

**WHITELAND PLANNING COMMISSION
JANUARY 05, 2021**

Council members present

Richard Hill, President	X
Gary Howard, Vice President	X
Eric Funkhouser, Member	X
Justin Lien, Member	X
Andy Marker, Member	X
Josh Wade, Member	X

Other town officials present

Ronda Cover, Deputy Clerk (Secretary)	X
Norm Gabehart, Town Manager	
Carmen Parker, Community Develop.	X
Stephen Watson, Town Attorney	X

Call to Order:

R. Hill called the meeting to order at 07:01 p.m.

Roll Call & Determination of Quorum:

- All present.
- Quorum requirements reached.

Election of officers:

Election of President, Vice President and Secretary; R. Hill agreed to continue as President, G. Howard agreed to continue as Vice President, and R. Cover agreed to continue as Secretary. A. Marker made a motion to elect the above three mentioned into office, J. Wade seconded the motion.

Passed 6 to 0.

Approval of Minutes:

- G. Howard made a motion to approve the minutes from the December 01, 2020 meeting. J. Wade seconded the motion.

Passed 6 to 0.

Swearing In:

- S. Watson reviewed the rules for anyone wanting to speak on any of the cases tonight. All speakers were sworn in.
- S. Watson completed the swearing in at 7:05 p.m. for all public hearings tonight.

Old Business:

- None.

Communications/Reports of Committee:

- None.

New Business:

● **Case #2021-P-01: Primary Plat – Mohr Logistics Park**

● C. Parker presented case #2021-P-01 the Mohr Logistics Primary Plat. The petitioner is requesting a Primary Plat approval for a little over 300 acres, which will include one lot and four proposed blocks. The subject property is located at the northeast corner of Whiteland and Graham Roads extending north to Tracy and east to I-65. Recently, as of September 30th, the Whiteland Town Council approved the annexation and rezoning. When they submitted this, it did go through at tech review. There was some extra buffering that was requested during the annexation process that was accounted for within their Primary Plat. In looking at the Comprehensive Plan and Zoning Review, this does hit our future direction; Goal 1: Increase (or improve) the town's presence at Whiteland Road and I-65 by controlling development in that area to pursue a mixed-use business park at the interchange. Goal 2: Create a balanced community by attracting business and industry to Whiteland. Future Land Use Plan shows the future land use map to include a business park at the I-65 interchange that could serve as a signature economic development location for Whiteland to include office, warehousing and logistics, research and development, and light manufacturing use. Specifically, this was identified to be a business park of which the light industrial uses would include. Regarding the building blocks or key considerations; currently, utilities are not there but with this project it will bring utilities to that area, as well as transportation to upgrade and extend County Road 300 East to 400 Northeast to 350 East, as the truck route. This would be a minor collector status, including widening to four lanes, eventually, with a center left-turn lane and sidewalks. When I say eventually, the Primary Plat that we show today shows room for four lanes; two lanes each direction and a center turn lane. What the developer is proposing currently is just a two lane with the ability to expand to four lanes in the future. There are also plans in the future direction of economic development. This is in the TIF district for the development of businesses and industrial park areas between Graham Road and I-65 to help spur development in the area of finance and improvements, such as utilities and roads. The Zoning Review: When we reviewed the property, we rezoned it with commitments. We addressed the permitted uses, addressed additional buffering, and an additional right of way to accommodate for the future roads. Per the commitments included in the annexation and rezoning petition – When the proposed site abuts a residential zoning classification or use, buffer yards must include a minimum setback of 25 feet in addition to the yard setback otherwise required by the I-1 (Industrial) zoning district. Additional buffering will include landscape or 6' opaque fencing.

● Justin Olashuk, Civil Site Designer, with American Structure Point spoke on behalf of petitioner, Mohr Logistics Park, LLC. With this Primary Plat the intent is to dedicate the 100 foot right of way for the Graham Road extension and improvements. We are proposing two lane 28-foot drive aisles with a 2-foot shoulder on each side. With this 100-foot right of way that we have proposed, we would be able to extend and widen that as needed with the additional traffic flows that Mohr Logistics Park might generate. As for utilities, the intent is for the 303 acres to be serviced by a private low pressure force main, which will be located at the intersection of Graham Road and Bob Glidden and this will be directed to the 10-inch sanitary main, which is currently being installed with the Cooper Tire project adjacent to Whiteland Road. The extent of the Plat is to breakout the Cooper Tire site, sub-divide the existent parcel into what is designated as Lot 1 on the Primary Plat as well as provide four additional blocks; blocks A, B, C and D, which would then be subdivided as future buildings are constructed within the Mohr Logistics Park. As for water, we will be extending the water main, which was extended up Graham Road to the end of the Cooper Tire project, that will be extended all the way north to Tracy Road. In addition, we will be providing a 50-foot half right of way for Tracy Road. At this time, we will not be proposing any improvements to Tracy Road. We will also be constructing Bob Glidden, which will eventually connect into Whiteland Road. We will be constructing that up to the Mohr Logistics Park property. Drainage will be provided by a series of retention basins, which will be constructed as needed, as the park develops. The ultimate outlet points for these retention ponds, they will discharge into the Cooper Tire's basin that has currently been constructed, which will discharge to the newly constructed Canary Legal Drain that was

and buffering and what kind of landscaping would you have?

- Yes, the landscaping would be detailed at a construction document phase but we would be providing the berms and the landscape buffers and things of that nature similar to that that is being provided now at Cooper Tire. Again, if it is adjacent to the residential it would be the beefed up buffer or the opaque fence to help screen the development from the residential properties.
- How tall do you anticipate your berms to be?
 - It is a minimum of 5-feet in height. With the Cooper Tire project, we provided a little bit taller, I believe 7 or 8 feet and that is dependent upon how much space we have to construct that berm. As far as the opaque fence, that is an option. Typically, we would not provide a mound and a fence, we would be providing some type of screening. If space does not allow for a berm, we would be providing a fence in lieu of a 5-to-8-foot berm.
- What is the anticipated height of your building?
 - Typically, they are 40-45 feet tall but that does depend on the end product.
- Would the fence surround the entire perimeter of the property eventually or what is the concept of that?
 - The fence is an option but it would also be provided for security purposes, which would be more of a chain link fence. If it is more of the opaque fence then it would be along front of the property to provide a screen from the front yard. This will be dependent upon the space.
- Addressed to C. Parker: What is the two-lane road proposed with the option of a four-lane road?
 - That is Bob Glidden that also shows a 100-foot right of way along Graham Road. They all have a 100-foot right away, to allow for that option.
- Would the 100-foot right of way have turn lanes?
 - There would be a center lane.
- R. Hill opened up for a public hearing.
 - Bryan Sutherland, who resides at 5168 N. Graham Road, presented the question: "Does the 100-foot right of way include Graham Road by my house?"
 - J. Olashuk stated that the 100-foot right of way does not include that side of Graham Road.
 - Matt Stephenson, who resides at 1968 E. 600 N., presented stating that "we currently use Tracy Road to get to the interstate. If you live anywhere on the west side of US 31, you might find it easier to travel down Tracy Road or up to Worthsville Road to get on the interstate right now. So, whenever I look at this plan and I think of the way it was presented originally back in September to the Plan Commission, it did not have the "Y" that we see here, in the way that it is designed. It basically took this northern portion of what is called Graham, I'm going to refer to it as 225, it is just north of where the orchard was. So now, this has you turning left into Bob Glidden. When this was proposed to our community, it made it sound as if the land contract was in place for them to acquire the site to connect with Bob Glidden, to put a roundabout at Bob Glidden, I heard that multiple times. So now, when this master plan comes forward, it has changed dramatically. It is not just a little change; it is a significant change. It is basically taking all of these millions of square feet to the west instead of directly towards the interstate. So, I believe they should come up with a master plan that is consistent with what they

originally proposed so when the annexation and the zoning happen it is consistent with that. I do not think this is consistent. So, simply go by what was originally proposed by the petitioner and presented to the Planning Commission."

● C. Parker presented a letter that she received from a nearby property owner that was

Town of Whiteland, Plan Commission
549 Main Street
Whiteland, IN 46184

Re: Mohr Logistics Phase 1 – Primary Plat

Plan Commission Members:

I am writing this letter to provide comment on the Primary Plat for the Mohr Logistics Phase 1. My husband and I are the property owners located at 6084 N. Graham Road. We are located just north of County Road 600 North (Tracy Road) on N. Graham Road. I'm asking for the Plan Commission to delay Primary Plat approval until the following items have been addressed.

1. Require the developer to complete a traffic impact study, to implement the findings of the study and to address the following related to traffic and transportation planning:

a. WIDER ROADS - Tracy Road, County Road 600 North (Tracy Road), County Road 200, County Road 250 East and North Graham Road cannot accommodate an increase in traffic. The roads are too narrow, there is no shoulder and intersections do not have adequate turning radii for semi-trucks to drive on these roads. Trucks traveling north to the Worthsville exit are not able to negotiate the current intersections. We see semi-trucks trying to navigate these roads every day of the week. With the Mohr development, there will be increased truck traffic requiring road improvements beyond the development boundaries.

b. RIGHT-OF-WAY - Require the development to dedicate adequate right-of-way to accommodate road widening (a center turn lane, road shoulder or curb and gutter and a trail). A minimum 100-ft right-of-way should be dedicated on the Mohr property along Tracy Road and Graham Road. One of our neighbors' house along Tracy Road is in such close proximity to the road that there is no room for them to grant additional right-of-way needed for road widening. The widening must happen to the south of Tracy Road.

c. TRAILS - The county roads in this area are frequently used by runners and bicyclist. For safety reasons and improved quality of life, the Town should require at least a 10-foot trail be installed within an expanded right-of-way for this development.

2. Demonstrate an adequate stormwater outlet. The Primary Plat stage should demonstrate that an adequate stormwater outlet is available for the developed condition. The proposed receiving streams and intended flow path need to be shown on the plans. In planning for drainage for the development plans, ensure that off-site drainage is accounted for. Drainage improvements are needed at the intersection of North Graham Road and Tracy Road. With the proper drainage infrastructure, drainage from the north would flow south onto the Mohr development.

3. Sanitary sewer plan and drinking water service. The Primary Plat drawings should include the plan for sanitary sewer and drinking water service. Require the developer to update the plans.

4. Require that a wetland delineation be completed for 2 areas showing wetland characteristics. These areas shown in the figure below are currently farmland, but once the land use is converted these areas could be jurisdictional wetlands and could require mitigation. No

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construction or vegetation removal should happen in these areas until a determination is made.

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Require that the US Army Corps of Engineers review and approve the delineation through a jurisdictional determination.

Thank you for allowing me to comment on this Primary Plat phase. I would like to be involved in the future stages of approval for this development. Please keep me on your list of stakeholders.

Thank you for your consideration.

Mary Atkins
6084 N. Graham Road
Whiteland, IN 46184
317-418-9131
marysulya@yahoo.com

- R. Hill presented the question to C. Parker of Mr. Stephenson's comment on the "proposed newly defined direction of the Bob Glidden Road."
 - The original transportation thoroughfare did not include this road, it was Warrior Trail.
 - There is nothing definitive on this as of yet. As you can see, where block C is, where the wetlands are, the way that the curve of the road goes, is to stay out of the wooded area that is there, that is a wetlands and that is not going to be able to be developed. They are going to be able to mitigate some of that and that is how that has shifted the curve and as you can see, it does stop at their property line. This has never been under contract and there have been discussions with the property owner to potentially purchase that and those conversations have not been fruitful. The alternate was instead of leaving that 90 there at Graham, was to soften the turn located there and make it to where semis could maneuver those turns and to use Graham.
- R. Hill closed the public hearing.
 - C. Parker was presented the question, regarding the letter written by Mary Atkins: Is there any consideration for a trail or walking path?
 - Plans for a trail or walking path are on the Primary Plat. This is an 8-foot asphalt trail.
- J. Wade moved to make a recommendation that the Mohr Logistics Park Primary Plat be approved as presented based on staff report and findings of fact. E. Funkhouser seconded the motion.
 - **Passed 6-0**
- **Case #2021-Z-03: Re-Zoning - Owens Property**
 - C. Parker presented a petition for Case #2021-Z-03. The petitioner is Core Industrial Partners, LLC. It is a rezoning of 129+ acres from Agriculture to I-1 (Industrial). The subject property is located west of I-65, east of Graham Road and north of 400 north. The property is currently vacant and undeveloped. Adjacent properties include; to the north, I-1 with the current land use of Industrial; to the west, AG (Agriculture) with the use of Agriculture; to the south, County Residential 2 (R-2), which currently is used as residential and rural residential; to the east, I-1 and also some rural residential that is currently used as AG. This Parcel was annexed into the town of Whiteland in March of 2020 with the zoning left as it currently is, which is AG. With reviewing the standards, we looked at the Zoning Map Amendment, paid attention to the Code of Ordinances as well as the Comprehensive Plan. The Comprehensive Plan shows reasonable growth and development. General criteria for the proposal for industrial development: Is the proposal supported by future land use map: Is the proposed site supported by public utilities (or can it be): is the proposal consistent with the land use and economic development goals of the comprehensive plan? In regards to the Comprehensive Plan Review; in Building Blocks, the transportation, upgrading and extending CR 300 E to CR 400 N east to CR 350 E as the truck

route: To accommodate increasing truck and auto traffic in the east part of town as development occurs, the town should consider extending CR 300 E south from Whiteland Road to CR 500 E to CR 400 N. Currently, in the Comprehensive Plan it shows that Warrior Trail was identified as the minor collector carrying traffic for the business parks north and south from the Whiteland Road interchange, but as development has occurred it has become more desirable to move this collector road further west from the interchange alleviating the truck traffic from backing up by the interstate. So, this is proposed to bring Bob Glidden south from where it currently ends at the Jones Development at the Whiteland exchange to 400 N. The Building Blocks Economic Development, Business and Industrial Parks: Development of additional industrial land is an important economic development strategy for Whiteland in terms of job creation and development of additional tax base. Use of tools like TIF districts for development

and findings, I will allow the petitioner to speak to those.

- Matt Price, attorney with Dentons Law Firm located at 10 W Market Street, Suite 700 in Indianapolis., presented on behalf of Core5 Industrial Partners, LLC. Mr. Price's client, Doug Armbruster, for CoVid reasons, was not in attendance but would like to be included via speaker phone, to listen to the proceedings. M. Price presented that Mr. Armbruster is the Vice President with Core5. M. Price also presented Nick Everhart, with American Structure Point, the Civil Engineering support. S. Watson, town attorney, swore in D. Armbruster and N. Everhart. M. Price presented some highlighted points: With slides, the property was shown where it is located in orientation to the comprehensive plan for the Town of Whiteland. The entire parcel for Core5 is within the light industrial category making it an attractive location for exactly this type of use. One of the things that Whiteland has done to diversify its tax base, is look to take advantage of the proximity of these properties to I-65 and look to add logistics uses. We anticipate that this development would generate well over \$70,000,000 to new investment in Whiteland. We are here to evaluate the project in relation to the Comprehensive Plan and criteria for a re-zoning. As part of that, we do provide a conceptual plan that shows how the project could conceivably lay out on the property, which is an L shape. C.R. 400 is the southern border. There is a legal drain that extends along the western border. Graham Road is further west. The Bob Glidden Boulevard extension, as shown, extends down the eastern side of the property. We have worked with the town to include the extension of the Bob Glidden Boulevard as part of our proposal. Ideally, for our project, this boulevard would only be necessary to provide truck access to the anticipated new building. But the town's plans are significantly more far ranging than that and include the potential extension of Bob Glidden further south. So, what this leg would do is incorporate that into future planning of our project while also serving as the source of access for trucks and employees arriving at the site. We believe that this project is very much aligned with the five statutory criteria, which are: Consistency with the Comprehensive Plan; the current conditions and character of structures and uses in the district; conservation of property values; diversifying the local tax base; represents responsible growth and development. For each of those reasons, we believe that we meet with the statutory findings.
- S. Watson presented to the petitioner that the I-1 Zoning uses are in the process of being revised and wants to make sure the petitioner understands and expects that the uses under I-1 will be governed in the future under the revised version of the zoning ordinance.
 - M. Price stated that the petitioner did not arrive at the conclusion that this petition would be governed by the new ordinances simply because we filed it before the new ordinance, I believe, became effective. We have monitored those developments and I believe that my reading of the ordinance is that the efforts to modernize the I-1 zoning classification in the Town of Whiteland are an outgrowth of your experience within the community and how to govern and regulate these uses and that this is

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completely consistent with the new ordinance. I do not foresee having a problem complying with and abiding by the terms of the new I-1 zoning classification. We feel this is entirely consistent with the way we drafted the proposal. This is why we did not propose commitments because as we read, the ordinance really goes within an outgrowth to reflect what has been done by commitment in the past and to make it by law in the future.

- R. Hill presented the question of having a commitment to that at this time.
- M. Price stated that the petitioner is willing to commit to being subject to the I-1 Zoning Ordinance amendments relating to those uses.
- R. Hill opened the floor for a public hearing.
 - Nicole Klee, who resides at 2579 E. 400 N., presented stating that "this property is directly across from my driveway and all of our front yard

very much agriculture. We still have tractors that go up and down our roads. We all have livestock that we need to drag hay up and down the road for and I am just not sure how that would play out with semis considering when two cars meet on our road currently that you can barely pass each other. That is not going to change. We have 50 horses along our road, 50 alpacas, goats, and chickens that we have to take care and there is no other way to get to our home. And, as far as the light pollution, the noise pollution that would take place re-zoning to industrial, that is something that we are not exposed to currently. I can still now see lights from the Amazon factory from my home but at least it is not right in my front yard. The traffic and the air pollution from the semis are something that just currently do not deal with and I am concerned about and we also have well water so I am not sure about the ongoing state of our drinking water being suitable for us. We do not have any Whiteland utilities. We have satellite internet so we do not have any options to get any water or sewage or anything like that. I know, this is not to speak of what's to come but I feel like it is inevitable. I saw the plans for the 1.1 million square foot building that is going to be across the road, I'm just not sure how a 5-foot berm is going to mitigate what I am seeing across the road if it is that large and 45-feet tall, if that is the case. And with all of the traffic coming in and out, I am just not sure about us getting out of our driveways even. I'm directly across the road from the proposed outlet. I'm just not sure how we are going to deal with the traffic because as I stated there is no room on the road for us currently to pass. I am a mechanical engineer. I work in an automation facility that deals with logistics and I would like to mention that we currently are not seeing anyone buying up buildings. It still is expensive to buy buildings and so we automate and sort of optimize the space of current warehouses and that is what I am seeing for all of our clients, they do not want to buy any spaces, they just want to use what we've got. I'm not sure since it is a lease building if it is just going to sit empty or if someone will actually lease it and stay and then of course the jobs, maybe it creates jobs but from what I can see this is a distribution center, which will be mostly for truckers and low paying jobs. I do not know what that would add to the community."

- M. Price was asked to address the proposal in relation to Nicole's questions about if it is just a build to suit or do you potentially have

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tenants and what exactly is the proposal going to end up with client wise.

- D. Armbruster stated that in the current proposed building, there is no particular client at this time. It is pretty consistent with our business model throughout the United States. It is not to say that someone couldn't come along during the design phase but at this point we do not have tenants identified at this time. What we have tried to do is design future proof buildings that have appropriate parking and building characteristics that meet a wide range of users in the market place. M. Price stated that when you say the word speculative, what it really means is that you do not have a user identified at that very moment. In practice though what happens is that in Whiteland because it is becoming so known for having the possibility to provide this type of a use, they are then asked to respond to RFP's and the timeline to respond to those are RFPs are nearly immediate. The market is that robust and it is speculative only in the sense that the investment is being made before the user is known but it has to be built before the user is known because otherwise you cannot respond in a timely fashion to the RFP.

Zoning - Owens Property, Core Industrial Partners, LLC, conditioned upon the petitioner providing a written commitment that they understand and agree to abide by the new zoning ordinance. G. Wade seconded the motions.

Passed 6-0

ORD 2020-21- Additional Amendment to Zoning Ordinance to Revise the Uses Within the I-1 and L-1 Zoning Districts.

S. Watson presented ORD 2020-21 Additional Amendment to Zoning Ordinance to revise the Uses within the I-1 and L-1 zoning districts. A memo was presented to the Planning Commission that explains that the Council, although has the final say, if they decide to revise something, that you have fortitude with the recommendation, the Council has to send it back to the Planning Commission for your review. A copy of the approved ordinance by the Council was included and identified that the only change was to delete from the prohibited uses or uses expressly not permitted; alcohol manufacturing is no longer an expressly not permitted use in I-1 and with that coming back to the Planning Commission a decision would need to be made to approve the amendment that the Council will have made or disapprove. If the Planning Commission disapproves, it must go back to Council for further consideration. If the Planning Commission approves the Amendment, Ordinance 2021 will stand as passed by the Town Council. As of the filing of the Planning Commission's report of approval with the Town Council.

J. Wade made a motion for recommendation for approval of the Amendment for Ordinance 2021. R. Hill seconded the motion.

Passed 6-0

R. Hill made a motion to adjourn. G. Wade seconded the motion. Meeting adjourned at 8:17 p.m.

Passed by the Whiteland Plan Commission on this day 2nd of February, 2021

Aye

Nay

Richard Hill, President

Richard Hill, President

Gary Howard, Vice-President

Gary Howard, Vice-President

Justin Lien

Justin Lien

Eric Funkhouser

Eric Funkhouser

William A. Marker

William A. Marker

Josh Wade

Josh Wade

Attest:

Debra L. Hendrickson

Debra L. Hendrickson, Clerk Treasurer