double lane stack we actually went and collected data at an existing site, very, very similar to this one, to see how it operated, to see what the peak ques were, and we put that in the study and what we saw was during tier peak days – which actually was a Saturday – the maximum number of cars that we saw in any one time stack was 40 vehicles and right here they're providing 39. It's essentially the same. We're also recommending a

southbound right turn lane. Cambridge Way is really, really wide, so there's enough roadway capacity there to re-stripe that southbound lane to provide a southbound right turn lane, so that we're not stacking up in the road and blocking through traffic. So, with those two things there we see that there will be enough stacking. And that was actually noted in both the city's letter and A&F's letter that they agree that there was enough stacking on this development.

Mr. Lurk: Good evening. Chairperson, members of the Commission, Justin Lurk with Chick-Fil-A. just wanted to touch a little bit more on the stacking issue. I think Julie did a fantastic job. The key difference here is just the isolated layout. So, the existing Plainfield location is more of a traditional layout where the building is in the center of the lot and then all of the drive-through is immediately around the building and all the parking is on the outside. So, you've got guests crossing at least two lanes to get into or out of the building. Here we've got the isolated drive-through to kind of separate that traffic, so, threes less confusion onsite, more free flowing traffic on and off the site. But to kind of just – I wanted to go micro just a little bit and let you look at Indianapolis market for just one second. We've got 16 free-standing units open right now. Luckily, we've been in Plainfield for just over 21 years, and we're excited to be talking about potentially number two here. Same thing with Avon just up the road, right. We've been there for 20 years, and we've got one under construction right now, getting ready to open up. But what I wanted to just throw out there and think about for a little bit – with 16 free-standing units, we're looking at how many people in Indianapolis (inaudible) the area, how many stores do we have, what's our penetration rate, right. And right now, we're at about one store per 165,000 people in the Indianapolis greater area. With the existing stores coming online and with the other six stores that we have in active development – this being one of those six – we're looking to get to a future run rate of about one store for every 54,000 people. What's that mean? That's a lot of numbers, right? So, kind of putting it into context, we grew up in Atlanta. Right now, in Atlanta we have one store per 49,000 people but that's after 50 years of development. So, we're excited about bringing some new stores to the market. Again, with Avon and with potentially this one opening up next year – if we continue moving through the process – we want to pull it back down to a micro level, right. So, the population of Plainfield is roughly 36,000 people, right. So, we have one store for 36,000 people now. We'd be excited about opening up a second one and giving people on the south side an opportunity to come visit us here on the south side, versus driving towards the north side of Plainfield. But I just wanted to give you some context because it all relates to traffic and what people are used to seeing. We certainly exceed to code from a number of stacking standpoints but generally when people see Chick-Fil-A, they see the cars and they think busy. I wanted to help you understand how we're looking at the Indianapolis market and trying to get it to the right size penetration rate. One per 165,000 people; future state is one per 54,000 but Plainfield, if we open up this second one, will certainly be on the much lower end of that at one store per 18,000 people. So, you're going to see a pretty big difference there. We're looking at a potential impact from the existing location – and Chris Spires – our owner/operator here with us today – we're anticipating an impact of his sales coming down by giving people more choices as well. So, I just wanted to throw that out there. Thank you for having us back again.

We're here, got a good team in front of us and we're excited to answer any questions you have, and hopefully push this through.

Mr. Kirchoff: How many of our stores are right next to an interstate?

Mr. Lurk: Pardon?

Mr. Kirchoff: How many of your stores are next to an interstate?

Mr. Lurk: In the Indianapolis market? I don't know that offhand, but I can find out and get back to you.

Mr. Kirchoff: Because if I'm on I-70 I'm not going to run to U.S. 40 to do it, but if I'm on I-70, I'd pull off into here. So, I think you're going to get some volume here that you wouldn't otherwise get.

Mr. Lurk: I know the location we have under construction in West Carmel right now is just north of the interstate, but I can find that data and give it to you.

Mr. Bahr: (inaudible) the Commission and Rich online, we've already had our public hearing so now is our chance to ask any questions that we have.

Mr. Kirchoff: (inaudible) another public hearing?

Mr. Bahr: We will not be having another public hearing.

Mr. Kirchoff: Oh, okay.

Mr. McPhail: Well, I've got some issues that I think we need to discuss. First of all, I think this parking agreement is worthless. It's for a year, could be cancelled in a 30-day period or something like that. So, it's not a long-term situation for adding 14 parking spots. I think they're short; even with that 14 I'm concerned that they don't have enough parking spots. I know what our ordinance says but I know what happens at our current Chick-Fil-A. They've got shed parking out there where a lot of their customers are parking not on their property or on their site. And any stacking that they're having outside of their site today is still on private property, not on a public right-of-way. I don't remember ever approving a project where the project dictated how we control traffic in an area – special lanes and that type of thing. So, that bothers me a little bit. And on top of that we've got a master study working with this interchange – the state's going to rebuild that interchange in the very near future, in a few years. We've suggested a lot of different traffic flow for this area and if that gets changed it's going to compound the problem that they've got here, that I think they've got here with short stacking. I just am real concerned that that site – and believe me I'm a Chick-Fil-A fan and I want another one in town because I don't want to have to wait at the other one, you know – but I just don't think this site is suitable. I think if we approve this, we're going to approve a project that's going to have a lot of difficulty operating in the

future. It just doesn't seem to fit – that site doesn't seem to be suitable, to me, for what I believe. You know, that's a neat little traffic study you showed. Not one of those cars attempted to turn left coming out of there and I guarantee you people are going to try and turn left. If you've got this site they're going to be trying to turn left because they're doing it all the time at the other site. Showing me a traffic study that no one is going to attempt that, I just don't believe it's efficient.

Mr. Bahr: And please understand, from the prior meeting traffic was the issue, it's not Chick-Fil-A.

Mr. Lurk: Right

Mr. Bahr: You have an excellent project. I think all the (inaudible) – you have a very high demand for your product. So, our questions and (inaudible) – our questions/concerns are addressed solely for how we can best serve and get everyone (inaudible).

Mr. Lurk: Yeah, our motto is to have a positive impact on all those that come in contact with Chick-Fil-A. So, if you're driving by and you can't get in, we don't hit that motto, right. But what Julie explained by having the dedicated right turn lane on Cambridge Way because it's so wide right now, separating that traffic from southbound traffic, then all the data that she was able to gather to show how many people are using Cambridge Way right now, and having the gaps in the roadway system, and then putting the road hardening in so that you can't make a left with those yellow delineators – like, you physically can't drive through those, unless you just don't pay any attention to any kind of signs or bollards and drive over them – but we feel like we do have a good product in front of you with hitting code on parking and certainly surpassing code on the stacking spaces. I mean, obviously our secret sauce – the secret behind all of this is our owner/operator like Mr. Spires here. The difference between Chick-Fil-As and your other franchise locations is you're only guaranteed one location. So, Mr. Spires would apply, just other people would apply to try to get a second location. You know, he's done a great business. He may be the operator here; he may not be. There may be someone else selected to run this one. Just like he does, they'd be in the store six days a week, maintaining and making sure that you as a guest have appositive impact whenever you come in contact with someone here at Chick-Fil-A.

Mr. Kirchoff: Rich, I know you had a lot of questions last time. Do you have any questions today?

Mr. Philip: I mean, most of my questions were around that egress and how people were going to navigate to Manchester. And I do, I think if you put enough things in the road that you can direct people to not be taking that left turn coming out there on Cambridge. And I still questions whether northbound on Cambridge from Manchester is something we ought to be allowing, period, because it's really just a path for people to cheat the system at some level. So, there's a lot of road there Kent – I understand it's not palatable to say that the applicant is telling us how to run the road at some level, but there is a lot of road there and I really do question whether people going northbound from Manchester there is productive. And so, I think there is some

flexibility to do some different thing there, and it could free up more room for some queuing if they did get outside this space, which looks like it could handle 40-ish cars. I think it's an improvement. I was probably visualizing something a little bit different, but I think that this does address some of what I was talking about.

Mr. Bahr: Scott Singleton, your thoughts?

Mr. Singleton: Yeah, I've definitely tried to get everything on paper because this is a big project and there's a lot of different parts that have been looked at through the process. So, I don't know that I'm here to offer a whole lot of things new, that haven't already been said, but I can certainly answer any questions that are specific. In general, I would just leave with what I left on my last memo, which for me, is really the proximity of the drive to the intersection. Stacking is always going to be a concern at a business of this kind of success. I think they've kind of maximized it but that drive placement, just from traffic standpoint and having it near an intersection – which it's hard to predict how busy that intersection may be coming in the future. And so, we'll have very limited ability to adjust to that volume coming out of that, in relation to the intersection without really making some, potentially some significant impacts to the intersection itself. And so, that uncertainty doesn't sit well with me but it's hard to predict exactly what kind of challenges those might come up with in the future. A little bit outside of my realm is the parking. No doubt we looked at some of the numbers, and I think there was some Q&A in there. We've been looking at their peak hours and how many people were coming in and leaving, and just trying to see if it was enough parking. I would point out that the existing Chick-Fil-A sits on a 1.5 acre site, and this is a 1.3 acre site. So, we are shrinking the footprint overall. Obviously with the license agreement, they're trying to solve that problem. And they've done a nice job trying to respond to our concerns and trying to make a sit that works but sometimes it's just a challenge. You know, is it a clear, tragic problem if it gets approved? I don't think so. Are there better sites? Probably. It's just really hard to give you a clear rundown of how I feel about the project as a whole. So, those key elements are kind of the ones I tended to home in on.

Mr. Bahr: well, I, like Rich, do see an improvement from what we saw last time. It would be nice to have a plan in place where you can turn it on and turn it off. And what I mean is, if we're incorrect with the traffic, we can stop it. I don't think that's possible.

Mr. Kirchoff: I think it's a good project in the wrong location.

(Brief pause)

Mr. Bahr: Any more discussion, questions?

(Brief pause)

Mr. Bahr: If not, I'm ready for a motion.

(Brief pause)

Mr. Bahr: I think we're all struggling with the traffic issue. Like Bill said, a good project; may not be the right location.

(Brief pause)

Mr. Bahr: A motion please?

(Brief pause)

Mr. McPhail: I'll make a motion. I move that the Plan Commission deny the Depth of Yard Development Incentive finding that:

1. The proposed development is not appropriate to the site and its surroundings.

Mr. Bahr: I have a motion by Mr. McPhail.

Mr. Kirchoff: Are you on Motion 1?

Mr. McPhail: Motion 1. I move that the Plan Commission deny the Depth of Yard Development Incentive finding that:

1. The proposed development is not appropriate to the site and its surroundings.

Mr. Kirchoff: I'll second.

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

Mr. Klinger:

Mr. Phillip – yes

Mr. Everling – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Ms. Andres – no

Mr. Bahr – yes

Motion is passed 6-1.

Mr. Kirchoff: Do we not need to do the other motion?

Mr. Lurk: I'm sorry, it was hard to hear. What was the motion to deny, based on what?

Ms. Andres: It was on the development incentive, Motion 1, and it was the development is not appropriate to its place and surroundings.

Mr. Lurk: Not appropriate to the site?

Ms. Andres: (indicates, "yes")

(Inaudible discussion)

Mr. McPhail: I move that the Plan Commission deny DP-22-114 as filed by Plainfield Retail Management LLC requesting Architectural Site Design approval for a proposed drive-through restaurant on a 1.3 acre parcel zoned GC: General Commercial within a Gateway Corridor finding that:

1. The Development Plan does not comply with all applicable Development Standards of the District in which the site is located.

Mr. Bahr: I have a motion.

Mr. Kirchoff: Do we need to do the other conditions, the other points? We only did item 1.

(inaudible)

Mr. McPhail:

2. The Development Plan does not comply with all applicable provisions of the Subdivision Control Ordinance for which a waiver has not been granted;

I think that's the only two we need.

3. The proposed development is not appropriate to the site and its surroundings; and,
4. The proposed development is not consistent with the intent and purpose of this Ordinance.

Mr. Kirchoff: Second

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

Mr. Klinger:

Mr. Phillip – no

Mr. Everling – no

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – no

Ms. Andres – no

Mr. Bahr – yes

The motion fails 4-3.

Mr. Kirchoff: So, where does that leave us?

Mr. Daniel: That's a good question.

Ms. Andres: I would say, Kent, the motion failed, I think it's important to get those conditions added. So, do we do a new motion? The two conditions that are attached to the (inaudible)?

Mr. Whaley: So, if I could just jump in here real quick – the development incentives that you denied would have allowed them to expand the buildable area of the site to accommodate the development plan that they were requesting. So, in effect, by denying the development incentives, you've denied the development plan, but you still would have to go through the process of doing that. If they wanted to come back and submit a development plan which meets the ordinance – without the development incentives – they could do that but that would require a separate process and they would have to provide a landscape plan (inaudible) to accompany that. Does that make sense?

Mr. Klinger: So, would it just be a motion to deny the development plan based on the failure to achieve approval of the development incentives? I'm looking at you, Mel.

Mr. Daniel: I didn't hear what you said Andrew.

Mr. Klinger: If there's action that needs to be taken on the development plan (inaudible), would it be to deny the development plan based upon the failure to achieve approval of the development incentives? Without the development incentives, they can't achieve this plan.

Mr. Daniel: That's correct. That's correct, yes.

Mr. Bahr: (inaudible)

Mr. Klinger: I think it would be a motion to deny the development plan DP-22-214 due to failure to receive approval of development incentives necessary to complete the development.

Mr. Bahr: (inaudible)

Mr. McPhail: That was the intent of my motion.

Mr. Bahr: Would you like to make that again?

Mr. Kirchoff: Can we discuss...?

Mr. McPhail: My first motion was to deny the depth of yard development incentive.

Mr. Kirchoff: Well, (inaudible). Which we approved. (inaudible) changed their vote on the second motion. Can you help us understand that? We still favor the project?

Mr. Everling: (inaudible) any way to move forward without the incentives?

Mr. Daniel: Yeah, I was going to say – the development plan can't be approved without the incentives. I mean, it can't function without the incentives. But also, the second motion could have failed – my understanding, failed because the Commission does not agree with the grounds of the motion, but they can't specify. Am I correct on that?

Mr. Kirchoff: (inaudible)

Mr. Everling: The way I interpret it, (inaudible), was that if the applicant wants to come and do the plan without the incentives, then that would have been approved. But I'm not sure what the formal process for that is. Do they have to come back and represent without the incentives?

Mr. Daniel: I think without the incentives you've got a majorly difficult development site.

Mr. Everling: Well, I think that's what we need to see.

Mr. Daniel: Okay

Mr. Klinger: So, is no action on the development plan an option here? Is no action on the development plan actually the option here?

Mr. Daniel: Yeah, that's where we are.

Mr. Klinger: Yeah

Mr. Daniel: The development plan has to be approved. There was a motion to deny it, which has not passed, but there's been no motion to approve it. That's circling back to what you were saying, if someone at this point wanted to make a motion to deny the development plan because without the approval of the incentives...

Mr. Kirchoff: So, basically make it conditional on the earlier denial, is what you're saying?

Mr. Everling: The denial of the incentives stops the plan as it's presented?

Mr. Daniel: (inaudible)

Mr. Calderon: I think it stops the plan as presented with the incentives, right? I'm not sure that the second motion works.

Mr. Daniel: Well, all the second motion does is it denies the approval of the...

Mr. Calderon: What it says is that we had a plan that doesn't have the development incentives that would pass. Correct? Or no?

Mr. Daniel: Well, it hasn't been approved...

Mr. Kirchoff: It would be subject to review again, is what you're saying.

Mr. Calderon: By the full Plan Commission or do you defer to the Director at that point?

Mr. Kirchoff: Well, it needs to go to the Plan Commission.

Mr. Daniel: The development plan has not been approved. The motion to deny it failed.

Mr. Calderon: It's just hard to kind of – I think we're both struggling trying to understand.

Mr. Daniel: But there's been no approval of a development plan at this point.

Mr. Calderon: Correct

Mr. Kirchoff: This is a new one for me.

Ms. Andres: I just feel very perplexed.

Mr. Bahr: Yes

Ms. Andres: I'm a bit perplexed on what the impact of the failure of Motion 2, the end result of that is for the project.

Mr. Daniel: I think it's probably a (inaudible) just because incentives have been denied and the development plan has not been approved, the motion to deny the development plan failed but that does not constitute an approval of the development plan. Does that make sense?

Ms. Andres: Yeah, so I guess I'm trying to – if I were in the shoes of Chick-Fil-A – what is their next recourse in terms of this body? Are we asking them to provide a new plan, taking out the incentives and then bringing that before the Commission? Or are we – I'm just trying to understand, from their perspective, how we can help guide them.

Mr. Kirchoff: We don't know where we're at.

Mr. Daniel: Well, I think they really just about have to start all over again.

Mr. Everling: I think they got to get that answer.

Mr. Daniel: What?

Mr. Everling: I think we have to get that answer. If they were to present the same plan without the incentives (inaudible).

Mr. Daniel: Right, right.

Mr. Everling: (inaudible) answer (inaudible).

Mr. Klinger: Would it be an option to continue the matter to another meeting and see if they can come back with something else that would be more palatable?

Mr. Kirchoff: What are we continuing?

Mr. Klinger: Well, the development plan is still on the agenda, so it would be continuing that.

Mr. Daniel: Right

Mr. Everling: See if they can do the plan without the incentives. They've probably got some math to do.

Mr. Kirchoff: But I thought the development incentives were necessary for the plan, as submitted.

Mr. Klinger: As submitted, correct.

Ms. Andres: And I guess what I'm struggling a little bit with is, if that goes away, to me, that reduces what they're able to do with the site at all. So, I don't think they're going to come back

with something that is going to address the concerns. I think that's what I'm struggling with a little bit, is that we denied that piece; that makes it more challenging for them to create a plan that gets closer to what we're wanting. It actually makes it get further away.

Mr. Lurk: If I may, I don't know if everybody saw, I think it was presented at the (inaudible), but we do have a code compliant plan that we don't need all the incentives. But to your point, Ms. Andres, it does not help the situation. It cuts the parking in half, and it cuts the staffing in half, and I would see more congestion on Cambridge Way with this plan than what we presented to you today. I can pass this around if you'd like to see it, but it sounds like we need to bring this back for re-review, is what I'm understanding.

Mr. Daniel: Are you willing to submit a different plan at this point?

Mr. Lurk: Well, I think what we're trying to figure out what are next steps, right.

Mr. Daniel: Right

Mr. Lurk: I think what we heard was the incentives were denied. So, without the incentives it would be this plan then. So, the next steps would be to send this plan through you. Which, if you're not in favor of this plan, I think this would be a waste of time because it's a far inferior plan, in my mind.

Mr. Daniel: That was the first plan?

Mr. Lurk: Correct (inaudible) code compliant...

Mr. Daniel: Without the incentives?

Mr. Lurk: Correct.

Mr. Calderon: I think we actually did submit – I think (inaudible) two site plans to even apply for the incentives.

Mr. Lurk: Yeah

Mr. Calderon: It's just been three months since we went through all of this so...

Mr. Kirchoff: I don't think we saw the other plan.

Mr. Calderon: Mr. Kirchoff, we have to submit – to even apply for incentives, you have to submit...

Mr. Kirchoff: Yeah, but I think that stops at the staff level.

Mr. Calderon: I think the report showed both. From May – I mean, keep in mind, that was a May report. We went through everything in May, and we thought we were down to traffic because

we explained we've got two front yards, we've got plat restrictions and all of that. So, we thought we were just improving the traffic plan for this evening's meeting, more so than rethinking the whole plan to get rid of the incentives, I guess. So, it's a little bit – we're kind of getting caught in a Catch 22 scenario here.

Mr. Daniel: I think there was also a parking issue, also Joe. Not just traffic; there was a parking issue also.

Mr. Calderon: Well, we said that we would secure offsite but we have way more than code parking. So that – I mean, we're kind of giving more than what the ordinance requires.

Mr. Daniel: My memory – understand, it's my memory only – I don't know about the code, I'm not sure if that's even correct but based upon the town's experience with the north Chick-Fil-A, I think there was a concern about parking at this particular locations.

Mr. Calderon: And staking. Sure (inaudible), yeah. Of course.

(Brief pause)

Mr. Calderon: Well, I guess we're kind of stuck with a development plan that I suppose we can come back with, that doesn't have the incentives and somehow addresses the other concerns, if that's possible, is our only option.

Mr. Daniel: I think that's where we are.

Mr. Calderon: And then the – but the motion for failure, for the development incentives is passed...

Mr. Daniel: Yes

Mr. Calderon: ...and of record?

Mr. Daniel: Yes

Mr. Calderon: Okay

Mr. Daniel: So, the incentives have been denied.

Mr. Calderon: Correct

Mr. Bahr: (inaudible)

Mr. Daniel: What?

Mr. Bahr: (inaudible) summarize the second motion.

Mr. Daniel: That's where it is.

Mr. Bahr: Right. Very good. Next on the agenda, PP-23-036 and FDP-23-036 – Hall Business and Primary Plan and Final Detailed Plan.

Mr. Berg: We're going to need a minute or two because they've got to get their presentation loaded in. You've got time to stretch (inaudible).

(Brief pause)

Mr. Berg: I think we're ready if you're ready.

Mr. Bahr: Yes

Mr. Berg: Okay, as you mentioned, this is PP-23-036 and FDP-23-036. If I can just make a notation, in the motion it does say PUD in the second motion; it should say FDP because even though we planners love acronyms, sometimes we put the wrong ones on a location. Redbird is looking to take the larger Hall property and turn it into three lots. It's about 17.75 acres and Lot 1 – which is the one they're going to create (inaudible) is just under 9.6 acres. We can see it here. If you remember the PUD – I know a lot of times we see a lot of PUDs and they come back for changes and modifications and the like, but if you remember that PUD it's pretty much what you see here. This has stayed remarkably true to what they've asked for. So, I guess, if you liked it then, you'll like it now. If you didn't like it then, you won't like it now. I'm trying to keep it short because we had quite a bit of discussion.

Mr. Bahr: (inaudible)

Mr. Coyle: Good evening, my name is Jason Coyle from Banning Engineering. Banning Engineering, 853 Columbia Road, Suite 101, Plainfield, Indiana 46168. I'm here today on behalf of the petitioner for Redbird Group, better known as the Hall Family. So, we're here today asking for approval of the primary plat and the final detailed plan. There on your screen – so, it's the two light blue parcels there that currently the Halls own and conduct their business out of. We are asking – as part of the primary plat we are going to take those three existing parcels and configure those into three lots with the final plat. Lot 1 will be for self-storage, 2 will remain in its current use, and Lot 3 will remain as its current use as well, transitioning over time into probably more storage units. This is just a quick snapshot of the primary plat, showing the three lots and the easement that go along with those. This is just those three lots; probably hard to see unless you have something in front of you. It's the existing buildings, existing improvements, the lot configuration there. And then the next slide is, we're showing the 11 proposed buildings. Those will be phased probably in 2-4 phases, depending on market. But the first phase will be the five buildings on the very north end. This is a rendering of the buildings. The color palette will be identical to the existing buildings that they have on site – which is that one there, that tan with the green. This is – on Lot 1, just showing the landscaping here. If you recall, this project was kind of done simultaneously with Trescott, the development to the north, and actually that wraps all

around it now. There's a commitment with Trescott to do a 10' mound on the Trescott development, and have that mound be landscaped. If you guys have been out that way, you've seen that Trescott Section 1B is complete now; the mound is in place. They've got the trees in place; it looks pretty good. This is the sign that the Halls plan to use for their self-storage unit. And then what I thought I'd like to end with is just a rendering of that mound. This is on Ambassador Drive. This is the road that comes into Trescott 1B, and that's just a rendering of what it kind of looks like with the trees at planting. Then the next slide is the trees at maturity, okay, how those trees and that mound just kind of block out the buildings that are proposed. Here's another image of the same, just a little deeper into Ambassador Drive. You can see the trees, the mound, see the top of the buildings there. And then at maturity, it breaks that up quite a bit. Here's one more, kind of a bird's eye view. At planting now, and then at maturity. With that, I'm happy to answer any questions. I would respectfully ask for your approval tonight of the primary plat and the final detailed plan.

Mr. Bahr: (inaudible) public hearing. At this time we'd like to open the public hearing, invite anyone forward to speak on behalf of or opposed to the project.

(Brief pause)

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

Ms. Andres: Can I ask maybe one question of either Kevin or Eric? Can you – when we have the plantings, is there a length of time that they have – if one of them dies before full maturity, are they still required to replant that at that stage. Can you just remind me of what that is?

Mr. Berg: Yes, based upon the landscape ordinance, they are required to replace that planting.

Ms. Andres: In perpetuity, essentially?

Mr. Berg: Yes

Ms. Andres: If there are no more questions or comments, I move that the Plan Commission approve PP-23-036 requesting approval of an Incremental Primary Plat for Klondike Crossing, dividing a 17.75 acres (+/-) parcel into 3 lots on a parcel zoned Hall Business PUD within a 600 feet of a residential zoned district, 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 conditions:

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. Compliance with the standards and specifications of the Plainfield Subdivision Control Ordinance.
3. Substantial compliance with the primary plat submitted for approval.

Mr. Brandgard: Second

Mr. Bahr: Motion, and a second by Mr. Brandgard. Andrew, if you would please, call the vote.

Mr. Klinger:

Mr. Phillip – yes

Mr. Everling – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Ms. Andres – yes

Mr. Bahr – abstain

Motion carries 6-0, with one abstention.

Ms. Andres: And I move e that the Plan Commission approve FDP-23-036 requesting Final Detailed Plan approval for Lot 3 of the Hall Business Planned Unit Development finding that:

1. The Final Detailed Plan satisfies the Development Requirements and Development Standards specified in the PUD District ordinance establishing such District;
2. The Final Detailed Plan accomplishes the intent set forth in Article 6 of the Zoning Ordinance;
3. The Final Detailed Plan provides for the protection or provision of the site features and amenities outlined in Article 6.1, C., 2 of the Zoning Ordinance.

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

1. Substantial compliance with the PUD file dated August 7, 2023.

Mr. Bahr: A second by Mr. Everling. Andrew, would you please?

Mr. Klinger:

Mr. Phillip – yes

Mr. Everling – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Ms. Andres – yes

Mr. Bahr – abstain

FDP-23-036 is approved.

Mr. Bahr: Thank you. Good luck. Next on the agenda is DP-23-037.

Mr. Whaley: Wait a minute here while we switch back to the presentation. DP-23-037 is for a proposed Cousins Subs, to be located at 405 Perry Road. This site is located just to the south of Tire Discounter on the east side of Perry, shown in the blue on the screen. I also highlighted the recently approved Urban Air, so you can see context of the location with some current and proposed development in the area. You've got Apex Apartments directly to the east, currently under construction. This is the site plan. The building is shown in the brownish color, toward the

left side of the site. It's going to have drive access from the east side of the property. That will be for the dining customers as well as the drive-through customers, will have access from the east side. The egress for the dining customers – the drive-through traffic will actually egress to the north through the shared drive on the north side of the property. They will have a patio area to the west of the building. I will say that this is the first project that we've had to come through under the new drive-through standards, and they are definitely meeting those standards by not having the drive-through wrap around the building. So, it's good to see that as part of this project. This did go to the DRC. The DRC had some recommendations about some of the landscaping and they had some questions about the patio area as well, but that did get a favorable recommendation from the Design Review Committee. This will require a building materials waiver because they do have some (inaudible) panels that they're proposing to use on the building. And I believe that they have those with them tonight if you'd like to take a look at them. As you can see, the elevations do show a clearly mixed elevation of different materials on the building. This just gives you a couple different perspectives, looking at the side and the back. At this point I'll turn it over to the applicant.

Good evening, I'm Greg Dempsey, Terra Site Development, 16102 Spring Mill Road, Westfield, Indiana. I'll try not to repeat a lot of what Kevin's already presented. As he said, it's at 405 South Perry Road. The site is zoned GC. This would be a permitted use in that use, and we are proposing a 2,400 square foot drive-through restaurant. That use is permitted in this zoning class. In addition to the public access off of the public road, Pinecrest Drive, we've also added a sidewalk access from both Perry Road and Pinecrest. So, there's pedestrian traffic all the way through the site. As Kevin mentioned, we received unanimous support from DRC. Other than that, he did a really good job of covering the site and we'd be happy to answer any questions you may have.

Mr. Bahr: This is a public hearing. At this time, we'd like to open it and allow anyone to come forward to speak.

(Brief pause)

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

(Brief pause)

Mr. Bahr: Any questions for the applicant?

(Brief pause)

Mr. Bahr: If there is none, I'm ready for a motion.

Ms. Andres: I move that the Plan Commission approve the requested building materials waiver as filed by Evo Development, finding that:

1. The requested waiver represents an innovative use of Building materials, lighting, Signs, site design features or landscaping which will enhance the use or value of area properties;
2. The requested waiver is consistent with and compatible with other development located along the Gateway Corridor or within six hundred (600) feet of a residential District; and
3. The requested waiver is consistent with the intent and purpose of the Plainfield Zoning Ordinance.

Mr. Brandgard: We have a motion, and a second by Mr. Brandgard. Andrew, if you would please, call the vote.

Mr. Klinger:

Mr. Phillip – yes

Mr. Everling – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Ms. Andres – yes

Mr. Bahr – yes

The waiver is approved.

Ms. Andres: And - I move that the Plan Commission approve DP-23-037 as filed by Evo Development requesting Architectural Site Design approval for a proposed drive-through restaurant on a 1.3 acre parcel zoned GC: General Commercial 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; and,
5. The proposed development is consistent with the intent and purpose of this Ordinance.

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

1. Substantial compliance with the development plan filed as of August 7, 2023.

Mr. Bahr: We have a motion.

Mr. Philip: Second

Mr. Bahr: And a second by Mr. Philip. Andrew, if you would please, call the vote.

Mr. Klinger:

Mr. Phillip – yes

Mr. Everling – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Ms. Andres – yes

Mr. Bahr – yes

DP-23-037 is approved.

Mr. Bahr: Very good. Good luck to you.

Mr. Dempsey: Thanks

Mr. Bahr: Next on the agenda is DP-23-045.

Mr. Whaley: Yeah, I'm back, and as far as I know, this project does not have a drive-through. So, unless they're hiding something inside the detached building that they have proposed. This is the

Chimney Safety Institute of America. They're looking to do an expansion of their facility, roughly to the west of their existing site, over on the south side of Commercial Drive. It's east of Perry and south of Reeves. They're looking to add a 16,000 square foot and some change training facility. The building that they've proposed meets the gateway corridor standards. This site is just barely in that gateway overlay but they did have to meet those standards. This gives you a view of the site plan, so you can see (inaudible) a detached building to the west, but it will be connected by the breezeway. Actually, (inaudible) sidewalk. I'll let Ryan address that when he comes up here (inaudible). Here's another view of the site plan; you have parking to the west of the building which mimics what they have on the east side. And there's a rendering of the project and some of the elevations. I will throw it over to the applicant.

Mr. Bahr: Very good. Thank you.

Mt Lindley: Ryan Lindley with Banning Engineering, 853 Columbia Road, Plainfield. I don't have any additional exhibits to show, more than what Kevin had. I don't want to re-present what was already presented. I do have the Executive Director of the institute to tell you a little bit about Chimney Safety and what they do – and no, there are no drive-throughs.

Mr. Wald: Thank you ladies and gentlemen. My name is Bill Wald, I'm the Chief Executive Officer of the Chimney Safety Institute of America, and a resident of Plainfield. CSIA has been in Plainfield for 22 years. We've been located on Commercial Drive the entire time. What we're planning to do is to create what's called the CERT, the Center for Education Research and Training. It will be the only facility for education and onsite training for chimney sweeps and dryer vent technicians - a huge growing trade – within the United States, Central America, or South America. The only other facility exists outside of Frankfurt, Germany. So, Plainfield will be home of this training facility, if you so approve it for us. We have over 3,000 certified chimney sweeps and dryer technicians, and that number is growing every single day as the trade grows. We are proud to be part of Plainfield. We're proud of our support of Plainfield activities, and to be a resident of Plainfield. So, thank you.

Mr. Bahr: At this time, we'd like to open the public hearing and allow anyone to come forward to speak on the project.

(Brief pause)

Mr. Bahr: Seeing none, we'll close the public hearing and open it up for discussion or a motion from the Commission.

Mr. Brandgard: I move that the Plan Commission approve DP-23-045 as filed by the Chimney Safety Institute of America requesting Architectural Site Design approval for a proposed training and education facility on a 2 acre parcel zoned I-2: 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; and,
5. The proposed development is consistent with the intent and purpose of this Ordinance.

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

1. Substantial compliance with the development plan filed as of August 7, 2023.

Mr. Kirchoff: Second

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

Mr. Klinger:

Mr. Phillip – yes

Mr. Everling – yes

Mr. McPhail – yes

Mr. Kirchoff – yes

Mr. Brandgard – yes

Ms. Andres – yes

Mr. Bahr – yes

DP-23-045 is approved.

Mr. Bahr: Very good. Thank you. Next on the agenda is TA-23-060.

Mr. Berg: We wanted to ask for a continuance on this. We thought we were going to have it ready, but we talked with Mel; Mel raised some excellent points – as you would expect him to do, that’s why he’s our town attorney I would guess – and we also got some input from developers as well. So, we decided to kind of change the direction we were going. It’s still going to be a very flexible document but it’s going to – instead of – I can probably just go to the next screen, that would explain it a little better. We’re creating variable standards whereas before we were kind of having it more in a PUD site type of area where they could create (inaudible) themselves. One of the things I probably really haven’t talked enough about – and I’m not going to spend too much time – is we’re trying to create a cohesive development that will allow everything from biotech, other types of technology, research, (inaudible) manufacturing, the commercial uses that would benefit like restaurants, office supply, that type of thing, as well as the possibility of mixed use development in that area. So, what you would be able to do with this district is to be able to create something fairly close to Hobbs without going through probably hundreds of dollars of work on a PUD that Kevin and I did. And Kent was a part of that as well. So, the idea is to make it easy to do what we as the town want to create (inaudible). As I said, we’re asking for a continuance because neither the ordinance committee nor Mel has had a chance to read this yet, unless they have so read it prior to the meeting.

Mr. Brandgard: To when would you like to continue?

Mr. Berg: I’m looking at Mel. Do you think that...?

Mr. Daniel: Next month’s fine.

Mr. Bahr: So, we’re seeking a continuance until September. All those in favor, say aye.

(All ayes)

Mr. Bahr: All those opposed?

(Brief pause)

Mr. Bahr: Ayes have it.

PLAN COMMISSION DISCUSSION

Mr. Bahr: Plan Commission discussion, to be determined. Kevin?

Mr. Whaley: I just have one item for you tonight. Everyone should have had in front of your chair, a copy of a (inaudible) card announcing the August 17th building ideas workshop for the comprehensive plan. This is our first public workshop; it’s open to the community and beyond, to come and give their ideas about the future of Plainfield. There's going to be a couple of

activities that people will be able to participate in, with some mapping exercises (inaudible) going to have people identify Plainfield strengths, things they want to see continue in the future, and then also opportunities, areas that they think might need some improvement and to grow. So, feel free to come to that event; invite your friends and family (inaudible). We're using our steering committee members to help get the word out. I've even given some of these (inaudible) cards as well, to put in places like churches, businesses, libraries; we've got some down at the rec center. We've got a big sign up at the rec center as well. They're over at the Government Center too, so if you need any of these please let me know. I got about 1,000 of them printed up so I've got plenty to give out to people. After the public workshop we are going to proceed to the farmer's market with a scaled down version of that workshop with basically that same activity. People will be able to come up and be able to put little stickers on the map and write down different things that they love about Plainfield and what they want to see improved. So, we're hoping to get some more feedback through that. And then once we get past this first round of public engagement, we'll move on to the second round. We're hoping to put together sort of a first draft of the plan that people will be able to take a look at, and kind of continue to refine that and go through that process. (inaudible) first part of this year. So, definitely excited about this process. I think we've got a great partner that we can work with; they seem to be really engaged and excited (inaudible). That's all I have.

Mr. Bahr: Very good, thank you.

Mr. Klinger: With your permission real quick – the September meeting, because of Labor Day, falls on Thursday, September 7th. It's a Thursday night.

Mr. Brandgard: Yeah, that's a stacked meeting night.

Mr. Klinger: It is a stacked meeting, yeah.

Mr. Bahr: Any other discussion items?

ADJOURNMENT

Mr. Bahr: If not, a motion to adjourn?

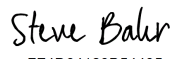
Mr. Kirchoff: So moved

Mr. Everling: So moved


Mr. McPhail: So moved

Mr. Bahr: Second? All in favor?

(All ayes)

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Steve Bahr, President

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Andrew Klinger, Secretary