

TOWN OF PLAINFIELD PLAN COMMISSION REPORT

DATE: March 7, 2022

CASE NO.: [FDP-22-013](#)

PETITIONER: Hobbs Station MU Multifamily QOZB LLC

REQUESTED ACTIONS: Final Detailed Plan review for a mixed-use project consisting of a 5-story apartment complex with 300 units, retail and commercial space, support spaces and a 2-story parking garage with 524 spaces.

LOCATION: Northeast corner of the Smith/Township Line Road roundabout

PARCEL SIZE: 6.10 acres +/-

APPLICABLE REGULATIONS: [Hobbs Station Planned Unit Development](#)
Plainfield Zoning Ordinance
Plainfield Subdivision Control Ordinance
Plainfield Comprehensive Plan



EXISTING ZONING AND LAND USE		COMPREHENSIVE PLAN	
Site:	PUD Hobbs Station PUD	Site:	Single Family Detached
North:	PUD Hobbs Station PUD	North:	Single Family Detached
South:	PUD Hobbs Station PUD	South:	Single Family Detached Parks and Open Space
East:	PUD Hobbs Station PUD	East:	Single Family Detached
West:	AG Agriculture	West:	Multifamily

PROJECT DESCRIPTION

The applicant is seeking Final Detailed Plan review for a mixed-use project consisting of a 5-story apartment complex with 300 units, retail and commercial space, support spaces and a 2-story parking garage with 524 spaces.

PLANNING OVERVIEW

The site is located at the northeast corner of the Smith/Township Line Road roundabout and was rezoned last years as a part of the [Hobbs Station Planned Unit Development](#), a mixed-use, mixed product development.

Ingress to the site will be accomplished through an entrance on Smith Road, as well as entrances off three new streets, tentatively named Station Boulevard, King Street, and Pearson Plaza. These names have not yet been reviewed by the Hendricks County Communications Center and may change due to the potential to cause confusion with similar names.

The applicant has provided a plan that correlates with the development standards of the PUD—but much of the aesthetic standards were left open to the Design Review Committee and Plan Commission as the plan referenced “representative renderings” that would conceptually show the buildings in terms of design, materials, et cetera. This does provide great leeway for both the Design Review Committee and Plan Commission to require changes or modifications.

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This building will set a precedent as the first new structure, not only in this development, but in this general area. It will have a design impact on the future nearby structures as there will likely be design cues or motifs that are carried across to the other buildings.

It may also impact the design(s) in the upcoming development across Smith Road and potential development and redevelopment along both Smith and Perry Roads toward the Shops at Perry Crossing.

Considering the impact that this structure will have, it is essential that the applicant and the committee and commission "get it right." With very few written standards and only "representative renderings" to guide Staff, the Design Review Committee, and the Plan Commission, this becomes more of a subjective task than an objective task.

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 has changed slightly since the previous submittals. The plan now indicates added storm water volume on the site formerly depicted as a future office site. This would be in addition to the detention previously shown which indicated detention construction within a 7-acre common area south of Station Road. Staff sense is that while the development has advanced in engineering detail the specific volume needs have caused this expanded area to be proposed. The Town drainage ordinances can be met as proposed.
- 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: No known flood plain issues. The site is not located within a Special Flood Hazard Area.

TRANSPORTATION: This development plan appears to be 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](#). That TIS assumed 620

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dwelling units across the development, along with 55k SF of shopping area. The additional RI/RO access to Smith Road for the Interior Access Drive that will serve the south storefronts was considered separately as part of the previous [PP-21-135](#). To support this sort of development pattern, a series of public infrastructure improvements recommended by the TIS have been addressed as part of a Development Agreement approved by Town Council Resolution 2021-85 on December 13, 2021.

Of note is that the Development Agreement separates the construction responsibility of Smith Road, making it an obligation of the Town's to construct. The filed submitted plan illustrates turn lane improvements along Smith Road that are expected to be incorporated into a final roadway design for Smith, but may ultimately be deferred in order to reduce the amount of sacrificial construction that would occur to support these improvements initially.

DESIGN REVIEW

The Design Review Committee examined the project at their February 10, 2022 meeting. The DRC recommended **approval *subject to the provision of mechanical equipment details to staff.*** The following criteria were considered.:

1. **Minimum Yards and Building Setbacks: Complies.**
2. **Finished Façade Toward a Gateway: Complies.**
3. **Loading Space Orientation: Not applicable.**
4. **Outside Storage: None shown. Complies.**
5. **Maximum Building Height: Complies.**
6. **Parking Spaces: Complies.**
7. **Site Lighting:** The photometric plan and fixtures will be reviewed as a part of the Improvement Location Permit (ILP) and the civil plans for the area due to the proximity to the adjacent roadways as per the PUD ordinance
8. **Building Materials:**
9. **Mechanical Equipment:** The following information has been provided: "We will have mechanical rooftop units and are still looking through sizes. The majority of them will be split system residential RTU's that relational to the height of the parapet. We have a couple gas-fired units for the corridors and amenities but are still working through the sizes. I'm confident they will not be of consequential size. We can follow up when we have more information."
10. **Trash Enclosure / Trash Compactor:** The applicant has stated that the enclosures will be within the building.
11. **Pedestrian Connectivity: Complies.**
12. **Perimeter Yard Landscaping: Complies.**
13. **Parking Lot Trees: Complies.**
14. **Parking Lot Screening: Complies.**
15. **Foundation Landscaping: Complies.**
16. **Signs:** Conceptual sign information has been presented. Permits will still be required for any/all non-exempt signage.

STAFF COMMENTS, QUESTIONS AND CONCERNS

1. Are there sufficient architectural details to break up the large mass of the building?

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2. Are there elements of the building/site that should be revisited?
3. The addition of a detention pond on the southwest corner of the site may impact the size of the future office building.

MOTION —Architectural and Site Design:

I move that the Plan Commission **approve / deny / continue** [FDP-22-013](#) requesting Final Detailed Plan review for a mixed-use project consisting of a 5-story apartment complex with 300 units, retail and commercial space, support spaces and a 2-story parking garage with 524 spaces on a 6.10 acre parcel to be incrementally platted that is zoned Hobbs Station Planned Unit Development within a Gateway Corridor, 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.
5. The proposed development **is/is not** consistent with the intent and purpose of the Plainfield Zoning Ordinance.

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

1. Substantial compliance with the plans and document approved by the Commission.