

October 15, 2021

Board of Zoning Appeals
Town of Plainfield
206 W. Main Street
Plainfield, Indiana 46168

RE: RaceTrac Plainfield

Dear BZA Members and Planning Department Staff,

On behalf of our client, RaceTrac, Inc., we respectfully request to be placed on the Board of Zoning appeals agenda for consideration of our petition to seek variances as necessary to permit construction of a RaceTrac Fuel Center at the SWC of the intersection of Ronald Reagan Parkway and Stafford Road.

Details of our request are contained in the attached application including the use variance, development standards variances and special exception required. This is a challenging site as it has 4 public street frontages, is located at a high volume intersection and is a use that is difficult to obtain in Plainfield. However, we believe that this is the right use and at the right location.

The site sits at the gateway to nearly 34 million square feet of warehousing and logistics use. It is located along a direct connection purposely built to line I70, I74 and the airport. Trucks entering and exiting the warehousing area on Stafford will utilize the site. The site does not have a presence on I70 and will not draw truck traffic from I-70. It is not convenient for I70 truck traffic like the truck stops on SR 39 west of Plainfield. This is truly a "neighborhood serving" use and that is why this location was chosen by RaceTrac.

Please find attached our application forms and materials including building elevations and site renderings. A traffic study has also been prepared and was previously submitted.

Sincerely,

A handwritten signature in black ink that reads "Steven A. Brehob". The signature is fluid and cursive, with the first name "Steven" and last name "Brehob" clearly legible.

Steven A. Brehob
Sbrehob@banning-eng.com
317-707-3708



DEPARTMENT OF DEVELOPMENT SERVICES

BOARD OF ZONING APPEALS

Project Name:	RaceTrac Plainfield		
Project Address/Location:	3090 Midfield Court - SWC Stafford and Ronald Reagan Parkway		
Existing use of property:	Vacant		
Area (in acres):	6.28	Current Zoning:	GC General Commercial

Request Type	
☐	Appeal of Administrative Decision
☒	<u>Variance of Development Standards</u> to Section(s) <u>(several)</u> of the Plainfield Zoning Ordinance.
☒	<u>Variance of Use</u> in a <u>GC</u> Zone (Section <u>2.11</u> of the Plainfield Zoning Ordinance) to allow <u>a truck fueling station</u> .
☒	<u>Special Exception</u> in a <u>GC</u> Zone (Section <u>2.11</u> of the Plainfield Zoning Ordinance) to allow <u>alcoholic beverage sales</u> .

(Note: Each type of request has its own specific Findings of Fact.)

The undersigned, having been duly sworn on oath states the above information is true and correct as (s)he is informed and believes.

Signature of Applicant: [Signature] Date: 10/13/21

Printed Name & Title: Justen Giambalvo, VP of Construction and Engineering

State of: Georgia)

County of: Cobb) SS:

Subscribed and sworn to before me this 13th day of October, 2021

[Signature]
Notary Public Signature

Marietta E. McTaw
Printed Name

Residing in Cobb County

My Commission expires October 14, 2025

DEPARTMENT OF DEVELOPMENT SERVICES, PLANNING DIVISION
206 WEST MAIN STREET PLAINFIELD, INDIANA 46168



LAND DESCRIPTIONS

Lot 4 in Coastal Commerce, Section 1, an addition to the Town of Plainfield, as per plat thereof recorded November 30, 2007 in Plat Cabinet 7, Slide 32, Pages 1AB, as Instrument Number 2007030424 in the Office of the Recorder of Hendricks County, Indiana.

Block A in Coastal Commerce, Section 1, an addition to the Town of Plainfield, as per plat thereof recorded November 30, 2007 in Plat Cabinet 7, Slide 32, Pages 1AB, as Instrument Number 2007030424 in the Office of the Recorder of Hendricks County, Indiana.

Block B in Coastal Commerce, Section 1, an addition to the Town of Plainfield, as per plat thereof recorded November 30, 2007 in Plat Cabinet 7, Slide 32, Pages 1AB, as Instrument Number 2007030424 in the Office of the Recorder of Hendricks County, Indiana.

ALSO:

A part of Coastal Commerce, Section 1, an addition to the Town of Plainfield, as per plat thereof recorded November 30, 2007 in Plat Cabinet 7, Slide 32, Pages 1AB, as Instrument Number 2007030424 in the Office of the Recorder of Hendricks County, Indiana, being more particularly described as follows:

BEGINNING at the Northeast corner of Block A in said Coastal Commerce, Section 1; thence North 88 degrees 44 minutes 52 seconds East 130.00 feet to the beginning of a non-tangent curve to the left having a radius of 38.00 feet and a central angle of 90 degrees 00 minutes 00 seconds; the radius point of which bears South 01 degrees 15 minutes 08 seconds East; thence along the arc of said curve 59.69 feet; the following four (4) calls are along the westerly lines of Block b in said Coastal Commerce, Section 1; 1) thence South 01 degrees 15 minutes 08 seconds East 168.99 feet to the beginning of a tangent curve to the left having a radius of 173.00 feet and a central angle of 17 degrees 35 minutes 27 seconds; 2) thence along the arc of said curve 53.11 feet; 3) thence South 18 degrees 50 minutes 36 seconds East 38.60 feet to the beginning of a tangent curve to the left having a radius of 38.00 feet and a central angle of 90 degrees 00 minutes 00 seconds; 4) thence along the arc of said curve 59.69 feet to a point which bears South 18 degrees 50 minutes 36 seconds East from said radius point; thence South 71 degrees 09 minutes 24 seconds West 130.00 feet to the beginning of a non-tangent curve to the left having a radius of 38.00 feet and a central angle of 90 degrees 00 minutes 00 seconds; the radius point of which bears North 18 degrees 50 minutes 36 seconds West; thence along the arc of said curve 59.69 feet; the following four (4) calls are along the east line of said Block A in Coastal Commerce, Section 1; 1) thence North 18 degrees 50 minutes 36 seconds West 38.60 feet to the beginning of a tangent curve to the right having a radius of 227.00 feet and a central angle of 17 degrees 35 minutes 27 seconds; 2) thence along the arc of said curve 69.69 feet; 3) thence North 01 degrees 15 minutes 08 seconds West 168.99 feet to the beginning of a tangent curve to the left having a radius of 38.00 feet and a central angle of 90 degrees 00 minutes 00 seconds; 4) thence along the arc of said curve 59.69 feet to the POINT OF BEGINNING, containing 0.456 acres, more or less.

Total Acreage for the above described real estate is 6.282 acres, more or less.

Note: These descriptions are not to be used for the transfer of the above described real estate.



DEPARTMENT OF DEVELOPMENT SERVICES

Authorization from Owner

The undersigned, Brett Keeshin, being the Owner of the property commonly known as Block B & Lot 4 in Coastal Commerce, Part of Sec. 32-T15N-R2E, hereby authorizes _____ to file a (check all that apply):

☐ Zone Map Change	☒ Development Plan	☒ Primary Plat	☒ Secondary Plat
☒ Vacation	☒ Variance	☒ Special Exception	☐ Administrative Appeal

This consent shall remain in effect:

	until revoked by a written statement filed with the Department of Development Services.
	until: _____.

Signature

Printed

Title
(if applicable):

Date:

Brett Keeshin
Brett Keeshin
Authorized representative
7/1/21

Signature

Printed

Title
(if applicable)

Date

State of

County Of:

Wisconsin
Vilas

, SS:

State of

County Of:

, SS:

Subscribed and Sworn to before me this:

1 day of July, 2021

Notary Public Signature

Printed

Jason Lechleitner
Jason Lechleitner

My Commission expires:

8/15/2021 ~~2014~~

County of Residence:

Vilas, WI

Subscribed and Sworn to before me this:

_____ day of _____, 20____.

Notary Public Signature

Printed

My Commission expires:

_____, 2014.

County of Residence:



DEPARTMENT OF DEVELOPMENT SERVICES

Authorization from Owner

The undersigned, Star Alliance Brokerage Inc, being the Owner of the property commonly known as _____, hereby authorizes _____ to file a (check all that apply):

☐ Zone Map Change	☒ Development Plan	☒ Primary Plat	☒ Secondary Plat
☒ Vacation	☒ Variance	☒ Special Exception	☐ Administrative Appeal

This consent shall remain in effect:

	until revoked by a written statement filed with the Department of Development Services.
	until: _____

Signature

Printed

Manjit Singh Nagra

Title
(if applicable):

President

Date:

09/30/2021

Signature

Printed

Title
(if applicable)

Date

State of

Indiana

County Of:

MARION

,SS:

State of

County Of:

,SS:

Subscribed and Sworn to before me this:

36th day of September, 2021.

Subscribed and Sworn to before me this:

_____ day of _____, 20____.

Notary Public Signature

RYAN R. GREEN

Printed

Notary Public Signature

Printed

My Commission expires:

3/25/28

2014.

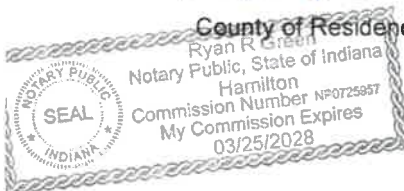
My Commission expires:

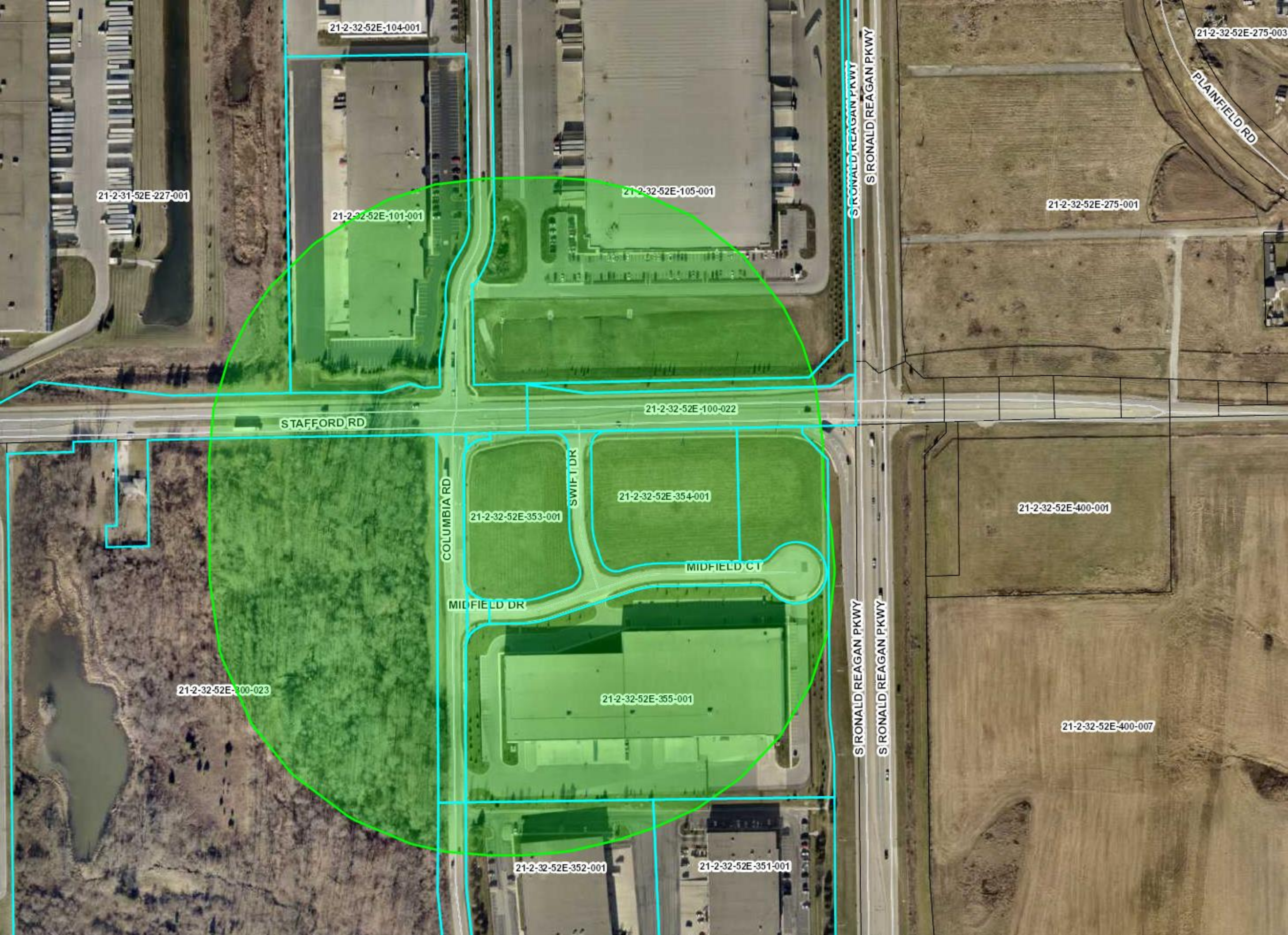
, 2014.

County of Residence:

HAMILTON

County of Residence:





21-2-32-52E-104-001

21-2-32-52E-275-003

PLAINFIELD RD

21-2-31-52E-227-001

21-2-32-52E-101-001

21-2-32-52E-105-001

21-2-32-52E-275-001

STAFFORD RD

21-2-32-52E-100-022

COLUMBIA RD

SWIFT DR

21-2-32-52E-354-001

21-2-32-52E-353-001

MIDFIELD CT

MIDFIELD DR

21-2-32-52E-355-001

21-2-32-52E-400-023

21-2-32-52E-400-001

21-2-32-52E-400-007

S RONALD REAGAN PKWY

S RONALD REAGAN PKWY

S RONALD REAGAN PKWY

S RONALD REAGAN PKWY

21-2-32-52E-352-001

21-2-32-52E-351-001

AIRWEST ASSOCIATES II LLC
320 N MERIDIAN ST Ste 700
Indianapolis, IN 46204

CP PLAINFIELD LLC
3500 CINCINNATI AVE Ste 325
Rocklin, CA 95765

CP PLAINFIELD LLC
C/O COASTAL PARTNERS LLC
700 GREEN ST Ste 202
CHICAGO, IL 60642

CPUS METRO AIR PLAINFIELD LP
C/O CBRE GLOBAL INVESTORS LLC
P.O. BOX 638
Addison, TX 75001

Indianapolis Airport Authority
7800 COL H WEIR COOK MEM DR
INDIANAPOLIS, IN 46241

INDIANAPOLIS GATEWAY INDUSTRIAL 4
C/O HSA COMMERCIAL REAL ESTATE
100 S WACKER DR Ste 950
Chicago, IL 60606

INDY 40 BUILDING 1 LLC 8.49% INT | JES
C/O HSA COMMERCIAL INC
100 S WACKER DR Ste 950
Chicago, IL 60606

INDY 40 BUILDING 2 LLC 48.51% INT & JE
C/O HSA COMMERCIAL
100 S WACKER DR Ste 950
Chicago, IL 60606

LBT INVESTORS LLC 12/15/16 WD 39.72%
C/O CUSHMAN WAKEFIELD
1825 BELL ST STE 100
Sacramento, CA 95825

PLAINFIELD TOWN OF
206 W MAIN ST
Plainfield, IN 46168

PROLOGIS THIRD US PROPERTIES LP
C/O PROLOGIS TAX COORDINATOR
1800 WAZEE ST
Denver, CO 80202

STAR ALLIANCE BROKERAGE INC
C/O MIDLAND OIL CORP
6979 HILLSDALE CT
Indianapolis, IN 46250

TOWN OF PLAINFIELD
206 W MAIN ST
Plainfield, IN 46168

TOWN OF PLAINFIELD
206 WEST MAIN STREET
Plainfield, IN 46168

CP PLAINFIELD LLC
3500 CINCINNATI AVE Ste 325
Rocklin, CA 95765

CP PLAINFIELD LLC
C/O COASTAL PARTNERS LLC
700 GREEN ST Ste 202
CHICAGO, IL 60642

CPUS METRO AIR PLAINFIELD LP
C/O CBRE GLOBAL INVESTORS LLC
P.O. BOX 638
Addison, TX 75001

INDIANA STATE OF
C/O INDOT REAL ESTATE DEVISION
100 N SENATE AVE ROOM N642
Indianapolis, IN 46204

Indianapolis Airport Authority
7800 COL H WEIR COOK MEM DR
INDIANAPOLIS, IN 46241

INDIANAPOLIS GATEWAY INDUSTRIAL 4
C/O HSA COMMERCIAL REAL ESTATE
100 S WACKER DR Ste 950
Chicago, IL 60606

INDY 40 BUILDING 1 LLC 8.49% INT | JES
C/O HSA COMMERCIAL INC
100 S WACKER DR Ste 950
Chicago, IL 60606

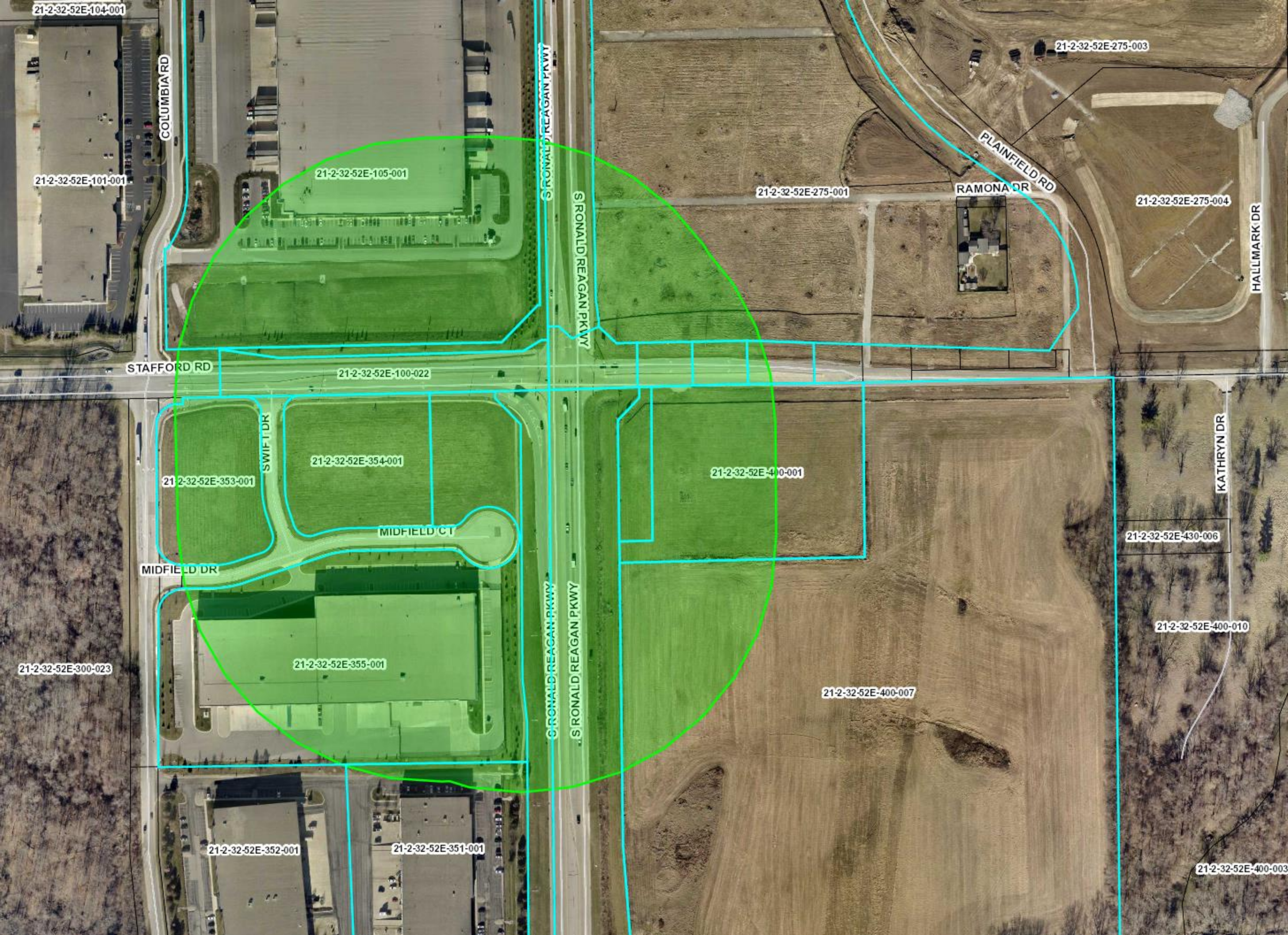
METRO AIR BUSINESS PARK II OWNER I
8900 KEYSTONE CROSSING
SUITE 100
Indianapolis, IN 46240

METRO AIR BUSINESS PARK II OWNER,
8900 KEYSTONE CROSSING STE 100
Indianapolis, IN 46240

PLAINFIELD TOWN OF
206 W MAIN ST
Plainfield, IN 46168

STAR ALLIANCE BROKERAGE INC
C/O MIDLAND OIL CORP
6979 HILLSDALE CT
Indianapolis, IN 46250

TOWN OF PLAINFIELD
206 WEST MAIN STREET
Plainfield, IN 46168



21-2-32-52E-104-001

21-2-32-52E-101-001

21-2-32-52E-275-003

COLUMBIAN RD

21-2-32-52E-105-001

S RONALD REAGAN PKWY

S RONALD REAGAN PKWY

21-2-32-52E-275-001

PLAINFIELD RD

RAMONA DR

21-2-32-52E-275-004

HALLMARK DR

STAFFORD RD

21-2-32-52E-100-022

SWIFT DR

21-2-32-52E-353-001

21-2-32-52E-354-001

MIDFIELD CT

21-2-32-52E-400-001

MIDFIELD DR

21-2-32-52E-355-001

S RONALD REAGAN PKWY

S RONALD REAGAN PKWY

21-2-32-52E-400-007

21-2-32-52E-430-006

KATHRYN DR

21-2-32-52E-400-010

21-2-32-52E-300-023

21-2-32-52E-352-001

21-2-32-52E-351-001

21-2-32-52E-400-003

	DEPARTMENT OF DEVELOPMENT SERVICES
	Project Contact Listing

APPLICANT

Name:	RaceTrac, Inc.
Street Address:	200 Galleria Parkway
City/Town:	Atlanta
State, ZIP:	GA, 30339
Phone Number:	678-986-3240
E-Mail:	jjanssen@racetrac.com

OWNER

Name:	See attached consent forms
Street Address:	
City/Town:	
State, ZIP:	
Phone Number:	
E-Mail:	

ENGINEER

Name:	Banning Engineering
Street Address:	853 Columbia Road, Suite 101
City/Town:	RaceTrac Plainfield
State, ZIP:	IN, 46168
Phone Number:	317-707-3708
E-Mail:	Sbrehob@banning-eng.com

ARCHITECT

Name:	
Street Address:	
City/Town:	
State, ZIP:	
Phone Number:	
E-Mail:	

ATTORNEY

Name:	Russell Brown
Street Address:	320 N. Meridian Street, Suite 1100
City/Town:	Indianapolis
State, ZIP:	IN., 46204
Phone Number:	317-637-1321 EXT 315
E-Mail:	rbrown@clarkquinnlaw.com

OTHER

Name:	
Street Address:	
City/Town:	
State, ZIP:	
Phone Number:	
E-Mail:	

Of the persons above, is there a designated contact person?

☐	Applicant	☐	Owner
☒	Engineer	☐	Architect
☐	Attorney	☐	Other



RaceTrac Petroleum, Inc.
200 Galleria Parkway SE, Suite 900
Atlanta, GA 30339

Board of Zoning Appeals
206 W Main Street
Plainfield, IN 46168

Property Located at Southwest Corner of Ronald Reagan Parkway and Stafford Road

Dear Board of Zoning Appeals,

RaceTrac is a family-owned company founded in 1934. Currently the second largest privately held company in Georgia, RaceTrac operates more than 550 corporate convenience stores and employs more than 10,000 people across the south and southeast. We pride ourselves on being first in class from both an operations and offering standpoint. RaceTrac is well known for providing a first-class convenience experience to its guests. Whether you're in need of a clean restroom, freshly prepared food and drink options, frozen yogurt with fresh cut fruit toppings or made to order coffees, RaceTrac is the one stop shop for you. Our proposed prototype consists of a 8,100 square foot building comprised primarily of brick and stacked stone. In addition to offering first class architecture and plentiful food and drink options, this location will offer indoor and outdoor seating with free WiFi. The goal is to create a much different atmosphere than traditional convenience stores, which has driven our growth and success.

As you are aware, RaceTrac is proposing to develop the subject property for a fueling station and/or convenience store which, with your approval, would include high-flow diesel fueling lanes, DEF, and CAT scale. The traffic count and surrounding developments make this a great site for latest RaceTrac concept. I wanted to take this opportunity to point out that while we have high flow diesel lanes, this is not a truck stop facility. We consider our use an amenity to the surrounding industrial/commercial buildings, but we will not offer truck parking, showers or any of the typical "truck stop" services. Our site will be well lit and equipped with over 20 security cameras to ensure public safety is met not only for our guests but our store associates. At RaceTrac, we encourage law enforcement presence at our locations by providing free coffee and fountain drinks while on duty.

RaceTrac has shown in the last 85 plus years that it is important to be open to change and plan for the future. We have a robust remodel program and continue to reinvest in our physical assets. We continue to keep a pulse on what is happening on a local and national level, and we are prepping our sites with conduit for future EV charging stations. RaceTrac is well aware of environmental impacts of hazardous materials. We go to great lengths to safeguard any spills and leaks. We meet/exceed any local and state regulations for containment, and our leak detection system sends real time feedback to the store.

To RaceTrac, planning for the future doesn't stop at the property boundary. We have completed a traffic study for this particular site and have concluded that right-of-way dedication will be needed for future road improvements, a new signal should be installed at the intersection of Stafford and Columbia, and additional lane configurations should be constructed. These are improvements that RaceTrac has committed to contributing to and would total roughly \$750,000-\$1M in cost. Our primary strategy for this site is to provide a service for the surrounding industrial uses and not pull cars/trucks from I-70. Larger facilities designed to attract trucks and cars from the interstate typically offer truck parking, showers, a truck service center, and other amenities for them to rest for hours. We anticipate a majority of our guests to be passerby traffic since we are not considered a destination use.



RaceTrac Petroleum, Inc.
200 Galleria Parkway SE, Suite 900
Atlanta, GA 30339

While architecture, design and use are important factors for jurisdictions to consider of any development, so is economic growth and tax revenue. This particular store will employ 25-30 individuals and offer very competitive wages. We will have 5 store managers and the rest will be full and part time store associates. The starting wages for a part time store associate is \$10.50/hour with advancement opportunities. The store managers will make anywhere from \$15/hour (relief manager) to \$67,000/year plus bonus. Our development is expected to cost roughly \$10M and would complete construction on a piece of property that has sat vacant for a long time. With our project, we are not asking for any economic assistance, such as tax abatements or TIF money, to help offset construction costs. RaceTrac expects this location to generate roughly \$300,000 in annual sales tax and property tax revenue. Additionally, the fuel sales are anticipated to generate roughly \$2.75M in annual sales tax and motor fuel tax. We look forward to working to further conversation and working with the Town on this development.

Best Regards,

Jon Janssen
jjanssen@racetrac.com

	DEPARTMENT OF DEVELOPMENT SERVICES
	Findings of Fact: Variance of Use

Project Name:	RaceTrac Plainfield
Address/Location:	3090 Midfield Court - SWC Stafford and Ronald Reagan Parkway
Docket Number:	

<u>FINDING</u>	<u>APPLICANT RESPONSE</u>
1. The variance of use will not be injurious to the public health, safety, morals, and general welfare of the community because:	See attachment
2. The use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner because:	
3. The need for the variance of use arises from the following condition peculiar to the property involved because:	
4. The strict application of the terms of the Zoning Ordinance will constitute an unnecessary hardship if applied to the property for which the variance is sought because:	
5. The approval does not interfere substantially with the Plainfield Comprehensive Plan because:	

PLAINFIELD BOARD OF ZONING APPEALS

The VARIANCE is hereby APPROVED this _____ day of _____, 201_____.

_____	_____	_____
_____	_____	_____

Variances of Use Request

Truck Fueling Station

Findings:

1. The variance of use will not be injurious to the public health, safety, morals, and general welfare of the community because:

Response: The proposed use typically falls under Commercial zoning classifications and will be a less intense use than the surrounding zoning classifications. The development will not be injurious to the community because it will create a much-needed amenity to the surrounding industrial developments.

2. The use and value of the area adjacent to the property included in the variance will not be affected in an adverse manner because:

Response: The site is undeveloped today, so the development being proposed will actually increase the value of surrounding uses. The proposed use will ensure that local transportation uses still consider this area desirable since it will fill a void that currently exists for their operation.

3. The need for the variance of the use arises from the following condition peculiar to the property involved because:

Response: The site has 4 public street frontages, requiring 360 degree architecture and is located on the edge of one of the largest, if not the largest concentrated warehousing and logistics areas in Indiana. The property is not large enough for a warehousing use and there has been no interest in fast food, banking, pharmacy type uses. It's direct proximity to the airport flight path is detrimental for office and other "quite" type uses. Access to the site is difficult when shift changes occur on the adjacent warehousing sites and at peak AM and PM times. Significant traffic improvements are necessary to make this site function. There are no GC uses permitted that can afford to make the necessary upgrades for access and no uses that can afford to grant a significant portion of the site for right-of-way needs given the value of the land. There are no other truck fueling facilities in the area. The site is not visible or convenient to the interstate for passer-by access. The site location should be considered neighborhood serving in the sense that the proposed use will benefit and is intended to serve the adjacent warehousing and logistic uses. Most of those uses are accessing Ronald Reagan Parkway to connect north or south to the interstate. The location, number of frontages, cost and access make this a peculiar site.

4. The strict application of the terms of the Plainfield Zoning Ordinance will constitute an unnecessary hardship if applied to the property for which the variance is sought because:

Response: The Plainfield Zoning Ordinance was specifically crafted to prohibit truck stops. RaceTrac is not a truck stop. No overnight parking facilities are provided or permitted, there are no shower or laundry facilities provided. The primary purpose of the RaceTrac center is the sale of fuel and convenience food items. The site is located within one of the largest, if not the largest concentrated warehousing and logistics areas in Indiana. The fact that it sells diesel fuel to trucks, which constitute a large portion of the overall traffic in the area automatically requires it to seek a use variance.

5. The approval does not interfere substantially with the Plainfield Comprehensive Plan because:

Response: The Comprehensive Plan Land Use Map identifies this site as light industrial/warehousing as does the commercial/industrial areas map. The Growth Strategy Map identifies this site as a primary growth area. The site is not large enough for warehousing use and with regards to light industrial, could only accommodate a small trades type use. Approval of a fuel center, which supports the adjacent warehousing and logistics area could be considered an accessory use to the overall area. It is a necessary use for continued use and growth of the area and is not currently or conveniently met in close proximity. The site is located on a primary arterial, connecting interstates north and south. It will not draw traffic into local roads and areas not planned or anticipated for heavy truck traffic.

	DEPARTMENT OF DEVELOPMENT SERVICES
	Findings of Fact: Variance of Development Standards

Project Name:	RaceTrac Plainfield
Address/Location:	3090 Midfield Court - SWC Stafford and Ronald Reagan Parkway
Docket Number:	

<u>FINDING</u>	<u>APPLICANT RESPONSE</u>
1. The variance of use will not be injurious to the public health, safety, morals, and general welfare of the community because:	See attachment
2. The use and value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner because:	
3. The strict application of the terms of the Plainfield Zoning Ordinance would result in an unnecessary hardship in the use of the property because:	

PLAINFIELD BOARD OF ZONING APPEALS

The VARIANCE is hereby APPROVED this _____ day of _____, 20_____.

_____	_____	_____
_____	_____	_____

Variance of Development Standards Request - #1

Location of Pumps

Findings:

1. The variance of use will not be injurious to the public health, safety, morals, and general welfare of the community because:

Response: The fuel pumps are located in proximity to the store such that they are visible from the sales area. Locating them behind the building, as suggested by the ordinance, and away from view of attendants on site could result in a safety issue should an emergency arise at the pump with a fuel dispensing incident. A site with 4 street frontages does not have a location where the pumps would not be situated between the building and the street.

2. The use and value of the area adjacent to the property included in the variance will not be affected in an adverse manner because:

Response: Locating the fuel pumps between the building and a public street will not have any adverse effect on the use of the adjacent property as those adjacent properties are a warehousing and logistics use and are located 140' south and 4540' north of the RaceTrac site. A partially screened view of the pumps from those properties will not negate or adversely affect operation or use of those properties for their intended purpose.

3. The strict application of the terms of the Plainfield Zoning Ordinance will constitute an unnecessary hardship if applied to the property for which the variance is sought because:

Response: The site has 4 public road frontages. There is no location where the pumps could be situated and meet the ordinance. Compliance under any circumstances is not possible.

Variance of Development Standards Request - #2

Number of Pumps From 12 to 14

Findings:

1. The variance of use will not be injurious to the public, health, safety, morals, and general welfare of the community because:

Response: The number of pumps (14) proposed on site is a function of the anticipated traffic and use of the site. Reducing the number of pumps could result in vehicle stacking issues on site. Excessive vehicle stacking could create circulation issues internal to the site and spillover onto the adjacent public roadways.

2. The use and value of the area adjacent to the property included in the variance will not be affected in an adverse manner because:

Response: The number of pumps proposed on site is appropriate for the anticipated traffic and use. A reduction in the number of pumps to below that which is anticipated to be necessary could have a negative impact on the use and value of the adjacent property if vehicles stacking and circulation restricts access to those sites. Permitting the number of pumps requested is a means to alleviate that concern.

3. The strict application of the terms of the Plainfield Zoning Ordinance will constitute an unnecessary hardship if applied to the property for which the variance is sought because:

Response: A reduction in the number of pumps requested such that the functionality of the site is compromised is an unnecessary burden and could potentially create problems for adjacent properties.

Variance of Development Standards Request - #3

Auto Canopy Connected to Primary Building

Findings:

1. The variance of use will not be injurious to the public, health, safety, morals, and general welfare of the community because:

Response: Connecting the canopy to the primary building structure is an architectural style feature and does not impact the safety, public health, morals, or general welfare of the community.

2. The use and value of the area adjacent to the property included in the variance will not be affected in an adverse manner because:

Response: An architectural style choice to not connect the fuel canopy to the primary building does not have any impact on the use and function of the adjacent warehousing properties. The architectural style of those properties is a tilt-up concrete panel building with significant blank wall space. The RaceTrac building will not detract from but will enhance the architectural character of the area.

3. The strict application of the terms of the Plainfield Zoning Ordinance will constitute an unnecessary hardship if applied to the property for which the variance is sought because:

Response: One of the goals of the Comprehensive Plan and Zoning Ordinance is to promote quality architecture. The RaceTrac market provides 360 degree architecture and complies with the architectural design requirements of the ordinance. Connecting the fuel canopy to the primary structure results in a significant architectural impact to the style of the proposed building. It is not necessary for any functionality or safety and is purely a stylistic choice.

Variance of Development Standards Request - #4

Auto Canopy Connected Must Have a Hip or Gable Roof

Findings:

1. The variance of use will not be injurious to the public health, safety, morals and general welfare of the community because:

Response: The requirement to have a hip roof on the canopy is an architectural style choice and was written in the ordinance in an attempt to make the canopy blend better into a residential setting. The buildings adjacent to this site are tilt-up concrete panel warehouse buildings with walls in the 30-40' height range. The lack of a gabled roof on the auto canopy will have no effect on the public health, safety, morals and general welfare of the community.

2. The use and value of the area adjacent to the property included in the variance will not be affected in an adverse manner because:

Response: An architectural style choice building does not have any impact on the use and function of the adjacent warehousing properties. The architectural style of those properties is a tilt-up concrete panel building with significant blank wall space. The RaceTrac building will not detract from but will enhance the architectural character of the area.

3. The strict application of the terms of the Plainfield Zoning Ordinance will constitute an unnecessary hardship if applied to the property for which the variance is sought because:

Response: One of the goals of the Comprehensive Plan and Zoning Ordinance is to promote quality architecture. The RaceTrac market provides 360 degree architecture and complies with the architectural design requirements of the ordinance. A gabled roof is not stylistically compatible with a flat roof raised parapet building. Requiring a gabled style roof on the canopy will also result in the need for a height variance. Requiring an incompatible architectural style that results in the need to obtain a different variance is an unnecessary burden.

Variance of Development Standards Request - #5

Diesel Canopy Connected to Primary Building

Findings:

1. The variance of use will not be injurious to the public, health, safety, morals and general welfare of the community because:

Response: Connecting the canopy to the primary building structure is an architectural style feature and does not impact the safety, public health, morals, or general welfare of the community. It is not necessary and does not work, architecturally for a building with a flat roof and raised parapet.

2. The use and value of the area adjacent to the property included in the variance will not be affected in an adverse manner because:

Response: An architectural style choice to not connect the fuel canopy to the primary building does not have any impact on the use and function of the adjacent warehousing properties.

3. The strict application of the terms of the Plainfield Zoning Ordinance will constitute an unnecessary hardship if applied to the property for which the variance is sought because:

Response: Connecting the fuel canopy to the primary structure results in a significant architectural impact to the style of the proposed building. It is not necessary for any functionality or safety and is purely a stylistic choice.

Variance of Development Standards Request - #6

Diesel Canopy Must Have a Hip or Gable Roof

Findings:

1. The variance of use will not be injurious to the public health, safety, morals and general welfare of the community because:

Response: The requirement to have a hip roof on the canopy is an architectural style choice and was written in the ordinance in an attempt to make the canopy blend better into a residential setting. The buildings adjacent to this site are tilt-up concrete panel warehouse buildings with walls in the 30'-40' height range. The lack of a gabled roof on the auto canopy will have no effect on the public health, safety, morals, and general welfare of the community.

2. The use and value of the area adjacent to the property included in the variance will not be affected in an adverse manner because:

Response: An architectural style choice building does not have any impact on the use and function of the adjacent warehousing properties.

3. The strict application of the terms of the Plainfield Zoning Ordinance will constitute an unnecessary hardship if applied to the property for which the variance is sought because:

Response: The diesel canopy, with a flat roof, will require a height variance as the industry standard recommended clearance is 18'. Requiring a gabled style roof on the canopy will result in a significantly greater canopy height and is an unnecessary burden.

Variance of Development Standards Request - #7

All Sides of Building Facing a Right-of-Way Must Have a Public Entrance

Findings:

1. The variance of use will not be injurious to the public health, safety, morals and general welfare of the community because:

Response: This site has 4 public street frontages. The north, south and west sides of the building have a public entrance. There is an entrance on the east side of the building that looks like a public entrance but is an emergency exit only. Because most convenience stores have bathrooms, back of house, and cooler space abutting exterior walls, it is very challenging to have 4 public entrances. Not including a public entrance on the east side of the building does not create an injury to the public health, safety, morals, and general welfare of the community as access is available on all other sides.

2. The use and value of the area adjacent to the property included in the variance will not be affected in an adverse manner because:

Response: Access to and from the adjacent properties to the north and south is provided via sidewalk connections. Employees and patrons of those adjacent properties can still access the RaceTrac market building. The lack of a public entrance on the east side of the building does not negate that access in an adverse manner.

3. The strict application of the terms of the Plainfield Zoning Ordinance will constitute an unnecessary hardship if applied to the property for which the variance is sought because:

Response: The arrangement of the store requires that entrances be visible from the main checkout area for staff safety, patron safety and store security. Adding a public entrance in a blind spot for staff could impact security in a negative manner. The requirement for a public entrance on the east side of the building constitutes an unnecessary hardship, given that all other sides of the building have a public entrance.

Variance of Development Standards Request - #8

Canopy Exceeding 20' in Over All Height

Findings:

1. The variance of use will not be injurious to the public, health, safety, morals and general welfare of the community because:

Response: The industry standard recommended clearance for the diesel canopy is 18'. The canopy has a flat parapet roof that is 4' in height, resulting in an overall canopy height of 22'. A reduction in canopy height could have an impact in public safety. Permitting the height variance will not cause injury to the public health, safety, morals, and general welfare of the community

2. The use and value of the area adjacent to the property included in the variance will not be affected in an adverse manner because:

Response: The adjacent warehousing buildings, located 140' south and 450' north of the site will not be impacted in a negative manner by a 2' height variance given that the overall height of the adjacent buildings is 30'-40' and the main entrances will still be clearly visible from Ronald Reagan, Stafford and Columbia. No adverse effect is created by allowing the variance.

3. The strict application of the terms of the Plainfield Zoning Ordinance will constitute an unnecessary hardship if applied to the property for which the variance is sought because:

Response: A reduction in the height of the diesel canopy creates a clearance less than that recommended by industry standard could result in a public safety issue. The additional 2' height required has no impact on the adjacent property or the community and is indiscernible by motorist or pedestrians on or adjacent to the site. Requiring the canopy to be 2' lower is an unnecessary hardship.

	DEPARTMENT OF DEVELOPMENT SERVICES
	Findings of Fact: Special Exception

Project Name:	RaceTrac Plainfield
Address/Location:	3090 Midfield Court - SWC Stafford and Ronald Reagan Parkway
Docket Number:	

<u>FINDING</u>	<u>APPLICANT RESPONSE</u>
1. The Special Exception Use will not be injurious to the public health, safety, morals, and general welfare of the community because:	See attachment
2. The proposed use will not injure or adversely affect the adjacent area or property values therein because: :	
3. The proposed use will be consistent with the character of the District, land uses authorized therein and the Town of Plainfield Comprehensive Plan because:	

PLAINFIELD BOARD OF ZONING APPEALS

The VARIANCE is hereby APPROVED this _____ day of _____, 20_____.

Special Exception Request

Alcoholic Beverage Sales

Findings:

1. The Special Exception Use will not be injurious to the public health, safety, morals and general welfare of the community because:

Response: The sale of warm beer and wine will not be injurious to the public health and safety of the community. Sales of this nature are customary at convenience stores, if a license can be procured. The license we will be applying for will be for offsite consumption so there will be no impact to the safety of the area.

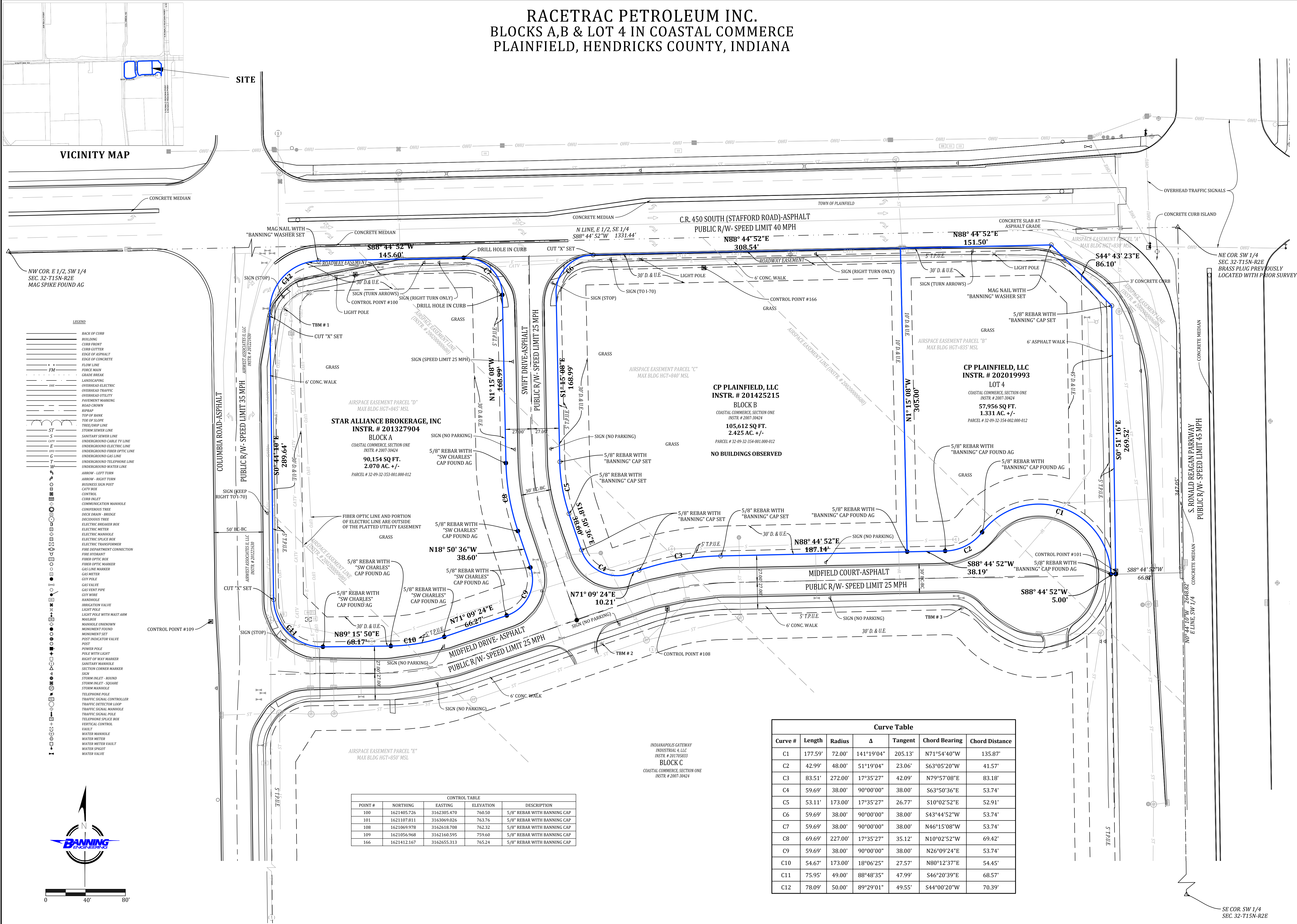
2. The proposed use will not injure or adversely affect the adjacent area or property value therein because:

Response: The adjacent property uses are warehousing in nature. There are no schools, churches, daycares near the site. The nearest type of use that could potentially be impacted is a daycare on Stanley Road located approximately 1.5 miles to the SW. The nearest residential use is a single home located 800' west of the site on Stafford Road and screened by 600' of existing mature woods. The primary function of the RaceTrac site is fuel and convenience sales. Alcoholic beverage sales is an incidental offering. The incidental sale of warm beer and wine will not have an adverse impact on the adjacent warehousing properties.

3. The proposed use will be consistent with the character of the District, land uses authorized therein and the Town of Plainfield Comprehensive Plan because:

Response: Warm beer and wine sales, at convenience stores, is consistent with surrounding centers of this nature. There is a convenience store roughly 2 miles from this particular location that sells the same products as being proposed here.

RACETRAC PETROLEUM INC.
BLOCKS A,B & LOT 4 IN COASTAL COMMERCE
PLAINFIELD, HENDRICKS COUNTY, INDIANA



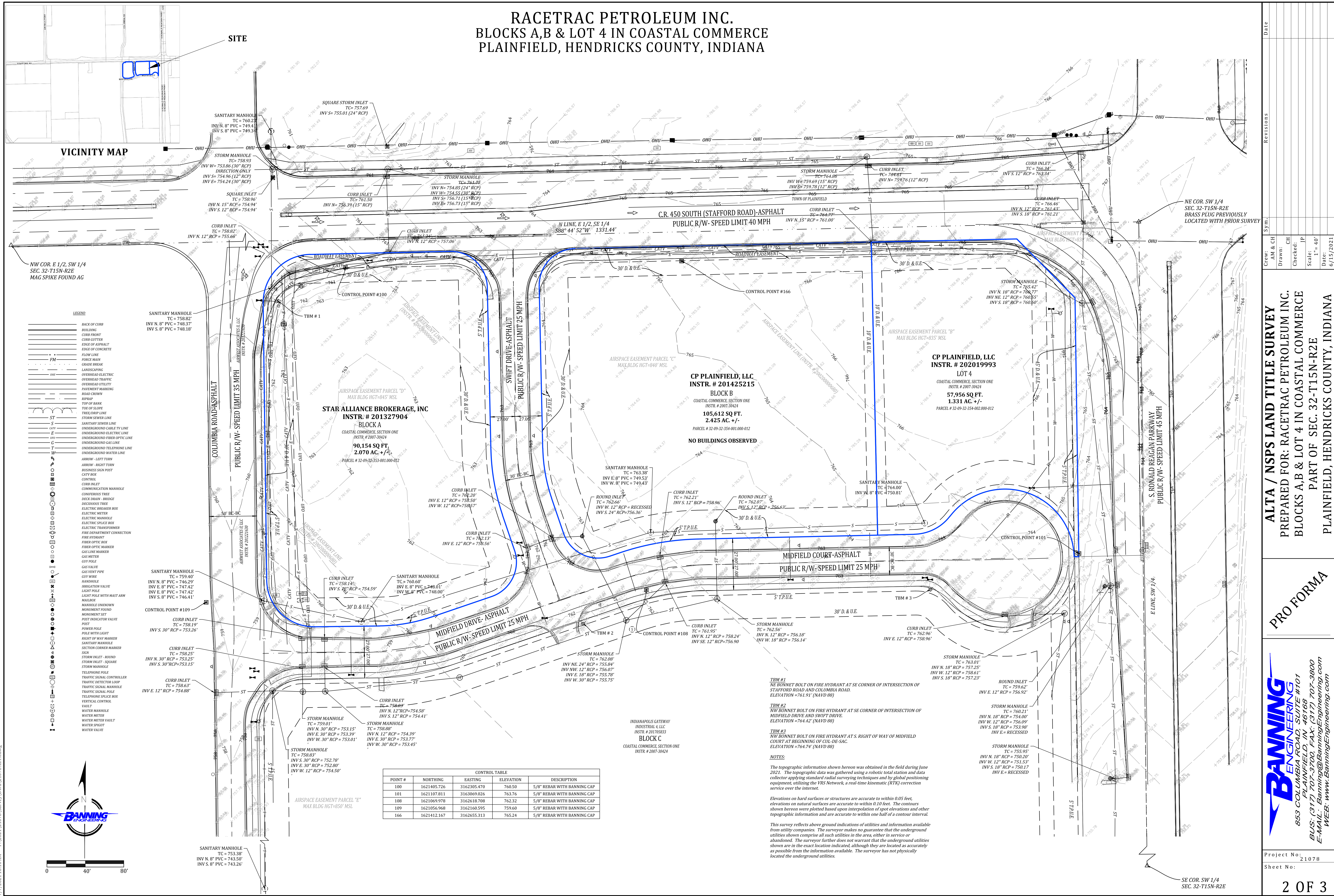
ALTA / NSPS LAND TITLE SURVEY
PREPARED FOR: RACETRAC PETROLEUM INC.
BLOCKS A,B & LOT 4 IN COASTAL COMMERCE
PART OF SEC. 32-T15N-R2E
PLAINFIELD, HENDRICKS COUNTY, INDIANA

PRO FORMA

BANNING
ENGINEERING
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WEB: www.BanningEngineering.com

Project No: 21078
Sheet No:

RACETRAC PETROLEUM INC.
BLOCKS A,B & LOT 4 IN COASTAL COMMERCE
PLAINFIELD, HENDRICKS COUNTY, INDIANA



ALTA / NSPS LAND TITLE SURVEY
PREPARED FOR: RACETRAC PETROLEUM INC.
BLOCKS A,B & LOT 4 IN COASTAL COMMERCE
PART OF SEC. 32-T15N-R2E
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RACETRAC PETROLEUM INC.
BLOCKS A,B & LOT 4 IN COASTAL COMMERCE
PLAINFIELD, HENDRICKS COUNTY, INDIANA

LAND DESCRIPTIONS PER TITLE COMMITMENT AND REPORT OF SEARCH

Lot 4 in Coastal Commerce, Section 1, an addition to the Town of Plainfield, as per plat thereof recorded November 30, 2007 in Plat Cabinet 7, Slide 32, Pages 1AB, as Instrument Number 207030424 in the Office of the Recorder of Hendricks County, Indiana.

Block A in Coastal Commerce, Section 1, an addition to the Town of Plainfield, as per plat thereof recorded November 30, 2007 in Plat Cabinet 7, Slide 32, Pages 1AB, as Instrument Number 2007030424 in the Office of the Recorder of Hendricks County, Indiana.

SURVEYOR'S REPORT

In accordance with Title 865, Article 1, Chapter 12 of the Indiana Administrative Code ("Rule 12"), the following observations, opinions, and comments are declared regarding the various uncertainties in the locations of lines and corners found or located this survey as a result of the uncertainties in reference monumentation; in record description and plats; in lines of occupation; and as introduced by random errors in measurements ("Relative Positional Accuracy"). There may be unwritten rights associated with these uncertainties. The client should assume there is an amount of uncertainty along any title line equal in magnitude to the discrepancy in the location of the lines of possession from the surveyed lines.

The **purpose of this survey** was to perform an ALTA/NSPS Land Title Survey on the lands of CP Plainfield, LLC and recorded as Instrument Numbers 201425215 & 202019993 and Star Alliance Brokerage, Inc as Instrument Number 201327904 in the Office of the Recorder of Hendricks County. Information and data used to perform this survey includes, but is not limited to, the following: the deeds and/or plats of the surveyed property and adjoining properties and monuments and physical evidence found as shown on the plat of the survey.

REFERENCE DOCUMENTS

Reference documents recovered, analyzed and used in this survey consisted of the following:

- The plat of Coastal Commerce, Section One, prepared by Banning Engineering, certified by Brian L. Haggard, dated November 12, 2007 and recorded as Instrument Number 200730424 in the Office of the Recorder of Hendricks County.
- A retracement survey for the Indianapolis Airport Authority, prepared by Banning Engineering, certified by Brian L. Haggard dated November 13, 2008 and referenced as Banning Job Number 07052.
- An ALTA/ACSM Land Title Survey prepared by the Schneider Corporation, certified by Bryan F. Catlin dated August 11, 2005 and referenced as Schneider Corp. Job Number 1918.027.

BASIS OF BEARINGS

The basis of bearings for this plat of survey is the use of a State Plane grid system derived from the West Zone of the Indiana State Plane Coordinate System (1302 IN West Zone - N.A.D. 1983), 2011 adjustment. Geoid Model 18 was used for all GPS observations. The said system was verified utilizing the VRS Network, a real-time kinematic (RTK) correction service over the internet. This survey has been performed in US Survey Feet. All measurements on this survey are derived from grid coordinates.

There may be differences of deed dimensions versus measured dimensions along the title lines shown hereon and, likewise, survey markers may be found near, but not precisely at, some title corners. In cases where the magnitude of this difference is less than the Relative Positional Accuracy (stated below) and/or less than the uncertainty identified for the reference monumentation (discussed below), the difference may be considered insignificant and is shown only for the purposes of mathematical closure. Such differences that are greater than the Relative Positional Accuracy and/or the uncertainty in reference monumentation shall be considered worthy of notice and are therefore discussed further below.

RELATIVE POSITIONAL INFORMATION

The Relative Positional Precision defined by ALTA/NSPS Land Title Survey (Accuracy as defined in IAC 865) (due to random errors in measurement) of the corners of the surveyed property located with this survey are within the specification for an Urban Survey (0.07 feet ± 50 parts per million).

SECTION CORNERS

The corners of the Southwest quarter of Section 32, Township 15 North, Range 2 East were used to perform this survey. A Mag spike was found flush with grade marking the Northwest corner of the East half of the Southwest Quarter of said Section. A previous Banning Engineering survey was used for the location of the Northeast corner of the Southwest Quarter of said Section 32. This monument is located inside a monument box in the intersection of Stafford Road and Ronald Reagan Parkway. Due to traffic and safety concerns, the location from the previous survey was used. These monuments shown in this survey were found in good, stable condition and per the references the previous Banning Engineering survey for Coastal Commerce, Section One and references found in the Hendricks County Surveyor's Office.

ADDITIONAL MONUMENTS

The location of the lines and corners of the surveyed property are dependent upon the geometric data shown and the monuments found, accepted, and/or located with this survey. Those monuments shown with no variation were found to be within 0.21 feet of the computed position and it is my opinion that their variations do not need to be addressed. Additional monuments were located during the course of this survey that aided in the establishment of the parcel lines. Unless otherwise noted, all found and set monuments are in good condition flush with existing grade.

- Several 5/8 inch diameter rebars with caps stamped "SW Charles" were found along the boundary of Block "A" in Coastal Commerce, Section One. These origin of these monuments is unknown, however, they were found to agree with other monuments in the area and the platted geometry of said Coastal Commerce, Section One.
- Several 5/8 inch diameter rebars with caps stamped "Banning Eng Firm # 0060" were found along the boundary lines of Lot 4 in Coastal Commerce, Section One. These monuments are believed to have been set during the survey for said subdivision. These monuments were found to agree with the platted geometry and were held as corners of said Lot 4.

THEORY OF LOCATION

The boundary lines of the surveyed properties were retraced per the record geometry of the plat of Coastal Commerce, Section One.

All easements were located per the platted geometry.

Roads and rights of way were located per platted geometry and while conducting fieldwork during the course of this survey.

Columbia Road Right of Way- statement taken from Banning Project Number 07052

Upon deed and easement research for this survey, it was found that the right of way documents for Columbia Road had inadvertently not been recorded. A letter dated April 22, 2008 from Timothy A. Belcher, P.E., Town Engineer for the Town of Plainfield, indicated that he requirements needed to dedicate Columbia Road to the Town have been met under Indiana Law, therefor Columbia Road is "Public Right of Way" and is shown as such on the survey plot. Mr. Belcher is working with Airwest Associates II, LLC, the current owner of the right of way parcel, to get the appropriate documents executed and entered into public record with the Hendricks County Recorder. The land description for said right of way parcel was provided to the undersigned and the writings thereof were coincident with the west line of Sierra Gateway Park.

POSSESSION

Fences, drives and utilities were found at, along, and near the lines of the surveyed parcel. See the plat of survey for further information about evidence of possession.

GAPS AND/OR OVERLAPS

No deed gaps, overlaps or gores were found with the surveyed property and the lines of the adjoiners.

UNCERTAINTIES

The uncertainties of the survey are shown as follows:

Availability and condition of reference monuments: 0.21 feet (monument on east line of Block "A")
Occupation or possession lines: 13 feet (back of walk on north line of Block "B")
Clarity or ambiguity of record descriptions and/or adjoin descriptions: 0.0 feet

TITLE COMMITMENT

Evidence of source of title for the surveyed property was provided in the form of Royal Title Service, per Commitment Number 21-1325, effective February 24, 2021 and a Report of Search referenced as File Number 21-1887. Part of the items shown thereon may have been depicted on the survey and are identified by their recording data. Should any additional items need to be depicted on the survey please advise and provide the appropriate documents. The within plat and survey were prepared without benefit of current evidence of source of title for the adjoiners to the surveyed property and are therefore subject to any statement of facts revealed by examination of such documents.

Commitment Number 21-1325 Schedule B- Section II Exceptions

Item 10. Restrictions, covenants, conditions, easements, assessments, leases, servitudes and building set back lines appearing in the public records per Coastal Commerce, Section 1, an addition to the Town of Plainfield, as per plat thereof recorded November 30, 2007 in Plat Cabinet 7, Slide 32, Pages 1AB, as Instrument Number 2007030424 in the Office of the Recorder of Hendricks County, Indiana, but omitting any covenant or restriction based on race, color, religion, sex, handicap, familial status, or national origin unless and only to the extent that said covenant (a) is exempt under Chapter 42, Section 3604(c) of the United States Code or (b) relates to handicap but does not discriminate against handicapped persons. *This document refers to the covenants, restrictions, conditions, assessments, leases, servitudes, and building setback lines of the outparcel that encumber the surveyed property (Block A).*

Item 11. Restrictions, covenants, conditions, easements, assessments, leases, servitudes and building set back lines appearing in the public records per Declaration of covenants and Restrictions and Grant of Easements dated September 30, 2013, recorded October 8, 2013 as Instrument Number 201327905 in the Office of the Recorder of Hendricks County, Indiana, but omitting any covenant or restriction based on race, color, religion, sex, handicap, familial status, or national origin unless and only to the extent that said covenant (a) is exempt under Chapter 42, Section 3604(c) of the United States Code or (b) relates to handicap but does not discriminate against handicapped persons. *This document refers to the covenants, restrictions, conditions, assessments, leases, servitudes, and building setback lines of the outparcel that encumber the surveyed property (Block A).*

Item 14. Warranty Deed in favor of Airwest Associates II, LLC dated December 21, 2001, recorded January 4, 2002 as Instrument Number 200200000280 in the Office of the Recorder of Hendricks County, Indiana. *Warranty deed from Indianapolis Airport Authority to Airwest Associates II, LLC with the reservation and retainment of a perpetual airspace easement and right of way. This easement encumbers the surveyed properties. Airspace easement maximum building heights and lines are shown in this survey.*

Report of Search 21-1887 Miscellaneous

Item 20. Perpetual Right of Way Easement (Airspace Easement) set forth in Corporate Special Warranty Deed in favor of Airwest Associates II, LLC dated December 21, 2001, recorded January 4, 2002 as Instrument Number 200200000280 in the Office of the Recorder of Hendricks County, Indiana. *Warranty deed from Indianapolis Airport Authority to Airwest Associates II, LLC with the reservation and retainment of a perpetual airspace easement and right of way. This easement encumbers the surveyed properties. Airspace easement maximum building heights and lines are shown in this survey.*

Item 21. Matters set forth in ALTA Land Title Survey by Bryan F. Catlin RLS No. 910012 under Project No. 1918.021 dated August 27, 2003, recorded June 23, 2004 as Instrument Number 200400019847 in the Office of the Recorder of Hendricks County, Indiana. (Affects additional real estate). *ALTA Land Title Survey on the land of Airwest Associates II, LLC. The surveyed properties are included in this survey.*

Item 22. Matters set forth in ALTA Land Title Survey by Bryan F. Catlin RLS No. 910012 under Project No.1918.027 dated August 11, 2005, recorded April 24, 2006 as Instrument Number 200600010595 in the Office of the Recorder of Hendricks County, Indiana. (Affects additional real estate). *ALTA Land Title Survey on the land of Airwest Associates II, LLC. The surveyed properties are included in this survey.*

Item 23. Restrictions, covenants, conditions, easements, assessments, leases, servitudes and building setback lines appearing in the public records per Coastal Commerce, Section 1, an addition to the Town of Plainfield, as per plat thereof recorded November 30, 2007 in Plat Cabinet 7, Slide 32, Pages 1AB, as Instrument Number 2007030424 in the Office of the Recorder of Hendricks County, Indiana, but omitting any covenant or restriction based on race, color, religion, sex, handicap, familial status, or national origin unless and only to the extent that said covenant (a) is exempt under Chapter 42, Section 3604(c) of the United States Code or (b) relates to handicap but does not discriminate against handicapped persons. *This document refers to the Plat of Coastal Commerce, Section One and the covenants, restrictions, conditions, assessments, leases, servitudes, and building setback lines that encumber the surveyed properties.*

Item 24. Restrictions, covenants, conditions, easements, assessments, leases, servitudes and building setback lines appearing in the public records per Declaration of covenants and Restrictions and Grant of Easements dated September 30, 2013, recorded October 8, 2013 as Instrument Number 201327905 in the Office of the Recorder of Hendricks County, Indiana, but omitting any covenant or restriction based on race, color, religion, sex, handicap, familial status, or national origin unless and only to the extent that said covenant (a) is exempt under Chapter 42, Section 3604(c) of the United States Code or (b) relates to handicap but does not discriminate against handicapped persons. *This document refers to the covenants, restrictions, conditions, assessments, leases, servitudes, and building setback lines of the outparcel that encumber the surveyed property (Block A).*

Item 25. Terms and provisions set forth in Grant of Repurchase Option agreement, 25. by and between Plainfield 17, LLC and Star Alliance Brokerage, Inc. dated September 30, 2013, recorded October 8, 2013 as Instrument Number 201327906 in the Office of the Recorder of Hendricks County, Indiana. *Repurchase option between Plainfield 17, LLC and Star Alliance Brokerage, Inc stating if the grantee fails to comply with the covenants stated in this document Plainfield 17, LLC has the right to repurchase the property. This document encumbers the surveyed property (Block A).*

FLOOD STATEMENT

The surveyed property appears to be located in Zone "X" (areas determined to be outside the 0.2% annual chance floodplain) per the Flood Insurance Rate Map (FIRM) for Hendricks County, Indiana, community panel 18063C0279D, revised date September 25, 2009, Federal Emergency Management Agency, National Flood Insurance Program. Per said FIRM, this parcel does not lie within the boundary of a Special Flood Hazard Area. The accuracy of any flood hazard statement is subject to map scale uncertainty.

SURVEYOR'S CERTIFICATE

To: Del Lago Ventures, Inc., a Georgia Corporation, Cp Plainfield, LLC and Royal Title Services.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 5, 6(b), 8, 11(a), 13, 16 & 17 of Table A thereof. The fieldwork was completed on *June 11, 2021*.

Further, I, Jonathan D. Polson, a Registered Land Surveyor in the State of Indiana, hereby state that, to the best of my information, knowledge, and belief, this plat represents a survey completed under my supervision and in accordance with Title 865, Article 1, Chapter 12 of the Indiana Administrative Code.

Date: _____

Prepared by: Jonathan D. Polson
PS No. LS21500011
State of Indiana

NOTES:

No zoning report or letter was provided by the client at the time of the survey.

No evidence of recent earth moving work, building construction, or building additions observed in the process of conducting fieldwork.

All underground utilities are shown per Indiana 811 utility locate ticket # 2106035008.

In providing this survey no attempt has been made to obtain or show data concerning the existence, size, depth, condition, capacity or location of any utility existing on the site, whether private, municipal or public owned except as shown otherwise.

Subsurface and environmental conditions were not surveyed, examined, or considered as part of this survey. No evidence or statement is made concerning the existence of underground or overhead conditions, containers or facilities that may affect the use or development of this property.

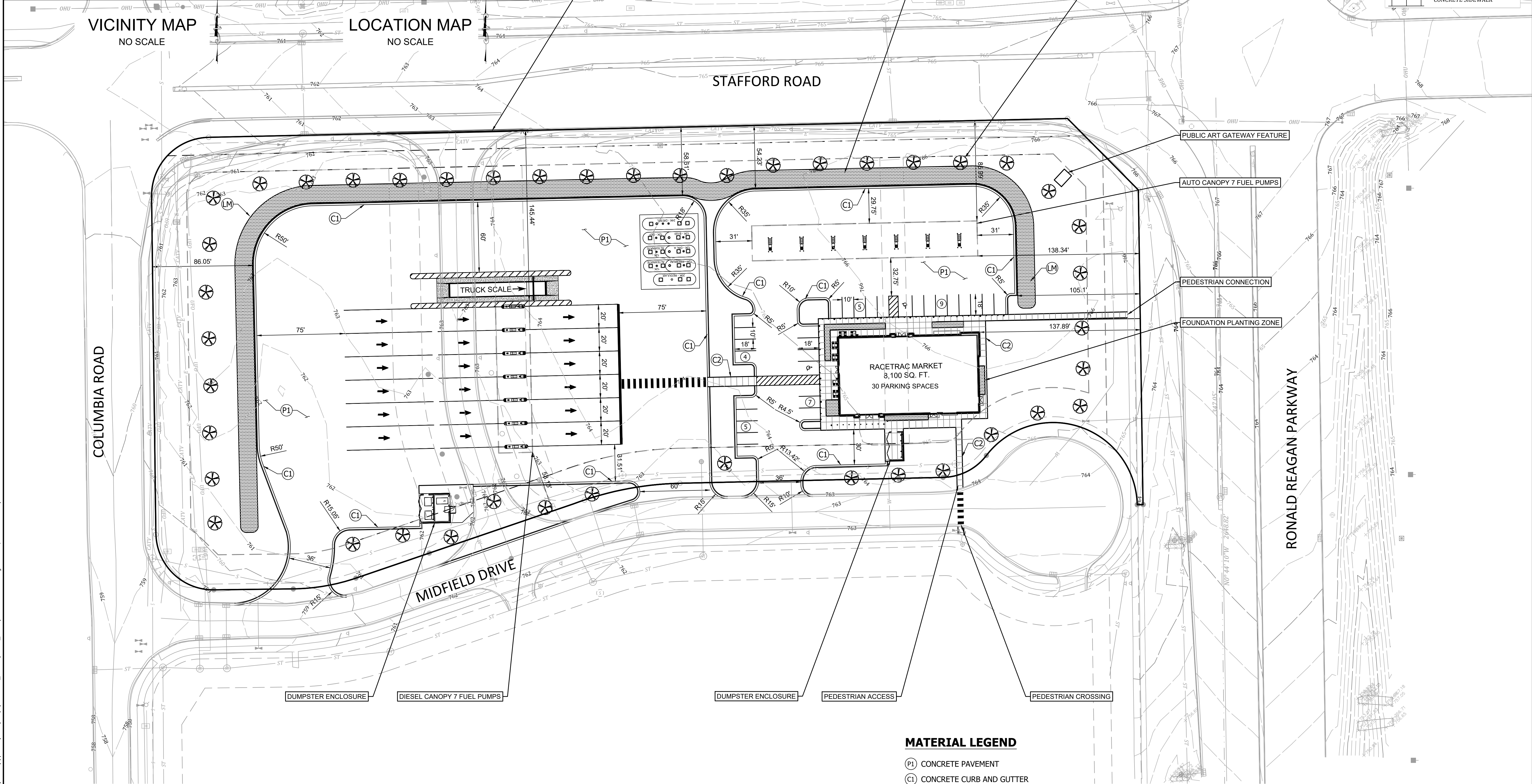
Copyright © Banning Engineering, P.C. All rights reserved. No part of this drawing may be reproduced by photocopying, recording or by any other means, or stored, processed or transmitted in or by any computer or other systems without the prior written permission of the surveyor.

As used herein, the word "certify" shall mean an expression of the Consultant's professional opinion to the best of its information, knowledge and belief, and does not constitute a warranty or guarantee by the Consultant.

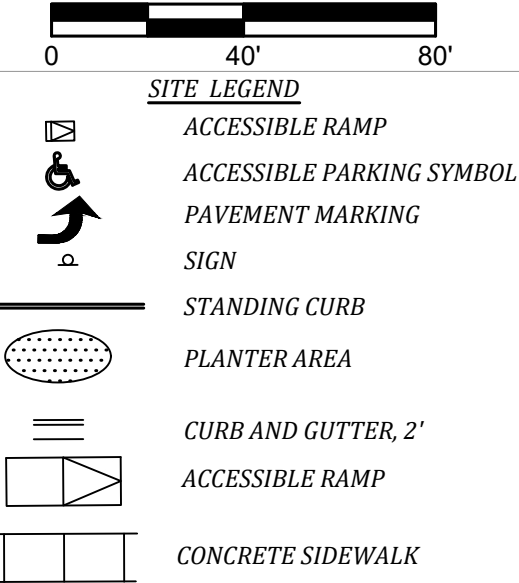
This instrument was prepared by Jonathan D. Polson, Banning Engineering, 853 Columbia Road, Suite 101, Plainfield, IN 46168.

I affirm, under the penalties of perjury, that I have taken reasonable care to redact each Social Security number in the document, unless required by law. Jonathan D. Polson

Date		Revisions		Sym		Grew: AM & CH		Drawn: GH		Checked: JP		Scale: 1" = 40'		Date: 6/15/2021	
ALTA / NSPS LAND TITLE SURVEY PREPARED FOR: RACETRAC PETROLEUM INC. BLOCKS A,B & LOT 4 IN COASTAL COMMERCE PART OF SEC. 32-T15N-R2E PLAINFIELD, HENDRICKS COUNTY, INDIANA															
PRO FORMA															
 BANNING ENGINEERING 853 COLUMBIA ROAD, SUITE #101 PLAINFIELD, IN 46168 BUS: (317) 707-3700 FAX: (317) 707-3800 E-MAIL: Banning@BanningEngineering.com WEB: www.BanningEngineering.com															
Project No: 21078															
Sheet No:															
3 OF 3															



- (P1) CONCRETE PAVEMENT
- (C1) CONCRETE CURB AND GUTTER
- (C2) CONCRETE SIDEWALK
- (LM) LANDSCAPE MOUND



Sym.		Revisions	Date
X	XXXXXXXXXXXXXXXXXXXXXXX		XX-XX-XX
Drawn:	AGL		
Checked:			
Scale:	1"= 40'		
Date:	10-14-21		

CONCEPTUAL SITE PLAN
RACETRAC PETROLEUM, INC.
SWC STAFFORD RD & RONALD REAGAN PKWY
PLAINFIELD, INDIANA

**NOT FOR
CONSTRUCTION**

BANNING
ENGINEERING
853 COLUMBIA ROAD, SUITE #101
PLAINFIELD, NJ 07068
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Project No:	21078
Sheet No:	



4 LEFT ELEVATION

3/16" = 1'-0"

LEFT ELEVATION - 1415 SQ FT		
MATERIAL	SQ FT	% OF ELEVATION
GLAZING	83	6%
METAL	1121	79%
MASONRY	211	15%

TOTAL AREA (3'-0" - 8'-0") : 339 SF
TOTAL AREA OF GLAZING: 44 SF (13%)

3 RIGHT ELEVATION

3/16" = 1'-0"

RIGHT ELEVATION - 1314 SQ FT		
MATERIAL	SQ FT	% OF ELEVATION
COMPOSITE	300	23%
METAL	112	8%
MASONRY	902	69%

TOTAL AREA (3'-0" - 8'-0") : 340 SF
TOTAL AREA OF GLAZING: 0 SF (0%)



2 REAR ELEVATION

3/16" = 1'-0"

REAR ELEVATION - 2496 SQ FT		
MATERIAL	SQ FT	% OF ELEVATION
GLAZING	204	8%
METAL	386	15%
MASONRY	1906	77%

TOTAL AREA (3'-0" - 8'-0") : 601 SF
TOTAL AREA OF GLAZING: 76 SF (13%)



1 FRONT ELEVATION

3/16" = 1'-0"

TOTAL AREA (3'-0" - 8'-0") : 608 SF
TOTAL AREA OF GLAZING: 243 SF (40%)

FRONT ELEVATION - 2530 SQ FT		
MATERIAL	SQ FT	% OF ELEVATION
GLAZING	415	16%
COMPOSITE	321	15%
METAL	372	15%
MASONRY	1422	56%

FRONT ELEVATION (3'-0" - 8'-0") - 607 SQ FT		
MATERIAL	SQ FT	% OF ELEVATION
GLAZING	242	40%
COMPOSITE	115	19%
METAL	7	1%
MASONRY	243	40%

NOTE: PROTOTYPICAL DESIGN DOCUMENTS NOT FOR REGULATORY APPROVAL OR CONSTRUCTION. THESE DOCUMENTS DO NOT COMPRISE A FINAL, COMPREHENSIVE SET OF DESIGN AND CONSTRUCTION DOCUMENTS AND ARE NOT INTENDED FOR USE ON ANY SPECIFIC PROJECT WITHOUT THE APPROPRIATE REVIEW AND MODIFICATIONS MADE BY A LICENSED ARCHITECT ENGAGED TO PROVIDE PROFESSIONAL ARCHITECTURAL SERVICES FOR THE SPECIFIC PROJECT.

EXTERIOR MATERIAL SCHEDULE			
BRICK		METAL	
BR-1	MERIDIAN BRICK	LAREDO	MORTAR COLOR "LIGHT BLUFF"
BR-2	MERIDIAN BRICK	MOUNT RUSHMORE	MORTAR COLOR "LIGHT BLUFF"
CEMENT BOARD		GLAZING	
HP-1	JAMES HARDIE	ARTISAN V-GROOVE SIDING	PAINT SHERWIN WILLIAMS SEALSKIN #7675
EIFS		GLAZING	
EF-1	STO	EIFS FASCIA AND SOFFIT	"FINE FINISH" APPLICATION; COLOR TO MATCH SW #6141 "SOFTER TAN"
GLAZING		GLAZING	
GL-5		1 5/16" NON-IMPACT RATED INSULATED LAMINATED GLAZING	CLIMATE ZONE 1 OR 2, IGU AT STOREFRONT 0.28 U-FACTOR, SHGC PF>0.25=0.27 (1/4" PPG SOLARBAN 70-XL LOW-E #2 + 1/2 AIR + 1/4" CLEAR + 9 SG + 1/4" CLEAR) OR APPROVED ALTERNATE
GL-7		1 5/16" NON-IMPACT RATED ACID ETCHED INSULATED GLAZING	CLIMATE ZONE 1 OR 2, IGU AT STOREFRONT 0.28 U-FACTOR, SHGC PF>0.25=0.27 (1/4" PPG CLEAR TEMPERED 70-XL LOW-E #2 + 1/2 AIR + 1/4" CLEAR SATIN ETCHED #3 + 9 SG + 1/4" CLEAR) OR APPROVED ALTERNATE
PAINT		GLAZING	
EP-11	SHERWIN WILLIAMS	RACETRAC EXTERIOR BLUE - CUSTOM	PRO INDUSTRIAL - ACRYLIC SEMI-GLOSS

RaceTrac.
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PETROLEUM INC.

DESIGN PROFESSIONALS



RaceTrac.
RACETRAC PETROLEUM, INC.
200 GALLERIA PARKWAY SOUTHEAST
SUITE 500
ATLANTA, GEORGIA 30339
(770) 431-7600

PROJECT NAME

Project Name

CITY

STATE 00000

Enter address here

RACETRAC STORE NUMBER

#0000

SIGNAGE SCHEDULE		
FRONT		
RACETRAC	13'-0" x 3'-1"	41 SF
MARKETING POSTER	5'-6" x 7'-8"	43 SF
LEFT		
RACEWAY	13'-0" x 3'-1"	41 SF
REAR		
RACEWAY	13'-0" x 3'-1"	41 SF
RIGHT		
---	---	0 SF
TOTAL		166 SF

PROJECT NUMBER

Project Number

SHEET TITLE

BUILDING

ELEVATIONS

SHEET NUMBER

XXXX

FOR REFERENCE ONLY



RaceTrac Northeast Perspective

PLAINFIELD, INDIANA

DESIGN REPRESENTATION ONLY – NOT FOR CONSTRUCTION

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01

10/13/2021



RaceTrac Northwest Perspective
PLAINFIELD, INDIANA

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RaceTrac North Perspective
PLAINFIELD, INDIANA

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03

10/13/2021



RaceTrac South Perspective

PLAINFIELD, INDIANA

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RaceTrac South Perspective

PLAINFIELD, INDIANA

DESIGN REPRESENTATION ONLY – NOT FOR CONSTRUCTION

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July 19, 2021

IPT AIRWEST, DC I LLC

1251 S PERRY RD
PLAINFIELD, IN 46168
32-16-06-235-013.000-012

**PROLOGIS THIRD US
PROPERTIES LP**

715 AIRTECH PKWY
PLAINFIELD, IN 46168
32-09-31-227-001.000-012

DCT PLAINFIELD LLC

2800 AIRWEST BLVD
PLAINFIELD, IN 46168
32-16-05-101-001.000-012

**PROLOGIS THIRD US
PROPERTIES LP**

280 AIRTECH PKWY
PLAINFIELD, IN 46168
32-09-29-101-002.000-012

IPT AIRWEST DC II LLC

2799 REEVES RD
PLAINFIELD, IN 46168
32-16-06-237-001.000-012

Dear property owner,

Our records indicate that you own property in the Plainfield, Indiana business park or in the general vicinity thereof. Further, your property is in the general vicinity of the property located at the corner of Ronald Reagan Parkway and Stafford Road. RaceTrac is attempting to develop this property for a fueling station and/or convenience store which, with your support, would include high-flow diesel fueling lanes, DEF, CAT Scales, fleet benefits and a robust fresh food offer. RaceTrac is one of the largest operators of gas station/convenience stores in the nation with over 750 locations spread across the southeastern United States. More information can be found on our website at www.racetrac.com.

I feel as though we can be a great amenity to the area by providing your, or your tenants', businesses a convenient option for fuel, food, restrooms and other everyday needs. Due to the proximity of this proposed development to your property, I hope that you can see the benefits as well. To that end, I am attaching a draft letter of support that we hope to send to the town of Plainfield with our request for a development plan approval. A return envelope and prepaid postage has also been provided for your convenience.

If you have any questions, comments, or concerns please do not hesitate to reach out.

I hope that I can count on your support.

Best regards,

Kurt Adams
Real Estate Manager
kadams@racetrac.com

Enclosures: RaceTrac building renderings
Support letter

August 18, 2021

Board of Zoning Appeals – Town of Plainfield
206 W Main Street
Plainfield, IN 46168

As a neighboring business/property owner, please accept this letter of support for the proposed RaceTrac fueling station at the southwest corner of Ronald Reagan Parkway and Stafford Road. The convenience store, auto fuel, diesel fuel, and food offering will be a great improvement to the corner and provide a much needed use to support the surrounding industrial uses.

Respectfully,



Name: Cody Riles

Company Name: Prologis Third US Properties LP

Property Address: 280 Airtech, Plainfield, IN

Parcel ID Number: 32-09-29-101-002.000-012

August 18, 2021

Board of Zoning Appeals – Town of Plainfield
206 W Main Street
Plainfield, IN 46168

As a neighboring business/property owner, please accept this letter of support for the proposed RaceTrac fueling station at the southwest corner of Ronald Reagan Parkway and Stafford Road. The convenience store, auto fuel, diesel fuel, and food offering will be a great improvement to the corner and provide a much needed use to support the surrounding industrial uses.

Respectfully,



Name: Cody Riles

Company Name: DCT Plainfield LLC

Property Address: 2800 Airwest, Plainfield, IN

Parcel ID Number: 32-16-05-101-001.000-012

August 18, 2021

Board of Zoning Appeals – Town of Plainfield
206 W Main Street
Plainfield, IN 46168

As a neighboring business/property owner, please accept this letter of support for the proposed RaceTrac fueling station at the southwest corner of Ronald Reagan Parkway and Stafford Road. The convenience store, auto fuel, diesel fuel, and food offering will be a great improvement to the corner and provide a much needed use to support the surrounding industrial uses.

Respectfully,



Name: Cody Riley

Company Name: Prologis Third US Apartments LP

Property Address: 715 Airtech Pkwy, Plainfield, IN

Parcel ID Number: 36-09-31-227-001.000-012

August 18, 2021

Board of Zoning Appeals – Town of Plainfield
206 W Main Street
Plainfield, IN 46168

As a neighboring business/property owner, please accept this letter of support for the proposed RaceTrac fueling station at the southwest corner of Ronald Reagan Parkway and Stafford Road. The convenience store, auto fuel, diesel fuel, and food offering will be a great improvement to the corner and provide a much needed use to support the surrounding industrial uses.

Respectfully,



Name: Cody Riles

Company Name: IPT Airwest DC 1 LLC

Property Address: 1251 S Perry, Plainfield, IN

Parcel ID Number: 32-16-06-235-013.000-012

August 18, 2021

Board of Zoning Appeals – Town of Plainfield
206 W Main Street
Plainfield, IN 46168

As a neighboring business/property owner, please accept this letter of support for the proposed RaceTrac fueling station at the southwest corner of Ronald Reagan Parkway and Stafford Road. The convenience store, auto fuel, diesel fuel, and food offering will be a great improvement to the corner and provide a much needed use to support the surrounding industrial uses.

Respectfully,



Name: Cody Riles

Company Name: IPT Airwest DCU LLC

Property Address: 2799 Reeves Rd, Plainfield, IN

Parcel ID Number: 32-16-06-237-001.000-012

August 25, 2021

Board of Zoning Appeals – Town of Plainfield
206 W Main Street
Plainfield, IN 46168

As a neighboring business/property owner, please accept this letter of support for the proposed RaceTrac fueling station at the southwest corner of Ronald Reagan Parkway and Stafford Road. The convenience store, auto fuel, diesel fuel, and food offering will be a great improvement to the corner and provide a much needed use to support the surrounding industrial uses.

Respectfully,

Name:

JEFF LEKLIDEN

Company Name:

GEM CITY TIRE

Property Address:

2501 STAFFORD RD.

Parcel ID Number:

August 23, 2021

Board of Zoning Appeals – Town of Plainfield
206 W Main Street
Plainfield, IN 46168

As a neighboring business/property owner, please accept this letter of support for the proposed RaceTrac fueling station at the southwest corner of Ronald Reagan Parkway and Stafford Road. The convenience store, auto fuel, diesel fuel, and food offering will be a great improvement to the corner and provide a much needed use to support the surrounding industrial uses.

Respectfully,

Name:

Thomas Taulman II

Company Name: TKO Commercial Development LLC

Property Address: 2751 Stafford Rd 46168

Parcel ID Number: 32-09-31-485-011,000-012