PLYMOUTH PLAN COMMISSION
May 6, 2026

The Plymouth Plan Commission met in regular session in the Council Chambers of the City Building, 124 North Michigan Street, Plymouth, Indiana, on May 6, 2026, at 6:00 p.m.

Commission President Doug Feece called the meeting to order for Commissioners Melissa Christiansen, Mark Gidley, Linda Secor, Fred Webster, and Paul Wendel, who were physically present and answered roll call. Commissioner Alex Eads attended virtually. Commissioners Randy Longanecker, Shiloh Carothers Milner, Angela Rupchock-Schafer, and Dan Sellers were absent. Others present were Advisory Member Deb Johnson, Building Commissioner Dennis Manuwal Jr., City Attorney Jeff Houin, and Plan Director Ty Adley. The public was able to see and hear the meeting through Zoom and streamed live at https://www.youtube.com/@CityofPlymouth.

Deputy Clerk-Treasurer Kyle Williams administered the Oath of Office to Melissa Christiansen.

Commissioners Webster and Wendel moved and seconded to approve the minutes of the last regular meeting on March 3, 2026. The motion passed by roll call vote with all in favor.

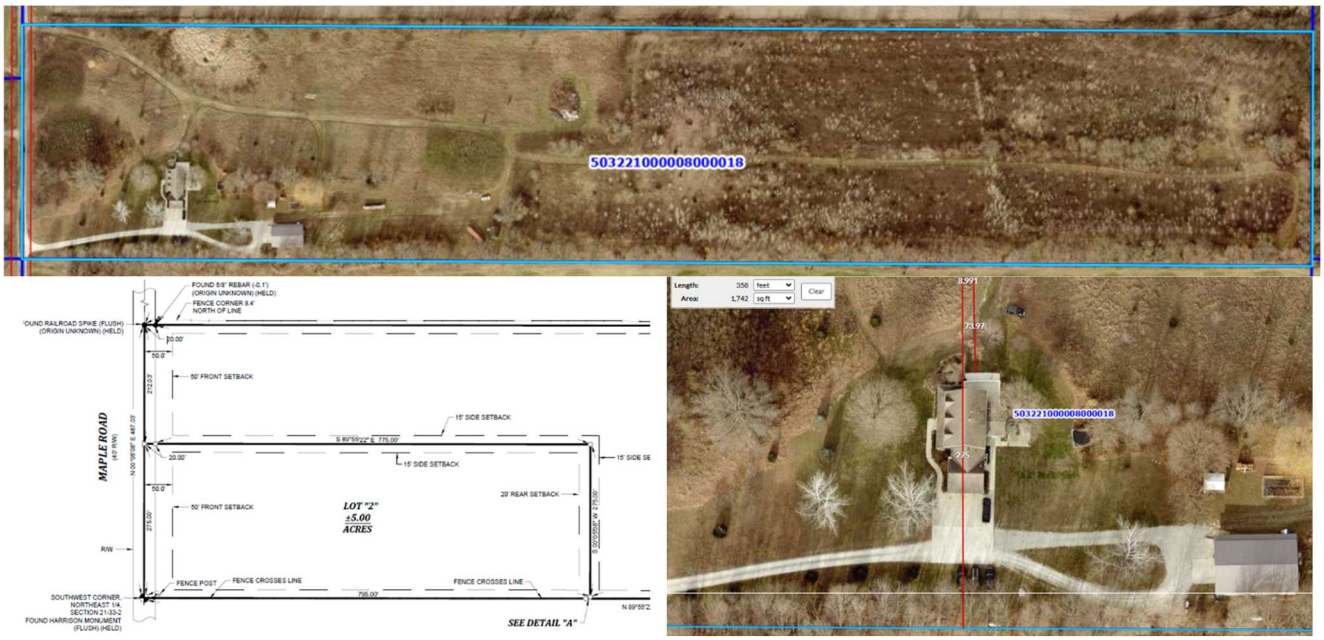
The following legal notice was advertised in the Pilot News newspaper on April 24, 2026:

NOTICE OF PUBLIC MEETING

The Plan Commission of the City of Plymouth, Indiana will hold a meeting on May 6th, 2026, at 6:00 p.m. in the Council Chambers of the City Building, 124 N. Michigan St. (Garro St. entrance), Plymouth, Indiana on the following matters:
PC 2026-05: NAYLOR BRYAN D & JAYNE E AKER,12498 Maple Road Plymouth, IN 46563: A request for a 2 lot Minor Subdivision of a 30.00 acre property located at 12498 Maple Road Plymouth, IN 46563. Identified as parcel 50-32-21-000-008.000-018, zoned R-1, Rural Residential District.
PC 2026-06: CARTER ERIC, 10505 N College Avenue Indianapolis, IN 46280: A request for a zoning map amendment of a 6.68 acre property located at 2550 N Michigan Street Plymouth, IN 46563 from BP, Business Park District to C-3, Corridor Commercial District. Identified as parcel 50-42-91-301-029.000-019.
Information on these matters may be obtained at the office of the Clerk-Treasurer, 124 N. Michigan St., Plymouth, IN and telephone #574-936-2124.
If you are disabled and need special accommodations, please call the ADA Coordinator at 574-936-2948.
Kyle Williams, Recording Secretary, Plan Commission, April 24th, 2026.

PC 2026-05: NAYLOR BRYAN D & JAYNE E AKER,12498 Maple Road, Plymouth, IN 46563: A request for a 2-lot Minor Subdivision of a 30.00-acre property located at 12498 Maple Road, Plymouth, IN 46563. Identified as parcel 50-32-21-000-008.000-018, zoned R-1, Rural Residential District.

Plan Director Adley reviewed the findings of fact and the request from the applicant. The following images were shared:



Commissioners Gidley and Webster moved and seconded to open the public hearing. The motion passed by roll call vote with all in favor.

Randy Hurford (12106 13th Road, Plymouth, IN 46563)

Hurford asked if there were going to be two houses.

James McLaughlin (1405 N. Michigan Street, Plymouth, IN 46563)

McLaughlin of Wightman replied that they would, as far as he was aware. He stated the father-in-law would be building a house on the 25 acres.

Hurford asked if they could divide those 25 acres again and put more houses.

Adley replied that as long as it met the guidelines for the subdivision ordinance and the minimum lot size standards, it could be subdivided. He stated that it was the same for every property across the county and state. He stated that, as far as the conversations he had with the family, the only intention was to have their house on a 5-acre lot and for the family member to have a place to live on the second portion of the property. He stated they considered having both homes on the same property, but should one of them want to sell in the future, they wouldn't want both structures on the same parcel. He stated that if they wanted to do more, it would have to come through this same process.

Hurford stated he already saw two houses and a pole barn now. He stated that halfway back through the property was approximately a 600-foot structure. Adley asked if it was an accessory structure. Hurford replied that it looked like a story and a half house from his place. He stated he had never seen lights on, nor had he driven back there to look, so if someone was going to build another house there, if they planned on tearing this one down, or if he was going to be looking at three houses.

Adley replied that individuals are welcome to have accessory structures on their property for sheds, and many sheds are continuing to look more like cabins.

Hurford replied that it looked more like a house. He stated his concern was that he was going to look out and see three houses now with a pole barn.

Adley replied that they are only permitted to have the two unless they get special approval otherwise, and if they wanted to have an additional residence on the property, they'd have to come back in front of the Board of Zoning Appeals (BZA), so you would be notified as long as you're within 300 feet or two properties away.

Gidley asked if that was an old structure. Hurford agreed. Gidley stated that at one time, there was a case involving the same piece of property, and they wanted to have a party barn. Hurford agreed on the back 40 acres. Gidley asked if that was the building where they were going to do this. Hurford replied that he did not know. Gidley stated that he thought that was the original barn that they were going to have an event center in.

Hurford stated he did not have an issue seeing two if we don't subdivide this repeatedly. He asked what the road frontage was for this 25-acre property and if they could break this down into different easements. Adley replied that it would get difficult. Hurford asked what the limit was.

Adley replied that it was dependent on the size and scale of the development. He stated roadways could go down to a 50–60-foot right-of-way.

Hurford replied that, being cattle country, he hoped that nobody would move in there who wanted to complain about manure smell, because thankfully, the farmers around us keep the people in Plymouth from coming out that way. He stated he wanted to keep it that way because that was a part of the reason he moved out there 20 years ago.

Commissioners Webster and Wendel moved and seconded to close the public hearing. The motion passed by roll call vote with all in favor.

Commissioners Gidley and Wendel moved and seconded to approve PC 2026-05 as presented. The motion passed by roll call vote.

In Favor: Christiansen, Eads, Gidley, Secor, Webster, Wendel, and Feece
Opposed: N/A
Absent: Longanecker, Milner, Rupchock-Schafer, and Sellers

PC 2026-06: CARTER ERIC, 10505 N College Avenue, Indianapolis, IN 46280: A request for a zoning map amendment of a 6.68-acre property located at 2550 N Michigan Street, Plymouth, IN 46563 from BP, Business Park District, to C-3, Corridor Commercial District. Identified as parcel 50-42-91-301-029.000-019.

Plan Director Adley reviewed the findings of fact and the request from the applicant. The following images were shared:



Webster asked, with the airport being adjacent, if this property fell within the Airport Overlay District.

Adley replied in agreement and stated this would also be a part of the revised overlay district, as the shape of the airport overlay district was complicated. He explained that it was a bowl-like structure in a 10,000-foot radius around the airport for the protection of aircraft. He stated it was a highly protected region, so height standards would apply to anybody who would construct in that space.

Webster asked, with this being in the airport overlay district, should this be approved, if the FAA had to approve their plans for this.

Airport Manager Bill Sheley stated that the developer had been in contact with him both by email and phone, and we've had a lot of conversations about several different issues. He stated that they had applied for a 100-foot-tall sign to the FAA. He explained the FAA's habit was to approve everything and leave it up to local zoning and the state to deny variances. He stated that INDOT had a lot of different subdivisions, with aviation being one of them. He stated that the INDOT Aviation Department would deny the height of a sign, and they would probably not be able to get anything taller than the existing signage that was there now, because of the way our airspace was protected going away from the runway. He stated that other issues may be the potential for light pollution and the roadway that goes across the east side of that property, as it is an easement that the city had for the airport to access the solar field. He stated the airport owned property on three sides of that property. He stated the

easement was for us to be able to access and maintain the solar field south of this property. He stated they know that they need to be able to continue to give us some type of access. He stated he had no problems with it being changed as long as it's still some type of access that we can get there. He stated our airspace was bowl-shaped, like Adley mentioned, and goes out 10,000 feet, and we control varying stages of altitude. He stated the substation downtown on LaPorte Street wanted to put up a tower that fell within our airspace, and we do have the say and control of that.

Houin wished to add on to what Sheley had mentioned. He stated that the FAA would not deny the request and instead would leave it up to the local planning commission to control the development around the airport. He stated that if it violates the FAA requirements, then the FAA would just penalize the airport. He stated that if you would like to give away FAA funding and support, it would be on this board.

Sheley stated that the manual for operating the airport, which was written by the FAA, includes verbiage that says that it was supposed to be managed locally. He listed an example of someone wanting to put up a 376-foot-tall windmill two years ago, out on Pioneer, right in our approach path. He stated the FAA allowed it, but INDOT Aviation told them that they had state statutes against it, and they would be fined $10,000 a day if they started construction. He stated they do have some laws and power to control it and help us with it.

Webster stated that none of us on this board know what the plans are for the airport and asked if he could elaborate on that. He asked if any 5- or 10-year plans might affect this property.

Sheley replied that we plan out 20 years, and at this time, our plan doesn't have any plans for that property. He explained that it was not easily accessible to the runway, and most of the property we had planned for was going to be off the north side of the airport because of the taxiway we opened. He stated that we own the 47-acre woods there as well. He stated the property doesn't have much use for the airport.

Eric Carter of Weihe Engineers (10505 N. College Avenue, Indianapolis, IN 46280) & Jason Horowitz of GBT Realty Corporation (9010 Overlook Boulevard, Brentwood, TN 37027)

Carter & Horowitz gave a presentation regarding the intended use of the property.

Webster asked if all Speedways were under one umbrella.

Carter replied that it would be developer-built and run, and then it would be a lease/rental.

Commissioners Webster and Wendel moved and seconded to open the public hearing. The motion carried.

Joe Mersch (2560 N. Michigan Street, Plymouth, IN 46563)

Mersch stated he was the owner of the little storage facility beside this property. He stated he was only concerned about access to his property. He stated he was all for anything being done to that property because it was a blight to the community there. He stated that, no matter the agreement, he would like to be kept in mind for access.

Gidley asked if he had an easement across that property.

Mersch replied that there was an easement there at the end of the property.

Michael Kyte (2401 N. Michigan Street, Plymouth, IN 46563)

Kyte stated the two concerns he had were the volume of traffic already there and whether a stoplight would be put in. He stated getting in and out of his mobile home park at times was near impossible, so if we had more commercial traffic, it would be harder. He stated his second question was about pedestrians because right now, it was four lanes plus a turn lane. He stated that, with a prior Law Enforcement background, people are crazy, and they don't see people running across. He stated there could be a civil liability action or the potential for one. He agreed that the Red Rock Inn was an eyesore, but wanted more safety there.

Horowitz stated that we did prepare a traffic study a couple of weeks ago. He stated it was not required as part of the rezone, but we are sensitive to existing traffic. He stated that, as far as adding a light, we met with both the city and the Department of Transportation (DOT) to talk about that, but due to the proximity of the light a few hundred feet north, it wouldn't be allowed here. He stated that the existing easement with the storage buisiness, that was to remain with no plans to change it. He stated that for the airport easement, we were working to revise the easement.

Webster asked if he happened to remember how many cars use that area in 24 hours.

Horowitz replied that we're looking at an additional 60 new trips a day.

Webster stated he was asking for the current numbers.

Horowitz stated the total in and out in a day was anticipated to be 300.

Carter stated there was a recommendation to add a right-turn lane to the site, so we would have to work with the DOT on that recommendation.

Wendel stated there was not a lot of room there.

Horowitz replied that they did get INDOT's approval to move that guardrail over to get that right-turn lane into the site, just to get folks off the road and into the site quicker.

Houin stated that, according to MACOG's regional traffic counts, the location almost directly in front of that property has 8,300 Annual Average Daily Traffic (AADT) daily trips with peak morning volume at 562/hr and peak evening volume at 813/hr. He stated that MACOG's observed traffic count has averaged over several years, going back to 2010. He stated the most recent count was in November of 2024.

Commissioners Webster and Wendel moved and seconded to close the public hearing. The motion carried.

Horowitz asked if there would be an option to table this for further discussion, as it sounded like the recommendation to go along with the staff denial of the rezone was not the path we were hoping to go

down. He asked if there would be the ability to table this to another subsequent meeting in a month or two to further study the traffic study or other due diligence items that may be helpful.

Feece replied that it would require Gidley to rescind his motion.

Houin stated if the board felt that additional time would be beneficial in making the decision, then that would be an option.

Gidley stated even if we were to recommend denial, the city council could still override our denial.

Houin explained that regardless of what you recommend, the city council has the final determination. He stated your role was to hear all the evidence at a public hearing and, based on that, make a recommendation to the city council.

Gidley wished to call for a vote.

Recommendation

- The application provided was reviewed by the Technical Review Committee with no major comments from the fellow representative departments at this time outside of general utility and drainage comments for access and location. In review of the Comprehensive Plan and understanding of Responsible Growth criteria to amend the zoning map to change the property from BP (Business Park District) to C-3 (Corridor Commercial District), staff has concern of the subject property and the associated uses that would be available. Those associated uses would be more intense in the C-3 district than what would be found within the BP district. The redevelopment of the subject property likely will need to take into consideration the safety factor of accessing Michigan Street along with the constraints of being adjacent to the Municipal Airport. Based on the proposal as submitted and concerns laid out above, staff would recommend denial of the rezoning of the property from BP (Business Park District) to C-3 (Corridor Commercial District).

Commissioners Gidley and Secor moved and seconded to provide an unfavorable recommendation of PC 2026-06 to the city council based upon staff's recommendation as seen above. The motion passed by roll call vote.

In Favor: Christiansen, Eads, Gidley, Secor, Webster, Wendel, and Feece
Opposed: N/A
Absent: Longanecker, Milner, Rupchock-Schafer, and Sellers

Comprehensive Plan Update / Other Business:

Adley stated we were still in the middle of coordinating our update with Ball State University for the northeast region. He stated that it would be brought to them at a future date. He stated we were anticipating proposals for zoning ordinance amendments at the June meeting.

With there being no other business to come before the Commission, Commissioners Webster and Christiansen moved and seconded to adjourn the meeting. The motion carried, and the meeting adjourned at 6:57 p.m.

/s/ *Kyle Williams*
Recording Secretary