

# TOWN OF PLAINFIELD PLAN COMMISSION REPORT

**DATE:** January 3, 2022

**CASE NO.:** [PP-21-135](#)

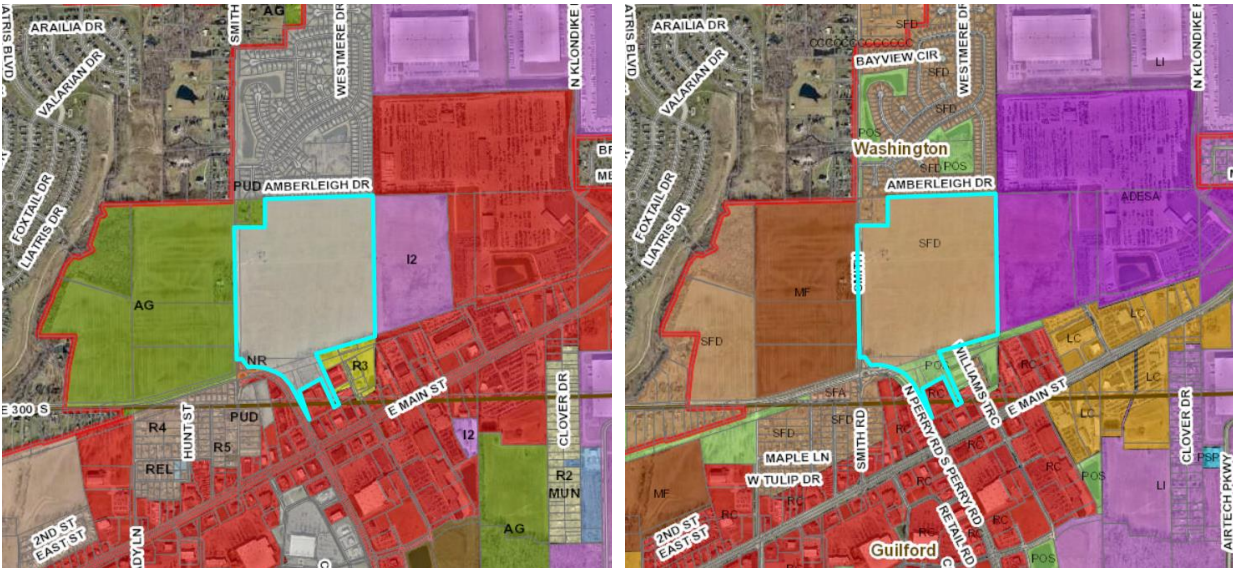
**PETITIONER:** Hobbs Station MU Multifamily QOZB LLC

**REQUESTED ACTIONS:** Primary Plat Approval of a 4-lot and 3-block Subdivision

**LOCATION:** NE Corner of Smith Rd. and Township Line Rd.

**PARCEL SIZE:** 86.84 acres

**APPLICABLE REGULATIONS:** [Plainfield Zoning Ordinance](#)  
[Plainfield Subdivision Control Ordinance](#)  
[Plainfield Comprehensive Plan](#)



<u>EXISTING ZONING AND LAND USE</u>		<u>COMPREHENSIVE PLAN</u>	
<b>Site:</b>	<a href="#">PUD: Planned Unit Development</a>	<b>Site:</b>	Single-Family Detached
<b>North:</b>	<a href="#">PUD: Planned Unit Development</a>	<b>North:</b>	Single-Family Detached
<b>South:</b>	<a href="#">GC: General Commercial</a>	<b>South:</b>	Parks and Open Space
<b>East:</b>	<a href="#">I-2: Office / Warehouse Distribution</a>	<b>East:</b>	Adesa
<b>West:</b>	<a href="#">AG: Agriculture</a>	<b>West:</b>	Multi-Family

## PROJECT DESCRIPTION / PLANNING OVERVIEW

The petitioner is proposing to subdivide an 86.84-acre tract of land into 4 lots, 3 blocks, and common area to allow for the development of Hobbs Station. The petition also includes a request for a waiver to reduce the required right-of-way width for Collector streets from 70 feet to 68 feet for Station Drive.

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The following table provides a summary of the plat's composition and intended uses based upon the approved [Hobbs Station Planned Unit Development](#):

Lot / Block	Acreage	Intended Use
Lot 1	6.10	Mixed-Use
Lot 2	4.18	Office
Lot 3	4.04	Mixed-Use, Multi-Family
Lot 4	2.86	Park
Block A	45.56	Single-Family (see <a href="#">PP-21-133</a> )
Block B	5.29	Senior Living, Townhomes
Block C	4.71	Multi-Family
Common Area	7.03	Drainage Pond

The plat would lay the foundation for incremental development of the mixed-use and residential districts within the [Hobbs Station PUD](#). As noted above, Block A is intended to be conveyed for further platting to create lots for single-family homes (see [PP-21-133](#)).

One notable change from the site plan provided with the PUD is that proposed access to the mixed-use portion (Lot 2) of the project has been revised. Director of Transportation Scott Singleton has provided comments related to this modification in the transportation section below. The plat is now showing an interior private drive between the proposed office use and the mixed-use building along Smith Rd.



The plat is also indicating that the petitioner intends to develop the office use site as a surface parking lot. Staff questions whether this improvement, even if only temporary, is needed given the number of opportunities for on-street, surface, and structured parking throughout the project. The parking lot could also impede future development of the site by adding unnecessary cost associated with demolition and removal.

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## **APPLICABLE PLANNING POLICIES**

### Public Utilities:

#### 1. Water

- a. The water service plan proposed appears adequate due to the connection to the high-pressure main on Smith Road. Special valving will be required at the connection point(s) between the high- and low-pressure districts.
- b. Water main along Pearson Plaza Road and King Street are shown under the pavement. While not typically located under pavement, water main under pavement may be necessary in the mixed-use area due to building types and design along those streets.

#### 2. Sanitary Sewer

- a. As currently proposed, Sanitary sewer service for this area relies upon an easement or easements that have not yet been obtained along the west side of Smith Road. Obtaining the offsite easement(s) or an alternate sewer route which does not require offsite easements must be a condition of primary approval.
- b. Lot 2 may need to be served by sanitary sewer at the southwest corner of lot 2. If the Grundy farm develops prior to development of Lot 2 additional service options may exist for lot 2 to the west.

#### 3. Storm Drainage

- a. Drainage planning shown indicates detention construction within a 7-acre common area south of Station Dr. The older pond north of TSC is folded into the newly proposed pond. The concept is reasonable and appears to be capable of meeting Town drainage ordinance and water quality requirements. The ultimate outfall point for the pond is to the southwest into piping that should be adequate to support the drainage. Specific outfall pipe elevations and capacity at Perry Road need to be verified prior to construction or final platting of any section of the project.
- b. A detailed drainage report supporting the concept and a drainage design meeting Town standards and ordinances will be required.
- c. The primary plat should clearly indicate ownership and operational responsibilities for the pond and common area. An additional written agreement may be needed to cover this issue.

### Floodplain:

The property is not located within a Special Flood Hazard Area.

### Transportation:

This plat creates public right-of-way along the southern lot edge that effectively extends the new public right-of-way that gets created as part of the Terminus at Hobbs Station plat. This public street is referred to as Station Drive and is considered a Minor Collector. Similarly, this plat establishes new public right-of-way referred to as Pearson Plaza and King Street which reflect the intended

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purpose of the Town's Thoroughfare Plan to create a Minor Collector in this area to ensure a connection between Smith Road and Station Drive is created. Additionally, areas designated for Road A also creates a public right-of-way that provide local access into the Hobbs Station single family area while creating connectivity into the Mixed-Use area. This street network reflects the designs considered as part of the PUD zoning.

Staff has advised the Petitioner that consideration is being made for a future roundabout at the intersection of Road A and Smith Road. This consideration reflects potential development patterns that are being considered for the adjacent Grundy property on the west side of Smith Road. Initial submissions of plat documents have not reflected this potential option, but the Petitioner has expressed its willingness to accommodate this level of improvement by platting right-of-way. Kimley-Horn is actively working to approximate the needed area as part of the Primary Plat review, but final accommodations will likely get adjusted as part of the final Secondary Plat once Town Staff is more confident of the final design.

A notable change from the Commission PUD approval is the creation of two new access drives that are being requested by the Petitioner to serve Lot 2. The requested change is not the preferred solution from a traffic management standpoint given the requested access points are new driveways on Collector level roadways at relatively close proximity to other intersections. Staff requested a review be performed by A&F Engineering who was responsible for the original traffic study for the entire PUD. A&F's review has been summarized as part of a letter that is included with the Petitioner's filed materials. A&F's review concluded that the proposed drives would not create a negative effect for traffic.

Finally, the non-standard street sections that were proposed as part of the PUD zoning are expected to create unique designs wherein additional easements may be needed to support utility installation and maintenance. The existence of these utility easements are not generally reflected on the submitted Primary Plat, but Staff has advised the Petitioner that additional rights-of-way and easements should be expected to be included as part of the Secondary Plat once final construction plans are reviewed by the Town.

### **STAFF COMMENTS, QUESTIONS, AND CONCERNS**

1. The plat drawings show a proposed parking lot where the office building would be located. A surface parking lot, regardless of intended duration, will increase the costs associated with developing the site for office uses in the future.

### **MOTIONS**

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## **MOTION 1: Primary Plat Waivers**

I move that the Plan Commission **approve / deny / continue** waivers to the Subdivision Regulations to allow the development to be subdivided in concordance with the approved Planned Unit Development finding that:

1. The granting of the waiver **will not / will** 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 / are not** unique to the property for which a waiver is 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 / would not** result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out; and
4. The waivers **will not / will** contravene the provisions of the Plainfield Zoning Ordinance or the Comprehensive Plan.

## **MOTION 2: Primary Plat**

I move that the Plan Commission **approve / deny / continue** PP-21-135 as filed by Hobbs Station MU Multifamily QOZB LLC to create a four (4) lot and three (3) block subdivision on approximately 86.84 acres finding that:

1. Adequate provisions **have / have not** been made for regulation of minimum lot width, minimum lot depth and minimum lot area;
2. Adequate provisions **have / have not** been made for the widths, grades, curves and coordination of subdivisions public ways with current and planned public ways; and
3. Adequate provisions **have / have not** been made for the extension of water, sewer, and other municipal services.

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

1. Compliance with the Town Standards, including but not limited to the following Chapters of the Plainfield Town Code;
  - Chapter 51: General Sewer Use and Wastewater Pretreatment
  - Chapter 52: Water Regulations;
  - Chapter 55: Drainage;
  - Chapter 56: Storm Water;
  - Chapter 93.15: Access to Public Streets and Thoroughfares;
  - Chapter 152: Flood Hazard Reduction; and,
  - Chapter 154: Subdivision Control Ordinance
2. Substantial compliance with the primary plat file dated January 3, 2022.
3. Any additional waivers to the Subdivision Regulations beyond what is shown in the approved primary plat file will be at the discretion of the Director of Planning and Zoning.