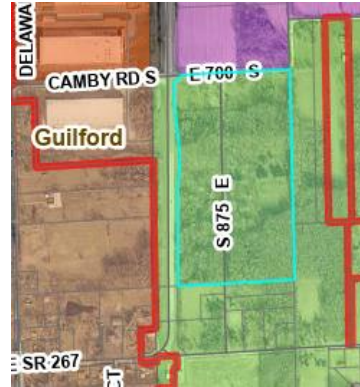


# TOWN OF PLAINFIELD PLAN COMMISSION REPORT

**DATE:** 09-05-2024  
**CASE NO.:** [RZ-24-068, PP-24-068](#)  
**PETITIONER:** Rock Creek Partners  
**REQUESTED ACTIONS:** [RZ-24-068](#): Zone Map Amendment from AG: Agriculture to I-2: Office/Warehouse Distribution and HB: Highway Business; and, [PP-24-068](#): Incremental primary plat creating two lots and one block.  
**LOCATION:** Southeast corner of Camby Road and Quaker Boulevard.  
**PARCEL SIZE:** 51.48 acres+/- (proposed)



<u>EXISTING ZONING AND LAND USE</u>		<u>2016 COMPREHENSIVE PLAN</u>	
<b>Site:</b>	AG Agriculture <sup>(1)</sup>	<b>Site:</b>	POS Parks and Open Space
<b>North:</b>	AG Agriculture	<b>North:</b>	LI Light Industrial
<b>South:</b>	AG Agriculture	<b>South:</b>	POS Parks and Open Space
<b>East:</b>	AG Agriculture	<b>East:</b>	POS Parks and Open Space
<b>West:</b>	HB Highway Business <sup>(2)</sup> I2 Office Warehouse Distribution <sup>(2)</sup> RB Single Family Residential <sup>(2) (3)</sup>	<b>West:</b>	SFD Single Family Detached

<sup>(1)</sup> Seeking Zone Map Amendment to I-2: Office/Warehouse Distribution and HB: Highway Business  
<sup>(2)</sup> The GC: General Commercial zone shown on the diagram is on Quaker Boulevard  
<sup>(3)</sup> Hendricks County Zoning

## PROJECT DESCRIPTION

**Requested Action:**

- Zone Map Amendment from AG: Agriculture to I-2: Office/Warehouse Distribution and HB: Highway Business (*Plan Commission and Town Council*) and an incremental primary plat creating two lots and one block.

**Concurrent Actions:**

- Architectural and Site Design Review for a 182,520 square foot building on a proposed 17.40-acre lot on a parcel proposed to be zoned to I-2: Office/Warehouse Distribution
- Architectural and Site Design Review for a 218,400 square foot building on a proposed 18.14-acre lot on a parcel proposed to be zoned to I-2: Office/Warehouse Distribution
- Primary Plat (*Plan Commission*)

**Future Action(s):**

- Vacation of all or parts of certain roadways (*Town Council*).
- Secondary Plat (*Administrative*)
- Improvement Location Permit and other required permits (*Administrative*).

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## STAFF COMMENTS

### PLANNING

Staff has asked that the applicant voluntarily commit to not using the site proposed to be re-zoned for HB: Highway Business for fueling stations. The applicant has refused to do so.

The rationale for the request is that one corner currently has a fueling station under construction (Wawa on the southwest corner.) Based upon sizes of fueling stations in the Quaker Boulevard/Interstate 70 vicinity, the northwest corner could allow for one to two fueling stations. This parcel could support three to five fueling stations.



In all, without the reasonable restriction, five to eight fueling stations could be built by-right. The Town currently has ten fueling stations within its corporate limits. This could create a development character that would detract from the future nature park and the other potential commercial areas. *(Note that this does not include the 50-acre piece in blue that the applicant is attempting to obtain for more commercial space.)*

Given the noise, odor, light, and traffic concerns, it does seem a bit incongruous to place distribution facilities next to a nature park. One typically does not go to a natural area to be reminded of the man-made concerns that they are seeking to escape.

#### Considerations of Zone Map Amendment (from Indiana Code 36-7-4-603)

The plan commission and the legislative body shall pay reasonable regard to:

1. The comprehensive plan;
2. Current conditions and the character of current structures and uses in each district;
3. The most desirable use for which the land in each district is adapted;
4. The conservation of property values throughout the jurisdiction; and,
5. Responsible development and growth.

As of the publishing of the staff report, three (3) people have provided public hearing comments. These have been placed on the project pages for these petitions and were provided to the petitioner soon after being received by Planning staff. One comment asked whether there were development restrictions on the grants that IAA received to purchase the land that is being considered for development. Staff has referred this question to the applicant and their attorney for clarification.

### PUBLIC UTILITIES:

Water service is currently located west of Quaker Blvd at Camby Road. The proposed development, if approved, would need to extend water east under Quaker, then along Camby, and then south along the proposed new roadway. The Town water system is capable of serving the project. Sanitary sewer is currently located east of Quaker along Camby Road.

The proposed development, if approved, would need to extend a sanitary sewer main east along Camby and then south along the proposed new roadway to provide service. The Town sanitary sewer system is capable of serving the project. Drainage from the proposed development area travels west under Quaker.

The proposal provides for a storm water piping system that will discharge to proposed detention basins to provide storm water quality and quantity control before discharge to the west. The drainage system appears adequate with the proposed improvements.

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**FLOODPLAIN**

No known flood plain issues.

**TRANSPORTATION:**

Planning, and in particular transportation planning, for the undeveloped areas south of I-70 have been going on for years, in some respect decades. Staff advises the Commission to view this re-zone request, coupled with accompanying DP-24-070 and DP-24-071, in the context of fitting in with the broader planning work that has already occurred and is expected to continue.

In that context, Staff has requested the Petitioner perform a Traffic Impact Study (TIS) that anticipates a significant amount of future development, much of which is beyond the scope of the current request(s). The TIS was developed by A&F Engineering and is dated March 2024. A&F is a qualified professional firm on these matters and Staff takes no general objection to the provided study. The study was developed to be consistent with the traffic generation that would result from the Market Analysis Study provided by the Petitioner. At a high level, the traffic generation was adequately close to aligning with the capacity expectations illustrated as part of the Town's Thoroughfare Plan.

However, as noted, the TIS does serve a broad area and may not be the ideal source regarding some design details that are reflected by the current petition. But through some preliminary collaboration between the Petitioner and Staff, the intent is that proposed improvements tied to this rezone and DP-24-070 and DP-24-071 reflect an interim step towards the broader and long-term improvements. This is critical because these improvements are expected to support the potential development areas that are beyond this petition and would route through the area in the future.

To aid the Commission's consideration on transitioning between the high-level planning that's gone on down to the specifics being proposed by the Petitioner for the current public hearing, a separate memo is being developed by the Town's Director of Transportation that will more thoroughly recount the Town's previous planning efforts.

On the specifics of the zoning request, the Petitioner is proposing to extend the improvement limits of Camby Road approximately 500' to the east and introduce a new public street intersection that would create new public right-of-way for a N/S Local Street that accommodates industrial and commercial uses. Initial construction would terminate at the south end of the proposed industrial development but could be extended in the future to connect to CR 700 S, subject to future development.

The area proposed to be zoned as HB will have restricted access to Camby Road in addition to full access to the newly created N/S public right-of-way. The industrial buildings would be limited to access to the new N/S street. The intersection with Camby Road is expected to warrant a traffic signal as other development occurs in the future, but these initial proposals do not reach that threshold and Staff does not recommend installing a signal at this time. However, roadway geometry is being considered to account for these future improvements and will be subject to additional review as part of the Town's Infrastructure Plan Review process. The Petitioner is committed to dedicating sufficient public right-of-way and constructing these improvements as part of the re-zoning request.

As noted, the new public intersection being created is expected to expand significantly in the future. The A&F TIS anticipates future capacity needs that will be considered as part of any approved construction plans, but full buildout of the intersection is not expected to be complete as part of this initial project. The Town took a similar approach when construction the nearby intersection of Quaker Boulevard and Camby Road. Despite limited construction of the intersection, placement is critical to avoid unnecessary future reconstruction efforts. The engineer for the Petitioner has recommended a sweeping curve be placed in order

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to align the intersection in a way that interrupts sight distance from Quaker Boulevard looking east. This approach has been generally supported by Town Staff as a unique way to create more visual interest in the areas near the Quaker intersection, before transitioning to what is expected to be a fairly long stretch of Camby Road. This curvature is also specifically included as a necessity to avoid areas that are protected by restrictive covenants in place for the Indiana Bat mitigation that was completed by the Indianapolis Airport Authority.

The current expectation for this curvature is that it will be designed with final geometry that accommodates design speeds of 35mph but that 30mph will be the posted speed limit. Staff has worked with the Petitioner as well as our own consultants to search for appropriate design decisions that prioritize safety at what will be a future signalized intersection while also working to accommodate the potential growth this intersection may experience in the future.

Pedestrian facilities will be constructed along Camby Road and the new N/S local street per typical Town requirements. The Petitioner has also committed to constructing a multi-use path along Quaker Boulevard. While these facilities will provide local connectivity when initially built, they will become more valuable in the future once the new I-70/Quaker Interchange gets constructed to include pedestrian facilities over I-70.

Lastly, as part of the platting requirements, there is apparent right-of-way for CR 875 E (aka Willsey Road) that will be required to get vacated and Lot 2 will be required to include access easements in favor of Lot 1 having access to a public right-of-way.

### **SUBDIVISION CONTROL ORDINANCE REQUIREMENTS**

The following items are listed as requirements for a Primary Plat by the Plainfield Subdivision Control Ordinance. The Ordinance provides for certain elements at the discretion of the Commission to be deferred to the Secondary Plat either in full or for more detail.

<b>No.</b>	<b>Requirement</b>	<b>Deferred/Provided</b>
1.	Scale, date and north arrow;	Provided
2.	Legal description of the real estate to be subdivided;	Deferred
3.	Area map insert showing the general location of the proposed subdivision with reference to major streets and section lines as well as all school district lines and zoning districts properly designated;	Deferred
4.	Proposed name of the subdivision;	<b>Needs correction</b>
5.	Name, address, telephone number of the owner. If applicable, name address and telephone number of the agent representing the owner. Citation of last deed of record conveying title to each parcel involved in the proposed subdivision, including name of grantor, grantee, date and recording information;	Provided
6.	Accurate boundary lines of the proposed subdivision showing distance, bearings, angles and references to section corners, township and range lines;	Provided
7.	Names, centerlines and right-of-way widths of all existing streets, alleys and easements affecting or providing service to the proposed subdivision;	Deferred
8.	Layout, number and dimension of all lots with proposed setback lines;	Provided, but larger setbacks

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		than required on HB lot
9.	The complete text of any existing covenants on the property (if applicable);	No Known Existing Covenants
10.	Location, delineation and elevation of all floodway and floodway fringe areas within the boundaries of the subdivision;	Not applicable
11.	Location of all existing and proposed utility facilities and easements, including, but not limited to: sanitary sewer, water, storm water management, electric, gas, telephone and cable, if applicable;	Provided
12.	All improvements to the street system on-site and off-site, including measurement of curb radius and taper;	<b>Needs correction</b>
13.	Sidewalk plan (or alternate plan for pedestrian ways, when applicable);	Deferred
14.	The approximate location, dimensions and area of all parcels of land proposed to be reserved for park, conservation, wetland, common area, lake or other similar uses for the use of property owners within the proposed subdivision;	Provided
15.	Proposed covenants, commitments, conditions and restrictions for the subdivision;	Deferred
16.	A proposed address plan for the subdivision consistent with the address patterns established for the town and county; and	Deferred
17.	Any other information requested in writing by the Director, members of the Technical Advisory Committee or the Plan Commission deemed important to the development of the subdivision.	To Be Determined

The Director, in his or her sole discretion, may waive or relax any of the requirements listed above.

## **MOTION 1: Zone Map Amendment**

I move that the Plan Commission certify **RZ-24-068**: Zone Map Amendment from AG: Agriculture to I-2: Office/Warehouse Distribution and HB: Highway Business within a Gateway Corridor, a **favorable recommendation / unfavorable recommendation / no recommendation** subject to the following condition(s):

1. Removal of "Fueling Station" from the list of permitted uses.

## **MOTION 2: Primary Plat**

I move that the Plan Commission **approve / deny / continue** **PP-24-068** requesting an incremental primary plat creating two lots and one block on a 51.48 acre +/- parcel requesting Zone Map Amendment to I-2: Office/Warehouse Distribution and HB: Highway Business within a Gateway Corridor, 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 conditions:

1. Compliance with the Town Standards, including but not limited to the following Chapters of the Plainfield Town

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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 submitted for approval.
  3. Vacation of CR 875 East and any associated utility easements shall be required prior to the recording of a secondary plat.
  4. As per the Plainfield Subdivision Control Ordinance, no permits shall be issued for these sites until the recording of the secondary plat.
  5. Approval is subject to the ratification of the Zone Map Amendment ordinance by the Town Council.