

# TOWN OF PLAINFIELD PLAN COMMISSION REPORT

**DATE:** January 3, 2022

**CASE NO.:** [PP-21-132](#)

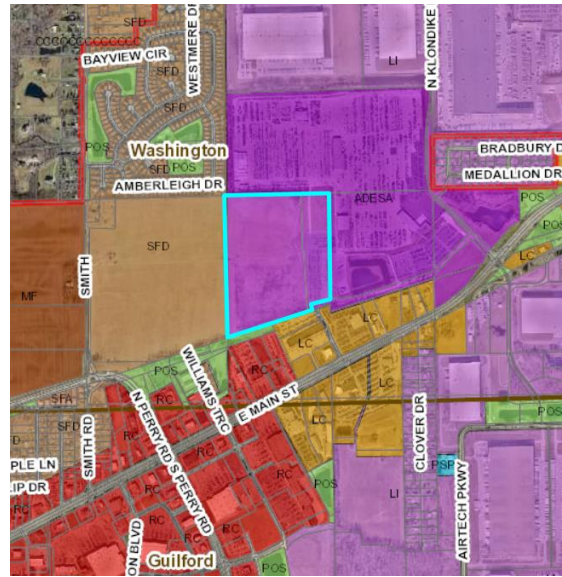
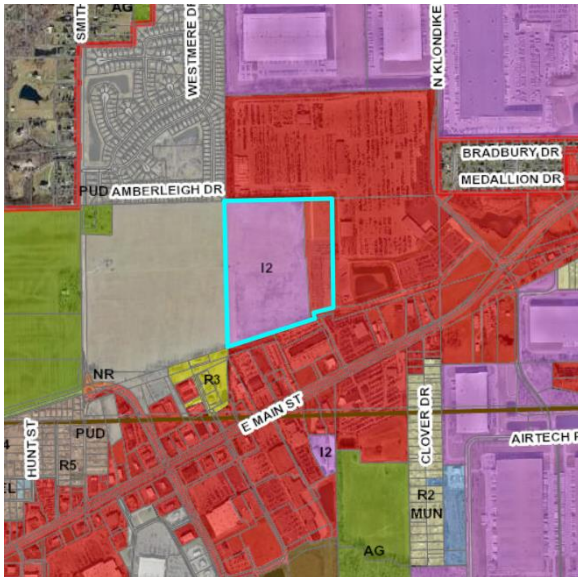
**PETITIONER:** Hobbs Station Industrial QOZB LLC

**REQUESTED ACTIONS:** Primary Plat Approval of a 2-lot Subdivision

**LOCATION:** West of the Adesa Auction Facility, East of Smith Rd.

**PARCEL SIZE:** 50.21 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="#">GC: General Commercial</a> / <a href="#">I-2: Office/Warehouse Distribution</a>	<b>Site:</b>	Adesa
<b>North:</b>	<a href="#">GC: General Commercial</a>	<b>North:</b>	Adesa
<b>South:</b>	<a href="#">GC: General Commercial</a>	<b>South:</b>	Regional and Local Corridor Commercial
<b>East:</b>	<a href="#">GC: General Commercial</a>	<b>East:</b>	Adesa
<b>West:</b>	<a href="#">PUD: Planned Unit Development</a>	<b>West:</b>	Single-Family Detached

## PROJECT DESCRIPTION

The petitioner is proposing to plat a 50.21 acre tract of land into 2 separate lots. Lot 1 (37.04 acres) is intended for development of the Terminus at Hobbs Station industrial and flex buildings. The Town Council recently rezoned this area from [GC: General Commercial](#) to [I-2: Office / Warehouse Distribution](#)

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to allow up to two industrial distribution buildings and one industrial flex building. The proposed site layout and commitments submitted with the rezone request showed that the development was intended to include the following:

<b>Building Type</b>	<b>Maximum Number</b>	<b>Square Feet</b>	<b>Height</b>
Industrial Warehouse	2	500,000 total, 300,000 max for a single building	50'
Industrial Flex	1	40,000	40'

The second lot (11.24 acres) is currently developed and includes the residual acreage from the root parcel as it existed at the time of the rezone. The property is owned by Adesa Indianapolis, LLC.

## **PLANNING OVERVIEW**

The plat would result in the creation of a single lot (Lot 1) that, based upon information submitted with the rezone and commitments provided by the petitioner, would eventually be developed for three buildings. The challenge with this approach is that while the initial intent may be to maintain common ownership for all three buildings, at some point in the future there could be a desire to create additional lots so that the buildings can be sold to separate ownership. If this occurs, cross-parcel access would need to be provided as Building 1 would likely need to gain access across the site for Building 2. Similarly, the Flex building could eventually become an Outlot and may have frontage on a future public street but not gain direct access.

Requests for an amended Secondary Plat (replat) to further subdivide the site in the future may also require Development Plan amendments, waivers, or variances. For example, the concept plan provided with the rezone shows that a parking area for semis would be located between Buildings 1 and 2. While this would be permissible as a single site, the parking area could end up within a required front yard if a new lot line were to be created between the buildings – and would not be an allowable use of yard. In the absence of a Development Plan with the plat, there may be a number of other unforeseen issues that could arise in the future.

Staff raised this concern with the petitioner and advised that the primary plat should depict conceptual boundaries for three separate lots. Based upon the revised plans the petitioner opted not to follow this guidance, and so it is staff's recommendation that any approval be conditioned to require that a note be added to the Secondary Plat regarding further subdividing of the lots.

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**Sample Future Lot –**  
How is access provided? Does it comply with yard requirements, use of yard restrictions, parking, landscaping, etc. for an individual site?

## APPLICABLE PLANNING POLICIES

### Public Utilities:

The Terminus Primary plat relies upon water, sewer, storm drainage and roadway improvements that only become available if/when the Hobbs Station Mixed use and Residential area primary plats are approved and developed. While the overall Hobbs Station project has been proposed as a coordinated unit it is imperative that infrastructure projects and platting be sequenced logically to support the proposed development patterns and uses. A phasing plan has been submitted which assumes an affirmative outcome on three separate primary plats. If any of the individual primary plats were to fail, then all three would need to be revised as they are interdependent.

1. Water: The existing water main near the southeast corner of the site is not adequate to serve the site. Adequate flow and pressure are available from the water main on Smith Road. Development of Terminus as proposed will require extension of main from Smith Road. Currently the Hobbs Station primary plat provides for a route for water main to gain access to this site along Station Dr. Main size should be no less than 12 inch along the planned Station Dr.

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2. Sanitary Sewer:

- a. The Terminus site proposes a sanitary sewer that would drain west across the Hobbs Station single family and mixed-use sites, then north along Smith Road connecting to an existing sewer near the entry to Westmere. The sewers are adequate to serve this project, however, the installation relies upon yet to be obtained offsite easements on the Grundy Farm. The offsite easements covering the route must be obtained before final approval, or another alternative service option found that does not rely upon offsite easements.
- b. Currently the sanitary sewer is shown stopping before reaching the east line of Terminus. The sewer and easement need to be extended to the east property line.

3. Drainage: The plan shows storm water dry detention has been planned along the west and south sides of the Terminus site. The outlet from Terminus detention is to the south through proposed Station Dr. piping. Submittal of a detailed drainage report will be necessary if the project progresses. It appears the project is being designed to meet required drainage ordinances.

Floodplain:

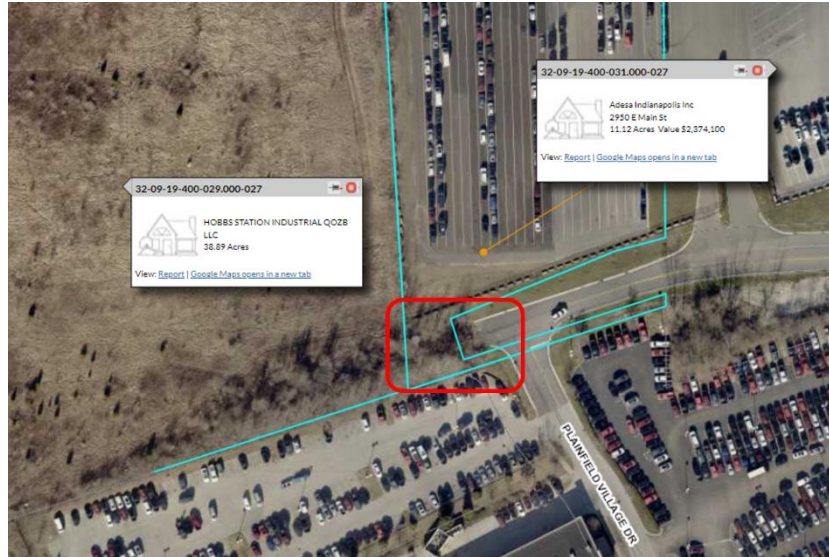
The property is not located within a Special Flood Hazard Area.

Transportation:

This plat creates public right-of-way along the southern lot edge that effectively extends the existing public right-of-way that was created along the frontage road of the adjacent Adesa facility. Creation/extension of this public street is referred to as Station Drive and is reflective of a proposed Minor Collector that is identified as part of the Town's Thoroughfare Plan. The public right-of-way for Station Drive is a critical element to support all three related Hobbs Station plat requests. Note that some initial versions of the plat indicate a 10' trail, which was what got illustrated as part of the PUD zoning. However, the Petitioner has responded to recent Staff comments noting its commitment to accommodate the intended construction of the 12' wide Vandalia Trail.

A revised plat submission addresses a potential 'gap' of right-of-way that exists due to property lines of what land was originally purchased by the Petitioner. Designation of a separately created right-of-way on the submitted plat reflects this gap and is interpreted by Staff as the desired continuous right-of-way that is expected to exist in order to properly construct and maintain Station Drive.

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As noted above, the existence of multiple buildings that may eventually fall under different ownership poses concern with ensuring that any future parcel/lot has adequate access to a public right-of-way. And while any future subdivision of Lot 1 would require it to meet the Town's regulations under the Subdivision Control Ordinance, it is admittedly more challenging to address these needs if a land transaction has already created revised property lines. Staff is recommending that any approval made by the Commission include a condition that the Secondary Plat include an additional note reiterating the obligation for any future subdivision to be in compliance with the Town of Plainfield's Subdivision Control Ordinance.

## STAFF COMMENTS, QUESTIONS, AND CONCERNS

1. The plat is showing a 30' front yard setback. The required minimum front yard in an I-2 district along a Collector street is 60'.
2. Given that the petitioner intends to develop the site, why was the Primary Plat not accompanied by a Development Plan?
3. The easement running east to west through the middle of the site appears to be for sanitary sewer, but it is not labelled on the plat.

## MOTIONS

I move that the Plan Commission **approve** / **deny** / **continue** PP-21-132 as filed by Hobbs Station Industrial QOZB LLC to create a two (2) lot subdivision on approximately 50.21 acres finding that:

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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 153: Subdivision Control Ordinance.
2. Substantial compliance with the primary plat file dated January 3, 2022.
3. The Secondary Plat shall include an additional note reiterating the obligation for any future subdivision to be in compliance with the Town of Plainfield's Subdivision Control Ordinance.