

TOWN OF PLAINFIELD DESIGN REVIEW COMMITTEE REPORT

DATE: February 10, 2022

CASE NO.: [DP-22-014](#)

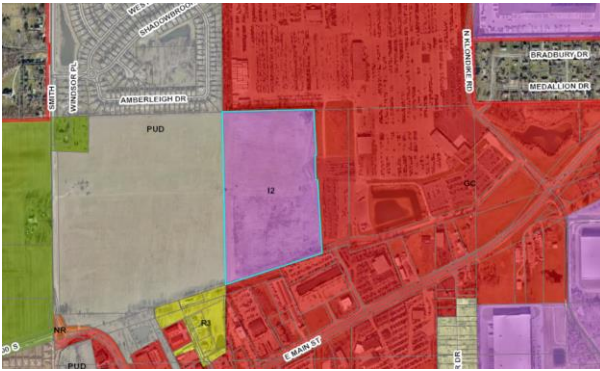
PETITIONER: Hobbs Station Industrial QOZB LLC

REQUESTED ACTIONS: Architectural and site design approval for two (2) industrial buildings on one 37.04 site zoned I-2: Office/Warehouse Distribution

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

PARCEL SIZE: 37.04 acres

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



<u>EXISTING ZONING AND LAND USE</u>		<u>COMPREHENSIVE PLAN</u>	
Site:	I-2: Office/Warehouse Distribution	Site:	Adesa
North:	GC: General Commercial	North:	Adesa
South:	GC: General Commercial	South:	Regional and Local Corridor Commercial
East:	GC: General Commercial	East:	Adesa
West:	PUD: Planned Unit Development	West:	Single-Family Detached

PROJECT DESCRIPTION

The petitioner is proposing to develop two (2) warehouse and distribution buildings on a 37.04 acre tract of land. The Town Council recently rezoned this area from [GC: General Commercial](#) to [I-2: Office / Warehouse Distribution](#) 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:

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

The site plan shows that Building 1 (+/- 233,618 SF) and Building 2 (+/- 263,922 SF) would comply with the stated commitments. The plan also shows a future “build-to-suit” flex building, but no information is available at this time as it is not included in the petition.

PLANNING OVERVIEW

The site is subject to Town’s Gateway Corridor requirements due to it being located within 600’ of a residential district. The proposed layout shows dock doors facing the front of the property which would require a Development Incentive be granted by the Plan Commission. The site would be accessed via two drives located at the south end of the property along the proposed Station Blvd.

The property is located directly east of the residential portion of Hobbs Station. A level 6.0 landscape buffer has been provided along the west perimeter to help mitigate the incompatibility between residential and industrial uses. The warehouse buildings also include bump-outs and 10’ tall precast walls to help screen the dock areas.

During the rezone, potential visibility of the warehouse buildings from the intersection of Klondike Rd. and Main St. was a stated concern given that there are no intervening buildings, structures, or landscaping of sufficient height and location to provide effective screening from this perspective. The rezone was conditioned upon the petitioners working with the Town, INDOT, and / or Adesa to add screening elements such as landscaping, design features, or other structures along the frontages of property located at northwest corner of the Main St. and Klondike Rd. intersection so that the visual impact of the industrial warehouse buildings will be minimized from Main St. No information regarding this condition has been submitted by the petitioner at the writing of this report.

DESIGN REVIEW

Staff requests that the Design Review Committee review the proposed development project and provide comments and / or design recommendations to the applicant and staff. The following items are identified by the Zoning Ordinance as standards for Development Plan review:

1. **Finished Façade Toward a Gateway:** The site has frontage along one proposed collector street and is subject to the building material requirements listed in item no. 2 below.
2. **Building Materials:** *(Requirement: The primary Building material (excluding window, door, roofing and soffit materials) used on each applicable façade shall be brick or other masonry material. If a masonry material other than brick is utilized, it shall include at least two (2) textures (e.g., rough, smooth, striated, etc.) or at least two (2) colors with the secondary texture or color constituting a minimum of ten (10) percent of the façade (exclusive of texture or color*

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variation resulting from windows, doors, roofing and soffit materials).

Unknown – information not provided. The applicant has informed staff that the project architect is working to supply this information.

3. **Loading Space Orientation:** (No Loading Spaces shall be permitted to face a Gateway Corridor or other Street where a Residential District exists on the opposite side of said Street.)

The petitioner has requested a Loading Space Orientation Development Incentive to allow docks facing Station Blvd.

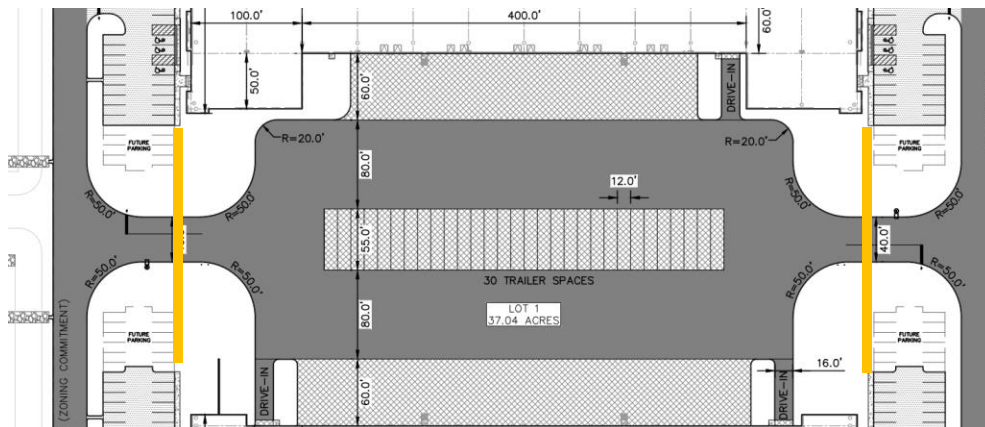
4. **Mechanical Equipment:** (All roof mounted mechanical equipment shall be screened based upon a line-of-site view of the Building from a point four (4) feet above Grade located at: (i) the centerline of the Street immediately in front of the Building; or, (ii) any Side Lot Line or Rear Lot Line of a Bufferyard. Ground mounted - All ground mounted mechanical equipment shall be screened from any Front Lot Line or any Bufferyard by: the Building; screen walls or fences of a material and color which is compatible with the Primary Building; or, evergreen or densely twigged hedge plants (with or without mounding) of a height at time of planting which is not less than the height of the mechanical equipment being screened.)

Line of sight drawings have been provided. A note on the drawing states, "All future roof equipment to be verified with this line of sight study."

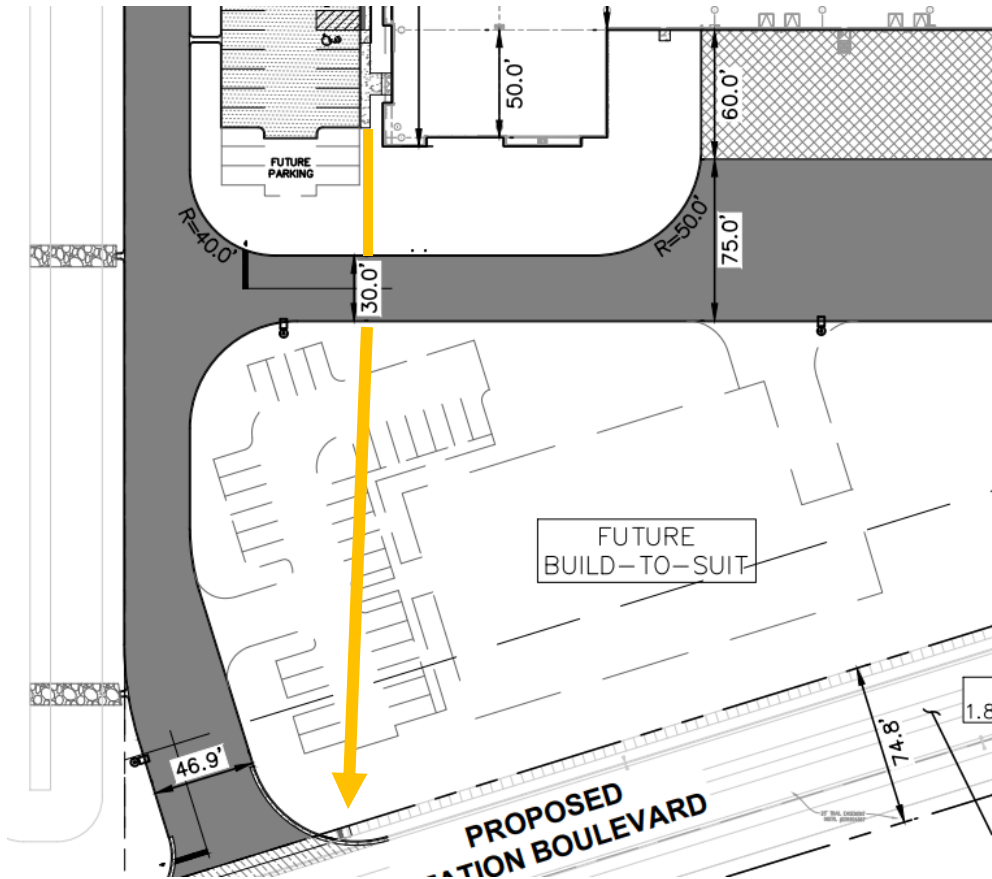
Complies

5. **Trash Enclosure / Trash Compactor:** No details provided. As speculative buildings the type and location will be determined by the future tenant. Any enclosure or compactor will be subject to the requirements of the zoning ordinance.
6. **Pedestrian Connectivity:** (A private Walkway or pedestrian/bikeway system shall functionally connect front doors, storefronts or primary Building entries with planned or existing public sidewalks, pathways or town greenway on each Public Street Frontage of the project.)

A sidewalk connection is shown to the southeast entrance of Building 2 only. Does not comply. Applicant has agreed to extend sidewalks per the markup below to provide pedestrian connectivity on both sides of both buildings.



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7. Landscaping:

- a. **Perimeter Yard Landscaping:** *(In front yards in the Gateway Corridor at least fifty (50) percent of the required Plant Unit Value shall be made up of Deciduous Shade (Overstory) Trees, Deciduous Ornamental (Understory) Trees or Evergreen Trees.)*
Complies.
- b. **Parking Lot Trees:** *(Requirement: Any commercial district or any industrial district shall include at least one interior landscape island measuring eight feet by 18 feet minimum for every 15 parking spaces. Each interior landscape island shall contain at least one deciduous shade (overstory) tree, deciduous ornamental (understory) tree or evergreen tree.)* Complies.
- c. **Parking Lot Screening:** *(the side of the Parking Area facing the Front Yard or the front, side or rear Bufferyard shall be screened by: A compact hedge row planted three feet on-center (3' o.c.) and between twenty-four and thirty inches (24" - 30") in height at the time of planting is required between the parking area and the front yard).* **Does not comply.** The applicant has stated that landscaping will be added in these areas.



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- d. **Foundation Landscaping:** *(Foundation planting areas shall have a total area in square feet of not less than two (2) feet times the length of the wall (2' X length of wall = area for foundation planting) to which the foundation planting is oriented.)*

The ordinance chart states that that required PUV has been provided. **See remarks regarding the landscape plan in the general comments.**

8. **Site Lighting:** *(Lighting shall not cause illumination beyond any Lot Line in an Industrial District, except for lot lines in common between two industrial lots which utilize the development incentive for the use of required yards in integrated centers or industrial parks. Lighting shall not cause illumination: onto any Right-of-Way, based upon the zoning District of the real estate on the opposite side of such Lot Line or Right-of-Way, in excess of two (2) foot candles if adjoining Commercial or Industrial Districts.)*

Photometric provided and shows 0.1 footcandles along part of the east and north property lines. Photometric needs to be revised to show calculations along the north right-of-way line of Station Blvd. instead of the southern line. The applicant has informed staff that the photometric plan will be revised to comply with the ordinance.

9. **Signs:** No information provided. Signage will be subject to the sign regulations within the zoning ordinance.

STAFF COMMENTS, QUESTIONS, AND CONCERNS

1. The landscape plan did not include the Plant Unit Value (PUV) calculations necessary for review. In some instances, staff was able to make interpretations of compliance, but in others (such as the foundation plantings) the plan says “Level 1 provided” but doesn’t show supporting calculations such as those shown in the sample below. Staff has requested that more detail be provided.

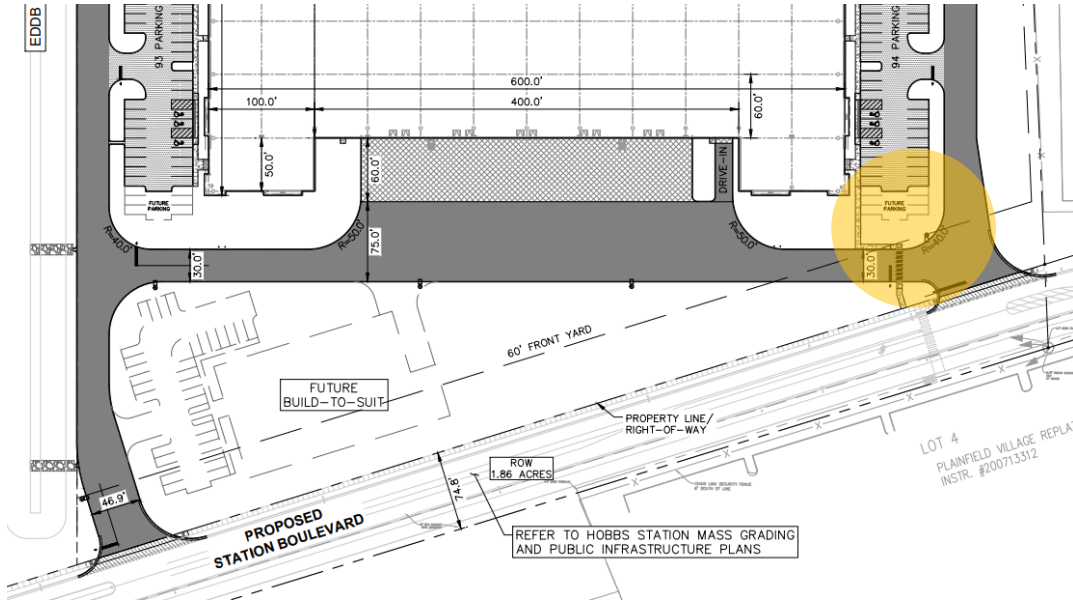
LOCATION - EAST PERIMETER (PE)

LENGTH - 316'	LEVEL - 1		
REQUIRED POINTS - 3.16			
PROVIDED			
PLANT	QTY	PTS	SUB
6' EVERGREEN	3	0.50 EA	1.50
1.5" ORNAMENTAL	1	0.50 EA	0.50
2.5" SHADE	1	0.75 EA	0.75
24" SHRUB	9	0.05 EA	0.45
TOTAL			3.20

2. The petitioner has requested a Development Incentive to allow loading spaces for semi-trucks to face the front of the property. While the petitioner has provided the additional 4.0 Plant Unit Value needed to allow the incentive, staff would note that the loading space orientation will impact access and circulation on the property – particularly at the eastern drive. While the Town’s Director of Transportation will review site access, his primary focus will be on how the

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plan impacts the right-of-way whereas Planning Staff and the DRC are tasked with reviewing the project's site circulation. Does the committee support the Development Incentive to allow the loading space orientation?



3. As noted in the Planning Overview, the rezone was conditioned upon adding screening elements such as landscaping, design features, or other structures along the frontages of property located at northwest corner of the Main St. and Klondike Rd. intersection so that the visual impact of the industrial warehouse buildings will be minimized from Main St. The applicant has informed staff that they are working on this item. No information regarding this condition has been submitted by the petitioner at the writing of this report.
4. There appears to be some inconsistencies in the design of the automobile parking areas. The applicant has indicated that these will be resolved.

