

TOWN OF PLAINFIELD PLAN COMMISSION REPORT

DATE: March 7, 2022

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

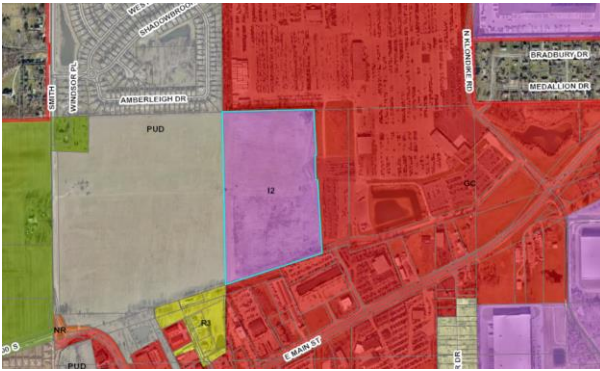
PETITIONER: Hobbs Station Industrial QOZB LLC

REQUESTED ACTIONS: Architectural and site design approval for two (2) industrial buildings on a 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

This request was reviewed by the Design Review Committee (DRC) at its February 10, 2022 meeting. The committee recommended approval of the petition. The following development and design criteria were reviewed for this project:

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

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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.)*
Complies.

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).* Complies.
- 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.)* Complies.

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*

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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.) Complies.

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

APPLICABLE PLANNING POLICIES

Public Utilities:

The Terminus project relies upon water, sewer, storm drainage and roadway improvements that only become available if/when the Hobbs Station Mixed use and Residential area projects are developed. While the overall Hobbs Station project has been proposed as a coordinated unit it is imperative that infrastructure projects be sequenced logically to support the proposed development patterns and uses.

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.
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. It appears the project is being designed to meet required drainage ordinances.

Floodplain:

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

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Transportation: This development plan is in general conformance with the size and use assumed when developing the Traffic Impact Study that was previously submitted to support [RZ-21-036](#) and [PUD-21-039](#). The TIS assumed a series of public infrastructure improvements that were addressed as part of a Development Agreement approved by Town Council Resolution 2021-85 on December 13, 2021.

Staff cited a concern to the Petitioner that the geometry of the proposed east drive of Terminus with Station Boulevard and the accompanying truck court access drive allows for an exiting truck to block the in-bound movement from Station Boulevard. This situation exists, in part, as a result of the acute angle the building creates with the road alignment combined with the building corner design. To mitigate this concern, the Petitioner has agreed to add a Stop sign & stop bar prior to the truck entry drive as well as a mountable median island on Station Boulevard to prevent vehicles from driving around a truck, should it get temporarily stalled from making its entry movement.

Lastly, the desired routing for truck traffic to access the Terminus site is through the use of Klondike Road to Station Boulevard. The Petitioner has agreed to provide wayfinding signage as part of its project to direct its truck traffic accordingly.

STAFF COMMENTS, QUESTIONS, AND CONCERNS

1. The petitioner has requested a Development Incentive to allow loading spaces for semi-trucks to face the front of the property.
2. 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.

MOTIONS

Motion 1: Development Incentive - I move that the Plan Commission **approve / deny / continue** the Loading Space Orientation Development Incentive finding that:

1. The required front yard or required front bufferyard **is / is not** effectively screened with a plant unit value which exceeds the standard for such yard by adding a plant unit value of 4.0 to the total plant unit value otherwise required by this ordinance or other development incentive;
2. The proposed development **is / is not** appropriate to the site and its surroundings; and
3. The proposed development **is / is not** consistent with the intent and purpose of this ordinance.

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Motion 2: Development Plan - I move that the Plan Commission **approve / deny / continue** DP-14-022 as filed by Hobbs Station Industrial QOZB LLC requesting Architectural and site design approval for two (2) industrial buildings on a 37.04 site zoned I-2: Office/Warehouse Distribution finding that:

1. The Development Plan **complies / does not comply** with all applicable Development Standards of the District in which the site is located;
2. The Development Plan **complies / does not comply** with all applicable provisions of the Subdivision Control Ordinance for which a waiver has not been granted;
3. The Development Plan **complies / does not comply** with all applicable provisions for Architectural and Site Design Review for which a waiver has not been granted;
4. The proposed development **is / is not** appropriate to the site and its surroundings; and,
5. The proposed development **is / is not** consistent with the intent and purpose of this Ordinance.

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

1. Substantial compliance with the development plan file as of March 7, 2022.
2. Petitioner shall obtain all offsite utility easements necessary to develop the site as proposed.