

Memo



To: Plainfield Plan Commission
From: Scott Singleton, Director of Transportation
cc: Tim Belcher, Executive Director of Development Services
Andrew Klinger, Town Manager
Date: April 4, 2023
Re: PUD/FDP-23-018
Transportation Comments on PUD Re-Zone

OVERVIEW

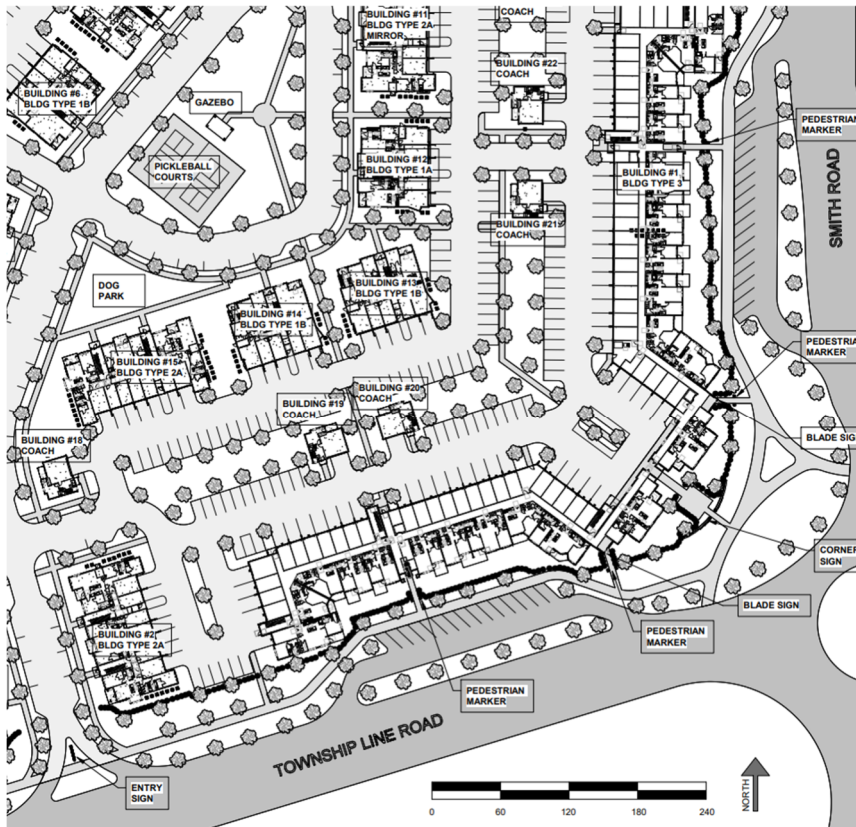
The previously approved zoning of PUD-21-123 included a comprehensive Traffic Impact Study that allowed for the 315 apartment units being more specifically defined under this petition. No additional traffic analysis was requested beyond what was previously submitted.



Primary access is proposed to be derived from the creation of new public rights-of-way that have been proposed and approved as part of PUD-21-123. These two new public rights-of-way would connect to both Township Line Road and Smith Road. Additionally, a proposed Right-In/Right-Out drive with direct access to Township Line Road has been recommended to be included by Staff to reduce the overall trips that will someday utilize a proposed roundabout at Shady Lane.

STREET FRONT PARKING

In addition to the proposed drive access points as described, the Petitioner for the apartment complex has also requested to include street-front parking along both Smith Road and Township Line Road via dedicated pull off areas.



These parking areas are intended to operate similarly to on-street parking, but would be constructed, owned, and maintained by the private owner of the apartment complex. Staff understands the expectation for this style of parking is to provide benefit to more transient users...which has been described as guests but is also expected to be for services such as DoorDash, Uber, Amazon deliveries, and similar mobile services.

In giving consideration to these parking area requests, Staff has advised the Petitioner that this sort of parking arrangement on Smith Road seems more appropriate than compared to Township Line Road. Smith Road is a 2-lane Collector-level

roadway...while Township Line Road is identified as a Principal Arterial with 4 travel lanes.

Generally, the Town seeks to limit drive cuts based upon the street classification hierarchy. Allowing street cuts for this type of parking on an arterial roadway may be viewed as an undesirable precedent that results in overly customized requests by future developments that are in conflict with the Town's current development standards that seek to reflect the referenced hierarchy.

For this reason, Staff has suggested that the Petitioner consider removing the proposed parking on Township Line Road at this time...with consideration towards potentially making a future request to add this parking, once the area is more fully developed. I forwarded an email to the attorney of the Petitioner to reiterate this point of discussion back on February 27...but have gotten no response. I am

including a copy of that email with this memo to offer the Plan Commission proper background on this topic ahead of the public hearing.

SMITH ROAD

Since the Hobbs Station approval, as well as the previous approval of PUD-21-123, the Town has been actively pursuing a public infrastructure improvement project to widen Smith Road to be a boulevard-style street section with a new roundabout intersection.

Earlier this year, the Town awarded a construction contract to complete these improvements during the latter half of this year, 2023. Due to construction phasing and timing shifts by the property owner of the lands zoned as PUD-21-123, the Town must still obtain the necessary public rights-of-way and construction easements along Smith Road to accommodate the planned improvements...particularly with needed design coordination with the new construction in the entire Bo-Mar development that will accommodate stormwater and utility designs along the Smith Road corridor.

Accordingly, Staff is requesting; and the property owner has agreed to, that the Plan Commission consider making any approvals of the Petitioner's Zone Map Amendment conditioned upon the property owner agreeing to make the following commitments:

1. Parcel owner shall dedicate public right-of-way for Smith Road at no cost to the Town.
2. Parcel owner shall provide a Temporary Easement to ensure all roadway construction and underground utility work associated with the Town of Plainfield's Smith Road Boulevard Reconstruction project can be completed as currently contracted.
3. Parcel owner shall construct and maintain a temporary earthwork drainage system for Smith Road until future permanent stormwater systems are built to collect public street runoff.

The details associated with these commitments shall be made subject to final Civil Plan approval by Town staff and legal review by the Town's attorney.

Additionally, it is appropriate to note that should the Plan Commission take action to approve the revised PUD/FDP-23-018 as presented with street-front parking on Smith Road, the Town will seek to include potential design modifications to the Smith Road Boulevard Reconstruction project that would better accommodate the proposed private design as offered.

Scott Singleton

From: Scott Singleton
Sent: Monday, February 27, 2023 1:56 PM
To: Brian Tuohy
Cc: Kevin Whaley; Tim Belcher
Subject: RE: Banning's Civil

Brian,

During last Thursday's virtual discussion, I didn't see much reason to re-hash the conversation about how the Town is viewing the proposed parking being shown along Township Line Road. But as a matter of clarity, I do want to make known how I am currently expecting to address the formal submission made for this project.

I do intend to make clear to the Plan Commission that the proposed parking area off of both Smith Road and Township Line Road represent a relatively unique approach to addressing the desire to have parking at or near the street. That the proposed design offers a benefit by eliminating the need for a parked vehicle to back directly out into traffic. That Staff sees this as a positive condition and feels implementing this approach on Smith Road, a Collector, is a good opportunity for introducing this as a design option. However, despite the benefits this kind of parking can offer, Staff is not prepared to recommend this approach be implemented upon Township Line Road...given its functional classification as a Primary Arterial...an indication that local access drives should be generally limited.

Of course...this is nothing new to our conversation...but it will be the first time I'm aware of where a project is going in front of the Plan Commission and I'm going to share my view that I think there is a better alternative (i.e. easing into this, designing for it to be constructed later, and pursuing it separately in the future). We have not been in the practice of debating project designs in our meetings...but I see this heading in that direction. It is something I feel the project would be better served to avoid...so I'm offering this email to get your thoughts. Perhaps this is an all-or-nothing condition for the developer. But we certainly don't want to learn that in front of the Plan Commission...we should be having those discussions now so that the Commission can be prepared to weigh-in if that's what is needed. I think you would agree that they need to be properly prepared ahead of the meeting to make that decision if that is where this conversation is heading.

There's potentially a lot to talk about regarding the other infrastructure coordination still...so in general this could become a fairly murky public hearing regardless. But I would like to get some specific feedback from you or the Petitioner on the following questions:

- Is the Petitioner willing to request an approval without the parking access to Township Line Road?
- Is the Petitioner willing to install that type of parking at a future date? And if so...how long is an agreeable timeline to consider for that decision/agreement getting reached?

Thanks Brian.

Regards,

Scott Singleton | Director of Transportation

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