

TOWN OF PLAINFIELD PLAN COMMISSION REPORT

DATE: October 7, 2019
CASE NUMBERS: RZ-19-166, PP-19-155, DP-19-154
PETITIONER: Rock Creek Partners

**REQUESTED
ACTIONS:**

RZ-19-166 A petition requesting Zone Map Change for a 0.74 acre parcel from OD: Office District to I-2: Office/Warehouse Distribution.

PP-19-155 A petition requesting Primary Plat approval of a proposed 8 lot subdivision on 84.55 acres.

DP-19-154 A petition requesting Architectural and Site Design Review of a proposed 189,280 square foot warehouse/flex building on a parcel requesting rezone from OD: Office District to I-2: Office/Warehouse Distribution within a Gateway Corridor Overlay District.

LOCATION: Camby Road at S.R. 267 and CR 825 E
PARCEL SIZE: RZ—0.74 acres, PP—84.55 acres, DP—16.91 acres
APPLICABLE REGULATIONS: Plainfield Zoning Ordinance
 Plainfield Subdivision Control Ordinance
 Plainfield Comprehensive Plan



EXISTING ZONING AND LAND USE		COMPREHENSIVE PLAN	
Site:	I2: Office/Warehouse Distribution GC: General Commercial OD: Office District (rezone requested)	Site:	Single Family Detached Highway Commercial Park and Open Space
North:	GC: General Commercial AG: Agriculture	North:	Parks/Open Space Highway Commercial
South:	Hendricks County	South:	Light Industrial Single Family-Detached
East:	AG: Agriculture	East:	Light Industrial
West:	Hendricks County	West:	Single Family Detached Park/Open Space

PLANNING OVERVIEW

Project Description: The applicant is proposing to subdivide about 84.5 acres into 8 lots, one of which, a 16.91 acre parcel, is proposed to be developed into an 189,280 square foot warehouse/distribution

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building. A portion of that parcel, 0.74 acres, will need to be rezoned from OD: Office District to I2: Office/Warehouse Distribution.

As many of the utilities issues are still in flux, staff and the applicant have agreed to defer many of the unresolved issues, along with setback lines, to the secondary plat.

The applicant received an approval of a waiver for cul-de-sac length to exceed 800 feet. The cul-de-sac created off of Kemper Drive is slightly shorter in the revised plat than the initially approved plat. Camby Road will still have two points of emergency access—one from SR 267 and one through a gate at Camby Road and CR 825E.

There have been discussions about closing Camby Drive off west of the drive extension to the north (temporarily referred to as “Kemper Drive”). This could be accomplished with a gate to which emergency responders may unlock using a Knox box.

Land Use / Compatibility: The Comprehensive Plan shows several different types of land uses in this area. In the rezone to the I2: Office/Warehouse Distribution, the Commission stated that, due to flight path issues, that the future residential land uses on the site were incompatible.

Development Standards: Plans were reviewed for compliance with the I2: Office Warehouse Distribution district and Gateway Corridor Development Standards.

Site Plan:

Building Materials: The project complies with the industrial design regulations.

Mechanical Equipment: The line of sight exhibit appears to show that the units will not be visible from Camby Road or any of the property lines.

Trash Enclosure: Trash enclosure schematics are shown, as well as how they would be placed in relation to the building. As a speculative building, the final location of the enclosures is not yet known, but the plans provide an example of how such enclosures would look and function.

Landscaping: The plan complies as an alternative landscape plan.

Lighting: The photometric plan and the light fixtures comply.

Parking: The project requires 63 parking spaces. The plan provides 110 parking spaces to the north of the building, 32 spaces to the northwest of the building and about 26 spaces on the eastern side of the building. As has been requested by many of the recent I2 developments, Staff would encourage that these spaces not be used for truck or trailer parking.

Pedestrian Circulation: A pedestrian connection from the building to a sidewalk that runs from the western drive to the eastern property line. Considering that a gate may possibly block the vehicular right-of-way connection between Camby Road and CR 825E, extending the walk to the western edge of the property line may be of benefit.

Signs: No new signs are shown. *All signage shall fall under the provisions of Article 7 of the Zoning Code and require an Improvement Location Permit.*

Design Review Committee: This request was reviewed by the DRC at their September 10, 2019 meeting. The committee had comments about rooftop units and landscaping.

They moved to recommend the plan with the following conditions:

1. Demonstrate that rooftop units are not visible from SR 267.
2. Add more evergreens along the side of the property facing SR 267. Substitute oak trees for spruce.

Applicable Planning Policies:

PUBLIC UTILITIES: Utilities will need to be extended to the site.

FLOODPLAIN: There is a floodway area in the northwest portion of the area of the preliminary plat. The portion of the plat that is

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TRANSPORTATION: See Memoranda from Transportation Director Scott Singleton is attached. The memo does list some potential commitments, conditions, and a potential Developer Agreement/MOU to consider.

STAFF COMMENTS, QUESTIONS AND CONCERNS

1. Considering that a gate may possibly block the vehicular right-of-way connection between Camby Road and CR 825E, extending the walk to the western edge of the property line may be of benefit.

MOTION 1: Rezone

I move that the Plan Commission certify the zone map amendment request RZ-19-166 as filed by Rock Creek Partners rezoning of 0.74 acres at the northeast corner of Camby Road and CR 825 E from OD: Office District to I2: Office/Warehouse Distribution with a **favorable recommendation / unfavorable recommendation / no recommendation**.

MOTION 2: Primary Plat

I move that the Plan Commission **approve / deny / continue** PP-19-155 as filed Rock Creek Partners requesting an amendment to Primary Plat 18-004 to create an 8 lot subdivision on approximately 84.55 acres 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.

MOTION 3: Development Plan

I move that the Plan Commission **approve / deny / continue** DP-19-154 as filed by Rock Creek Partners requesting Architectural Site Design approval for of a proposed 189,280 square foot warehouse/flex building on a parcel requesting rezone from OD: Office District to I-2: Office/Warehouse Distribution within a Gateway Corridor Overlay District, finding that:

1. The Development Plan **complies/does not comply** with all applicable Development Standards of the District in which the site is located because:
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 because:
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 because:
4. The proposed development **is/is not** appropriate to the site and its surroundings because:
5. The proposed development **is/is not** consistent with the intent and purpose of the Plainfield Zoning Ordinance because:

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

1. Substantial compliance with the plans dated October 1, 2019.
2. A secondary plat will be required within sixty (60) days of the Development Plan approval.
3. "Kemper Drive" will need a new name as per the Hendricks County Communications Center to avoid confusion with similar names. Coordinate with the Town's GIS Coordinator to create a new name.
4. The automobile parking area shall not be used for truck or trailer parking.
5. The parcel area west of the proposed westernmost access drive currently illustrated to be "future parking", shall only be accessed through said drive and no other access to the public right-of-way shall be allowed.

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6. The Developer shall agree to execute a Memorandum of Understanding (MOU) with the Town regarding the scope of improvements needed with regards to cost sharing, timing, and construction details.