

Findings: Primary Plat Waiver

Project	
Location	

The Plan Commission, after a public hearing held on the _____ day of _____, 20____, determined that the proposed Primary Plat is in full compliance with all terms and provisions of the Subdivision Control Ordinance, the Plainfield Zoning Ordinance, and that:

Adequate provisions have been made for regulation of minimum lot width, minimum lot depth, and minimum lot area:

Adequate provisions have been made for the widths, grades, curves, and coordination of subdivision public ways with current and planned public ways; and,

Adequate provisions have been made for the extension of water, sewer, and other municipal services:

The Plan Commission also approved a requested waiver of _____ to allow for a _____, finding that:

1. The granting of the waiver will not be detrimental to the public safety, health or welfare, or injurious to other property;
2. The conditions upon which the requests for the waivers are based are unique to the property for which a waiver are sought and are not applicable generally to other property;
3. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations are carried out; and,
4. The waivers will not contravene the provisions of the Plainfield Zoning Ordinance or the Comprehensive Plan.

At its meeting held on the _____ day of _____, 20____, the Plan Commission voted to _____ the requested Primary Plat subject to any conditions agreed to at the public hearing.

Applicant Signature: _____

- 1. The granting of the waiver will not be detrimental to the public safety, health or welfare, or injurious to other property;**
 - The proposed secondary access provides a temporary connection to Raceway Road through a recorded access easement, allowing the development to achieve the intent of the secondary access requirement without adversely affecting the public safety, health, or welfare or neighboring properties. Additionally, the secondary access will be gated to prevent day-to-day vehicular traffic from utilizing the easement, ensuring it is reserved for emergency access and other authorized uses.
- 2. The conditions upon which the requests for the waivers are based are unique to the property for which a waiver are sought and are not applicable generally to other property;**
 - The request is driven by the unique layout of the subject property and its relationship to the surrounding parcels and roadway network. The most practical and efficient secondary access is achieved through a temporary access easement across the adjoining property that directly connects to Raceway Road. Additionally, the planned extension of Plank Road will ultimately provide the development with direct access to the public roadway network, further supporting the long-term functionality of the site.
- 3. Because of the particular physical surroundings, shape or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations are carried out; and,**
 - The hardship results from the fact that the planned extension of Plank Road has not yet been completed. Until the roadway is constructed, the proposed permanent access easement provides the most practical means of achieving the intent of the secondary access requirement. Granting the waiver allows the development to achieve the ordinance's intent in a practical and efficient manner while avoiding cost-prohibitive infrastructure improvements.
- 4. The waivers will not contravene the provisions of the Plainfield Zoning Ordinance or the Comprehensive Plan**
 - The waiver provides an interim solution that allows the property to be developed prior to the future extension of Plank Road while maintaining a permanent secondary emergency access connection through a recorded easement. Once Plank Road is completed, the development will have direct access to the public roadway network as originally contemplated.